
Colston Budd Rogers & Kafes Pty Ltd

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

Our Ref: TR/I0869/mr

2 November, 2020

Scentre Group
PO Box 4004
SYDNEY NSW 2001

Transport Planning
Traffic Studies
Parking Studies

Attention: Steve Mitchell
Email: SMitchell@scentregroup.com

Dear Sir,

**RE: PARRAMATTA WESTFIELD SHOPPING CENTRE
S75W APPLICATION – RESPONSE TO TRAFFIC MATTERS**

1. As requested we have reviewed the traffic matters raised by Transport for NSW (TfNSW) and Parramatta City Council (Council) with respect to the S75W application to amend the 2014 Concept Approval for the expansion of Parramatta Westfield Shopping Centre. The S75W application proposes the following changes:
 - relocate the approved concept envelope of the office tower to the west along the Argyle Street frontage (about midway between Church Street and Marsden Street) and increase the size of the tower from some 35,000m² to 105,000m² GFA;
 - modifications to the approved development (parking layout and service arrangements) to accommodate the above changes. This will result in the parking provision being reduced by some 20 spaces.
2. We prepared the updated TMAP in support of the S75W application (Transport Management and Accessibility Plan (TMAP)) for the Section 75W application for the Concept Approval for the Commercial Tower, Westfield Parramatta Shopping Centre, Updated July 2020). Parking provision for the increased size of the tower has been addressed in that updated TMAP. The updated TMAP included a response to the traffic matters raised by TfNSW and Council.

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EMAIL: cbrk@cbrk.com.au

3. Following discussions with the Department of Planning and Environment (DPIE), additional information has been provided in response to the traffic matters raised by TfNSW and Council. It was agreed with DPIE that undertaking any further surveys of pedestrian movements along Argyle Street or capacity of buses and trains would not be representative due to the impact of COVID-19, and as such previous work undertaken would be used (and updated where possible) to assess the effects of the S75W on these aspects.
4. DPIE requested a table showing trips generated by the approved commercial tower and the additional trips generated by the S75W modification. This is provided in Table I below.

Table I	Summary of AM/PM Peak Hour Trips (two way)	
Mode	Approved (35,000m ²)	S75W (+ 70,500m ²)
Vehicles	30 trips	+0 trips
Pedestrians	80 trips	+ 160 trips
Cyclists	45 trips	+90 trips
Buses	60 trips	+ 125 trips
Trains	355 trips	+710 trips

Matters Raised by TfNSW

5. TfNSW in its letter dated 7 September 2018 raised the following matters:
 - impacts on pedestrians and bus operations along Argyle Street;
 - freight and servicing;
 - construction pedestrian and traffic management; and
 - bicycle facilities.
6. Our response to each of these matters is set out below

Impacts on Pedestrians and Bus operations along Argyle Street

7. TfNSW's primary concern with this matter was the inconsistency between the TMAP (which assumed no reduction in footpath area along Argyle Street) and the environmental assessment that indicated that works were proposed within the existing promenade (such as display windows, landscape improvements and outdoor seating) resulting in narrowing of the existing footpath.
8. We confirm that the environmental assessment has been updated to indicate that no works are now proposed along the Argyle Street frontage (footpath will be some six metres wide).

9. As set out in the S75W TMAP (July 2018), the office tower was estimated to have some 4,200 employees with a mode split of some 63% travelling to work by train and some 11% traveling to work by bus. Some 40% of employees were assumed to travel in the AM/PM peak hours. Access to the office tower is provided by a lobby at ground level on the corner of Argyle Street/Marsden Street and via the sky lobby that connects to the shopping centre.
10. Not all employees travelling by bus/train would use the footpath along the southern side of Argyle Street to access the office tower. A proportion would arrive by other routes or via the sky lobby through the shopping centre (for example buying a coffee on their way to work). This has been assumed to be some 20%.
11. Based on the above, pedestrian flows along the footpath on the southern side of Argyle Street would increase by some 1,000 pedestrians per hour (two way) in the AM/PM peak hours with some 150 people catching buses.
12. As noted in the TMAP, work undertaken by Council indicated that future pedestrian flows along Argyle Street would be some 1,000 pedestrians per hour (two way). Based on footpath widths of some two metres, with these flows the footpaths would operate at level of service (LOS) A.
13. Council has advised that the future pedestrian flow of 1,000 pedestrians/hour along the southern side of Argyle Street, is a lunchtime flow and that AM/PM commuter peak hour flows would be higher. Our experience is that lunchtime pedestrian flows in CBD locations adjacent to major retail facilities can be as high as the AM/PM peak hours. Nonetheless to assess the impacts of the S75W we have doubled the future Council lunchtime flow estimate to provide future AM/PM peak hour pedestrian flows (2,000 pedestrians per hour). As discussed with
14. The footpath on the southern side of Argyle Street is some 6m wide. For the purposes of assessing capacity for through movements we have assumed a footpath width of 3 metres (to take into account street furniture, columns and people waiting to catch buses). The S75W would add some 1,000 additional pedestrians to the footpath on Argyle Street.
15. The Highway Capacity Manual provides levels of service (LOS) for pedestrian flows (based on Fruin Analysis). For LOS B (suitable for transport terminals or buildings with recurrent but not severe peaks) the flow rate on the footpath should be less than 33 pedestrians per metre per minute.

16. With pedestrians from the S75W (1,000/hour) added to future AM/PM pedestrian flows (2,000/hour), the flow rate along Argyle Street would be some 17 pedestrians per metre per minute (based on a 3 metre wide footpath – $3,000/(3 \times 60)$). Thus future pedestrian flows along southern Argyle Street footpath would operate at LOS B or better, an appropriate level of service.

Freight and Servicing

17. TfNSW has requested additional information with regards to the number of service vehicle movements associated with the S75W application, their impact on the surrounding road network and the capacity of the exiting dock to accommodate the additional deliveries for the office tower.
18. As noted in the TMAP, the relocated office tower will be serviced via the existing loading dock accessed from Marsden Street. The number of service movements associated with the proposed office tower would be low, with a peak of some 10 to 20 vehicles per hour (two way). Such a low level of traffic generation would have no noticeable effects on the operation of the surrounding road network.
19. Indicative plans of the proposed loading dock are shown in Attachment A with truck turning paths. These show:
- access from Marsden Street (limited to left in/left out by the existing median;
 - four loading bays for the office tower;
 - two loading bays each for David Jones and Myer;
 - largest truck that would access the dock being a 8.8 metre rigid truck; and
 - all vehicles entering and departing the dock in a forward direction.
20. With regards to the capacity of the existing dock to accommodate the additional demand, as part of a future DA for the relocated office tower, a loading dock management plan would be prepared addressing the matters raised by TfNSW. This would allow further work to be undertaken as part of the DA to address the minor design changes required to the design of the loading dock (as shown on the attached truck swept paths).

Construction Pedestrian and Traffic Management

21. The recommendation by TfNSW that the applicant consult with the nominated authorities during the preparation of the CPTMP is supported.

Bicycle Facilities

22. TfNSW has suggested that future development applications provide a separated bicycle facility in the proposed loading dock. This is noted and will be addressed in a future DA. The TMAP identified the following bicycle and motorcycle parking requirements:
- 530 commercial bicycle spaces and 125 retail bicycle spaces. These will be split between secure (employee) and accessible (visitor) bicycle parking areas. Appropriate end of trip facilities will be provided for employees (showers, change rooms and lockers); and
 - 27 motor cycle spaces.

Matters Raised by Council

23. Council has raised the following matters with respect to the S75W application as summarised below:

Transport Planning

- a) *TMAP to be updated to include the Parramatta Bike Plan and the proponent work with Council whilst the Marsden Street cycleway is developed;*
- b) *no description of existing public transport, pedestrian and bicycle volumes and facilities;*
- c) *detailed pedestrian modelling is required given that existing footpath area along Argyle Street will be reduced;*
- d) *traffic assessment be updated to reflect 2018 traffic conditions; and*
- e) *Travel Demand Management (TDM) measures should be included for the site.*

Traffic Engineering

Points 1 to 4 raised under the heading traffic engineering relate to the traffic effects of the proposed S75W. Point 5 relates to assessment of future pedestrian flows along Argyle Street. Point 6 relates to impacts on public transport. Point 7 requests floor plans to access, internal layout and service arrangements. Point 8 requests that the TMAP be updated to address the above matters.

