
Colston Budd Hunt & Kafes Pty Ltd

as Trustee for C & B Unit Trust
ABN 27 623 918 759

Our Ref: TR/8659/jj

14 August 2013

Transport Planning
Town Planning
Retail Studies

Westfield
c/- Ingham Planning
19/303 Pacific Highway
LINDFIELD NSW 2070

Attention: Nick Juradowitch
Email: Nick@inghamplanning.com.au

Dear Sir,

**RE: MAJOR PROJECT APPLICATION FOR PROPOSED ADDITIONS
TO PARRAMATTA SHOPPING CENTRE**

1. As requested, we have reviewed the submissions from TfNSW, RMS and Arup (on behalf of DOPI) for the above development. We prepared the TMAP that accompanied the Part 3A application (Traffic Impact Study and Traffic Management and Accessibility Plan following ROA for Part 3A Application for Proposed Extensions to Westfield Parramatta Shopping Centre, October 2012) and Supplementary Transport Report (Response to Submissions, June 2013). Set out below is our response to the traffic and parking matters raised in these further submissions.

Transport for NSW (TfNSW)

2. TfNSW has provided its comments on the PPR Transport Report in its letter dated 15 July 2013. TfNSW has provided the following comments:
 - the impact on bus operations through the intersection of Pitt Street/Park Street/Argyle Street;
 - relocate bicycle parking on Campbell Street;
 - the Parramatta/Epping Rail Link is not currently committed by the State Government; and
 - that any consent include a condition requiring the preparation of a construction traffic management plan which addresses any impact on bus operations, and pedestrian access.

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3. With regard to the recent comments we offer the following responses.

Intersection of Pitt Street/Park Street/Argyle Street

4. PB who prepared the PARAMICS model for the transport assessment has reviewed the issue raised by TfNSW. PB's response is attached to this letter. In summary the review found that the proposed extensions to Westfield Parramatta would have no impact on bus movements along the eastern and western approaches to the intersection. The review did find that there would be some increase in delays for bus movements on the southern approach, however, this was offset by the reduction in delays on the western approach of the Great Western Highway/Pitt Street intersection as result of improvements elsewhere in the network. Thus while there would be some increase in delays on the northern approach to the Pitt Street/Argyle Street/Park Street intersection for buses, overall there would be reduction in delays for buses within the road network.

Bicycle Parking in Campbell Street

5. The bicycle parking on Campbell Street has been relocated to the western side of Marsden Street (south of Aird Street) and within the ground floor of the Aird Street car park. At these locations there would be no interference with sight lines from car park access points.

Parramatta/Epping Rail Link

6. The comment of TfNSW that the Parramatta/Epping Rail Link is not currently committed by the State Government is noted.

Construction Traffic Management Plan

7. The suggestion of TfNSW that any consent includes a condition requiring the preparation of a construction traffic management plan which addresses any impact on bus operations, and pedestrian access is supported.

Roads and Maritime Services Submission

8. Roads and Maritime Services (RMS) has provided a response to the supplementary traffic assessment as set out in its letter dated 1 August 2013 in which it requires improvement works at the intersections of Great Western Highway/O'Connell Street, Great Western Highway/Marsden Street, Great Western Highway/Church Street/Parkes Street and Church Street/Campbell

Street. RMS notes that works at the intersections of Great Western Highway/Marsden Street and Great Western Highway/Church Street/Parkes Street may involve land acquisition and road widening. RMS has also indicated that these works be undertaken at no cost to RMS, be implemented prior to occupation of the proposed development and the applicant enter into a WAD for the above works.

9. With regard to the road improvements identified in the recent RMS letter we offer the following comments:
 - it is unclear whether the RMS suggested road improvements are the same as those identified in the PB report that accompanied the Part 3A Application;
 - it is not possible for Westfield to acquire private land for road improvements as it does not have compulsory acquisition powers; and
 - it is unreasonable for Westfield to pay the full cost of these works as the increase in traffic from the proposed development is minor with respect to existing traffic flows (less than 10%). Westfield, through the assessment process has advised RMS that it is prepared to pay an appropriate contribution to road improvements.
10. The above comments were sent in an email to RMS on 8 August 2013 (copy attached). To date we have not received response from RMS. We suggest a meeting be organised between RMS, DOPI and Westfield to progress this matter.

