



TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

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28 January 2020
Ref: 19132

Mr Philip Drew
Development Approvals Manager
Bunnings Group Limited

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Dear Phil

Re: Bunnings Leppington

I have considered the DPIE and TfNSW comments in relation to “traffic” issues and respond in the following:

Trip Generation

It is alleged that no detail was provided in the Traffic Report to substantiate the assessment. To the contrary:

- P9 provides the assessed traffic generation rates (weekday PM and weekend) for:
 - o the envisaged 20,000m² Bunnings assessed for the approved SSD Application
 - o the now proposed 17,258m² Bunnings

Further this is confirmed by the detailed extract from the SSD Traffic Report provided in Appendix B.

Construction Traffic

There could be a maximum of 30 – 40 workers on the site during the peak construction process resulting in some 30 – 40 workers cars arriving in the AM and leaving in the PM (i.e. 30 – 40 vtpm) with potentially a maximum of 5 – 10 construction related trucks (i.e. max. during concrete pours) and it is noted that there will not be any requirements for any bulk excavation.

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Therefore:

- traffic movements during the construction process will only be some 10 – 20% of the operational traffic generation;
- the full traffic signal controlled access (as per that for the future operation) will be available for the construction process.

It is quite apparent therefore that the construction activity will not result in any adverse traffic impact.

Impacts on Road Network

The Traffic Assessment for the SSD Application:

- assessed a “worst case” development scenario including 50,000m² retail (e.g. Ikea), a 20,000m² Bunnings, a service station and 2 fast food outlets as well as 48,000m² of light industry.
- provided traffic modelling for the 2031 future circumstance with the “worst case” development circumstance which demonstrated satisfactory operational performance for a number of scenarios of the access intersection.

It is not known at this stage what the type/magnitude of development will occur on the remaining lots in the estate except that Lots 6 and 8 will have what are essentially “warehouse” uses with significantly lower FSR outcomes than envisaged in the SSD assessment (i.e. for light industrial uses rather than warehouse use). What is, however, quite clear is that the development traffic outcome for the estate will be substantially less than that of the envisaged and assessed development outcome provided for the approved SSD Application (i.e. potentially only 60 – 70% of that assessed at the time).

The envisaged location of accesses for the estate lots was not documented in any specific detail in the SSD process, however as I was closely involved in the subdivision process including design of the access road and intersections, I can advise that it was envisaged that Lot 3 would have an access as a fourth leg of the roundabout intersection.

This is because:

- Lot C would be a major traffic generator and this envisaged arrangement would provide the optimum control arrangement;
- the lot frontages to the east and west of the roundabout are relatively short and it is desirable to have separate access driveways for trucks;
- the Lot 3 outcome is now only some 4 ha rather than the envisaged 5 ha and the site frontage to the east of the roundabout has been reduced significantly.

In regard to the expressed concern in regard to any queuing back from the Bringelly Road intersection, the location of the principal site access will not have any different impact whether it is a 4th arm or located away from the roundabout. As it is, there will be a second ingress/egress for the car park located to the west of the roundabout which will have significant use and will act to “balance” the movements at the roundabout. The access road connecting between the Bringelly Road intersection and the roundabout will comprise an approach of 2 x 100m lanes plus a 50m left turn lane as indicated on the “Site Plan” provided in Appendix A of the Traffic Report.

Due to the geometrical nature and location of the “4th arm” access (in relation to the carpark layout), it is assessed that the ingressing/egressing Bunnings vehicle movements will be split approximately 50/50 with the proposed western access driveway. Due to the unimpeded length of the principal ingress ramp there will be no queuing impact on the roundabout. In regard to the issue of traffic generation rates (TTPA trend lines vs RTA study), it is noted that:

- 5 of the 9 RTA sites were only Mitre10 outlets with an average floor area of only 2,000m²
- the 4 Bunnings sites only average 10,000m²
- 3 of the 4 Bunnings sites are included in the TTPA trend lines
- it is widely recognised and accepted that the RTA findings are not representative of contemporary Bunnings developments
- the TTPA trend line data has been accepted by RMS and the L&E Court for many recent consents for Bunnings developments.

Passing Trade

The adopted Passing Trade characteristic is provided in the extract from the ARRB publication reproduced in Appendix C of the Traffic Report. In regard to the comment that “passing trade only comes from traffic already on Bringelly Road”, this is not correct, it will come from the future traffic flows along Bringelly Road.

Widening of Bringelly Road

The traffic assessment does not “rely” on the envisaged widening of Bringelly Road to 6 lanes and attention is drawn to the extract P16 in Appendix B for the analysis (requested by RTA) of 4 lanes plus 1 right turn lane. The comments in relation the planning for 6 lanes on Bringelly Road simply relate to the circumstances and assessment undertaken for the SSD Application.

The fact is that with the subsequent planning for road network (particularly that associated with the new airport with the Elizabeth Drive upgrade and M12 construction) the previously foreseen future traffic growth on Bringelly Road (i.e. AECOM Study for the then RTA) will now be “tempered” as a result of the new plans for the future road network.

Design of Vehicle Access etc.

The following is noted:

- The turning path assessment diagram provided in Appendix D of the traffic report quite clearly shows the satisfactory provision for semi-trailers to access, unload and circulate and it can be seen quite clearly that cars will be able to egress the western driveway as trucks enter;
- Dimensional details are provided on the development plans confirming that the design of the carpark complies with (in fact exceeds) the requirements of AS2890.1 and 6;
- Given the nature of the development use, pedestrian and cyclist visitation will be very largely limited to worker movements. A footway will be provided along the site frontage with a ramp connection through to the building entrance. There will be 12 bicycle spaces provided and workers will have locker and shower provisions. It is noted that it is proposed to incorporate Consent Conditions in relation to these issues.

If there are any remaining concerns following consideration of this response, I believe that it would be preferable to convene a meeting involving representatives from Bunnings, TTPA, DPIE and TfNSW to enable a clear understanding to be achieved without further delay.

Yours faithfully



Ross Nettle
Director
Transport and Traffic Planning Associates