24. Our response to these matters is set out below

Transport Planning

25. With respect to a) this is noted. The Parramatta Bike Plan is provided in Attachment B. It shows a separated on road bicycle path along Marsden Street adjacent to the site. We are advised that Scentre will work with Council whilst the Marsden Street cycleway is developed.
26. With respect to b) a detailed assessment of public transport capacity was undertaken as part of the Concept Approval TMAP in 2013. This found there were the following spare capacities on rail and bus services to the Parramatta bus /rail interchange:
 - some 5,450 passengers on inbound trains in the AM peak hour;
 - some 3,900 passengers on outbound trains in the PM peak hour;
 - some 2,200 passengers on inbound buses in the AM peak hour; and
 - some 1,800 passengers on outbound buses in the PM peak hour
27. The S75W application for the expanded office tower would generate the following peak rail and bus trips (including retail trips):
 - some 1,120 passengers on inbound trains in the AM peak hour;
 - some 1,180 passengers on outbound trains in the PM peak hour;
 - some 280 passengers on inbound buses in the AM peak hour; and
 - some 360 passengers on outbound buses in the PM peak hour.
28. These increases represent some 20% to 30% of the spare capacity on trains and some 13% to 20% of spare capacity on buses. Thus there would be further spare capacity to accommodate any increased demand since the surveys were undertaken. We note that the above analysis does not take into account the significant increase in capacity that will be provided following the completion of the Parramatta light rail (currently under construction).
29. We note that TfNSW has reviewed the Section 75W application and did not require an updated public transport assessment.
30. With respect to c) this matter has been addressed in our response to TfNSW (see paragraphs 7 to 16).
31. With respect to d), as noted in the updated TMAP, the S75W application has no change in traffic compared to the approved concept plan, thus no additional traffic modelling is required. We note that TfNSW/RMS has reviewed the

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S75W application and not required an updated traffic assessment. With respect to e) this requirement should be addressed through the DA

Traffic Engineering

32. With respect to Points 1 to 4, as noted above, as noted the Updated TMAP report, with no change to the approved retail area and the same provision of commercial parking (100 spaces), there will be no change to the traffic generation and traffic effects of the now amended S75W compared to the approved development. With respect to Point 5, this has been addressed in our response to TfNSW. With respect to 6, based on previous work undertaken, there is spare capacity within existing public transport services to accommodate the additional demand generated by the S75W application (see paragraphs 26 to 29). With respect to Point 7 this has been addressed in our response to TfNSW (see paragraphs 17 to 20). In response to Point 8, an updated TMAP has been prepared along with this supplementary information.
33. 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,

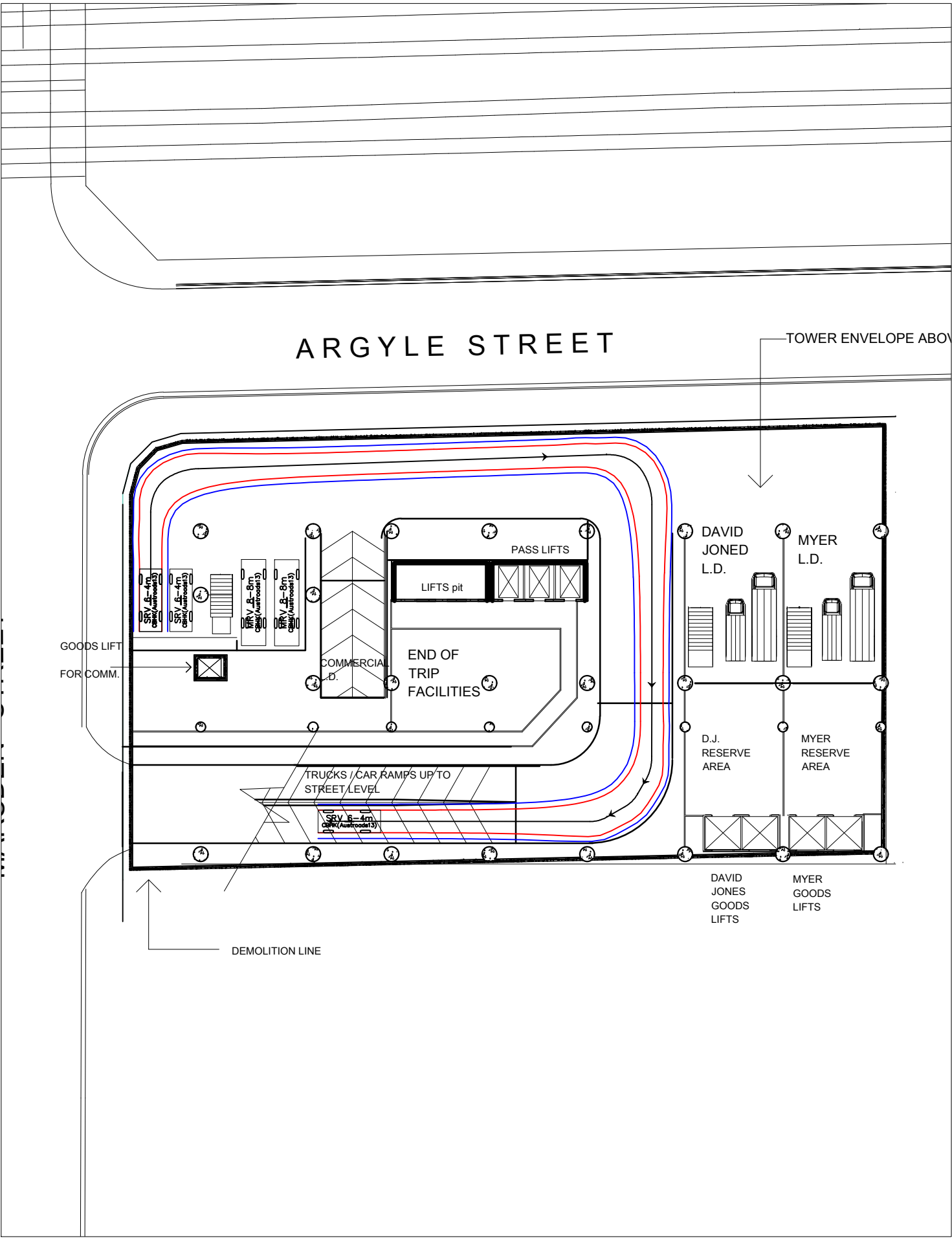
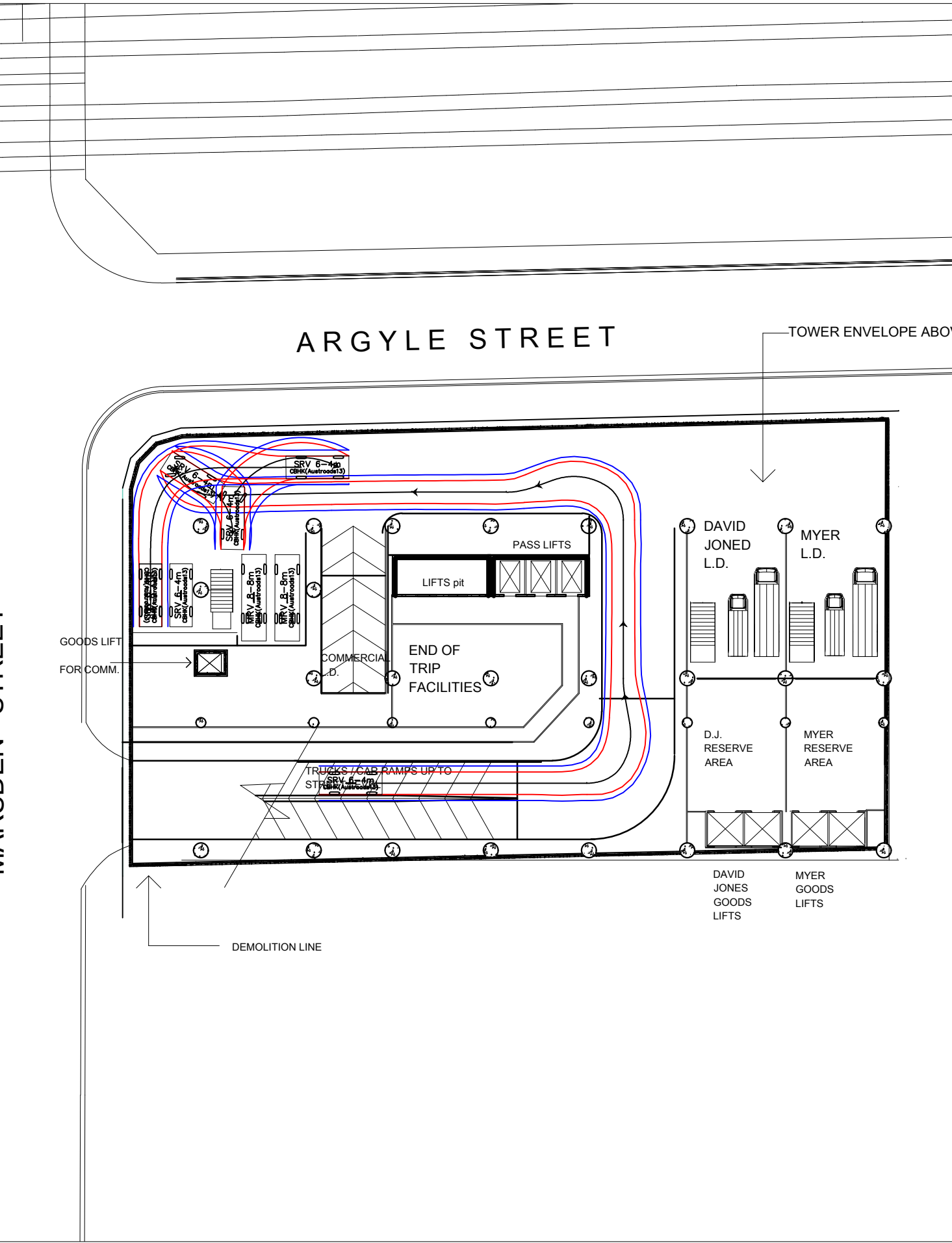
COLSTON BUDD ROGERS & KAFES PTY LTD