Matters Raised by Arup

11. Arup has reviewed the traffic assessment on behalf of DOPI. As set out in the email from DOPI dated 12 July 2013 a number of traffic matters have been raised by Arup as set out below, along with our responses.
 1. *CBHK undertake sufficient assessment to justify reduced trip generations or undertake a further modelling test with the increased trip generation identified in this review:*
 - *the traffic surveys of the existing situation were conducted on Wednesday 6 June 2012 for the AM and Thursday 14 June 2012 for the PM. These dates were within one week of the June long weekend and therefore may not be representative. No traffic count was conducted for Saturday (ARUP notes that RMS trip generation rates are higher on Saturdays); and*
 - *ARUP completed an analysis of Journey to Work data for Parramatta CBD (2011). The results differ from the PPR and suggest that the PPR underestimates the vehicle trips (table attached).*

12. With respect to the first point RMS and Council were consulted regarding the traffic counts and raised no concerns with the timing of the traffic surveys. We note that RMS has provided signal timing data that correlates to the traffic counts. It was agreed with Council and RMS that the traffic assessment should consider the weekday morning and afternoon peak periods. Both Council and RMS noted that background traffic flows in Parramatta were lower on Saturday (as set out in Point 3 of Section 1.5 of the TMAP, October 2012).
13. With respect to point 2, the retail travel surveys were used to estimate mode split for the additional retail development. This is appropriate and would be expected to be different to the JTW data. JTW data was not used for estimating trips for the office tower (see section 2.25 of the PPR transport report) as on-site parking for the commercial component is heavily constrained. With this constrained parking provision, the proportion of car drivers would be significantly lower than the existing proportion based on Parramatta JTW.
 2. *That the distribution and assignment methodology, assumptions and justification be included in the CBHK report*
 - *ARUP questions CBHK's application of the reduced trip rate to the entire centre. This results in existing trips and proposed trips being reduced for the analysis. This therefore overestimates the reduction in trip generation (is equivalent to reducing additional floor area by 30%).*
14. Distribution of additional trips is set out in Table 3.1 of the TMAP, with additional trips assigned to the various access points based on the location of additional parking and changes in access (such as at the Aird Street car park). This information was used as inputs to the PARAMICS model. The issue of traffic generation for whole centre was raised by RMS in its April 2013 submission and addressed in detail in Section 2.3 to 2.5 of the PPR transport report. Based on the latest RMS submission this issue appears to have been satisfactorily addressed in the PPR report.
15. Total trips have been reduced by 5% for the overall centre to reflect the lower parking provision for the additional floor area and that as centres get bigger generation rates decrease. Using the surveyed generation rate for the additional floor area would over estimate traffic generation and be inconsistent with DOPI and Council objectives to reduce traffic generation by lowering parking provision.
 3. *Further details related to the internal layout and use of car park access and egress locations are requested as described below for proper assessment of the impact of the development on the roads within Parramatta town centre:*

- *clarity on locations and accesses, number of lanes at each, locations of barriers and likely use with respect to the internal arrangement; and*
 - *car parking arrival and departure profiles and queuing analysis at barriers during peak entry and exit times.*
16. The PARAMICS model prepared by PB included the operation of boom gates taking into account number of lanes, service rates and traffic flows. The PARAMICS model identified required improvements of the access points, such as an additional entry lane on the Marsden Street express ramp. Hence it was not necessary or appropriate to undertake a separate assessment.
4. *Additional information is sought related to understanding the assessment for other aspects of the development for the following issues:*
- *bicycle parking provision and the shortfall proposed; and*
 - *pedestrian and cyclist provision taking into account increased demand likely as a consequence of the car parking strategy and trip generation assumed for the development.*
17. With respect to the first point additional retail bicycle parking has been provided as shown on the attached plan. This provides 124 retail bicycle parking spaces (36 visitor and 88 staff) which complies with the DCP requirements.
18. With respect to the second point, pedestrian and cycle connections were described in Section 3.11 of the TMAP (October 2012) report.
- ARUP has foreshadowed that the following items raised by agencies that may still be considered outstanding (although the Department will defer to RMS/TfNSW on these points):*
- *Construction Traffic Management Plan;*
 - *The operational impact of the Aird Street loading dock on Church Street buses;*
 - *provision of the source of traffic generation rates of the commercial development;*
 - *assessment of the increase in bus dwell time on the Paramics model; and*
 - *assessment of the public transport queuing space impacted by the increased usage due to the development.*
19. These matters have been either addressed in the PPR report to the satisfaction of TfNSW and RMS or are covered in this letter.
20. We note that the PARAMICS model was prepared in consultation RMS and that RMS has now signed off the PARAMICS model and in its most recent submission raises no concerns with the traffic modeling/assumptions/data etc provided.

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21. Thus in summary the traffic and transport matters raised by TfNSW, RMS and Arup have been addressed. We note that further discussion is required with RMS to identity the scope of road improvements and funding of these works.
22. We trust the above provides the information you require. Finally, if you should have any queries, please do not hesitate to contact us.

