



Transport  
for NSW

Mr Matthew Rosel  
Project Officer  
Department of Planning and Infrastructure  
GPO Box 39  
Sydney NSW 2001

Dear Mr Rosel

Thank you for your letter received 22 January 2013 *Exhibition of Environmental Assessment for Concept Plan and a Stage 1 Project Application for a commercial and retail development, Westfield Shopping Centre, Parramatta (MP10\_0068)*. Please accept my apologies for the delay in replying.

Transport for NSW (TfNSW) relies on the comments of the Roads and Maritime Services (RMS) in relation to the Traffic Impact Study.

TfNSW is of the view the proponent should provide a *Traffic Management and Accessibility Plan* for the non-car modes as outlined in the Director General's requirements.

A detailed response to the above issue is provided at **Tab A**.

The contact officer for this submission is Mr Tim Dewey, Senior Land Use and Transport Planner who can be reached on 8201-2188.

Yours sincerely

21/3/13

Mark Ozinga  
**Manager Land Use and Transport Planning**

CD13/01220

## **Tab A**

The Director General's Requirements for MP10\_0068 Concept Plan 'Project Application' Westfield Shopping Centre stipulated a number of key issues with respect to transport, they were:

*"Prepare a traffic impact study in accordance with the RTA's guide to Traffic Generating Developments...."*

*"Prepare a Traffic Management and Accessibility Plan to assess the implications of the development on non-car travel modes which address the following:*

- o Measures to promote public transport usage and pedestrian and bicycle linkages;*
- o An assessment of the impact of increase(d) patronage demand on the existing public transport system;*
- o Pedestrian safety and accessibility;*
- o Identification of traffic and transport infrastructure measures required to support the development."*

*Demonstrate adequate provision of on site car parking for the proposal having regard to local EPI controls and RTA (RMS) guidelines.*

### **Traffic Impact Study**

TfNSW relies on the RMS response to gauge the adequacy of the Traffic Impact Study.

### **TMAP for Non Car Modes**

The TfNSW/RMS guidelines define a Traffic Management and Accessibility Plan as:

- o A comprehensive assessment of the transport impacts (addressing both the movement of people and goods) of a major site development or re-development proposal; and*
- o The identification of a package of appropriate transport measures (including infrastructure, services and demand management initiatives) for the proposed development, which will help to manage the demand for travel to and from the development, and in particular, reduce the demand for travel by private car and commercial vehicle.*

From this and the further advice provided in the RMS guide to TMAP's it is reasonable to infer the proponents response for the non-car transport modes would, at a minimum cover:

- An initial estimate of travel demand (person trips) for the non-car mode.
- Estimate of the distribution of generated trips between origins and destinations.
- Estimate likely modal split among the non-car modes.
- Estimate the loads on public transport infrastructure and services that serve the project study area

- Analyse available capacity on public transport infrastructure (i.e. footpath width, all train services, all bus services) at the AM and PM peak periods by the use of surveys.
- As a sub-set of the above, estimate the potential operational impacts of the proposal on bus services that operate within the vicinity of the development site, in particular those caused by the additional 573 car parking spaces and associated traffic would be assessed and commented upon.
- Identify feasible options (including transport and development design) to modify or augment the impacts of this development on the non-transport modes.

Once this information was accepted by either TfNSW or DoPI the next stage of the TMAP process would:

- Reach conclusions regarding The Director General's Requirement for *"an assessment of the impact of increased patronage demand on the existing public transport system"*
- Identify appropriate measures, including new infrastructure to mitigate the demands on the non-car modes.
- Develop infrastructure options and agree on a preferred package of works.

TFNSW does not consider that the seven paragraphs (from 2.40) of the TIS constitute an adequate response to the Director General's requirements for a TMAP for the non car modes. DP&I is requested to require the proponent to submit an addendum report that deals adequately with these issues before the concept plan application is approved.

### **Adequate Provision of on site car parking**

#### **Section 3.17 – 3.25 Parking Provisions**

TfNSW generally supports the intent developed in the proposed parking provisions that are lower than the Parramatta City Centre LEP and the RMS Guide to Traffic Generating Development. This recognises the position of Parramatta City as a significant public transport hub. However, parking is an integral part of any TMAP process and the proponent should be able to demonstrate correlation and integration between the non-car mode TMAP study (above) and the suggested car parking rate provision.