

31 August 2022

TfNSW Reference: SYD17/00630/12

Mr. Peter Gainsford
General Manager
Inner West Council
PO Box 14
PETERSHAM NSW 2049

Attention: Manod Wickramasinghe

**REVIEW OF THE DECISION FEASIBILITY STUDY FOR MOD/2021/0376
728-750 PRINCES HIGHWAY, TEMPE**

Dear Mr Gainsford,

Reference is made to Council's email dated 25 August 2022 seeking Transport for NSW (**TfNSW**) review and comments of the feasibility study (**report**) undertaken for MOD/2021/0376 '728-750 Princes Highway, Tempe'. TfNSW notes that:

- The study has been commissioned by Council to determine the feasibility of signalling the approved development's access point on Princes Highway (**classified road**) and enabling all egress movements from the development based on community concerns with traffic generated from the development onto the surrounding local road network, particularly Smith Street and Union Street.
- Feasibility study includes a traffic impact assessment and comparison of the existing approved design. It does not provide a comprehensive investigation and options analysis of the development's transport arrangements, which was initially sought by TfNSW.

With consideration to the above and limitations of the study, TfNSW has identified the key issues with the report:

- SIDRA modelling indicates a significant deterioration of the adjacent signalised intersection of Princes Highway / Ikea Access Road. The existing Level of Service (LoS) rating of 'A-B' deteriorates to 'F' with an average delay of 167.6 seconds. This will have a detrimental impact to both the surrounding classified and local road network, which is not supported by the agency.
- The Road Safety Audit (RSA) in the report has identified significant road safety issues with designing signals with the proximity between the development's driveway and the adjacent property. This has been identified as a high risk for crashes and driver confusion. This of significant concern to TfNSW and would require Council and the Applicant to address the road safety concerns, however would likely need negotiation with the adjacent landowner.
- The addition of the right turn egress on Princes Highway and the referenced removal of the egress from Smith Street will require a change in the approved development's internal car park design. TfNSW believes that this would likely require a further modification and impost to the Applicant.
- TfNSW has identified that enabling all movements out of development's driveway results in limited storage capacity for the left turn egress and very tight turn paths for all proposed movements with non-standard swept path. This has the potential to cause network safety and operational issues for the development's traffic but also the wider network.
- The report has referenced the potential operational and safety implications with the approved access arrangement with the priority controlled right turn into Bunnings for northbound traffic resulting in the need for drivers to find a gap in southbound traffic and cross a three-lane highway and give way to pedestrians crossing the development's driveway.

TfNSW do not support the signalised concept identified in the report due to the identified road safety risks, design constraints, deterioration of the network and the associated impacts to the adjacent property access and requiring significant internal design changes to the approved development.

Nevertheless, the agency acknowledges the identified concerns with current approved priority controlled right turn access into the development and suggests that the Applicant considers signalling the existing access arrangements (right-in/left-out) to enhance road safety at this location, noting that any design would need to mitigate the conflict of the neighbouring property's driveway in the design.

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TfNSW reiterates that to address community concerns regarding the development's traffic generation and impact to local roads, the agency is supportive of banning through movement from Smith Street into Union Street.

Should you have any further inquiries in relation to this matter, please do not hesitate to contact the undersigned via email at development.sydney@transport.nsw.gov.au or phone 0427 983 135.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'B. Pegg', written in a cursive style.

Brendan Pegg
Senior Manager Land Use Assessment Eastern
Planning and Programs, Greater Sydney Division