



13 October 2020

Our Reference: SYD19/01456/06
Council Reference: DA19/0704

Kathryn Sprang
Penrith City Council
PO Box 60
PENRITH NSW 2751

Dear Ms Sprang

PROPOSED STAGED SUBDIVISION OF LAND TO CREATE 265 RESIDENTIAL LOTS, 14 INDUSTRIAL LOTS, OPEN SPACE LOTS, 17 RESIDUE LOTS AND ROAD DEDICATION 16 CHAPMAN STREET AND 2 WATER STREET, WERRINGTON

Reference is made to Council's correspondence dated 31 March, 16 April 2020 and 10 August 2020 with regard to the abovementioned Development Application, which was referred to Transport for NSW (TfNSW) in accordance with *the State Environmental Planning Policy (Infrastructure) 2007*.

TfNSW has reviewed the response provided for by *GLN Planning Pty Ltd*. In TfNSW letter dated 20 May 2020 (see **Tab A**), TfNSW raised concerns with Council that the proposed development will have negative impacts to the surrounding local and state road network.

In this regard TfNSW believes further information is required to alleviate the impact of this development for safety and efficiency reasons. As Council are the planning authority for this development it is up to Council to determine if the development risks raised by TfNSW are satisfied. Should Council determine that additional information is required to address TfNSW concerns, TfNSW will provide further comments on any additional information provided.

In addition to the abovementioned comments TfNSW provides the following road design advice specific to the proposed roundabout for Councils consideration:

1. The southbound entry and circulating lanes on the roundabout on Werrington Road southbound has little to no deflection, which will lead to higher than desired speeds on approach to and through the roundabout and poor lane discipline.
2. The northbound entry and circulating roadway on Werrington Road has too much deflection, which is likely to lead to heavy vehicles tracking over the annulus and slower than desired travel speeds through the roundabout, creating traffic efficiency issues.
3. Due to the angle which Rance Road intersects with the roundabout, vehicles travelling south on Werrington Road are unlikely to be able to see vehicles exiting from Rance Road, which could lead to road safety issues.

4. There are a number of issues on the southbound departure side of the roundabout on Werrington Road:
 - a. The merge taper and parallel travel distance appears to be too short for the likely speed of vehicles e.g. 40 or 50km/h.
 - b. The merge is positioned on the inside of a tight left hand curve, making it difficult for drivers to look over their shoulder/in their mirrors to choose a safe gap to merge into.
 - c. The right turn bay into Gipps Street is short, meaning vehicles will be decelerating in the through lane before entering the bay. After the roundabout, vehicles would be expecting to accelerate rather than have to decelerate, and couple this with merging/allowing a vehicle in front to merge, there is a high potential for side swipe and rear end crashes.
 - d. The merge has no runoff area. Immediately behind the kerb at the end of the merge is a timber electricity pole, and 35m beyond this there is a large drainage box culvert which has no safety barrier protection.
5. Having a junction of pipes in the annulus of the roundabout creates an issue for maintenance as traffic control is required to access the pit.

If you have any further questions, Laura van Putten, Land Use Planner at TfNSW, would be pleased to take your call on (02) 8849 2480 or please email development.sydney@rms.nsw.gov.au.

Yours sincerely



Pahee Rathan
Senior Land Use Assessment Coordinator

Tab A



Transport
for NSW

20 May 2020

Our Reference: SYD19/01456/04
Council Ref: DA19/0704

Kathryn Sprang
Penrith City Council
PO Box 60
PENRITH NSW 2751

Dear Ms Sprang

PROPOSED STAGED SUBDIVISION OF LAND TO CREATE 265 RESIDENTIAL LOTS, 14 INDUSTRIAL LOTS, OPEN SPACE LOTS, AND ROAD DEDICATION. 17 RESIDUE LOTS – 16 CHAPMAN STREET AND 2 WATER STREET, WERRINGTON

Reference is made to Council's correspondence dated 31 March and 16 April 2020 with regard to the abovementioned Development Application, which was referred to Transport for NSW (TfNSW) in accordance with *Schedule 3 of State Environmental Planning Policy (Infrastructure) 2007*.

TfNSW has reviewed the development application and supporting documentation and provides the following comments to Council for consideration:

1. TfNSW raises concerns with the performance of the intersection of the Great Western Highway and Werrington Road. Table 7-7 of *Cardno's Traffic Impact Assessment (TIA)* indicates the intersection 2022 Base Model is over capacity in terms of the degree of saturation. However, the intersection performance is further exasperated by the increase in traffic as a result of the development.

TfNSW previously advised that the Werrington Arterial Stage 2 proposal has not yet advanced to the stage where the corridor has been defined and accordingly should not be relied upon to address the over saturation as a result of the development.