A handwritten signature in black ink, appearing to read 'T Rogers', is written over the company name line.

T Rogers
Director

ATTACHMENT A

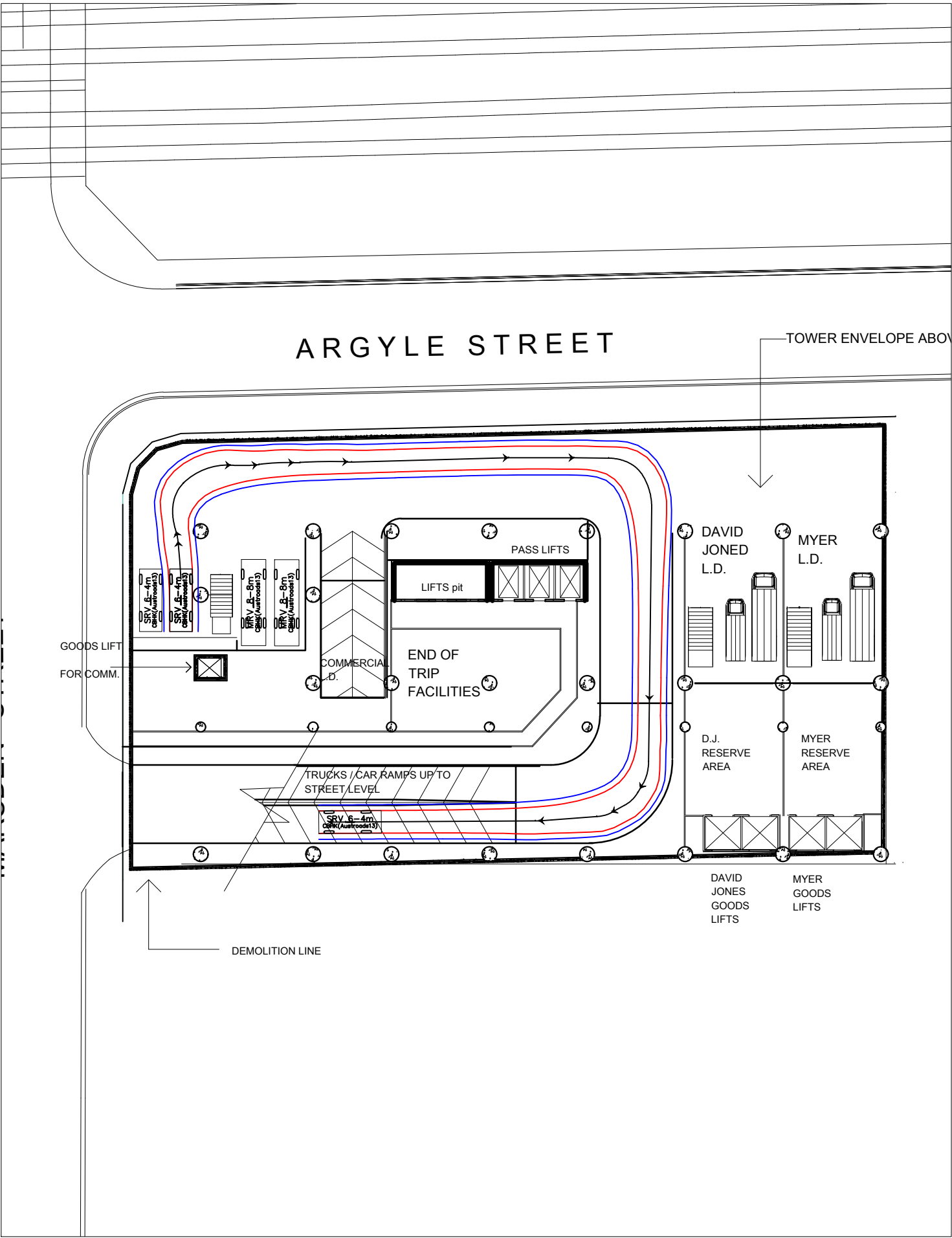
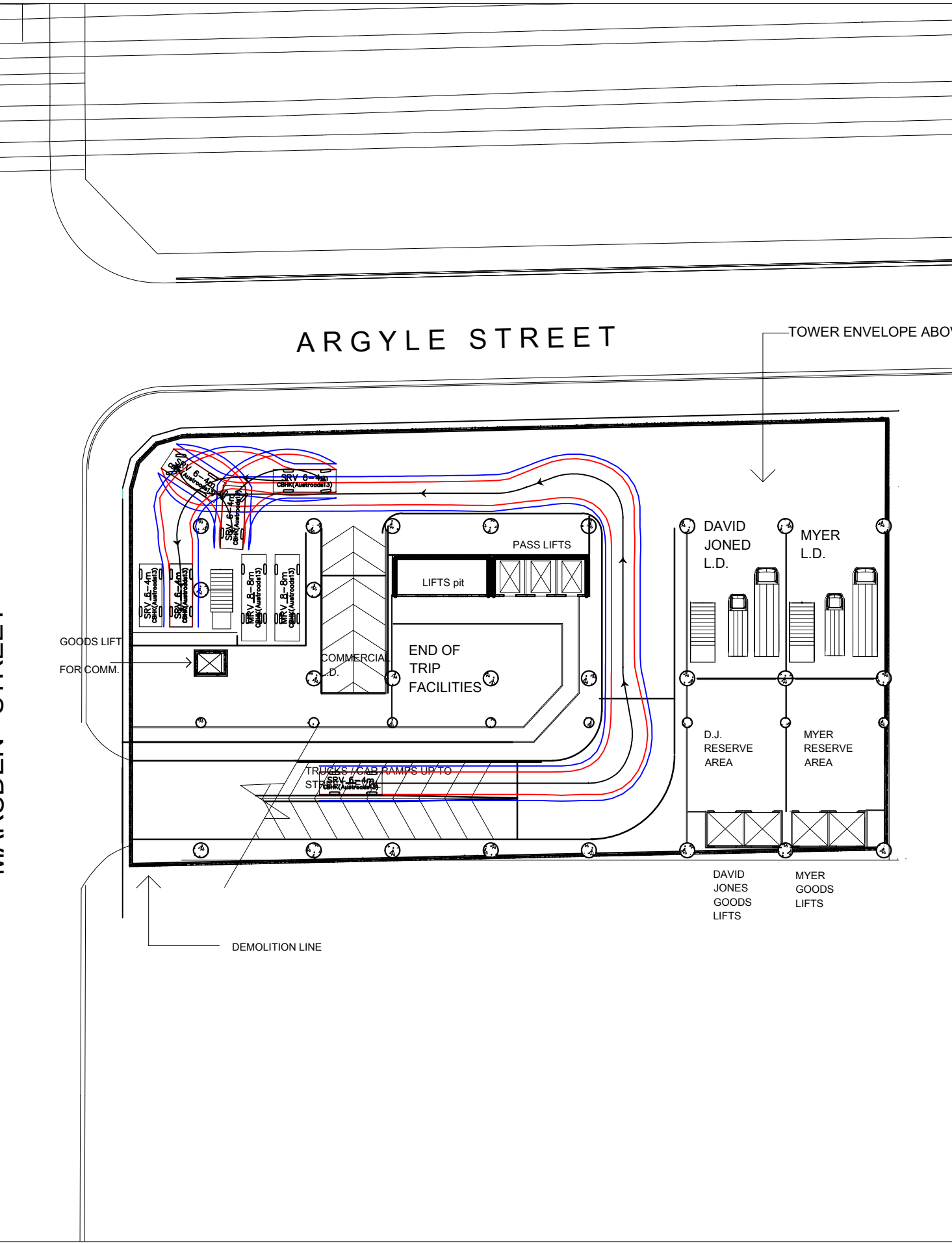
VEHICLE TURN PATHS



