

18 September 2023

TfNSW reference: STH22/00103/05
Your reference: DA2019/0665.02 (CNR-59278)

Wagga Wagga City Council
By Email: cook.steven@wagga.nsw.gov.au
CC: Council@wagga.nsw.gov.au

Attention: Steven Cook

DA2019/0665.02 - - MODIFICATION OF CONSENT - PROPOSED HARDWARE DEVELOPMENT - BUNNINGS HARDWARE, LOT 1 DP798753, 64 PEARSON STREET, WAGGA WAGGA.

Transport for NSW (TfNSW) is responding to the DA 2019/0665.03 referred on 27 August 2023.

TfNSW has reviewed the information and does not support the proposed modification to Condition C.5(i) as proposed. Transport's reasons are set out in Attachment 1.

If you have any questions, please contact myself on 02 6923 6611 or email development.south@transport.nsw.gov.au.

Yours faithfully



Maurice Morgan
Team Leader, Development Services

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Context

TfNSW notes for this DA:

- The key State roads are the Sturt Highway (Edward Street) and the Olympic Highway. The site is located on the south-western corner of the intersection of Edward Street and Pearson Street (which is classed as a local road),
- The application is a request to modify the current development consent for DA2019/0665 to delete Condition C 5(i) which denied the construction of a left-out egress from the development to Pearson Street,
- TfNSW believes this access will be attractive to motorists seeking to exit the site to travel south to either undertake a U-turn movement via the roundabout at the intersection of Edward and Pearson Streets or U-turn in Pearson Street. Whereas the current approval provides a travel path via Saxon Street and Bye Street and the traffic signals at the intersection of Pearson Street and Bye Streets, which are proposed to be constructed as part of the development,
- The supporting documentation acknowledges the potential impact of the development on the surrounding road network, particularly the roundabout at the intersection of Pearson Street and the Sturt Highway. To address this the modification proposes the following condition:
*“Prior to Issue of an Occupation Certificate (of the development inclusive of the proposed Pearson Street customer egress), the applicant shall submit to Council evidence of satisfactory arrangements that will guarantee the replacement of the existing 2 lane roundabout with a completed and operational signalised intersection within 5 years (60 months) of the Issue of the Occupation Certificate for the Bunnings Warehouse. The signalised intersection shall be designed and completed to be generally in accordance with the intersection configuration depicted at Figure 1 (page 11) (**attachment 2**) in the document prepared by Stantec titled “Bunnings Wagga Wagga - Transport Assessment and Peer Review”, Ref 300304266, dated 4 August 2023”,*
- TfNSW’s role is to consider the impacts of the modification on the operation of the classified road network particularly the roundabout at the intersection of the Sturt Highway and Pearson Street,
- It is a matter for Council to consider the impacts on Pearson Street and determine if the impacts/proposed arrangements are acceptable.

Reasons

TfNSW's reasons for not supporting the proposed development are detailed below:

- i) The proposed condition specifies construction of an intersection treatment for the future upgrade of an intersection of Edward Street and Pearson Street without evidence of consideration of alternative intersection options within the existing road network, justification for the selected treatment, or constructability and financial implications of the proposed treatment.
- ii) The implementation of the proposed condition appears to rely on commitment from external parties including Transport for NSW. The condition appears to place time constraints and financial commitments on external parties that are not party to the development.
- iii) TfNSW requires that developers provide a strategic design (www.transport.nsw.gov.au/system/files/media/documents/2022/strategic-design-fact-sheet-02-2022.pdf) for the selected road infrastructure upgrade to the intersection of Edward Street and Pearson Street as part of their DA submission to:
 - a) clarify the scope of works,
 - b) demonstrate a compliant design (in accordance with Austroads guides and TfNSW supplements) can be constructed within the road reserve (or land available),
 - c) allow the consent authority to consider the environmental impacts of the upgrades as part of their determination under Part 4 of the Environmental Planning and Assessment Act, 1979.

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Reference: Bunnings Wagga Wagga - Transport Impact Assessment and Peer Review

Figure 1: Potential Pearson Street/ Sturt Highway signalled intersection layout