Yours faithfully,

COLSTON BUDD HUNT & KAFES

A handwritten signature in black ink, appearing to read 'T. Rogers', with a stylized flourish at the end.

T. Rogers

Director

Attachments:

1. PB advice on bus movement
2. Email to RMS dated 8 August 2013
3. Plan showing relocated bicycle parking.

Tim,

As discussed, the delays reported are for all vehicles. Delays to buses at the intersection of Argyle/Pitt/Park does not change in any of the scenarios we considered as all 3 approaches have dedicated bus lanes and the signal timings remain the same in each of the modelling scenarios.

When the wider model is taken into consideration, there is some additional delay to buses further south on Pitt Street (in Scenario 2) when queuing extends back beyond the start of the north bound bus lane (see Figure 1 below). Queuing on Pitt Street is exacerbated in Scenario 2 due to the knock on effects of the upgrades along the GWH. The improvements result in more traffic being able to make it onto Pitt Street in Scenario 2, compared with the 2016 Base scenario which shows major queuing/delays on the GWH (see Figure 2), in turn, limiting the flows on Pitt Street.

The modelling results indicate that the delay to buses on Pitt Street (in Scenario 2) would be significantly less than the delays to buses on the GWH in the 2016 Base scenario.

AM Peak	2016 Base			2016 Scenario 2		
	LoS	Delay (s)	Flow (veh)	LoS	Delay (s)	Flow (veh)
Pitt St (NB)	C	40	1374	F	77	1495
GWH (EB)	F	341	1619	F	74	1840

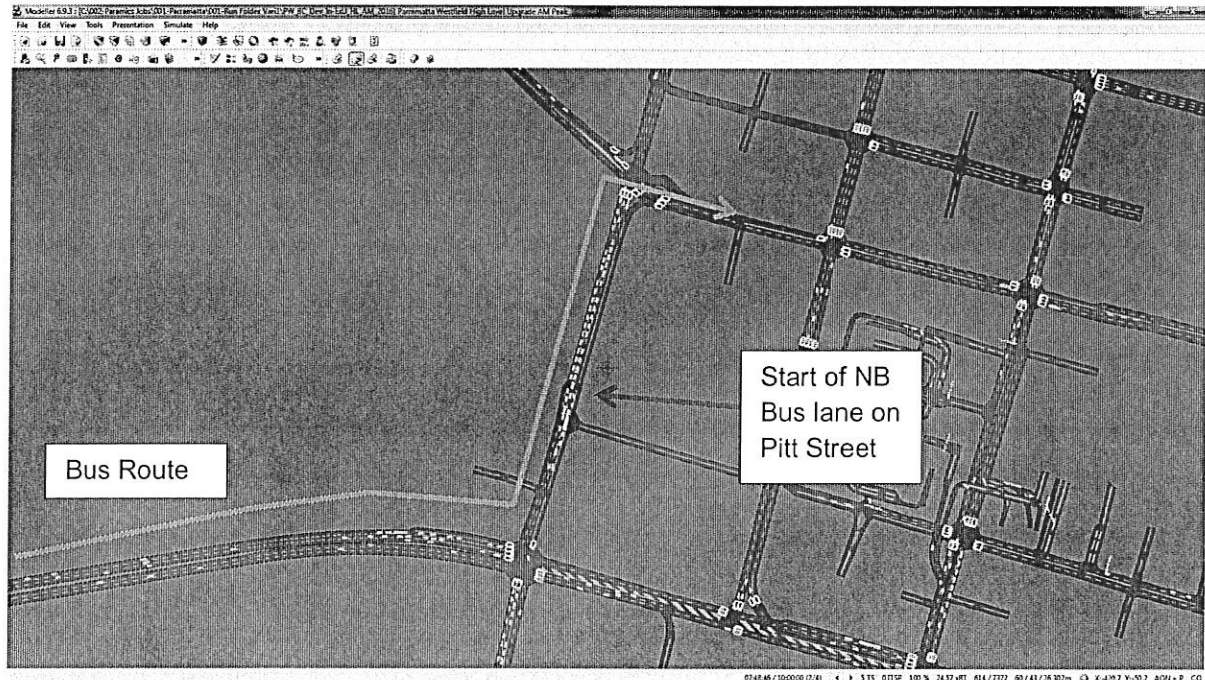


Figure 1 – Queuing on Pitt Street in Scenario 2 AM Peak

In the 2016 do nothing scenario, with no improvements to the GWH, the buses will experience delays on the GWH as the queuing extends back beyond the bus lane (See Figure 2).

