

### Details

**Location:** Virtual – Via Teams

**Date/time:** Thursday, 23 Sept 2021, 11am to 12:00 noon

**Chairperson:** **David Petrie** - Director Harbour City, Planning Delivery Unit - DPIE

### Attendees

1. **Tom Kearney**, Executive Director, Planning Delivery Unit, DPIE
2. **Cathey Edwards-Davis**, Director Infrastructure, Inner West Council
3. **Manod Wickramasinghe**, Traffic & Transport Manager, Inner West Council
4. **Councillor Victor Macri**, Marrickville Ward, Chair of Inner West Council Traffic Committee, Inner West Council

### This meeting

No.	Issue	Action	Responsible
1	<u>Welcome</u> The meeting was opened with an Acknowledgement of Country by the Chair.	Note	All
2	<u>Introductions</u> Formal introductions of all attendees.	Note	All

3	<p><u>Project Overview</u></p> <p>A summary of the project was provided with the following key points:</p> <ul style="list-style-type: none"> <li>• 13 October 2016: The then Roads and Maritime Service (RMS) outlined it requested priority-controlled (un-signalised) right turns at the intersection.</li> <li>• 28 February 2017: RMS outlined it requested priority-controlled (un-signalised) right turns at the intersection</li> <li>• In April 2017: Bunnings lodged a DA (728-750 Princes Highway, Tempe - DA2017/00185) with Inner West Council with a Statement of Environmental Effects that noted the construction of a dedicated right turn lane to provide vehicle storage for north bound customers turning into Bunnings, with the design to include the installation of a signalised intersection.</li> <li>• 30 May 2017: RMS outlined it requested a priority-controlled (un-signalised) right turns.</li> <li>• 29 August 2017: RMS wrote to Council outlining that RMS did not support the proposed traffic signals</li> <li>• 13 October 2017: Bunnings requested amending the DA condition to remove the signalisation of the right turn lane from the Princes Highway into the Site.</li> <li>• On 27 June 2019: The Sydney Eastern City Planning Panel granted the Consent subject to conditions requiring a Local Area Traffic Management (LATM) in order for the construction certificate to be issued, and the LATM to be subject to approval by the Inner West Local Traffic Committee.</li> <li>• The LATM was completed as draft and endorsed at the Local Area Traffic Committee 8 August 2020 meeting, and endorsed by Council on 25 August 2020. At the Council meeting the LATM was subject to additional conditions expanding the LATM study area. On 18 September 2020, Council modified the Consent in line with this addition.</li> <li>• The additional studies required by Council at its 25 August 2020 meeting were completed by Council engaged (bunning funded consultants) on 28 September 2021 and the amended LATM Study was placed on public exhibition between 3 November 2020 and 12 January 2021.</li> <li>• On 8 December 2020: Council passed a further resolution, again expanding the required the LATM study area.</li> <li>• On 19 April 2021: The updated LATM Report was presented to Council's Local Traffic Committee. The Committee recommended the final LATM Study and proposed treatments be deferred until a determination regarding the signalised exit from Bunnings is received from TfNSW.</li> </ul>	Note	All
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	<ul style="list-style-type: none"> <li>On 7 May 2021: TfNSW confirmed it does not support the traffic signals.</li> <li>On 13 August 2021: When requested again TfNSW wrote to Council outlining it does not support traffic signals.</li> <li>On 16 August 2021: Council's Traffic Committee again considered the LATM Study. Council were concerned with the impact of retail and requested an additional technical analysis. The Traffic Committee recommended the LATM Study be deferred again and that Council refer this matter to TfNSW for further consideration.</li> </ul>		
4	<p><u>TfNSW position explained</u></p> <p>TfNSW provided advice to Council following a meeting on 13 August restating it previously noted position. The correspondence stated TfNSW does not support the signalised intersection for the following reasons:</p> <ul style="list-style-type: none"> <li>Based on the assessment of the Council's submission, the signals do not meet TfNSW's required warrants in relation to vehicle volumes</li> <li>Traffic signals at this location will cause a detrimental impact to the network performance and operational efficiency of traffic on the Princes Highway, increase travel times and delays along an already congested corridor.</li> <li>The close proximity of the proposed signals to the existing signals location does not meet traffic signal design guides and would result in road safety issues with the "see through effect" whereby motorists approaching the signal focus on second set of signal lights. This will occur in both the north and south bound directions along Princes Highway</li> <li>Note: TfNSW have agreed to priority-controlled (unsignalised) right turns into the Bunnings site from the Princes Highway, to support site access.</li> <li>The proposed upgrade of the Smith Street intersection will allow two right turn lanes from Smith Street on Princes Highway. As Union Street is a one-way road, when Smith Street is displayed a green signal, vehicles will be able to exit Smith Street with no conflicting movements.</li> </ul>	Note	All

No.	Issue	Action	Responsible
5	<p><u>Discussion</u></p> <p>The following was noted during the discussion with Council staff and Councillor Macri:</p> <ul style="list-style-type: none"> <li>Council stated that staff have acknowledged the position of TfNSW and noted they recommended the following at the 16 August 2021 Traffic Committee meeting:</li> </ul> <p><i>THAT:</i></p> <ol style="list-style-type: none"> <li><i>The final Tempe South Local Area Traffic Management (LATM) Study and proposed treatments be noted;</i></li> <li><i>The recommended treatments as outlined in Attachment 2 be adopted;</i></li> <li><i>At grade contrasting pavement entrance treatment, installation of mountable kerbs, marked parking bays on both sides of the road be installed in Union Street between Princes Highway and Edwin Street. Further, a 40km/h speed limit zone be established in Union Street subject to approval from Transport for NSW;</i></li> <li><i>Detailed design of the recommended treatments be reported back to the Traffic Committee; and</i></li> <li><i>After a 12-month period following the issue of an Occupation Certificate for the Bunnings Development at 728-750 Princess Highway, a LATM review be undertaken by Council and reported back to the Traffic Committee.</i></li> </ol> <ul style="list-style-type: none"> <li>Clr Macri outlined that local community members had raised concern about the existing traffic solution to support the Bunnings entry without the signalised intersection.</li> <li>Clr Macri confirmed the traffic committee had deferred a decision on the intersection as per the minutes of the 16 August traffic committee meeting:</li> </ul> <p><i>THAT:</i></p> <ol style="list-style-type: none"> <li><i>The final Tempe South Local Area Traffic Management (LATM) Study and proposed treatments be deferred.</i></li> <li><i>Council refer this matter to the State Government for intervention on the grounds of safety and unnecessary impact on local residents, businesses and Tempe Primary School.</i></li> </ol> <ul style="list-style-type: none"> <li>Clr Macri outlined that no solution or information from TfNSW other than a signalised intersection would satisfy him / Chair of the Traffic Committee.</li> </ul>	Note	All