

Parramatta Westfield

Access and Parking during Construction

In its review of adequacy (ROA), dated 2 October 2012, the Department of Planning & Infrastructure (DPI), raised the following traffic matters:

2. Traffic Impacts

The Traffic Impact Study and Traffic Management and Accessibility Plan should be revised to:

- *Identify the staging of construction as it relates to the Stage 1 project application. In particular, details should be provided in relation to:*
 - *The measures to maximise on-site parking during peak operating periods; and*
 - *Measures to maximise entry/exit arrangements during construction to ensure that impacts on the operating efficiency of the entry/exit points and the consequential impacts on the surrounding road network are minimised.*
- *The department acknowledges that the results of the PARAMICS modelling were submitted at the meeting convened on 24 September 2012.*

Furthermore, the Construction Management Plan prepared by Westfield should be revised to include all construction management measures identified in the final Traffic Impact Study and Traffic Management and Accessibility Plan.

Responses to these matters are set below.

Parking Provision during Construction

The existing shopping centre provides 4,450 parking spaces with access driveways on Campbell Street, Marsden Street and Aird Street. As set out on in Section 2.31, peak demand occurs on Saturday at around 2.00pm with 3,860 spaces occupied.

During construction of the expanded shopping, parking supply will be reduced as work is undertaken and areas are set aside for works zones, material handling, site sheds and construction worker parking. Parking demand at the shopping centre will be reduced due to the closure of some existing retail areas (to allow construction) and loss of some customers due to the construction work. The reduction in retail area will vary during the construction period but will be at least 5%. From previous experience at major shopping centre redevelopments there is a reduction in

customers of between 5% and 10% due the construction work. Construction worker parking will vary during construction. Given the sites good location to public transport, provision of a maximum of 100 on site construction worker parking spaces is considered appropriate.

Based on the above, during construction, peak parking demand at the shopping centre (2.00pm on a Saturday afternoon) would be some 3,575 spaces (3,860 x 90%, where a 5% reduction is applied due to reduced retail area and a 5% reduction due to less customers, plus 100 construction worker spaces).

To cater for the peak parking demand of 3,575 spaces, a minimum provision of 3,750 spaces is suggested during construction (this allows for a 5% surplus which is considered appropriate to allow for circulation and locating parking spaces with the provision of the park assist system).

Thus parking provision at Parramatta Westfield shopping centre, during construction, could be reduced by a maximum of 700 spaces (from 4,450 to 3,750 spaces). The Construction Management Plan prepared by Westfield has been revised to take into account this parking provision.

It is noted that the majority of parking affected during construction is located on the upper levels/rooftop car parking areas. The lower levels of parking (which have the highest levels of utilisation) would be largely unaffected during construction.

Access during Construction

With respect to access, the following changes are proposed:

- the existing eastern Campbell Street access driveway and ramp (located between Marsden Street and Church Street) will be reconfigured to provide one entry lane and two exit lanes. The two exit lanes will provide for simultaneous left and right turn movements out of the shopping centre onto Campbell Street;
- the existing western Campbell Street exit driveway and ramp (located between O'Connell Street and Marsden Street) will be reconfigured to provide two continuous exit lanes from the Level 6 car park exit controls. The exit ramp will be widened to accommodate the two continuous lanes;
- the existing western Aird Street entry driveway (located between O'Connell Street and Marsden Street), providing access to the Aird Street car park, will be

reconfigured to close off entry to Level 3 of the car park. This access driveway will be retained solely for the speed ramp to Level 4M;

- a new entry driveway will be provided at the eastern end of Aird Street (located between O'Connell Street and Marsden Street), providing access to Level 2 of the Aird Street car park. This new driveway will be located west of the existing car park exit driveway and will provide two entry lanes; and
- the existing Marsden Street exit driveway and ramp (located between Aird Street and Argyle Street) will be reconfigured to lengthen the southern exit lane by some 10 metres. The proposed lengthening of the lane will increase capacity at the existing exit controls from the car park.

In order to minimise the effects on the surrounding road network and access to/from the shopping centre, each of these improvements will be staggered (one at time), with the new entry to level 2 of the Aird Street car park opened before the existing western entry is modified. The Construction Management Plan prepared by Westfield has been revised to take into account the staging of the modifications to access.

The above information addresses the traffic matters raised in ROA undertaken by DPI.