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27 August 2018

Alison Davidson
Principal Planner
Planning Ingenuity
PO Box 715
Miranda NSW 1490

Dear Alison,

Re: Traffic Impact Assessment for Proposed Truck Operation 7 Long Street, Smithfield – Section 4.55 Modification to Vary Condition 64

Introduction

This report has been prepared to assess the traffic impacts of a proposal to extend truck operational hours at an approved development at 7 Long Street, Smithfield for 24/7 operation.

Current Consent

The current consent for the operation of the sludge de-watering plant at 7 Long Street permits 24 hours a day/7 days a week plant operation, and that truck movements to and from the site are restricted to 7am to 6pm, Monday to Saturday. (Cumberland Council Notice of Determination dated 4 October 2016, Conditions 63 and 64).

Proposed Operation

The operator of the business has advised that occasional overnight truck operation is required to service clients needs, such as for roadwork projects where authorities only permit the work to be done overnight to minimise traffic impacts.

Advice from the operator is that this occasional 24/7 operation of trucks to and from the site would typically involve similar truck volumes that occur during normal Business hours, that is 1 to 2 truck trips per hour. On very rare occasions and if uneven work flow occurred, these volumes could change to 4 truck trips per hour followed by no trucks in the following hour. Each truck trip involves one movement in and one movement out of the site.

Traffic Impact Assessment

The proposal is typically expected to generate 4 truck movements (2 in / 2 out) and very occasionally up to 8 truck movements per hour (4 in / 4 out) overnight between 6pm and 7am.

Transport and Urban Planning Pty Ltd's traffic assessment dated 26 October 2015, for this site's recent DA included traffic counts and SIDRA intersection modelling of peak hour operation of the two key access intersections:

- Long Street/Gipps Street
- Long Street/Cumberland Highway



During normal weekday AM and PM peak hours, both intersections were found to be operating satisfactorily (Levels of Service C and B respectively). With the addition of the then proposed development generated traffic, both intersections would continue to operate satisfactorily with no change to current Levels of Service.

Given that traffic conditions at these two key access intersections and on surrounding roads are significantly better during overnight hours than during the weekday AM and PM peak hours due to the lower overall traffic volumes, it is clear that the addition of up to 8 truck movements per hour (4 in / 4 out) in the night time period will have a very low, acceptable traffic impacts. Surrounding roads and intersections which operate at low levels of delay during overnight hours, will experience negligible traffic impacts from these additional truck volumes.

Conclusion

The proposal to operate trucks to and from 7 Long Street overnight will have a low truck trip generation of typically 4 (2 in / 2 out) and occasionally 8 (4 in / 4 out) movements per hour. These movements will be easily absorbed onto the surrounding road network during these quiet traffic periods, with no adverse traffic impact. There are no traffic engineering reasons to refuse the proposal to operate trucks 24/7.

Yours faithfully

Terry Lawrence
Director
Transport and Urban Planning Pty Ltd