

Transport Engineering

REF: N165200

DATE: 24 May 2019

Inner West Council
PO Box 14
PETERSHAM NSW 2049

Attention: Mr George Tsaprounis (Coordinator Traffic Engineering Services)

Dear George,

RE: 728-750 PRINCES HIGHWAY, TEMPE – ADDITIONAL ASSESSMENT FOR PLANNING PANEL

Inner West Council engaged GTA Consultants (GTA) in November 2018 to complete a peer review (reference N165200 dated 29/01/19) of the traffic impact assessment completed by Transport and Traffic Planning Associates (TTPA) dated October 2017 to support a new Bunnings development at 728-750 Princes Highway, Tempe (DA2017/00185).

GTA was specifically engaged to provide commentary and recommendations on the adequacy of TTPA's methodology, report conclusions and any specific need for additional or alternative mitigation measures. It was understood at the time that the review intended to assist in facilitating a greater understanding of the potential traffic and parking related impacts of the proposed Bunnings on the surrounding road network, with any recommendations from the report to be incorporated in a revised traffic impact assessment by TTPA.

Subsequent to the peer review, Inner West Council requested GTA prepare a letter (reference N165200 dated 14/03/19) to further clarify the following:

- extent of on-street parking loss associated with the proposal and potential strategy to minimise impacts
- opportunity for traffic calming measures on the surrounding local road network
- extent of queuing and delay at the Princes Highway/ Smith Street/ Union Street intersection following full site development.

The Sydney Eastern City Planning Panel also requested clarification on several traffic related matters prior to the panel hearing (email dated 01/04/19), with GTA issuing a memorandum (reference N165200 dated 03/04/19).

The Sydney Eastern City Planning Panel held a public meeting on Thursday 4 April 2019 with the matter formally deferred on traffic and parking grounds. It was determined that additional traffic related assessment was necessary, with the record of deferral noting the following:

The Panel requires the following information:

1. *Mr Hazell to advise the Panel of the likely impact on the traffic on the Highway of the opening of the tunnel section under the site of Westconnex, and whether he agrees that this is likely to occur in 2020.*
2. *Mr Hazell to advise of the traffic impact of the approval for bulky goods development, which is still current and the difference between that traffic impact and the traffic impact of the proposed development.*
3. *Mr Hazell to undertake a consideration and to inform the Panel what would need to be included in a LATM scheme to limit rat-runs through local roads surrounding the site and the estimated cost of any work.*
4. *Council staff to obtain evidence from the applicant that physical commencement has in fact occurred to render the previous approval 'current'.*
5. *The Council to liaise with the applicant to establish a mechanism for the delivery of the LATM scheme at no cost to Council.*

6. *The cost of Mr Hazell's advice is to be borne by the applicant.*
7. *The applicant is to approach the RMS with a request to re-consider the removal of the parking spaces on the western side of the Highway opposite the site and to advise the Panel of the response.*
8. *Prior to preparing a supplementary report back to the Panel the report of Mr Hazell is to be provided to the applicant and Council and a meeting convened by Councils Planning Manager to identify any queries or differing positions such that the report back to the Panel can clearly identify the different positions (if they exist) and the basis of those positions."*

This letter has been prepared to address the above requirements. Should you have any questions or require any further information, please do not hesitate to contact me on (02) 8448 1800.

Yours sincerely

GTA CONSULTANTS



Rhys Hazell
Associate Director

encl.

Supplementary Traffic Assessment

Supplementary Traffic Assessment

Princes Highway Parking

Future operation of the Princes Highway in the immediate vicinity of the site is critical to the proposed development and recognises the need to maintain traffic flow through the area, including assessing post opening scenarios associated with the various WestConnex stages.

As per the requirements of the record of deferral, consultation with Roads and Maritime in relation to the removal of parking on the Princes Highway has been completed. Ultimately, in-principle support has been received from Roads and Maritime for the removal of on-street parking on western side of the Princes Highway north of Union Street, provided select measures are implemented as part of the development. Email correspondence dated 15/04/19 confirms this agreement and is included as Attachment 1. The necessary measures, mostly to ensure on-site parking be provided to offset the loss of on-street parking are generally consistent with previous requirements and considered acceptable to the applicant. Council has also informed the applicant that the current taxi depot use of the site on the western side of Princes Highway will cease in the near future and this will significantly reduce demand for on-street parking in the area, including the highway.