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— Swept Path of Clearance to Vehicle Body

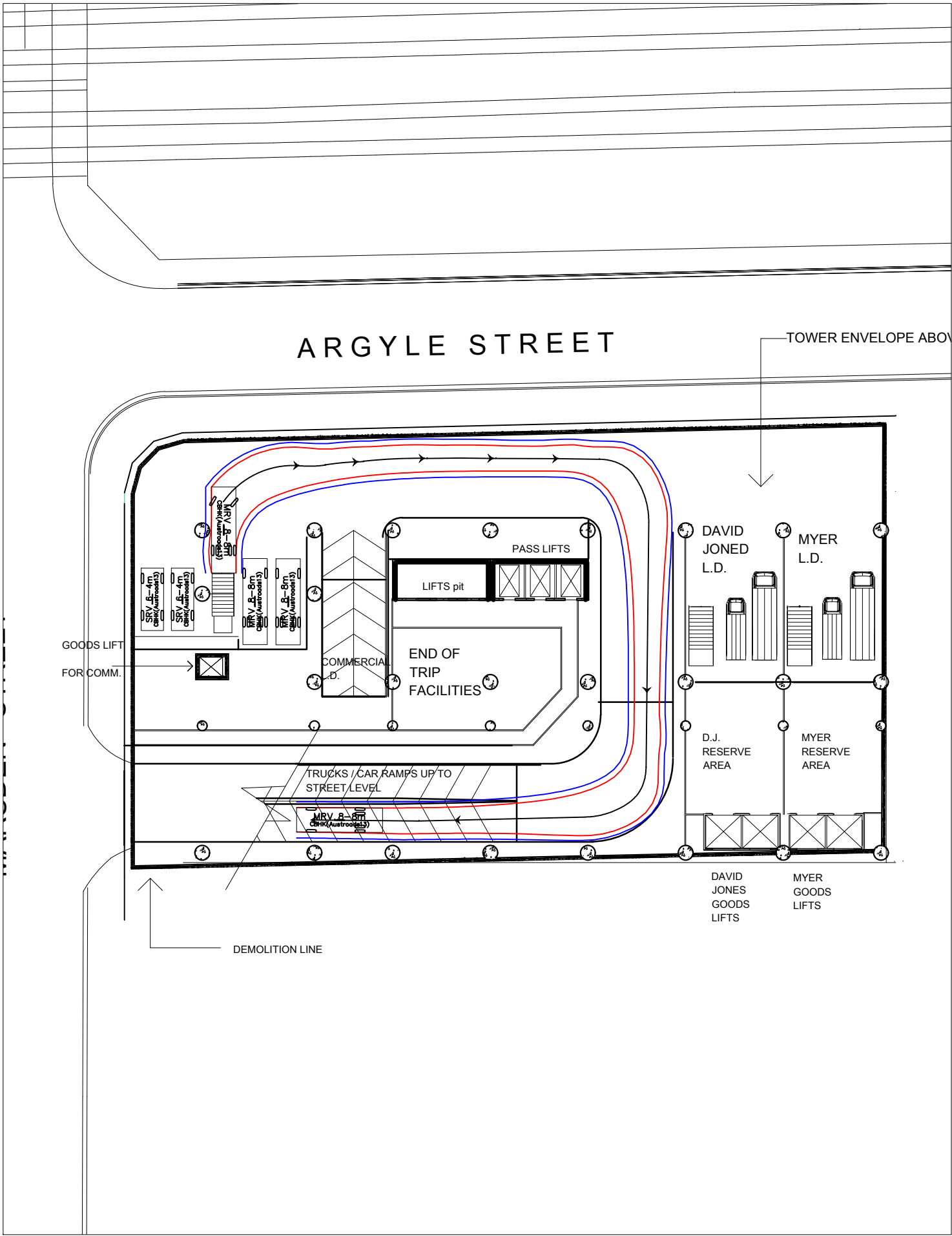
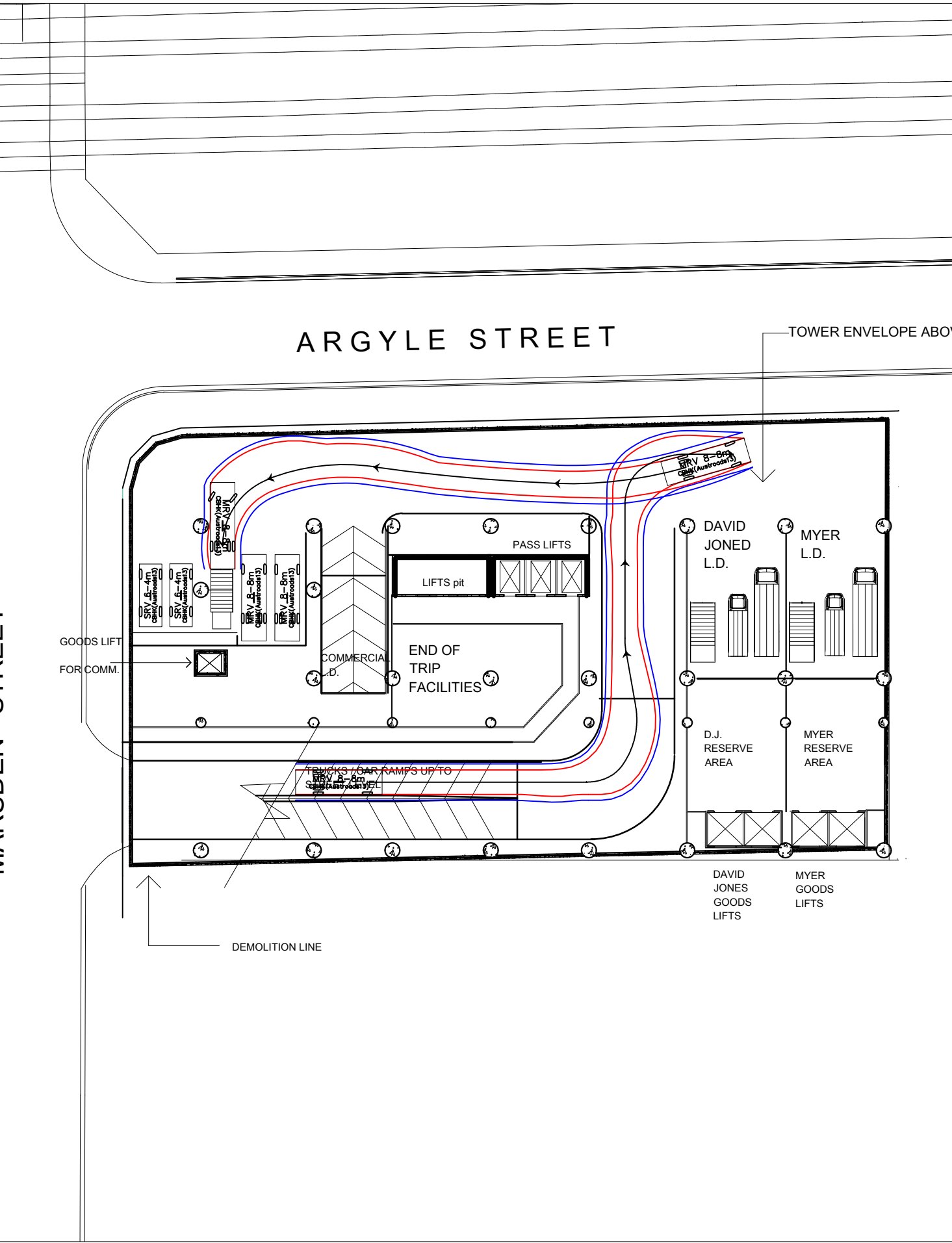
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SWEPT PATHS



