



29 March 2022

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**Councillor Submission - MOD/2021/0376 - PPSSEC-171  
750 Princes Highway Tempe (Bunnings Tempe)**

We, the elected representatives of Inner West Council, **do not** support the approval of the modification, in particular the proposal to delete Condition 68A requiring a Tempe South Local Area Traffic Management (LATM) plan to be approved by the Inner West Local Traffic Committee.

We note Tempe residents on the whole are supportive of a Bunnings store in their community. Rather, opposition to the current modification is rooted in valid concerns for community safety, the need for residents to be able to move safely and freely around their suburb, and a desire to work together for a commonsense solution that satisfies both community needs and the objectives of the applicant.

This submission will focus on the traffic impacts of the proposal.

Just as in the last term of Inner West Council, there is broad political consensus in support of the Tempe community and in opposition to any LATM that unduly places community members - including children - at risk.

That consensus is embedded in a shared understanding: The proposed LATM does not sufficiently support community safety. Community modelling shows that over 1600 cars would pass down Union Street each day and it is our strong view that placing additional traffic pressure on the local road network around Tempe Public School poses an unacceptable risk to residents, especially children, families and older people.

Tempe is a highly walkable suburb and residents value their ability to move around safely. The suburb is densely populated, with compact houses situated in close proximity to one another. The established character of minimal front setbacks means front yards are small - as a result, there is minimal delineation between homes and the street. As a result, the street is where children play, neighbours meet neighbours, dogs are walked, and where the community congregates and celebrates together.

In every respect, Tempe is a model of the liveability that the Greater Sydney Commission asks planners to aspire to: A community of networked, people-friendly and safer streets connecting homes, shops, transport, open space and public infrastructure including schools.

We are deeply concerned this modification will tear apart those elements of the suburb that make it liveable and safe. The current traffic plan will effectively transform Union Street and surrounding streets into an arterial road for the vehicles exiting the Bunnings store. Additional traffic will force Tempe residents to retreat from their community street life, as it would make a less safe place to congregate, traverse or walk

A key concern is for the safety of children attending Tempe Public School and Tempe High School. Students from both schools regularly use Union and surrounding streets to access their schools, oftentimes walking alone or with siblings. If the modification is approved, the number of additional vehicles currently projected on local streets poses an unacceptable risk to student safety. As elected representatives, we are committed to safer roads around schools.

We are supported in this view by the residents we represent, the school community and also by local police through Council's Local Traffic Committee.

We are concerned approving the current Bitzios LATM will result in broader road network issues across the suburb. Traffic will bank up not only on Union Street, but also on Unwins Bridge Road, which is the main thoroughfare and access to Tempe Train Station, Sydenham Train Station, both Tempe High School and Public School, and a major north-south corridor for the suburb. There will be knock-on impacts on Richardson's Crescent and Carrington Road, Marrickville, impacting access westward and southbound to Earlwood. We are concerned this may also impact accessibility for emergency vehicles.

Similarly, the current LATM proposal will result in similar traffic pressures on Smith Street and the streets east of the Princes Highway. Residents have raised valid concerns that motorists exiting Bunnings into Smith Street will ignore the “no left hand turn” sign as a way to circumvent banked up traffic waiting for the traffic lights at the Princes Highway, using Smith Street and the narrow, surrounding streets as a rat run.

**For these reasons, residents and elected councillors have long supported a common-sense solution, the installation of a signalised entrance and exit on the Princes Highway.**

This would direct traffic away from streets in East Tempe and onto the Highway and remove the requirement for cars to access Union Street, eliminating much of the risk to local students and children posed by the proposed LATM. We note Transport for NSW has previously cited the “see through effect,” suggesting that traffic lights would be situated too close together, as a reason for not supporting this alternative. The location of these lights at the current driveway would situate them outside the statutory minimum distance between lights and we note numerous instances where the distance between traffic lights is equal to or less than that proposed at this location. There are also options to tilt or lower traffic lights to avoid confusion.

We also note concerns that additional traffic lights might create “network issues” - otherwise read as slowing traffic on the Princes Highway - however, lights could be phased to minimise these impacts and we contend that minimal network issues on a highway is less problematic than turning sleepy side streets where kids play into arterial roads, imposing risk on students and children

Importantly, Transport for NSW has recently indicated an openness to further investigating alternative options and supporting:

*“further risk assessment being undertaken by either Bunnings or Council of the Princes Highway access and a feasibility review of traffic lights to determine if the safety and network impacts could be effectively mitigated.”*

**We, the elected representatives of Inner West Council, are prepared to direct staff to conduct a further feasibility review of traffic lights and will move so in our next scheduled council meeting on Tuesday 12 April 2022.**

In all our actions in regards to the LATM, elected representatives and the Inner West Local Traffic Committee have been guided by a simple goal to work collaboratively with the community, the applicant, Transport for NSW and other stakeholders towards a solution that meets everyone’s needs.

First and foremost, we believe that for the reasons outlined above, the proposed modification, especially any attempt to approve the LATM without oversight or approval from the Inner West Local Traffic Committee, **should be rejected outright**.

However, if panelists are inclined to approve the modification, we seek a deferment so that the elected council can direct staff to conduct a feasibility study and further assess the merits of the proposed modification through the democratic processes of council.

Deferment would allow all parties to have the fullest and most up-to-date information from which to make a determination.

Given the lasting and extraordinary impact this modification would have on the people of Tempe, we seek rejection, or deferment.

Yours sincerely,

**Clr Darcy Byrne**

Mayor, Inner West Council  
Council Chair, Inner West Local Traffic Committee  
Ward Balmain-Baludarri Ward

**Clr Jess D'Arienzo**

Deputy Mayor, Inner West  
Ashfield-Djarrawunang

**Clr Mat Howard**

Marrickville-Midjuburi Ward

**Clr Justine Langford**

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**Clr Zoi Tsardoulis**

Marrickville-Midjuburi Ward

**Clr Mark Drury**

Ashfield-Djarrawunang Ward

**Clr Dylan Griffiths**

Ashfield-Djarrawunang Ward

**Clr Kobi Shetty**

Balmain-Baludarri Ward

**Clr John Stamolis**

Balmain-Baludarri Ward

**Clr Marghanita Da Cruz**

Leichhardt-Gulgadya Ward

**Clr Tim Stephens**

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**Clr Chloe Smith**

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