

NSW Government
Department of Planning
26th June 2013

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Cranebrook
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Reference: Submission on Penrith Glass Beneficiation Plant
126 Andrews road Penrith

Whilst I am not opposed to the plant, in fact, I commend it; I submit that there are appears to be a number of errors in the Environmental Impact statement. I submit that if these errors are not addressed and corrected the road network surrounding the proposed plant may be compromised.

The assumption that Andrews road would not be significantly impacted by vehicle traffic to and from the site is, I suggest, incorrect.

- The photos submitted in the Environmental Impact assessment are out of date and do not show Laycock road joining Andrews Road. This road has been in existence for the past 10 months.
- Laycock road is some 100 metres east of the proposed entry and exit point for the plant. How is the traffic to be managed in this area?
- There is a bend in the road 120 metres east of the same entry and exit point, which, I submit, whilst offering a clear view, does not take into account, the slowness of the trucks turning right when leaving the plant
- The road is not flat, and has a slight uphill incline, which would slow a large truck using the road (already occurs with large vehicles from the adjacent glass plant), and thereby slowing through traffic.
- There appears to be no indication that the existing heavy truck movement, from the adjacent glass plant has been taken into account when assessing truck movements from the proposed plant along Andrews road.
- Andrews road has frequent use by buses that are used during City rail track repair, also school buses use it for excursions and of course when the regatta centre is in use.
- Since the last audit there has seen an increase in the volume of traffic along Andrews road. This is due to the new housing estate at lake side and the opening of Laycock Street.
- The exit and entry vehicle traffic into the Cranebrook area via Grey gums road and Andrews road has also increased significantly. This is due in part to the increased traffic on the northern road and the lack of traffic control signals on the intersection of Sherringham and the Northern road.
- Andrews road is the 'road of choice' for heavy vehicles which travel between the industrial area on Castlereagh road and the northern road. This is due to heavy vehicle being barred from using Coreen Avenue for through access from Castlereagh road to the Northern road.
- The Nepean rugby field and associated baseball fields were only mentioned in passing. There is significant vehicle traffic on weekends and at night when training is undertaken.

There are a large number of families that use the area along Andrews road from the Grey gums Australian rules playing fields. These are also used in summer for little athletics.

- Whilst there may have been no accidents reported on the entry point to the proposed plant, (4.4) it should be noted that there was minimal truck movements to or from that area when it was in operations. There has been a significant increase in the accidents between the entry of the adjacent glass factory and the traffic controls at the intersection of the Northern and Andrews roads. I submit that whilst heavy vehicles have not been involved, the increase of traffic along this road has led to driver frustration; this would only increase with the added number of trucks using it.
- In 4.3 (page9) indicated that the RMS guide to traffic was dated October 2002, which I would suggest is somewhat out of date
- 5.4 indicate that Andrews road is a key access road. I suggest that the road is currently 'punching above its weight' in providing a safe flow for the current number of vehicle use.
- The report has indicated that the road is not designed for B double movements, this should be rectified **prior** to any final approval
- 5.4 paragraph four describes Andrews as a rural road. Again I submit that this is incorrect; it is far from being a rural road.
- The report also indicates that trucks will be using Andrews road to enter the adjacent glass plant. Surely this traffic would be better served by creating an internal road way between the two sites. This would result in less traffic on Andrews road.
- To say that Andrews road is a rural road is out dated and incorrect. It may have been correct to class it as one in 2002; however, in 2013 it is a very busy road and should be reclassified.

Conclusion

In conclusion I submit the above for consideration when making the final approval.

It appears that out of date maps and other out dated information have been made to make decisions that will impact on the community.

It appears that sufficient consideration has not been given to the local industrial movements within the local area. How many truck movements are made from the adjacent glass plant, car and caravan yards on Castlereagh road, and of the heavy earth moving business, also on Castlereagh road?

In the submission the words 'proposed residential areas' is used when the residential areas have been occupied for some 18 months. (The submission was submitted in May 2013).

I submit that the transport report needs to be looked at again. I would hate to see a death or serious injury resulting from a document that was not complete in using up to date data.

Regards

Peter Haggarty

