

Table 1	Response to Council Internal Traffic Engineer comments
Traffic Matter Raised	Response
Inadequate Traffic Impact Assessment	
<p>The applicant fails to provide sufficient information to address the additional traffic impact on the road network as a result of the development. Particularly, the submitted Traffic Assessment does not address the anticipated increase in traffic volumes turning right from Hoskins Street to Suttor Road, does not address the potential impacts on intersection performance, safety, sight distance and any additional safety measures at this intersection</p>	<p>This issue of the impact of development traffic on the intersection of Hoskins Street/Suttor Road has not previously been raised by Council and was not assessed in the TIA as:</p> <ul style="list-style-type: none"> • Existing and development traffic flows through the intersection are low. • The intersection is a priority controlled t-intersection with no sight line constraints. <p>Nonetheless, to address this matter an assessment has been undertaken as set out below.</p> <ul style="list-style-type: none"> • Suttor Road currently carries some 180 to 200 vph (two way) in the weekday AM/PM peak hours; • Hoskins Street currently carries some 50 vph (two way) in the weekday AM/PM peak hours; • The intersection currently operates at LOS A (average delays per vehicle for the movement with the highest delay – right turn out of Hoskins Street of less than 15 seconds per vehicle); • Sight lines for the right turn out of Hoskins Street exceed 70 metres in each direction along Suttor Road, satisfying Austroads requirements for a 50 km/h speed environment; • No accident history at the intersection; • With development traffic in place, traffic flows in Hoskins Street will increase to some 120 to 170 vph (two way) in the weekday AM/PM peak hours; • With development traffic in place traffic flows in Suttor Road will increase to some 210 to 260 vph (two way) in the weekday AM/PM peak hours; • With development traffic in place, intersection will continue to operate at LOS A (average delays per vehicle for the movement with the highest delay – right turn out of Hoskins Street of less than 15 seconds per vehicle). <p>Based on the above, development traffic would have minimal impact of the operation of the intersection of Hoskins Street/Suttor Road and no upgrades to the intersection are required.</p>
<p>Based on TfNSW's concurrence, it is noted that vehicles over 12.5m can no longer turn into Valetta Street from Argyle Street. Insufficient information has been provided for the traffic impact on the</p>	<p>This statement is incorrect. No diversions of trucks will be required. TfNSW concurrence includes advice that:</p> <p><i>a. minor kerb adjustments to the northeast corner of the intersection, to facilitate 19m heavy vehicle left turn movements into Valetta Street, as shown in the sketch provided in Attachment 3a, taking into consideration the required extent of no stopping zone on Valetta Street</i></p>

surrounding road network and businesses for this proposal as a result of this traffic diversion.	
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