



Our Reference: ECM 9631885  
Contact: Daniel Davidson  
Telephone: (02) 4732 7777

16 December 2021

Mr Brett Crellin

Sent via email: [bcrellin76@gmail.com](mailto:bcrellin76@gmail.com)

Dear Mr Crellin,

**Regentville & Jamisontown – Concerns regarding Current and Future Traffic Planning**

1 I refer to representations made on your behalf by The Hon. Tanya Davies MP, Member for Mulgoa, regarding the above-mentioned matter. I also refer to Council's acknowledgement letter dated 29 June 2021 and follow up letter dated 11 August 2021.

2 In the time since receiving your request, Council's Traffic Officers have reviewed the site, as well as undertaken traffic volume and speed counts in the precinct. We have also given regard to known future development and regional road upgrades.

3 As we previously advised, several traffic counts had been booked previously, in order to address your enquiry fully. Unfortunately, immediately after these were booked the latest lockdown came into effect. Therefore, the investigation was put on hold until such time that the counts could be conducted under more "typical" traffic conditions, and the investigation completed.

4 In reviewing the collected data and comparing it with historic data, we can see that there has been an increase in average daily traffic volume in Spencer Street, over the last six years. This increase represents a little under ten percent (10%). In Factory Road there has been an increase in traffic volume of twenty percent (20%) over the past six years. Whilst there has been more of an increase in Factory Road, these increases are consistent with growth in many other areas throughout the Penrith Local Government Area (LGA) due to a recent period of increased development.

5 These recorded average daily traffic volumes, being less than 3,000 vehicles per day, are also consistent with levels in other residential streets throughout the Penrith LGA. This includes many residential streets in nearby Glenmore Park and is not considered to be excessive. It is noted also that less than one percent (1%) of vehicles are large trucks.

6 Traffic volumes recorded for Tench Avenue, on the other hand, indicate an increase in average daily traffic volume of approximately sixty percent (60%) over the last five years. This level of growth has not occurred in Spencer Street and Factory Road (as mentioned above), which is indicative that the vast majority of motorists accessing Tench Avenue commercial and recreational facilities are doing so via Jamison Road (to/from Mulgoa Road), and not proportionally via Spencer Street and Factory Road.



7 It is acknowledged that the traffic increases in Tench Avenue are high, however this has been expected in line with Council's commitment to activation of the area, as well as infrastructure and upgrades to assist and facilitate growth and attract visitors. Again, our count data clearly shows that the vast majority of vehicles accessing Tench Avenue do not typically do so via Spencer Street and/or Factory Road, as traffic increases in these streets has been relatively low in comparison with Tench Avenue.

8 With regard to the Planning Proposal for the Winter Sporting Facility at 2 Tench Avenue, Council's Planning Department have advised that the proposal is a State Significant Development (SSD-10475) which is assessed for approval, not by Council, but rather by the NSW Department of Planning, Industry and Environment. Nevertheless, both Council and Transport for NSW have reviewed the proponent's prepared traffic assessment to determine the impact of the development on the surrounding road network and to identify road improvements required. Council's comments provided to the State Government Department to date are such that the traffic impacts are accepted, subject to undertaking road improvements to the Jamison Road / Blaikie Road intersection.

9 The improvements will incorporate a channelised right-turn treatment east-bound on Jamison Road. These improvements are required to support any increased traffic volumes from the proposed Winter Sporting Facility development. Council's Planning Department have advised that Council and the proponent have agreed to a draft Voluntary Planning Agreement relating to the above road improvements, and the proponent will be required to construct these road improvements prior to occupation of the proposed development. At the time of writing this response to you, the application is yet to be finalised by the Department of Planning, Industry and Environment.

10 With regard to your other requests, your suggestion of a right in/out emergency/heavy vehicle access at Mulgoa Road/Factory Road has been considered by one of our Senior Traffic Engineers but is not supported by Council as there are future Mulgoa Road widening works to be undertaken by Transport for NSW.

11 Additionally, options for a shared pedestrian/cycle path from Tench Avenue/ Factory Road/Loftus Street and or Gibbes Street/Spencer Street, to Mulgoa Road will be reviewed as future activity and funding becomes available.

12 Overall, whilst there is expected to be growth in traffic volumes in this precinct, it is expected that traffic volumes will remain within acceptable limits for these roads. Nevertheless, we will continue to monitor these roads through our periodic placement of traffic volume and speed counters, as well as conduct annual analysis of traffic accident data and trends, as well as forthcoming upgrades.

13 I trust that this information has been of assistance.

14 Should you require further information regarding this matter, please do not hesitate to contact Council's Traffic Engineering team on (02) 4732 7777.

Yours sincerely,

Daniel Davidson  
Senior Traffic Engineer