

Steven Johnstone
Orion Consulting

27 July 2021

Dear Steven

Lot 6, Garfield Road Riverstone | Traffic Statement

1. Introduction

JMT Consulting has prepared this document to review the traffic and access arrangements for the proposed subdivision of Lot 6 in DP 229296 at Riverstone. The statement supports a Development Application to Blacktown City Council for the site and responds to comments provided in the Statement of Facts and Contentions (SOFAC) associated with the site (case number 2021/00039740).

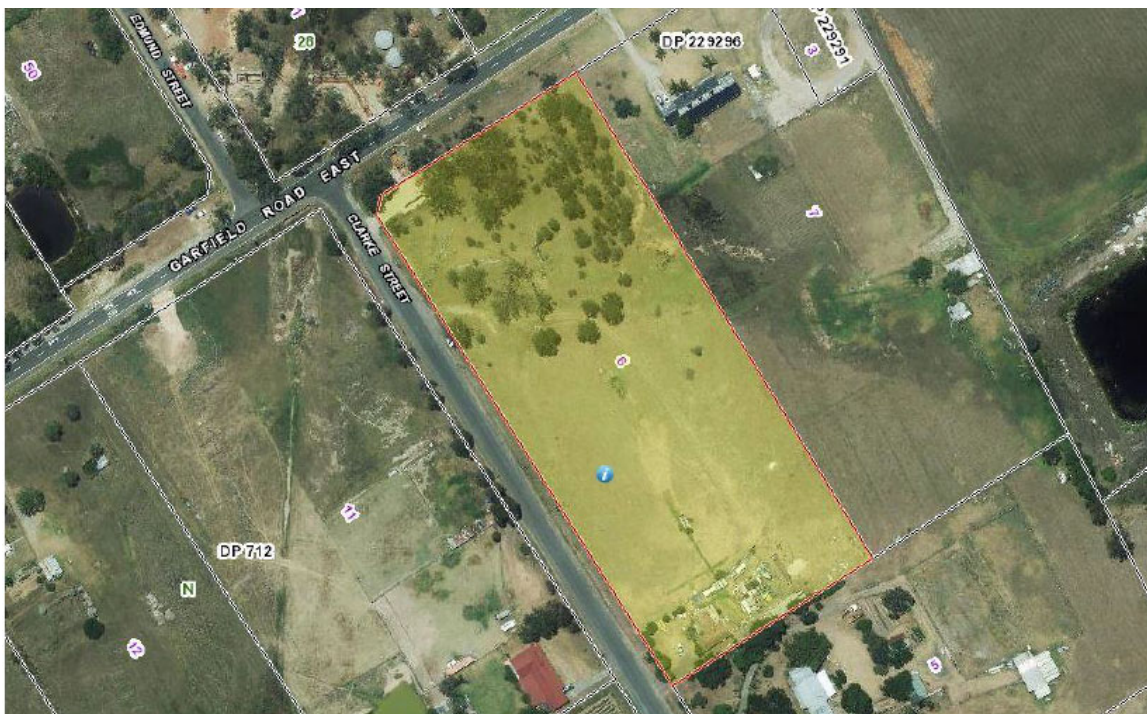


Figure 1 Site location

2. Transport Assessment

The site is located on the corner of Garfield Road East and Clarke Street in the suburb of Riverstone NSW as illustrated in Figure 2 below. Adjacent to the subject site is 256 Garfield Road East where a Development Application (DA-17-01289) was approved in 2018 for a residential subdivision providing for 35 lots.



Figure 2 Existing site context

The proposed subdivision of Lot 6 would include 32 residential dwellings as well as the construction of an internal road network supporting access to the site. Based on typical rates of traffic generation for low density residential dwellings as specified by Transport for NSW, the estimated number of vehicles generated by the site is as follows:

Table 1 Forecast traffic generation

Peak Hour	No. of dwellings	Traffic Generation Rate	Number of vehicle trips		
			Into site	Out of site	Total
AM Peak Hour (8am – 9am)	32	0.95	6	26	32
PM Peak Hour (5pm – 6pm)	32	0.99	26	6	32

The ultimate vehicle access arrangements to the subject site are illustrated in Figure 3 below. These access arrangements contemplate the future termination of the southern end of Clarke Street as well as the closure of the Clarke Street / Garfield Road East intersection as noted in the Riverstone East Indicative Layout Plan (ILP). Vehicle access to the subject site would instead be obtained via the construction of a new road on the eastern boundary of the adjoining site at 256 Garfield Road East. As previously noted this site has an approved development consent for a residential subdivision including internal road system and will provide for vehicle access directly via Garfield Road East.