It has been agreed that the no stopping zone will cover a distance of 110 metres extending north from Union Street to the existing no stopping sign north of Brooklyn Street, as shown in Figure 1. This area is already subject to weekday AM clearways between 6am and 10am and with existing no stopping zones, existing driveways and Brooklyn Street, will result in a minor loss of five to six parking spaces. The proposed parking restriction is to maintain northbound traffic flow on the Princes Highway and would not need to necessarily apply between say, 7.00pm and 6.00am.

It is understood that public consultation and formal notification period will be required prior to any physical works, with the applicant to coordinate with Council and Roads and Maritime as required.

Figure 1: Princes Highway proposed no stopping zone



Base image source: Nearmap

WestConnex

Table 9-51 of the WestConnex New M5 Environmental Impact Statement (AECOM, 2015) provides a summary of the anticipated changes to mid-block traffic flows on traffic routes adjacent to the WestConnex program. These volumes on

the Princes Highway south of Railway Road are summarised in Table 1 and specifically include the following agreed traffic volumes and assumptions:

- 2018 Roads and Maritime Services weekday permanent count data (6 December 2018).
- 2021 EIS traffic volumes post opening of WestConnex Stage 1, linking the M5 with WestConnex.
- 2031 EIS traffic volumes post opening of WestConnex Stage 2, linking with a new F6 tunnel further south.

Table 1: Changes to mid-block traffic flows on traffic routes adjacent to the traffic and transport study area near the St Peters interchange

Peak hour	Location	Direction	RMS 2018	2021 with WestConnex	Change in flow	2031 with WestConnex	Change in flow
AM peak	Princes Highway, south of Railway Road	Northbound	2,967	2,580	-13.0%	2,180	-26.5%
		Southbound	943	980	3.9%	550	-58.3%
PM peak		Northbound	1,636	1,760	7.6%	720	-44.0%
		Southbound	2,517	2,360	-6.2%	2,110	-16.2%

Source: Table 9-51 of the WestConnex New M5 EIS prepared by AECOM Australia for Roads and Maritime Services, November 2015

Table 1 indicates that the AECOM 2015 EIS anticipates relatively minor changes to Princes Highway traffic following the opening of WestConnex Stage 1 in 2021. This amounts to an increase of up to eight per cent for the non-peak directional flow and a reduction of up to 13 per cent for the peak directional flow. Reductions in traffic flows are significant following the opening of WestConnex Stage 2 in 2031.

Agreement has also been reached between all parties on the validity of the GTA traffic surveys completed in the first week of December in 2018. The survey data also compares well with Roads and Maritime AADT permanent count data on the Princes Highway with nominal differences (between one and six per cent) between November and December traffic volumes in the weekday PM peak hours. It is also noted that although the GTA survey data reveals a potential reduction of up to 10 per cent in peak period traffic volumes when compared with the Roads and Maritime (AECOM 2015) EIS projected volumes (stated as being 'south of Railway Road'), a conservative assessment has been applied by adopting the EIS projected volumes.

With this in mind, the discount factors shown in Table 1 have been adopted to assess the impact of the proposed development in 2021 and 2031 with WestConnex open. With the EIS projecting traffic volumes on weekday peak periods only, assumptions have been drawn to estimate Saturday traffic. With Saturdays considered representative of 'shoulder peak' traffic conditions where route choice, travel times and peak flow factors vary from those typical of weekday peaks, a more consistent (and conservatively low) factor has been applied for northbound and southbound Princes Highway traffic. In 2021, this factor represents an increase of four per cent for northbound traffic and a reduction of three per cent for southbound traffic. In 2031 a consistent reduction factor of 25 per cent has been applied to both northbound and southbound traffic.

SIDRA modelling has been completed at the Princes Highway/ Smith Street/ Union Street signalised intersection and incorporates the proposed intersection upgrades included as part of the proposed development together with the agreed 110 metre no stopping zone on the Princes Highway north of Union Street. Future year and post WestConnex opening modelling includes the agreed 2021 and 2031 scenarios, with the results summarised in Table 2.

Table 2: Intersection operating conditions in 2021 and 2031

Design Year	Peak	Leg	Degree of Saturation (DOS)	Average Delay (sec)	95th Percentile Queue (m)	Level of Service (LOS)
2021	Weekday PM	South	0.95	23	184	B
		East	0.61	68	51	E
		North	0.65	3	68	A
		Overall	0.95	15	184	B
	Saturday	South	0.87	6	98	A
		East	0.87	73	87	F
		North	0.48	5	58	A
		Overall	0.87	12	98	A
2031	Weekday PM	South	0.83	4	27	A
		East	0.58	66	48	E
		North	0.55	1	16	A
		Overall	0.83	6	48	A
	Saturday	South	0.66	2	27	A
		East	0.81	69	83	E
		North	0.35	4	34	A
		Overall	0.81	10	83	A

Table 2 indicates that with the agreed parking measures in place and intersection upgrades complete, the Princes Highway/ Smith Street/ Union Street signalised intersection will continue to operate well in all peak periods following the opening of WestConnex Stage 1 (2021) and Stage 2 (2031). Indeed, in 2031, with significant reductions in Princes Highway traffic, the parking bans on the western side of the Princes Highway would be no longer required. That said, it is envisaged that far broader traffic measures along the Princes Highway corridor will likely be the subject of future assessments to ensure an appropriate balance is found between parking and traffic in a significantly altered road environment.