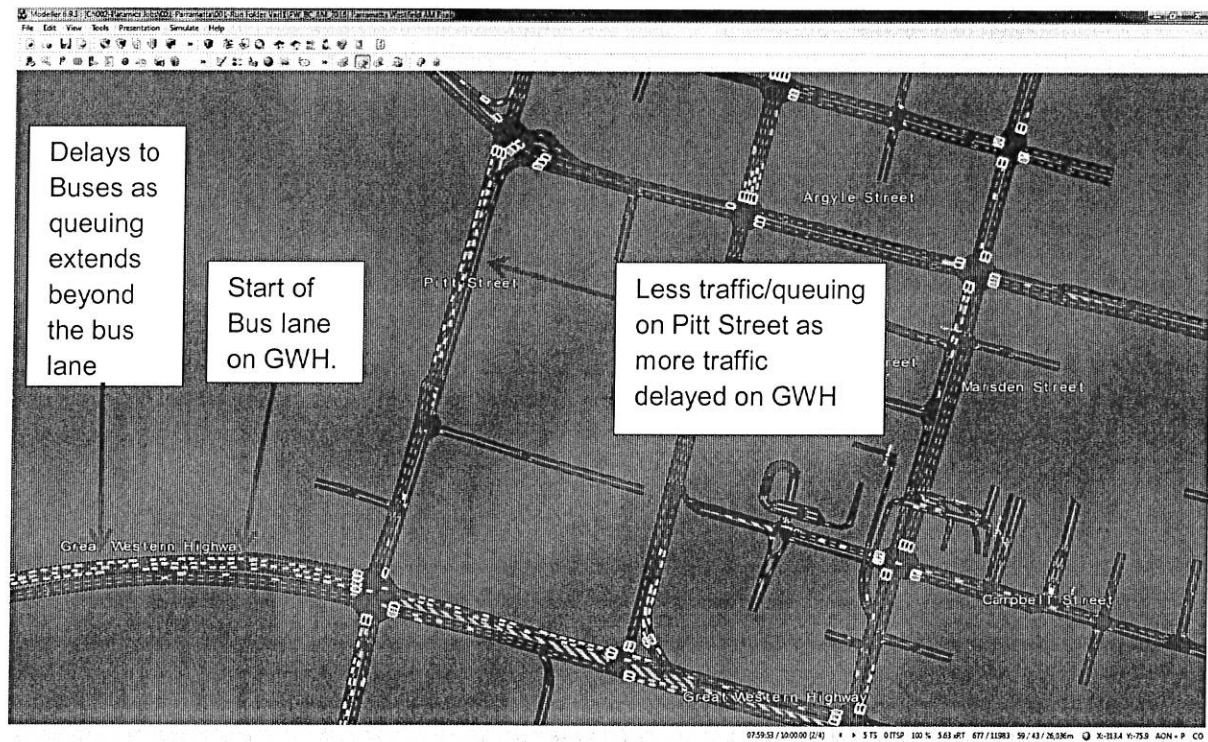


Figure 2 – Queuing on the GWH in 2016 base case AM Peak

Tim Rogers

From: Tim Rogers
Sent: Thursday, 8 August 2013 2:36 PM
To: HODGSON Owen J (Owen.HODGSON@rms.nsw.gov.au); 'SELLATHURAI Pahee'
Cc: 'Nick Juradowitch'
Subject: Westfield Parramatta
Attachments: RMS Response Aug 2013.pdf; 2108370A-PR_3377_RevB.PDF

Hi Owen/Pahee

As per my phone message, we have reviewed the RMS letter dated 1 August (attached) which refers to road works required at 4 intersections. Could you please confirm that the works RMS requires at each intersection are those recommended in the PARAMICS report prepared by PB (attached)?

I understand that the works at Great Western Highway/O'Connell Street, Church Street and Campbell Street/Church Street and Great Western Highway/Marsden Street involved changes to line marking and medians and no land acquisition was required.

With regard to the Church Street/Great Western Highway/Parkes Street intersection the upgrade recommended by PB was a variation on the Council/RMS upgrade. The Council/RMS upgrade identified the acquisition of a strip of land along the western side of Church Street and the PB scheme included this option.

As you are aware the strip of land along the western side of Church Street is in private ownership and hence Westfield cannot acquire the land for road widening if the owner does not want to sell.

As previously advised Westfield have consistently been prepared to discuss with RMS appropriate contributions to road work upgrades. However, it would appear unreasonable for Westfield to fully fund these works, particularly when one of the works involves acquisition of private land.

Could you please call to discuss.

Regards

Tim Rogers
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