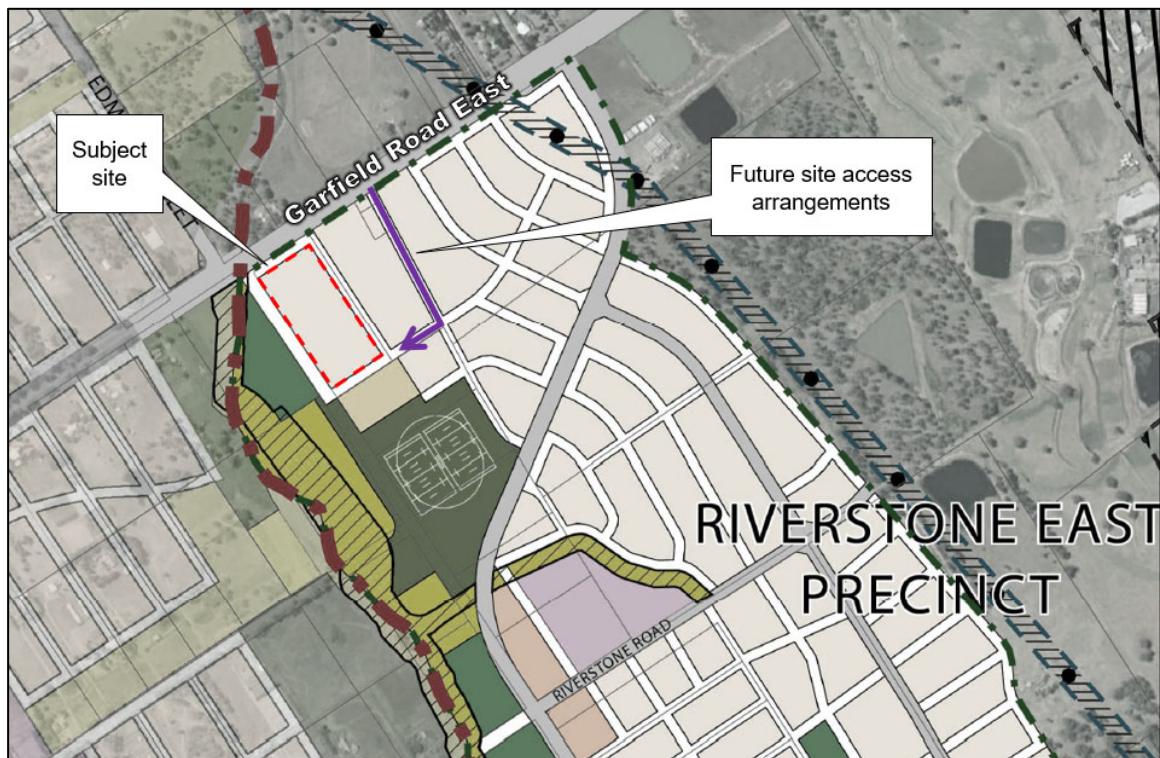


Figure 3 Ultimate vehicle site access arrangements

Table 1 previously indicated that the site would generate approximately 30 vehicle movements during the morning and afternoon peak periods. This level of traffic generation is minimal in the context of future traffic demands in the North West Growth Centre and would not adversely impact the operation of the road network. Further, development of the subject site was previously taken into consideration as part of the broader road network modelling undertaken by the Department of Planning, Industry and Environment to support the rezoning of the Riverstone East precinct. The road network in the vicinity of the site has been planned to accommodate its expected traffic flows and therefore vehicle access could be adequately accommodated.

The Riverstone East ILP identifies a number of future road upgrades for the precinct, including Garfield Road East adjacent to the site which will become a 'transit boulevard' (see Figure 4). Hambledon Road will also be extended to connect through to Garfield Road East to provide an alternate north-south road connection into the precinct. These network of roads will ultimately support vehicle access to the subject site.