With this in mind, it is also noted that all parties have agreed to all traffic and parking based aspects, including the traffic volumes to be adopted as part of this assessment, necessary parking bans on the Princes Highway and the need for an LATM study to be completed prior to occupation certification.

Existing Bulky Goods Approval

The subject site was previously granted approval for a bulky goods development with access solely via Smith Street. It is understood that this approval remains current and therefore appropriate to consider in light of the proposed development.

The approved development was estimated to generate a net increase of 88 and 300 vehicle trips in the weekday PM and Saturday midday peak hours respectively. The proposed development is estimated to generate a net increase of 226 and 670 additional vehicle trips in the same peak hours. This represents an additional 138 and 370 vehicle trips in each peak hour and would appear to present a significantly greater traffic impact than that associated with the previous approval. Acknowledging the variance in access arrangements associated with each development (Bunnings proposes Princes Highway and Smith Street access driveways), the proposed development would result in an additional 96 and 246 vehicle trips in the respective peak hours using Smith Street than the previous approved development. This equates to between 1.5 and four vehicles trips per minute during peak periods.

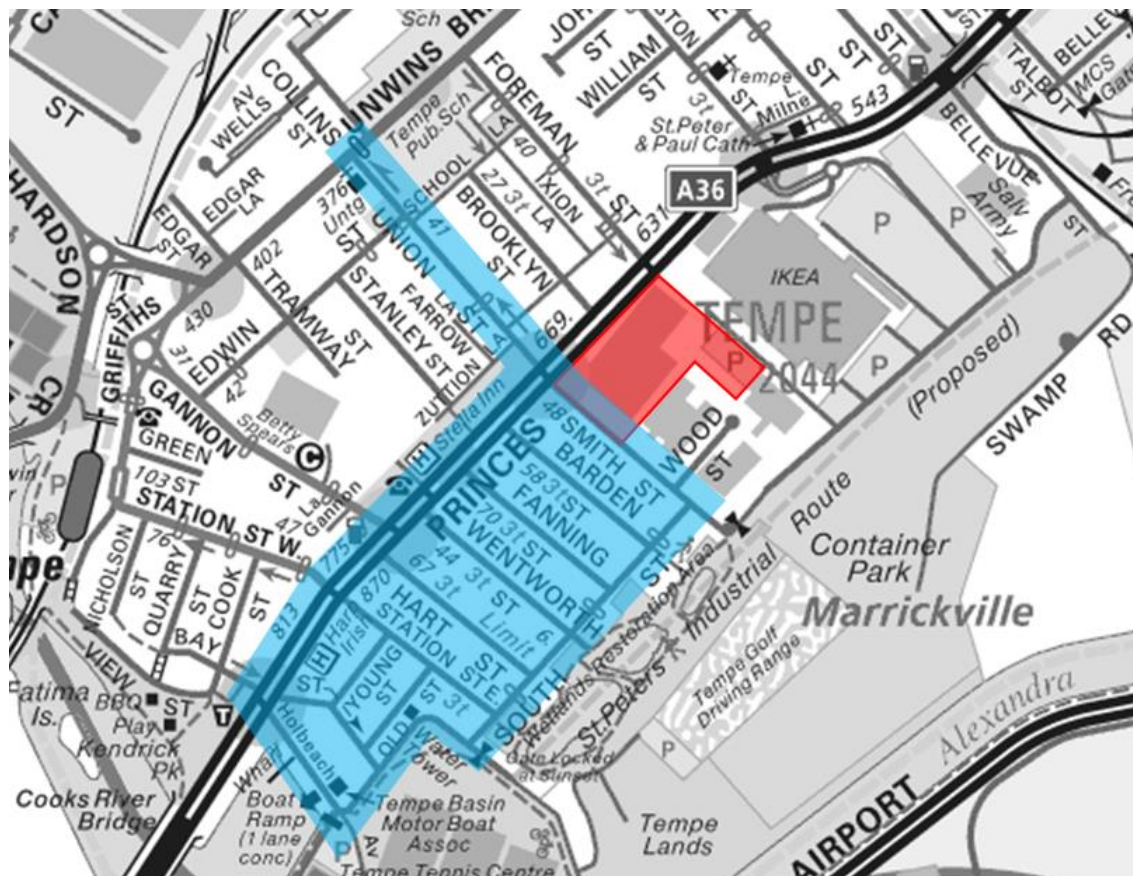
Overall, the proposed development represents a greater proportional increase in traffic that will use Smith Street between the Princes Highway and site access driveway on approach and departure than that associated with the

