

16 April 2013

RMS Ref: SYD10/00689/02
Your Ref: MP10_0068

Director, Metropolitan & Regional Projects south
Department of Planning & Infrastructure
GPO Box 39
SYDNEY NSW 2001

Attention: Matthew Rosel

Dear Sir/Madam

**EXHIBITION OF ENVIRONMENTAL ASSESSMENT FOR THE DEVELOPMENT OF
WESTFIELD SHOPPING CENTRE, PARRAMATTA**

Reference is made to Department's letter dated 18 January 2013, regarding the abovementioned Application which was referred to Roads and Maritime Services (RMS) for comments.

RMS has reviewed the submitted information and provides the following comments for Department's consideration:

1. RMS does support the proposed reduced parking for the development as the site is next to existing public transport interchange.
2. RMS identified a number of deficiencies in the traffic modelling that support the proposed development. These deficiencies are listed in the Attachment A.

The applicant is to address all the issues raised in the attachment. Furthermore, the revised modelling should as a minimum have the following three scenarios:

- 2012 Existing traffic without the proposed development;
- With the proposed development and no network improvements (the year should be expected year for the completion of the development not 2012;
- With the proposed development and with the network improvement required to mitigate the impacts of the developments

The report should include concept plans for any identified improvement works. Future year modelling should include all known development in the vicinity and background traffic growth.

3. All works signage associated with the proposed development are to be at no cost to RMS.

Roads & Maritime Services

Any inquiries in relation to this development application can be directed to Pahee Sellathurai on 8849 2219.

Yours faithfully

A handwritten signature in black ink, appearing to read 'O. Hodgson', written in a cursive style.

Owen Hodgson

Senior Land Use Planner

Transport Planning, Sydney Region

Attachment A

Major non-conformance: Both time step detail and mean driver reaction time have been modified outside of the RMS standards for urban congested networks. This has the effect of making simulated drivers more responsive and increasing the general capacity of the network.

Minor non-conformance: The 40 km/hr school zone in the vicinity of Parramatta High School has not been coded in the morning peak period.

Minor non-conformance: Next lane rules through intersections should be changed from default coding unless they reflect on site conditions.

Major non-conformance: Signal phasing for the intersection of Church Street, Great Western Highway and Parkes Street has been coded incorrectly with gap-out phases coded in the incorrect order. It is recommended that gap-out logic be coded at this intersection to more accurately model the gapping-out of diamond phase as critical intersections.

Minor non-conformance: Spot check of bus routes identified that many stop dwell times are based on passenger frequencies with very low passenger demands.

Minor non-conformance: Very low reaction factors are used on O'Connell Street and no documentation of these changes is made in accompanying modelling report.

Minor non-conformance: Travel time and queue length comparisons are not documented in the main body of the Traffic Modelling Report; the report should be updated to provide these comparisons and discuss any differences between observed and modelled conditions.

Minor non-conformance: Release profiles should be replaced with plots of network vehicle load to provide an indication of model stability.

Minor non-conformance: the validation section of the modelling report should be updated to address discrepancies in the observed and modelled travel time comparisons.

Major non-conformance: traffic generation figures provided in the Traffic Impact Study are not internally consistent and do not provide sufficient detail regarding the source and method by which this traffic generation has been calculated. Additional detail should be provided to identify the source for various rates used and how they have been used to arrive at the reported traffic generation.

Major non-conformance: traffic modelling has not taken into account the cumulative impacts of the proposed development in combination with other developments in the Parramatta CBD that may also generate traffic at the time the Westfield expansion is complete. The model should be updated to include approved developments and some estimate of regional traffic growth to demonstrate that the road network will function acceptable when the expansion is complete.

Major non-conformance: traffic modelling of the future development scenarios does not clearly demonstrate the impact of the proposed development or the benefit of identified improvement works, particularly in the critical evening peak period. Further testing should be undertaken to clearly demonstrate the impact of the proposed development and the identified mitigation measures.