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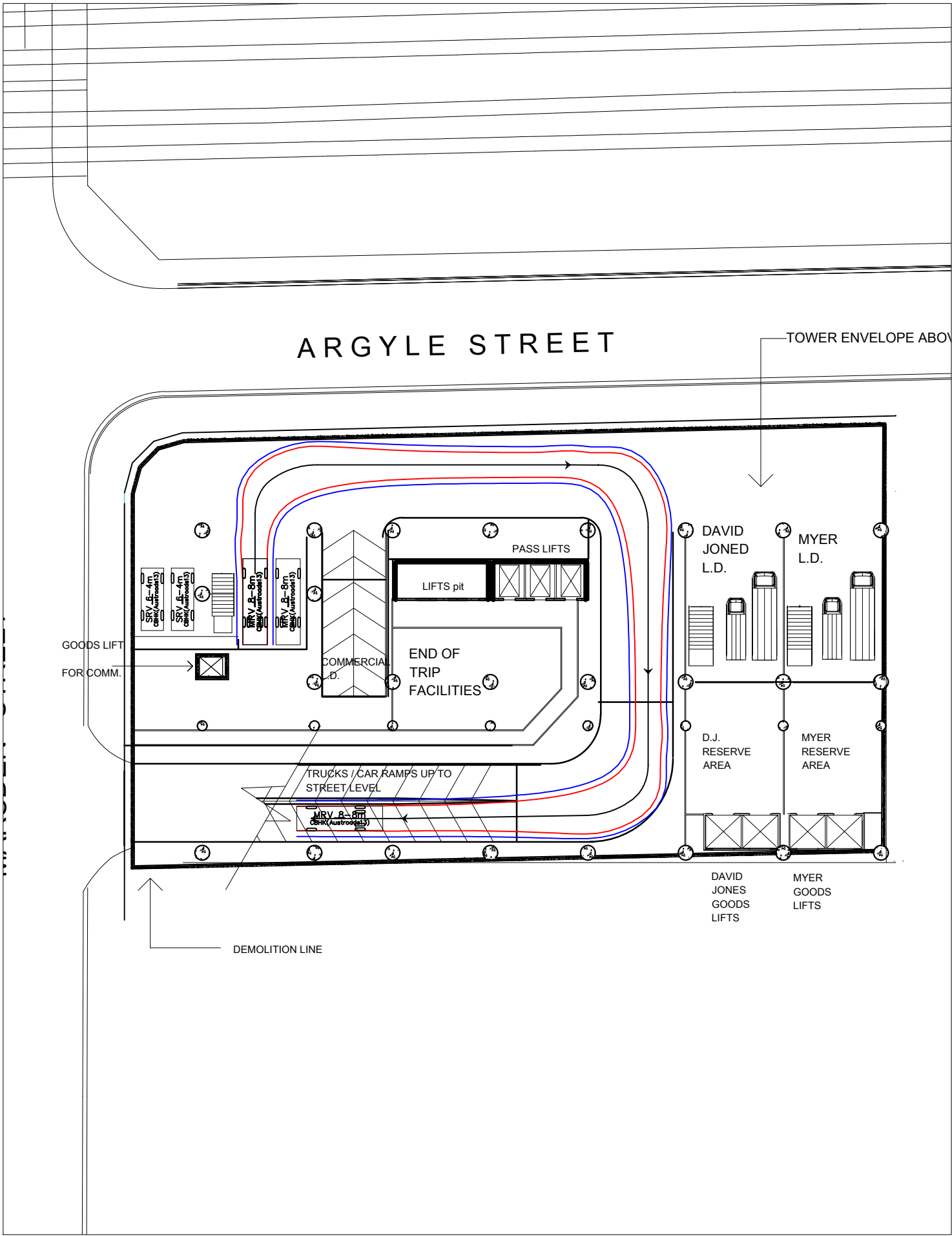
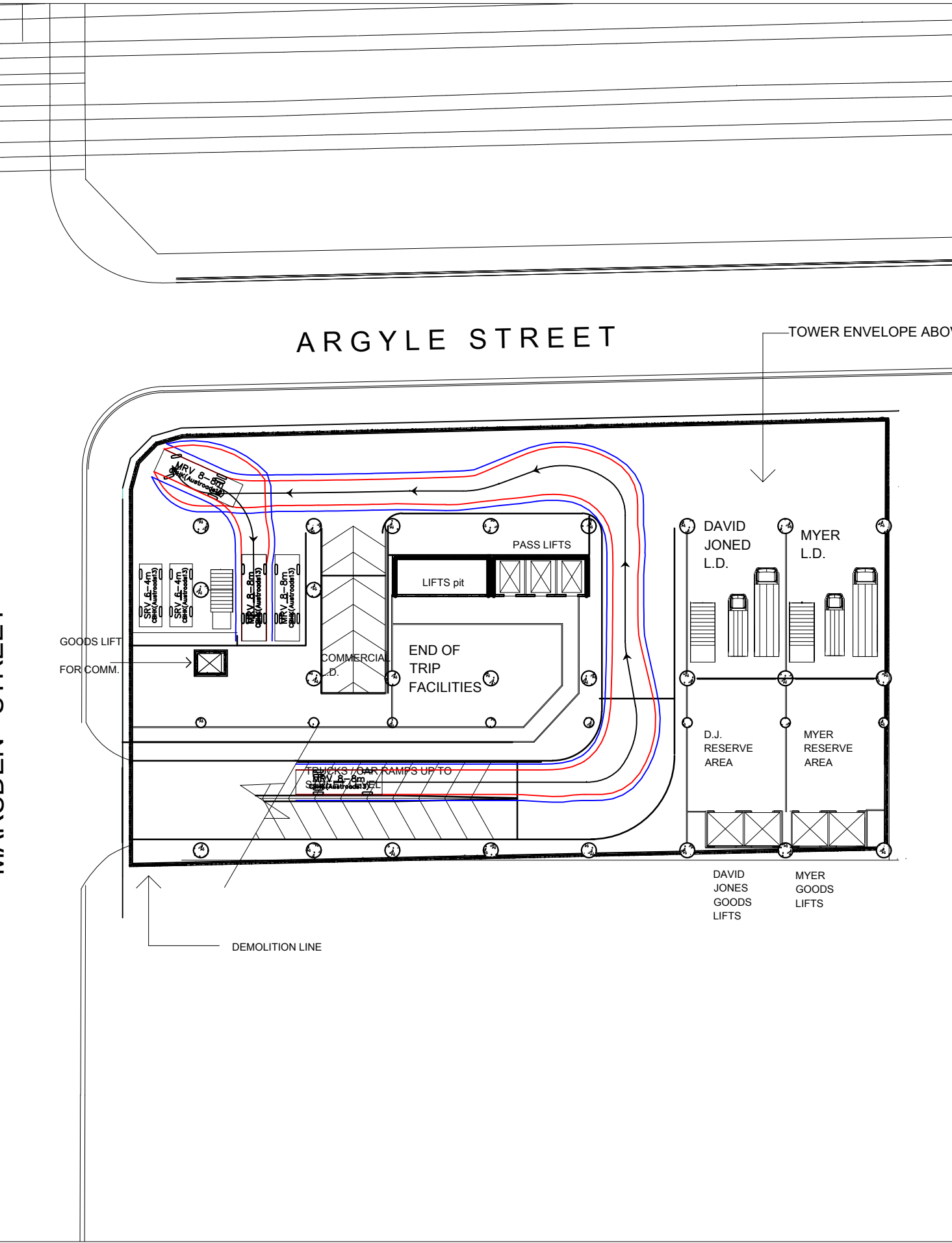