In this regard based on the traffic report, as a result of the development TfNSW is of the view that there is a need for upgrades/improvements at the intersection of Great Western Highway and Werrington Road. This is to address the intersection performance with a focus on reducing the queue lengths for the Werrington Road leg of the intersection. It is expected that by improving the access to Great Western Highway, the intersection performance of the intersections of The Kingsway and the proposed Rance Road roundabouts with Werrington Road would likely improve.

2. TfNSW reviewed the electronic SIDRA files received on 16 April 2020 and comments are provided in **Attachment B**. It is recommended that issues raised be addressed should further additions of the TIA be undertaken.
3. It is understood that the vehicular access is proposed through the existing connection via Walker/Chapman streets and a new link road (Road 11) passing through the subject site will connect as a forth leg to the proposed roundabout at the intersection of Rance Road and Werrington Road.

Transport for NSW

27 Argyle Street, Parramatta NSW 2150 | Locked Bag 5085, Parramatta NSW 2124
P (02) 8849 2666 | W transport.nsw.gov.au | ABN 18 804 239 602

As previously identified, the alignment of Road 11 and its design is not in accordance with the south Western Urban Village (SWUV) structure plan in Council's DCP. The SWUV structure plan shows a road connection further to the south that has connectivity outside of the village.

TfNSW requests that the land identified for future road in the ultimate arrangement of the DCP is left as a separate lot and is not developed over.

The following comments provided in TfNSW letter dated 24 January 2020 are reiterated for Council's consideration:

4. TfNSW has previously acquired land for road (Lot 12 DP734612) along the frontage of the subject property, as shown by blue colour on **Attachment A Aerial - "X"**.

TfNSW has no other approved proposal that requires any part of the subject property for road purposes.

However, the subject property is located within a possible future area of investigation north of the Great Western Highway for an extension of the existing Werrington Arterial Stage 1 (Gipps Street). Werrington Arterial Stage 2 proposal provides a potential link between the current Werrington Arterial Stage 1 & the defined Castlereagh Freeway corridor to the north. The Werrington Arterial Stage 2 proposal has not yet advanced to the stage where the corridor has been defined and accordingly it is not possible at this date to identify if any part of the subject property would be required to accommodate this proposal. However this proposal may be subject to future investigations which, at that time, would include appropriate community consultation.

In addition any future year modelling for this development, shall not include this corridor at this stage.

5. TfNSW released *Future Transport 2056* in March 2018, which along with the Department of Planning Industry and Environment's (DPIE) Greater Sydney Region Plan provide an integrated vision for transport and land use development in the state. The strategy identifies the Outer Sydney Orbital (OSO) corridor, a major transport infrastructure project proposed between Richmond Road and Menangle.

Currently, the design of the Outer Sydney Orbital at this location is in the early stages of investigation. A number of options are under consideration. TfNSW requests Penrith Council, as consent authority, condition the applicant, Lendlease Communities, to continue to consult with TfNSW to minimise any impacts the proposed development may have on the delivery of future transport infrastructure.

If you have any further questions, Laura van Putten, Land Use Planner at TfNSW, would be pleased to take your call on (02) 8849 2480 or please email development.sydney@rms.nsw.gov.au.

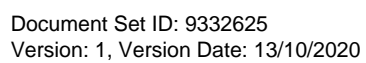
Yours sincerely



Pahee Rathana
Senior Land Use Assessment Coordinator

Attachment A – Aerial - “X”





Attachment B



Transport
Roads & Maritime
Services

TfNSW Operational Traffic Modelling Team Review and Comments

2 Water Street and 16 Chapman Street, Werrington. Residential and Industrial Subdivision.

29/04/2020

The following sections comprise a summary of TfNSW operational traffic modelling team's review of Werrington models and supporting document(s), prepared by Cardno consulting.

The specific documents and traffic model(s) provided for the review are outlined in Table 1.

Table 1: Reviewed material

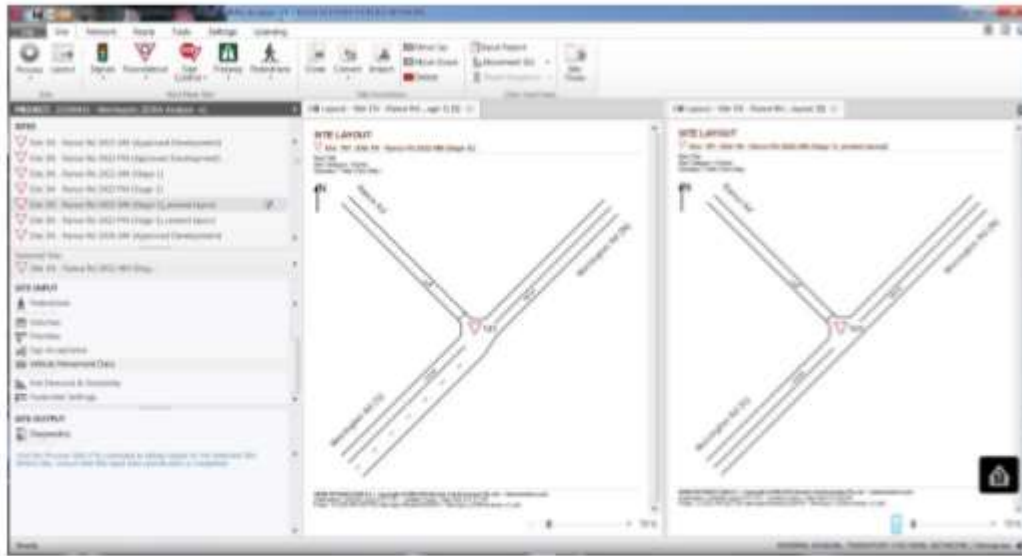
Material	File name	File description	Received date
SIDRA models	R-1456	Werrington_SIDRA Analysis	29/04/2020
Reports	Traffic Impact Assessment for DA 190704		
Other information			

