

Referral Response - Traffic Engineering

Application Number:	Rev23/0007
Referral Officer	Kablan Mowad
Referral Unit	Traffic Engineering
Date of referral	10 April 2024
Land to be developed (Address):	Lot 3003 DP 1184498 184 Lord Sheffield Circuit PENRITH NSW 2750
Proposed Development:	Review of Determination (Refusal) of DA22/0213 for Construction of Part 13 and Part 31 Storey Mixed Use Development with One Level of Basement Car Parking, Five Storey Podium with Above-Ground Parking, Through-Site Link, Retail Tenancies, Supermarket, Child Care Centre, Indoor Recreation Facility and Two Residential Towers. Tower A has 241 Apartments and Tower B has 75 Apartments. Proposal includes an Offer to Provide Community Infrastructure being an Indoor Recreation Facility on Level One (Concurrent Review Application Rev23/0008 for DA22/0214).

Recommendation

Not supported, however conditions provided

Detailed assessment

I have reviewed the application and previous Traffic Engineering referral comments, and the following documents/plans against the Traffic Engineering Referral Checklist attached:

Title	Prepared by	Reference No.	Rev	Date
Transport Impact Assessment Letter	Stantec	301400273		22 March 2024
Architectural Drawings	Crone Architects	Project CA3759 DA-01-10509 to DA-01-10514	A/B	varies

The following comments are provided for your consideration and assessment in relation to the proposed development. It is noted that the planners have requested conditions for matters that are still outstanding as such, only the comments relating to previous Traffic Engineering referral comments that have not been addressed have been retained.

Parking

1. Use of the commercial parking rate for the proposed Indoor Recreational Facility use is not supported a PCYC is considered to be more similar to a Fitness Centre/GYM which requires 7 spaces per 100m2 GFA under the DCP ($631 \text{ m}^2 * 0.07 = 44 \text{ spaces}$) and they are only proposing 8 spaces for this use.

Note to Planner:

Traffic Engineering has concerns that the parking provisions are low considering the scale of the development. It is acknowledged that the North Penrith DCP provides lesser parking rates than the C10 City-wide controls and requires maximum parking rates to be applied to encourage public transport use, however Traffic Engineering has concerns about the lack of on-street parking available in the vicinity of the site and history of parking problems in the Thornton estate which will likely be worsened by the proposed development. For Development Services consideration as this is ultimately a DCP matter.

External Access and Manoeuvring

1. The majority of the previous external access and manoeuvring issues have not been addressed in the application but have been captured under the development engineering referral response conditions.

2. The concerns with heavy vehicle access for service vehicles have also not been addressed and a condition has been included for a Service Vehicle Operational Management Plan.

Traffic Generation and Road Network Impacts

1. The applicant has not satisfactorily addressed previously raised concerns with the proposed developments traffic generation and the modelling provided in the traffic report. The justifications provided by the applicant in relation to the supplied modelling are not accepted or supported.

Notes to Planner:

- The Castlereagh Road and Thornton Drive intersection is currently at capacity, however upgrade works are expected to be completed by TfNSW in the next few years to improve its operation. It is also noted that Council is planning upgrade works to some of the local intersections to improve the precinct accessibility but are not a consequence of the traffic generated by the proposed development alone.
- It is understood that discussions have been held between Council and the applicant regarding contributions towards the proposed roundabout works at the intersection of Combewood Avenue and Thornton Drive. The traffic modelling indicates (subject to updated modelling) that the traffic generation from the development alone will not significantly impact the intersection performance that would trigger the need for upgrade works by the developer, however it is acknowledged that the development will result in increased vehicle movements at the intersection and a roundabout would ultimately provide improved traffic flow for the precinct. Any discussions with the applicant regarding contributions towards the proposed roundabout should be pursued by Development Services.

Conclusion

- The proposed application is not supported by traffic engineering, however please add the attached conditions to the Development Consent subject to your assessment.

REFERRAL CHECKLIST

	YES	NO	N/A
Has Pre-lodgement advice been reviewed?	x		
Has Property & Rating been checked for property associations?	x		
Has Exponare been checked for property associations?	x		
Internal Comments:			
Traffic Generation and Network Impacts	YES	NO	N/A
Is referral to TfNSW required under the State Environmental Planning Policy (Transport and Infrastructure) 2021 or Roads Act 1993?	x		
Is a Traffic Impact Study required in accordance with Table 2.1 of the RTA Guide to Traffic Generating Developments?	x		
1. Is expected trip generation and distribution in accordance with the RTA Guide to Traffic Generating Developments and TfNSW Technical Directions?		x	
2. Has traffic modelling of the surrounding road network been undertaken in accordance with TfNSW Traffic Modelling Guidelines?		x	
3. Are the surrounding local roads operating within the Environmental Capacity Performance standards defined in Table 4.6 of the RTA Guide to Traffic Generating Developments?			
4. Are any upgrades to the road network required to cater for the additional traffic generated from this development?			
5. Has access to public transport for the development been considered?	x		
Internal Comments:			
Traffic assessment needs to be updated as per above comments			

Carparking, Access and Manoeuvring	YES	NO	N/A
1. Is the number of parking spaces compliant with DCP C10, the SEPP, and/or the RTA Guide to Traffic Generating Developments?		x	
2. Is pedestrian and vehicle access to the site (i.e. footpaths and driveways) compliant with Council's DCP and AS 2890.1/2?		x	
3. Have adequate provisions been made for pedestrians, cyclists, and public transport?		x	
4. Has swept path analysis been undertaken in accordance with AS2890 using an appropriate design vehicle and showing the vehicle wheelbase, body, and required clearances?		x	
5. Is adequate sight distance available at the street entry and exit points, and not compromised by permanent obstructions and landscaping?		x	
6. Have service, garbage, and emergency vehicle access been provided for?		x	
Internal Comments:			
Subdivision	YES	NO	N/A
Does the proposal include subdivision?		x	
1. Has a subdivision plan been provided?			
2. Is the road layout consistent with relevant LEP and DCP provisions?			
3. Is the proposed road network consistent with Council's Engineering Design Guidelines?			
4. Have adequate provisions been made for pedestrians, cyclists, and public transport?			
5. Has a Road Safety Audit been provided?			
6. Has the application made provision for any Section 7.11 Works-In-Kind proposals related to transport infrastructure?			
Internal Comments:			

Engineering

- 1 Prior to the issue of any Construction Certificate, the Certifier shall ensure that a Waste Collection / Service / Delivery Vehicle Operational Management Plan is provided to the satisfaction of Council.

This shall include an operational management plan that shall apply to all waste collection and service / delivery vehicles accessing the site heavy vehicle loading area and include:

1. Coordinating all development site businesses and operators agreements and management of all waste collection / service/ delivery vehicles to the site and to all businesses at the site.
2. Limiting and controlling waste collection / service / delivery vehicle arrivals to only 1 vehicle arriving at any time and only at times when the site heavy vehicle loading area is clear.
3. Limiting access to vehicles no larger than a heavy rigid vehicle up to 12.5 metres in length.
- 2 All parking spaces, loading zones, parking aisles and manoeuvring areas are to be kept clear of stored materials, products and waste materials such that these areas remain unobstructed and allow for the safe movement of vehicles.
- 3 Subleasing of car parking spaces is not permitted by this consent. No parking is permitted outside of marked parking spaces shown on the approved plans.
- 4 The required sight lines around the driveway entrances are not to be compromised by structures, landscaping, fencing or signage in accordance with AS2890.1.