previous approval. The agreed upgrades to the Princes Highway/ Smith Street/ Union Street signalised intersection, coupled with SIDRA modelling indicates that this additional traffic can be accommodated while maintaining acceptable intersection operation, including queue lengths and delay associated with the Smith Street approach.

Local Area Traffic Management

Should the proposed development be granted approval, it is important for the applicant to commit (through conditional approval) to undertaking a detailed Local Area Traffic Management (LATM) study. This study would need to be completed prior to occupation certification and delivered by (or in conjunction with) Inner West Council. The indicative study area is shown in Figure 2.

Figure 2: Indicative LATM study area



LATM studies typically consider a range of transport related impacts with a view to managing local area traffic impacts for a range of purposes. Typical scope items include (but not necessarily limited to) the following:

- audit of all existing transport related facilities, including LATM's and pedestrian/ cyclist facilities
- detailed site observations (traffic, parking, pedestrian/ cyclist activity, public transport use, school zone and peak period effects etc.)
- traffic and pedestrian surveys (intersection counts and/ or 24 hour-seven day tube counts)
- traffic modelling (in this case existing and post development/ Westconnex scenarios)
- public and stakeholder consultation strategy, and feedback
- options assessment
- recommendations for required LATM's.
- indicative costings, timelines for installation etc.

Ultimately, the aim of an LATM assessment would be to allow appropriate measures to be implemented to mitigate the impacts associated with the proposed development on the local (and arterial) road network. A key objective would be to limit the effects on local area residents by influencing development traffic approach and departure routes. Local street traffic volume environmental capacities should be retained in peak periods and across a typical day.

Tube counts along the following local roads may be considered:

- Smith Street
- Barden Street
- Fanning Street
- Wentworth Street
- Hart Street
- Station Street
- South Street
- Holbach Avenue
- Union Street.

The LATM study would likely require a period up to six months, with an estimated cost of \$50,000. Applying a 25 per cent contingency results in costs up to circa \$65,000.

While it is difficult to estimate costs associated with installation of LATM's as a result of the study, select indicative costings have been detailed in Table 3. Overall, a total cost of an LATM study, through all consultation, costings, agreement, traffic committee approvals and installation could be in the order of \$250,000 to \$300,000. It is understood that all associated costs are to be borne by the applicant. It is noted that this assessment is not conclusive and final costs (including study costs) will need to be determined by others.

Table 3: Indicative LATM costings

Measure	Cost Estimate (per item)
Watts profile speed hump	\$5,000 - \$7,000
Speed cushions	\$3,000
Rumble bar median islands with linemarking	\$5,000 - \$7,000
Median island	\$3,000 - \$5,000
Pedestrian refuge island	\$5,000
Kerb extension with pram ramp	\$20,000 - \$25,000
Raised threshold treatment	\$20,000 - \$25,000
Traffic management plans	\$10,000 - \$20,000
Linemarking	\$10,000 (total estimate)
Directional signage	\$10,000 (total estimate)

ATTACHMENT 1

Roads and Maritime Services email correspondence

Rebecca Winter

From: Asher Richardson <Asher.Richardson@innerwest.nsw.gov.au>
Sent: Monday, 15 April 2019 3:11 PM
To: Rhys Hazell
Subject: FW: Bunnings Tempe - 728-750 Princes Highway, Tempe (Ref. 2017SCL027) (our ref. 17053)

Importance: High

Hi Rhys,

FYI see below.

Are you available this week to meet with Bunnings?

Kind regards
Asher

Asher Richardson | Senior Planner
Inner West Council

P: +61 2 9392 5315 | **E:** asher.richardson@innerwest.nsw.gov.au

Ashfield Service Centre: 260 Liverpool Road, Ashfield NSW 2131
Leichhardt Service Centre: 7-15 Wetherill Street, Leichhardt NSW 2040
Petersham Service Centre: 2-14 Fisher Street, Petersham NSW 2049
PO Box 14, Petersham NSW 2049



Council acknowledges the Traditional Custodians of these lands, the Gadigal-Wangal people of the Eora Nation.