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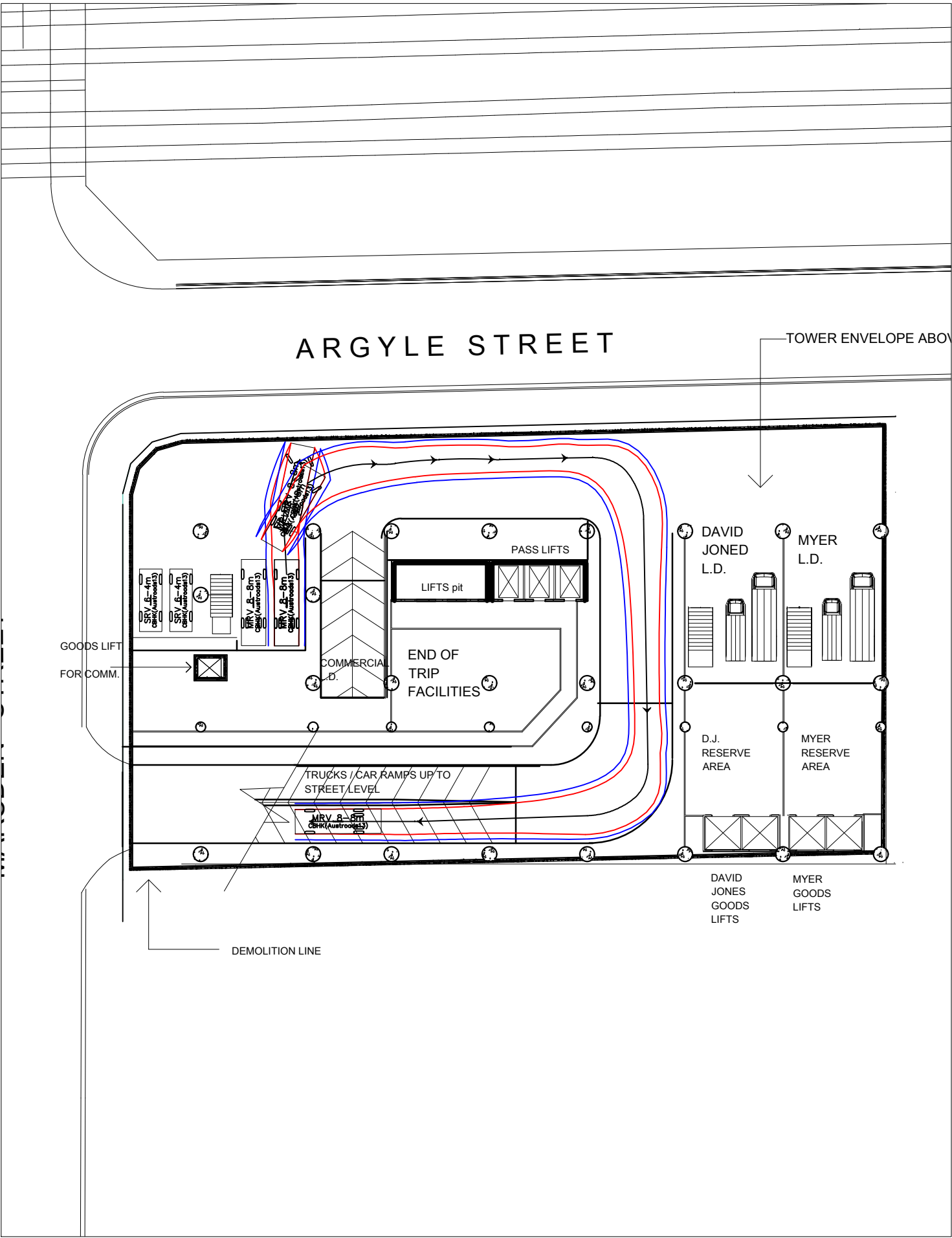
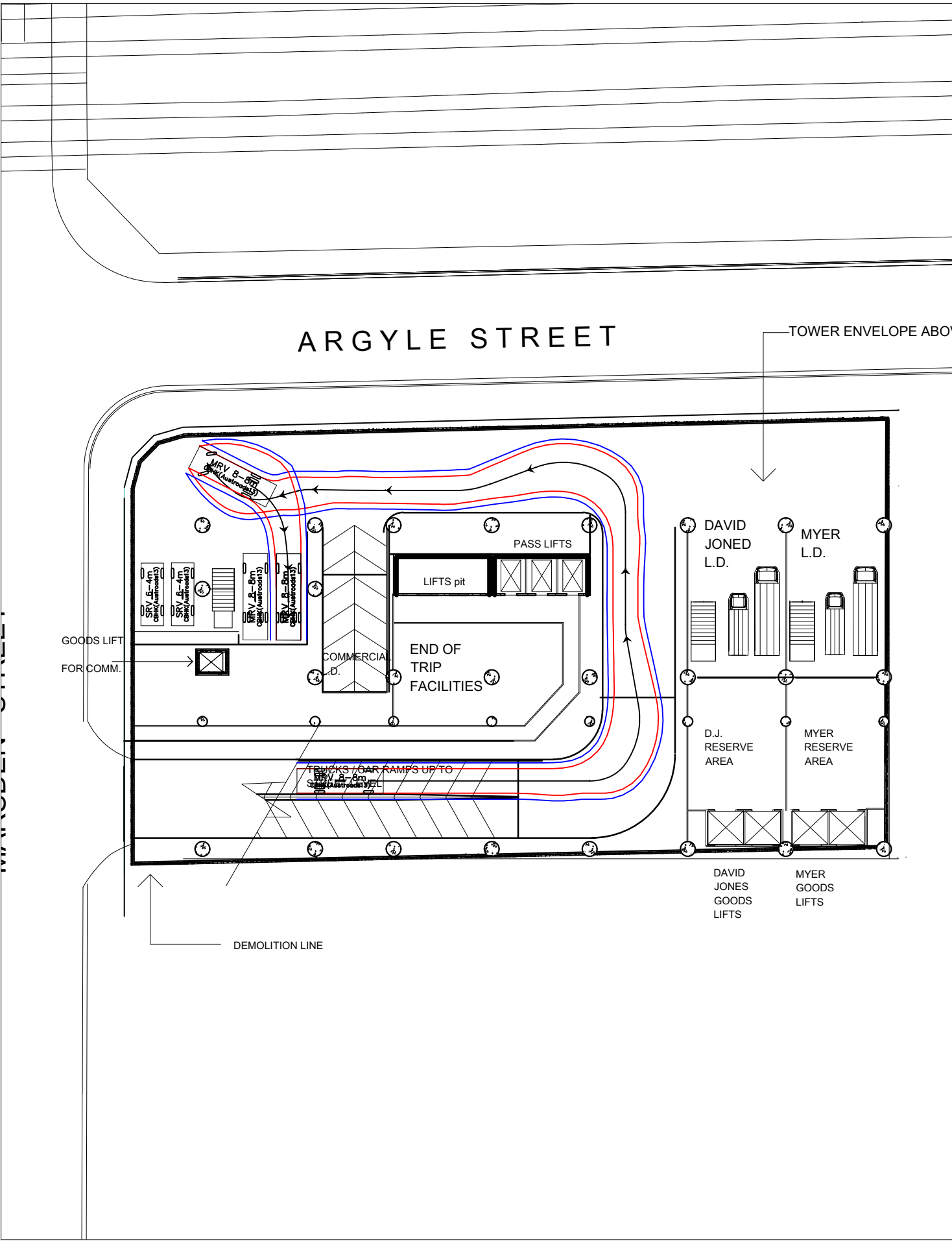
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