Table 2: Summary of review comments

Item	Section	Comment	Priority (major, medium, or minor)
1	Site 1	Rance Rd 2020 AM&PM (Base)-outbound Rance Rd 2020 AM&PM (Base)-inbound Rance Rd 2022 AM&PM (Base)-outbound Rance Rd 2022 AM&PM (Base)-inbound Rance Rd 2030 AM&PM (Base)-outbound Rance Rd 2030 AM&PM (Base)-inbound	ok
2	Site 1N	Rance Rd 2022 AM&PM (Approved Development) Rance Rd 2022 AM&PM (Stage 1) Rance Rd 2022 AM&PM (Stage 1)_revised layout	Refer to the print screen 1
3		Rance Rd 2030 AM&PM (Approved Development) Rance Rd 2030 AM&PM (Stage 1) Rance Rd 2030 AM&PM (Stage 1 revised layout) Rance Rd 2030 AM&PM (Ultimate development _4-leg roundabout)	? Major it is not roundabout

3	Site 1S	EW Connection 2022 AM&PM (Approved Development) EW Connection 2022 AM&PM (Stage 1) EW Connection 2022 AM&PM (Stage 1 revised layout) EW Connection 2022 AM&PM (Approved Development) EW Connection 2030 AM&PM (Approved Development) plus all of the 2030 models	ok
4	Site 4	Werrington Rd / The Kingsway 2020 AM&PM (Base) Werrington Rd / The Kingsway 2022 AM&PM (Base) Werrington Rd / The Kingsway 2022 AM (Approved Development) & Stage 1 Werrington Rd / The Kingsway 2030 AM&PM (Base) & Approved Development & Stage 1 Werrington Rd / The Kingsway 2030 AM&PM (Ultimate Development)_4-leg roundabout & Mit	Ok Major it is not 4-leg roundabout Not sure what Mit means?
5	Site 5	Great Western Hwy (GWH) / Werrington Rd / Reserve Rd 2020 AM&PM (Base) TCS 2385 <ul style="list-style-type: none"> • South approach distance should be 120m. • Pedestrians for GWH should use SCATS data or walk time extension. See attach SCATS data for detail. • Vehicle Movement Data- late Start in A phase. Refer to attach SCATS data. • Priorities check <p>This is for all AM&PM scenarios GWH/Werrington Rd models except the (Ultimate Development)</p> <p>Great Western Hwy / Werrington Rd / Reserve Rd 2030 AM (Ultimate Development)_4-legRB_Mit</p> <ul style="list-style-type: none"> • The traffic signal is not current run according SCATS data but it is possible in the future arrangement. This requires the approval from Traffic Operation Team to decide. 	Major Minor ?
6	Site 6	Werrington Rd / Dunheved Rd / Christie St 2020 AM&PM (Base) This is for all scenarios for AM&PM Werrington Rd/Dunheved Rd models.	ok

Print Screen 1: This mean from two existing lanes (Stage 1) to one existing lane (Stage 1 revised layout).



NOTES:

- 1) DOS AND Average delay on page #34 PM peaks is not agreed with the Rance Rd/Werrington Rd 2019 Base model.
- 2) Page#32, Table 7-1 Summary of assessment scenarios consist of base year 2020, future year 2022 with 3 scenarios (Base without development, Approved development and stage1) and future year 2030 with 4 scenarios (Base without development, Approved development, stage1 and Ultimate Development Stage 1-4). Model Stage 1 revised layout was not part of Table 7-1 then what does this model mean?
- 3) Page#32, Table 7-1 Summary of assessment scenarios: in year 2030 there 3-leg roundabout (Approved Development and Stage1); 4-leg roundabout including EW link connection (Ultimate Development). It is not the case according to the listing?
- 4) This whole model's review is based on Page#32 Table 7-1 Summary of assessment scenarios in the report Traffic Impact Assessment for DA190704. Should all of the SIDRA models refer to the assessment scenarios table?
- 5) Over all these models are correct except when the model should be a roundabout or 3-leg roundabout but the layout models are not as the title of the models should be.