From: PEGG Brendan J [mailto:brendan.j.pegg@rms.nsw.gov.au]
Sent: Monday, 15 April 2019 2:45 PM
To: ross@tupa.com.au
Cc: TANCEVSKI Aleksandar; KOCOSKI Nicolas; Ruba Osman; Asher Richardson; George Tsaprounis; pdrew@bunnings.com.au; PILLY MOOTANAH Hans R
Subject: RE: Bunnings Tempe - 728-750 Princes Highway, Tempe (Ref. 2017SCL027) (our ref. 17053)
Importance: High

Hi Ross,

Roads and Maritime Services (Roads and Maritime) has reviewed the below material and advises that:

1. Previous discussions between the proponent and Roads and Maritime regarding the removal of on-street parking on Princes Highway were only in relation to the on-street parking south of the Princes Highway/Smith Street/Union Street intersection. Roads and Maritime was not supportive of removing parking at this location and notes that the current proposal is to remove on-street parking north of the Princes Highway/Smith Street/Union Street intersection (which totals 100m and a loss of five parking spaces), which is an extension of the existing 'No Stopping' zone.

2. After review of the below email and submitted material, Roads and Maritime will support the extension of the existing 'No Stopping' zone north of the Princes Highway/Smith Street/Union Street intersection to 100m on the provision that:
 - a. The applicant is conditioned to provide an additional 13 public spaces in the proposed carpark to ameliorate the impacts to the loss of available parking.
 - b. The applicant is conditioned to provide a door on the south western elevation of the car park, which shall be accessible internally and externally and signposted as such to permit public access to facilitate pedestrian access and egress to Smith Street from the carpark during Bunnings trading hours.
 - c. The signage installation and community consultation shall be at no cost to Roads and Maritime and undertaken by the applicant.

If you have any questions, regarding the above, please let me know.

Kind regards,

Brendan Pegg
Senior Land Use Planner
South East Precinct | Sydney Division
M 0427 983 135
www.rms.nsw.gov.au

Every journey matters

Roads and Maritime Services
27-31 Argyle Street, Parramatta NSW 2150

From: Ross Nettle [<mailto:ross@ttpa.com.au>]
Sent: Monday, 8 April 2019 10:22 AM
To: KOCOSKI Nicolas; Development Sydney
Cc: PILLY MOOTANAH Hans R; TANCEVSKI Aleksandar; Ruba Osman (rub.osman@innerwest.nsw.gov.au); George Tsaprounis (george.tsaprounis@innerwest.nsw.gov.au); Asher Richardson (asher.richardson@innerwest.nsw.gov.au); Philip Drew (pdrew@bunnings.com.au)
Subject: Bunnings Tempe - 728-750 Princes Highway, Tempe (Ref. 2017SCL027) (our ref. 17053)
Importance: High

Nick

When the Development Application was first considered by Sydney Eastern City Planning Panel (Carl Scully Chairman), the Panel resolved that an independent traffic consultant be engaged to review the DA Traffic Study. On the 4 April, the Panel considered the outcome of that Traffic Review and again resolved to defer a decision. See attached.

During the earlier discussions with RMS, it was assessed that the parking along the highway in front of the shops etc. south of Union Street was a sensitive issue and RMS was not willing to agree to the removal of this parking.

An assessment has now been made in relation to the parking north of Union Street and the implications of providing 100m of NO PARKING 10am to 7pm 7 days. The attached images reveal that the provision of the required 100m would only involve the removal of 5 parking spaces and these spaces are generally used by taxi drivers operating out of the adjacent taxi depot. Council has issued draft Consent Conditions for the proposed development and one of these conditions requires Bunnings to provide 8 on site parking spaces to be specifically provided and designated for public use (i.e. not Bunnings customer or staff use). The text of this draft condition is as follows:

The door on the south western elevation of the car park shall be accessible internally and externally and signposted as public access to allow pedestrian access to Smith Street from the car park during the Bunnings trading hours.

Reason: To enable residents to utilise the on-site car parking and mitigate the loss of on-street car parking during trading hours.

If RMS is willing to introduce the NO PARKING restriction which enables the 100m requirement, Bunnings will recommend that the Consent Condition be modified to increase the number of public spaces in the Bunnings car park to 13. To me, this outcome would replicate arrangements that RMS has made elsewhere to recompense for the removal of on-street parking on sections of State Road in sensitive traffic areas.

The Planning Panel has given a short time frame for Bunnings and the independent traffic consultant to come up with a resolution to this matter which is the only apparent “sticking point” to the approval of this Development Application. It would be appreciated if RMS could give urgent consideration to this proposal.

Regards

Ross Nettle | Director

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

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