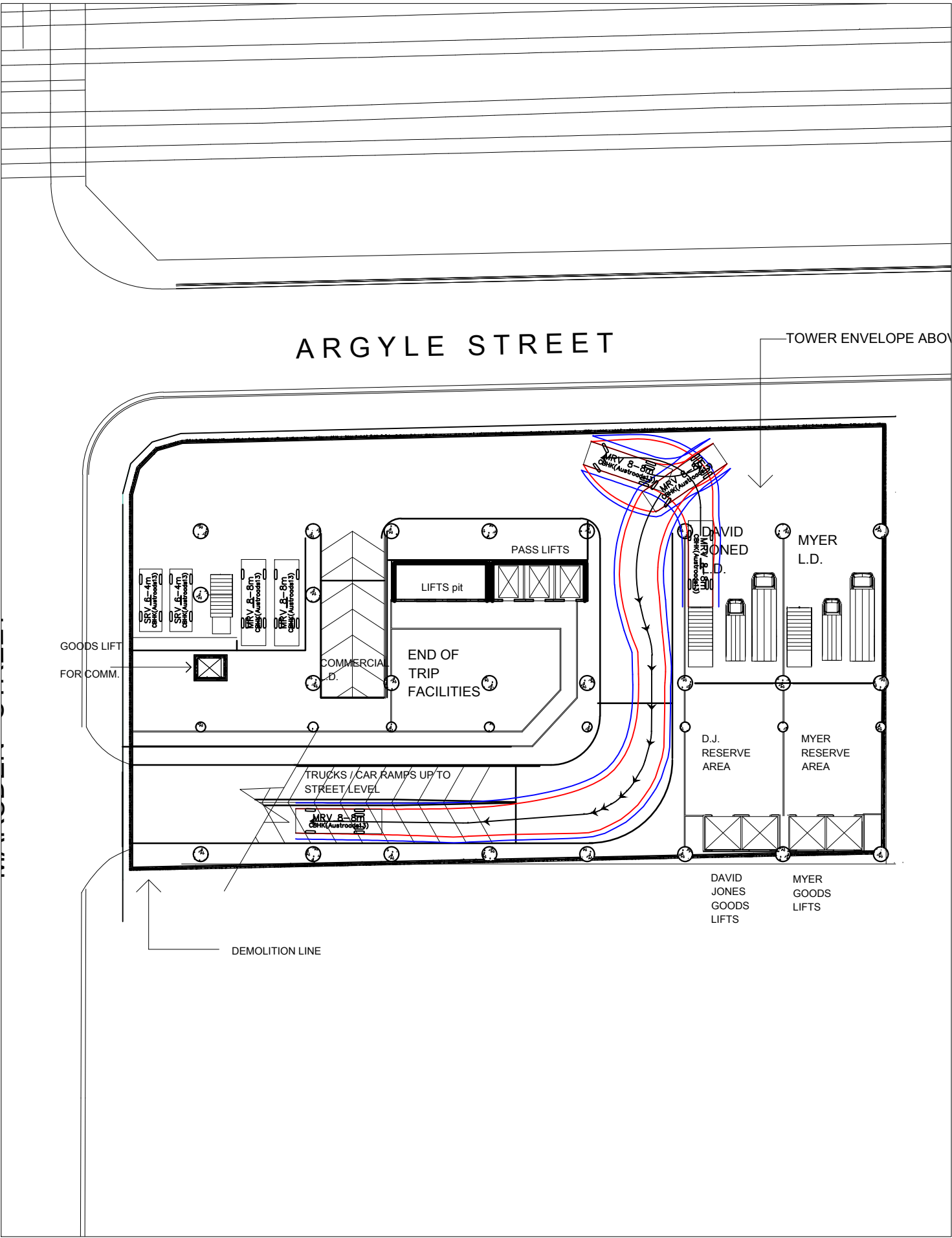
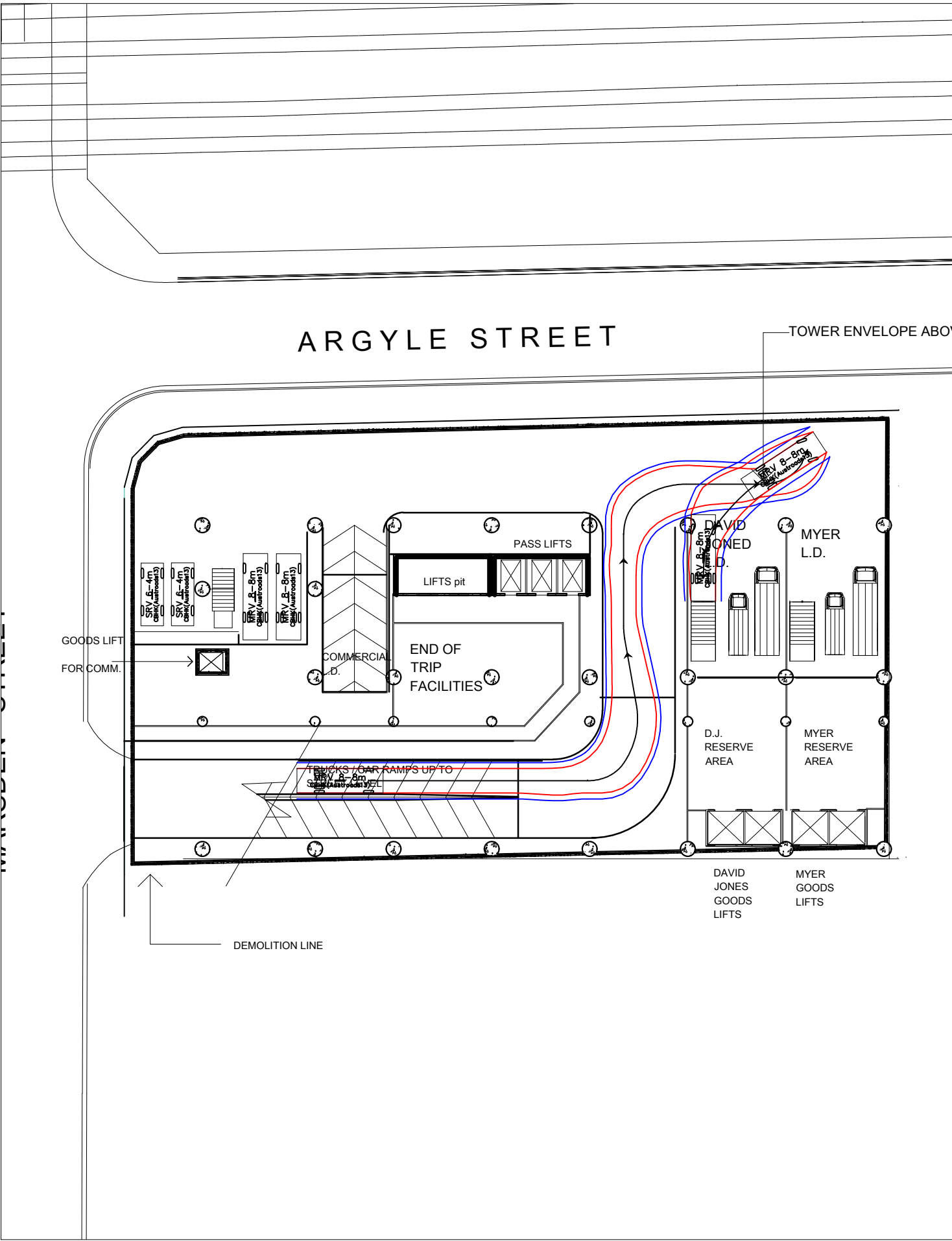
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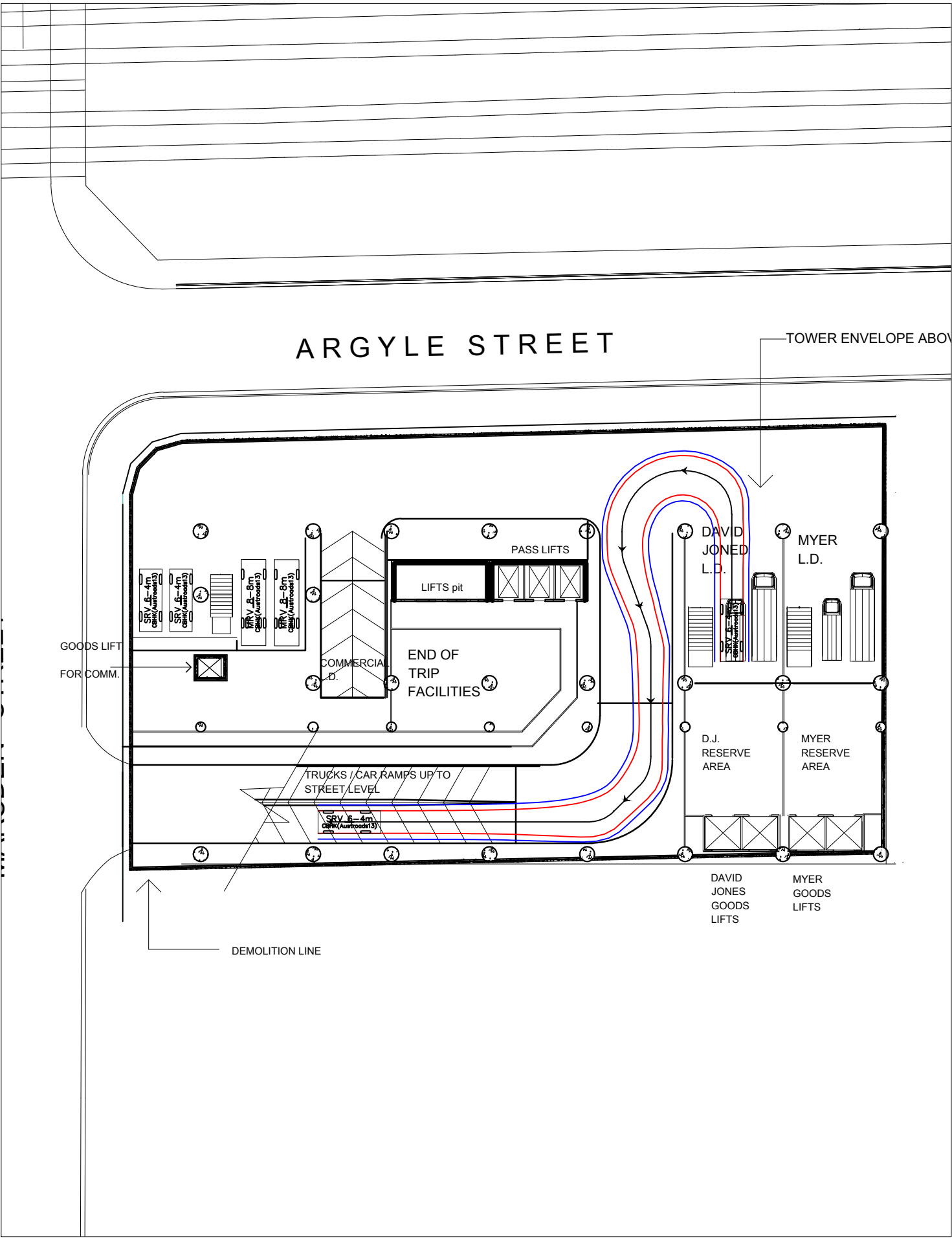
