



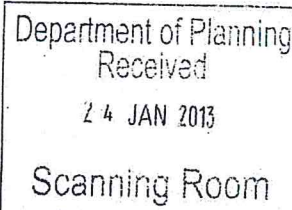
Transport
for NSW



PCU040925

CD12/21225 & CD12/21014

Director
Metropolitan and Regional Projects North
Department of Planning and Infrastructure
GPO Box 39
SYDNEY NSW 2001



Attention: Denise Robertson

**EXHIBITION OF STAGES 2B & 2C, 2D & 3B – NORTH PENRITH MIXED USE DEVELOPMENT
(SSD 5346, SSD 5347, SSD 5349)
SECTION 75W MODIFICATION APPLICATION OF CONCEPT PLAN MP 10_0075**

Dear Ms Robertson,

Thank you for your letters dated 14 and 19 November 2012 regarding your request for Transport for NSW to provide comment on the three SSD applications and Section 75W Modification Application for the North Penrith Mixed Use Development site.

Transport for NSW has reviewed the documentation submitted with both referrals and would like to advise that upon review of the documentation for the three SSD applications, Transport for NSW would request that the proponent demonstrate that the appropriate management of construction traffic impacts is undertaken with regard to commuters accessing the commuter car park during the reconstruction phase of the existing commuter car park access road (which is to be renamed as Combewood Avenue).

As such, Transport for NSW requests that the proponent undertake consultation with Transport for NSW in the preparation of the Construction Traffic Management Plan prior to the issue of the Construction Certificate for the development to ensure that provision has been made for adequate information and signage to advise commuters of the temporary change to vehicular access arrangements during the roads reconstruction.

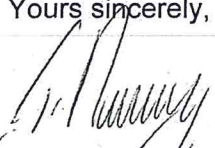
Further, with a view to providing maximum flexibility for future bus operations in an area that is close to a major railway station and regional city, the proposed roads and intersections as indicated in *Appendix A – 'Revised Concept Plans'* of the Modification Application report by JBA Pty Ltd dated November 2012, should be designed to accommodate overall bus manoeuvrability and swept paths of buses up to 14.5 metres in length such that there is no centerline crossing.

In particular, the proposed width of some of these roads (2.3 – 2.5 metres) and intersection layouts would permanently inhibit buses or larger service vehicles. It is important consideration be given to providing roads and intersections that can support bus manoeuvrability in accordance with the relevant standards. A diagram has been provided in Attachment A that indicates which roads should be considered.

In addition to the above, Transport for NSW understands that Roads and Maritime Services will be providing a separate response in due course.

Should you have any questions regarding this matter, please contact Aleks Tancevski on 8202 2811 or Aleks.Tancevski@transport.nsw.gov.au

Yours sincerely,


pac Mark Ozinga 18-1-2013
**Manager, Land Use and Transport Planning
Planning and Programs**

ATTACHMENT A

Future Road Bus Manoeuvrability

