



Key Sites and Industry Assessments
Department of Planning, Industry & Environment
GPO Box 39
SYDNEY NSW 2001

ATTN: Ania Dorocinska

Dear Madam/ Sir,

**New Request for Advice - Bunnings Warehouse Leppington
(SSD-10366) (Liverpool City)**

Thank you for your correspondence via ePlanning Portal (ref: PAE-1194) dated 13 November 2019 requesting Transport for NSW (TfNSW) to provide advice on the Environmental Impact Statement (EIS) supporting a State Significant Development (SSD) application for Bunnings Warehouse Leppington.

Legislation came into effect on 1 December 2019 that brings together Roads & Maritime Services and TfNSW. This response reflects the advice from the new organisation.

The EIS and supporting documentation provided in support of the SSD has been reviewed, and detailed comments are provided in **ATTACHMENT A**.

Thank you again for the opportunity to provide feedback on the above development application. Should you require clarification of any issue raised, please don't hesitate to contact Robert Rutledge, Principal Transport Planner, Land Use Planning and Development at Robert.rutledge@transport.nsw.gov.au.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Mark Ozinga'.

16/12/2019

Mark Ozinga
Principal Manager, Land Use Planning & Development
Customer Strategy and Technology

CD19/09200

ATTACHMENT A

Active Transport Considerations

Comment

Current NSW policies reinforce the importance of walking and cycling to increase access to local centres and integrating transport with land use as part of the whole customer journey. The Environmental Impact Statement (EIS), and Traffic Impact Assessment (TIA), have not given full consideration to bicycle parking and end of trip facilities for staff and customers at the new Warehouse. Section 7.0 - Sustainable Travel Plan states that there will be provision of bicycle parking spaces and end of trip facilities, but no specific details are provided.

Recommendation

It is requested that the applicant be conditioned to provide bicycle parking and end of trip facilities for staff and customers in accordance with Liverpool City Council Development Control Plans, standards and guideline documents including:

- Locate bicycle facilities in secure, convenient, accessible areas close to the main entries incorporating adequate lighting and passive surveillance and in accordance with Austroads guidelines;
- Provide signage/marked walkways to the warehouse/retail outlet from the car park; and
- Update Appendix B – Architectural package to show where these facilities will be located.

Travel Plan

Comment

To better manage demand on the transport network, the recommendations below are provided to encourage the use of sustainable transport to the site, which will help reduce the use of single vehicle trips.

Recommendation

Prior to the issue of the first Occupation Certificate, the applicant shall prepare a Travel Plan in consultation with TfNSW for the proposed development which must be approved by TfNSW.

The Travel Plan should:

- Support staff and visitors to prioritise access the site by public and active transport and minimise the proportion of single-occupant car journeys to the site;
- Include a Travel Access Guide – The Travel Access Guide needs to specify matters including, but not limited to, the following:
 - Suitable nearby drop-off/pick-up locations;
 - Identify areas where drop-off/pick-up is prohibited and instruct staff and visitors to avoid use of these areas;
 - Suitable nearby Taxi Zones;
 - Public Transport options in the vicinity of the site;
 - Pedestrian access to the site;
 - Bicycle Parking and cycleway networks to the site;
 - Access to the site for vehicles including parking arrangements; and
 - Servicing and loading arrangements.

ATTACHMENT A

- Establish mode share targets for staff and visitors for occupation and outline robust actions to achieve these targets;
- Appoint a Travel Plan Coordinator to oversee the implementation of the Travel Plan;
- Nominate the party/parties responsible for implementing the actions in the Travel Plan and its ongoing monitoring and review, including the delivery of actions and associated mode share targets; and
- Include an annual monitoring, reporting and review process, supported by a Travel Survey to determine if mode share targets and other actions of the Travel Plan are being achieved.

The applicant shall submit a copy of the final Travel Plan including Travel Access Guide to the Coordinator General, Transport Coordination within TfNSW for endorsement; and provide the builder's direct contact number to small businesses adjoining or impacted by the construction work.

Road Network Considerations

Comment

Based on insufficient analysis and supporting documentation provided in the TIA, TfNSW does not currently support the proposed vehicular access at the roundabout on road safety and efficiency grounds.

There is concern that with the additional 4th leg, which is to be used as the access to the car park, that there is potential for queuing to spill back to the nearby traffic signals at Bringelly Road.

Recommendation

The Response to Submissions needs to demonstrate to the satisfaction of TfNSW that the interaction of vehicles entering the car park (including internal circulation and delay within the carpark) and other vehicles using the roundabout does not affect the operation of the traffic signals at Bringelly Road.

Comment

The trip generation rates within the submitted TIA was determined from a trend line extracted from a traffic survey result. From the surveys TfNSW (formerly RTA) did in 2009, the reduction in site peak hour trip generation with increasing size of development for hardware store land use is evident in **weekday** data but not evident in **weekend** data. However the traffic generation trend lines included in the TIA provide the opposite result for the development's weekend data.

Recommendation

Provide detailed analysis for the submitted trip generation survey for review.

Comment

The TIA uses 20% - 27% passing trade discount for the trip generation calculations. Discount for passing trade / diverted link trips only comes from traffic already on Bringelly Road. The traffic entering / leaving the site could apply a relatively smaller discount for any multipurpose trips in the broader precinct. However, there is no data provided to support these claims.

ATTACHMENT A

Recommendation

Provide detailed information and data for passing trade discount for review.

Comment

The proponent is advised that there are no commitments by TfNSW to upgrade Bringelly Road to 6 lanes by 2031 and cannot be relied on in the submitted TIA.

Recommendation

The TIA should be updated to reflect this.

Comment

The proponent has not adequately assessed the design of vehicular (both HV and LV) access, circulation, parking module, loading and unloading facilities, pedestrian and cyclist facilities. It is not clear whether simultaneous entry/exit movements can be accommodated for the largest vehicle.

Recommendation

Provide detailed information in the TIA and swept paths for review.

Advisory Comments

TfNSW also provides the following advisory comments for consideration by the Department of Planning, Industry and Environment:

- Detailed design plans and hydraulic calculations of any changes to the stormwater drainage system on Bringelly Road are to be submitted to TfNSW for approval, prior to the commencement of any works. Please send all documentation to development.sydney@rms.nsw.gov.au. A plan checking fee will be payable and a performance bond may be required before TfNSW approval is issued.
- A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to the Consent Authority for approval prior to the issue of a Construction Certificate.
- The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements in relation to landscaping and/or fencing, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1-2004, AS2890.6-2009 and AS 2890.2-2018 for heavy vehicle usage.
- The swept path of the longest vehicle entering and exiting the subject site, as well as manoeuvrability through the site, shall be in accordance with AUSTRROADS. In this regard, a plan shall be submitted to the Consent Authority for approval, which shows that the proposed development complies with this requirement.