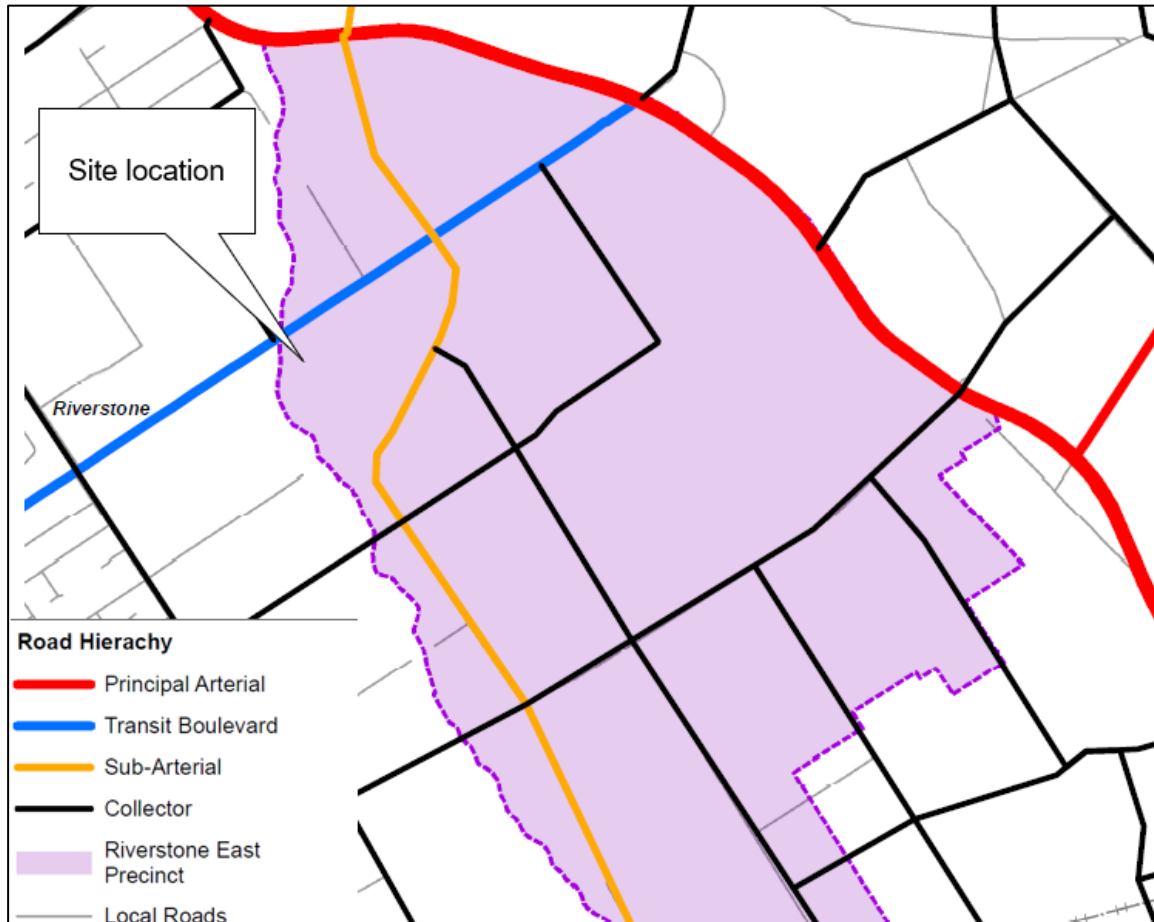


Figure 4 Future road network supporting the site

Source: Arup (2018) modified by JMT Consulting

As Garfield Road East is identified for a future upgrade, vehicle access into the local road adjacent to the 256 Garfield Road East site will be restricted to left in – left out only. This vehicle restriction will allow for efficient vehicle access to be provided on Garfield Road East whilst also supporting local access into the subject site.

An internal street network has been designed in accordance with Council's relevant engineering guidelines and controls to facilitate two-way vehicle movements as shown in Figure 5 below. Allowance has been made for a road connection through to the adjacent site at 256 Garfield Road East, consistent with the Riverstone East ILP. As previously noted this road connection will ultimately provide for vehicle access and egress through to the broader road network following the closure of the southern end of Clarke Street.

