

To: George Nehme – Senior Development Planner
From: Charles Wiafe - Service Manager Traffic and Transport
Date: 23 March 2016
Subject: 200 Governor Macquarie Drive, Warwick Farm
Reference: DA-333/2015

Background

At the Joint Regional Planning Panel (Sydney West) meeting held on 10 March 2016, the panel considered Development Application, DA-333/2015, for the proposed construction and operation of four (4) warehouse facilities at 200 Governor Macquarie Drive (GMD), Warwick Farm.

In response to two traffic related submissions, by Mr & Mrs van den Bos, the panel deferred consideration of the application and requested that the applicants and Council respond to the submissions. A summary of the two submissions are as follows:

Submission 1 by Mr Paul van den Bos

The submission contains traffic engineering relationship figures between traffic volume and speed from free flow to congested traffic conditions. It also contained comments that with the proposed developments and intersection controls, the section of GMD between Hume Highway and Barry Street could experience congestion.

Submission 2 by Mrs Narelle van den Bos

The submission is made on behalf of *Residents Against the Intermodal Development – RAID* and contains information about possible traffic impacts of the proposed developments including the proposed Moorebank Intermodal Terminals and raises the following concerns regarding traffic impacts on GMD:

- There are already traffic issues with Governor Macquarie Drive
- Future background traffic (without the intermodal or warehouse) has issues with Long queues
- Atrocious traffic modelling does not reflect what is happening in Liverpool, Chipping Norton and Moorebank
- The development cannot be approved until the traffic modelling has been carried out professionally.
- Warehousing takes jobs from an area.

Submission during the public exhibition period - Mr Paul van den Bos

The Development Application was put on public exhibition from 20 May 2015 to 19 June 2015. Mr Paul van den Bos made a written submission dated 19 June 2015 with the following comments:

- The proposed development does not provide adequate parking.
- The traffic assessment has underestimated the traffic expected to be generated by the proposed development.

The submissions made at the Panel meeting were different from the written submission and hence is considered a new submission. This was communicated verbally to the Panel.

For the submissions refer **TRIM: 067547.2016** and **152944.2015**

Response to the submissions

The applicant's traffic consultant, Colston Budd Rogers & Kafes Pty Ltd has since provided a written response to the submissions, as requested by the Panel and the following is a summary of the response:

- The traffic related issues raised by Mr & Mrs van de Bos have been appropriately addressed either as part of the DA assessment or through previous work undertaken during the rezoning of the subject and other development sites in the local area.
- The proposed parking provision is adequate, taking into consideration the car parking requirements of the Liverpool DCP, Roads and Maritime Services (RMS) Guidelines and parking provision of other similar developments within the LGA.
- The forecast traffic generation of the proposed warehouse development is consistent with the RMS Guidelines.
- Detailed modelling of the traffic impacts the proposed developments in the GMD section between Hume Highway and Georges River was carried out as part of the rezoning assessment.
- Road improvement works along GMD has been identified and agreed to with RMS/Council and a Voluntary Planning Agreement (VPA) has been signed for the identified works.

In addition to the above responses, the consultant has also addressed the issues raised in the submission of 19 June 2015, refer **TRIM: 078827.2016**.

Council's Comments on Traffic Impact Assessment

The Development Application included a Traffic Impact Assessment Report prepared by Colston Budd Rogers & Kafes Pty Ltd.

The Traffic Impact Assessment has been carried out in accordance with the RMS *Guide to Traffic Generating Developments*. The critical issues raised in the submissions relate to traffic generation potential and adequacy of the traffic assessment. The following responses are provided.

Traffic Generation Potential

RMS traffic generation rates for warehouse developments were used to forecast traffic generation of the proposed development. These rates are considered appropriate.

Traffic Assessment

As outlined in the attached Addendum Traffic Report by Colston Budd Rogers & Kafes Pty Ltd, the traffic assessment report built upon previous detailed traffic assessment by Stapleton Transportation and Planning (Warwick Farm Industrial & Stabling Rezoning Proposal, Traffic Impact Assessment, August 2010).

The Stapleton Transportation and Planning (STP) report assessed the traffic impact of three land parcels along GMD, owned at the time by Australian Turf Club (ATC). The land parcels are the subject development site, the land opposite and the site at the south western corner of GMD and Munday Street. The three land parcels are referred to as the Stockland, Inglis and the Masters development sites.

The STP traffic impact assessment included intersection performance using an RMS approved SCATES network model and isolated intersection performance analysis (using SIDRA).

The report identified that to accommodate traffic impacts of the proposed rezoning the following road improvements are required:

- Land dedication for future upgrade of the Hume Highway and GMD intersection. This has been completed.
- Signalisation of GMD and Munday Street intersection.
- Road widening of a section of GMD, fronting the Stockland and Inglis development sites to four traffic lanes.

- Installation of two roundabouts on GMD to provide vehicular access to the Inglis site to the north and the proposed Stockland site to the south.

Based on these findings, Council in consultation with the RMS, have signed a VPA for the rezoning and subsequent development of the three land parcels that were rezoned.

In accordance with the draft conditions of consent, the above road works as outlined in the VPA will be completed prior to the issue of an occupation certificate for the proposed development.

Adequacy of the Traffic Impact Assessment

Due to the scale of the proposed development, the Development Application was referred to the RMS for its advisory comments.

The RMS did not express concerns about adequacy of the traffic impact assessment, but has recommended that Council impose a number of conditions should the application be approved. A copy of the RMS advice is attached, refer TRIM: 135991.2015.

Adequacy of the Traffic Modelling Impact Assessment with regards to issues raised with the Panel

Issues and responses are as follows:

- Existing and future traffic issues along GMD

GMD is a Council unclassified Regional Road. The intersections at Hume Highway and Newbridge Road are under the RMS responsibility. Council is aware of the existing traffic conditions and has taken this into account during the rezoning assessment of the development sites. Appropriate future road improvements have been identified, as noted above, in the VPA which are to be carried out prior to occupation of the proposed developments.

The VPA requires road widening of the approximately 760m of GMD section fronting the three proposed development sites, to a four lane divided road which is to be carried out at full cost to the developer.

This road widening is considered an appropriate contribution to meet the future traffic requirements.

- Traffic modelling

As part of the CBHK traffic impact assessment report, intersection performance analysis of the proposed intersection was carried out using SIDRA.

The analysis indicated that a roundabout or traffic signals with road widening would be expected to operate with average delays of between 20 and 25 seconds per vehicle, which is acceptable Level of Service B, during the morning and afternoon peak periods.

However, due to the function of GMD and its expected future traffic conditions, Council has recommended replacement of the two proposed roundabouts to provide access to the subject development site and the Inglis development site. Traffic assessment for the proposed traffic signals has been submitted to the RMS and in principal approval has been granted.

In December 2015, Council engaged consultant, to carry out intersection performance analysis using SIDRA 6.1 network model. The traffic modelling included network intersection performance analysis along GMD between Hume Highway and Georges River and considered RMS projected 20 year traffic growth. The modelling results have been submitted to the RMS for approval.

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