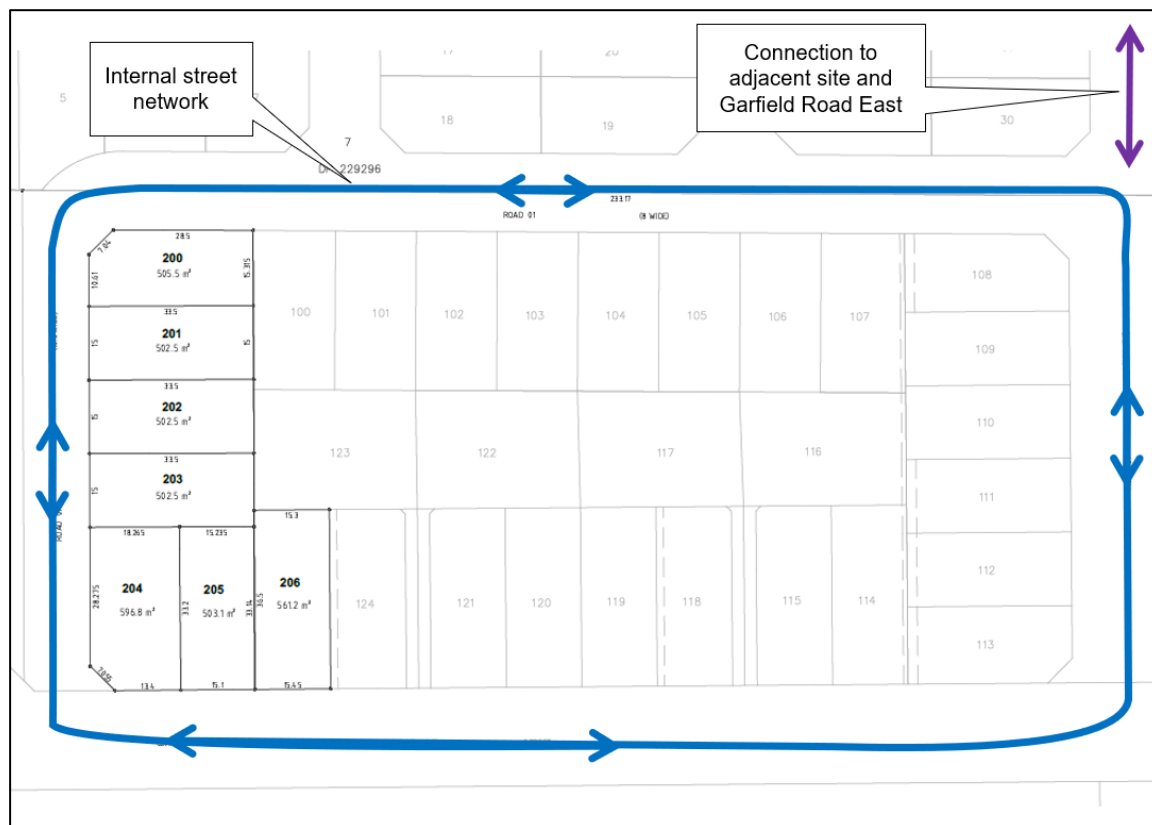


Figure 5 Internal street network

3. Conclusion

This document has been prepared by JMT Consulting to support a DA to review the traffic and access arrangements for the proposed subdivision of Lot 6 in DP 229296 at Riverstone.

The residential subdivision of up to 32 dwellings may generate approximately 30 vehicle movements during the morning and afternoon peak periods. This level of traffic generation is minimal in the context of future traffic demands in the North West Growth Centre and would not adversely impact the operation of the road network. The Riverstone East ILP identifies a number of future road upgrades for the precinct, including Garfield Road East and the extension of Hambledon Road, which will ultimately support vehicle access to the subject site.

Vehicle access to the site would be obtained via the construction of a new road on the eastern boundary of the adjoining site at 256 Garfield Road East, consistent with the arrangements envisaged in the Riverstone East Indicative Layout Plan (ILP). This new road on the adjacent property will provide a connection through to Garfield Road East. The internal street network for the subject site has been designed to accommodate this future access arrangement.

Based on the above key findings, and subject to the delivery of a connecting road through the adjacent site as envisaged in the Riverstone East ILP, it is considered that the proposal's impact on the transport network will be acceptable.

Please do not hesitate to contact the undersigned should you have any questions.

Regards



Josh Milston

Director | JMT Consulting

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