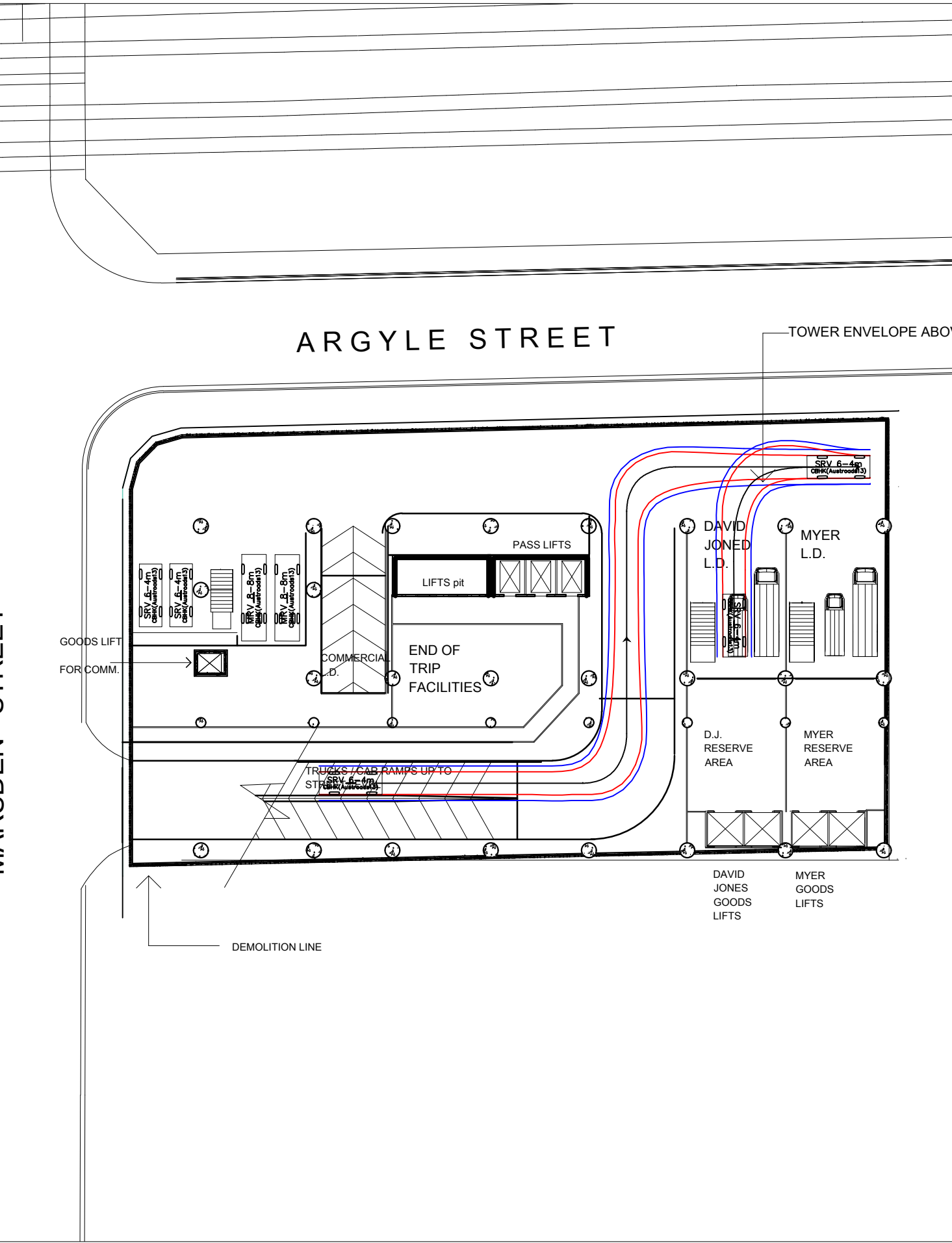
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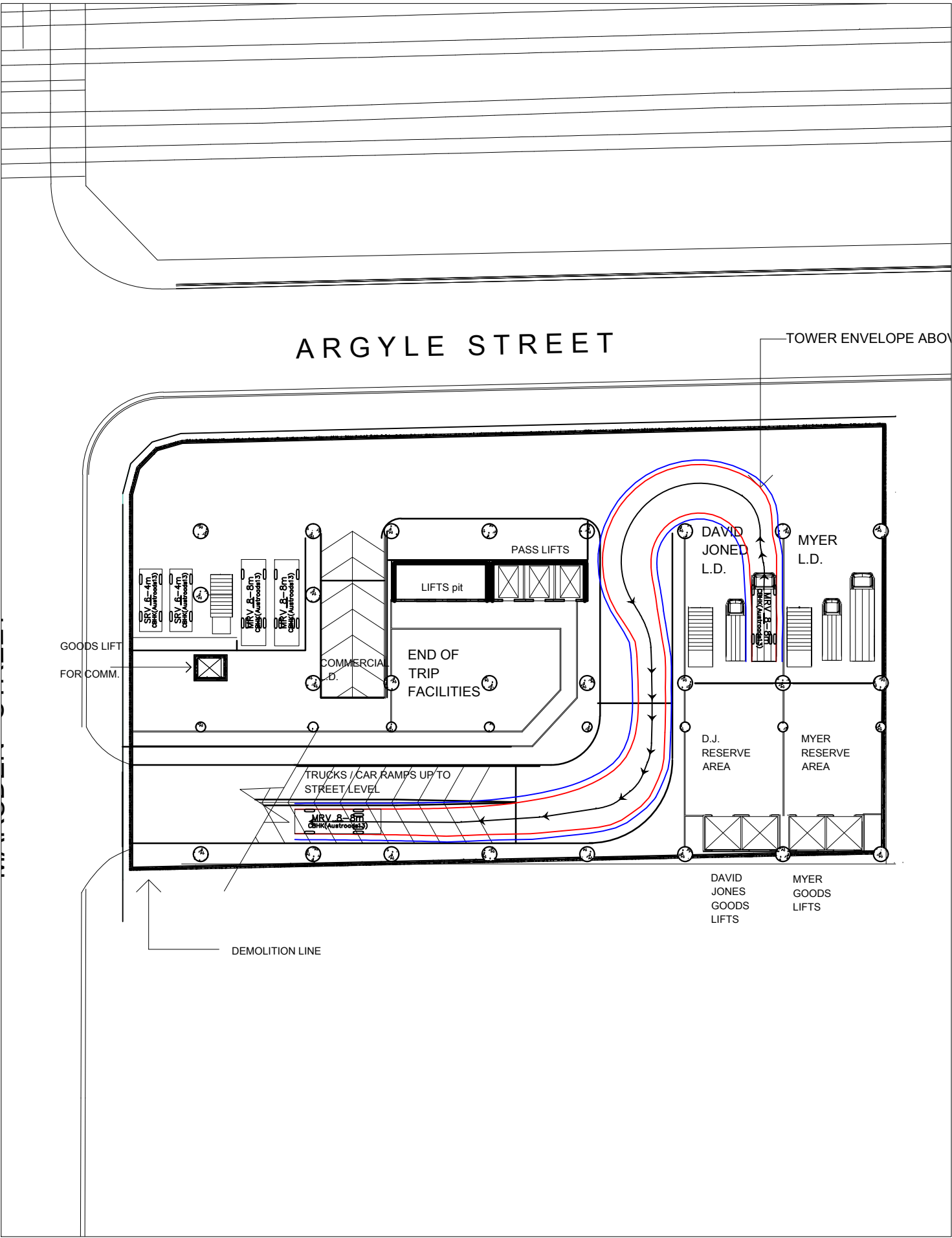
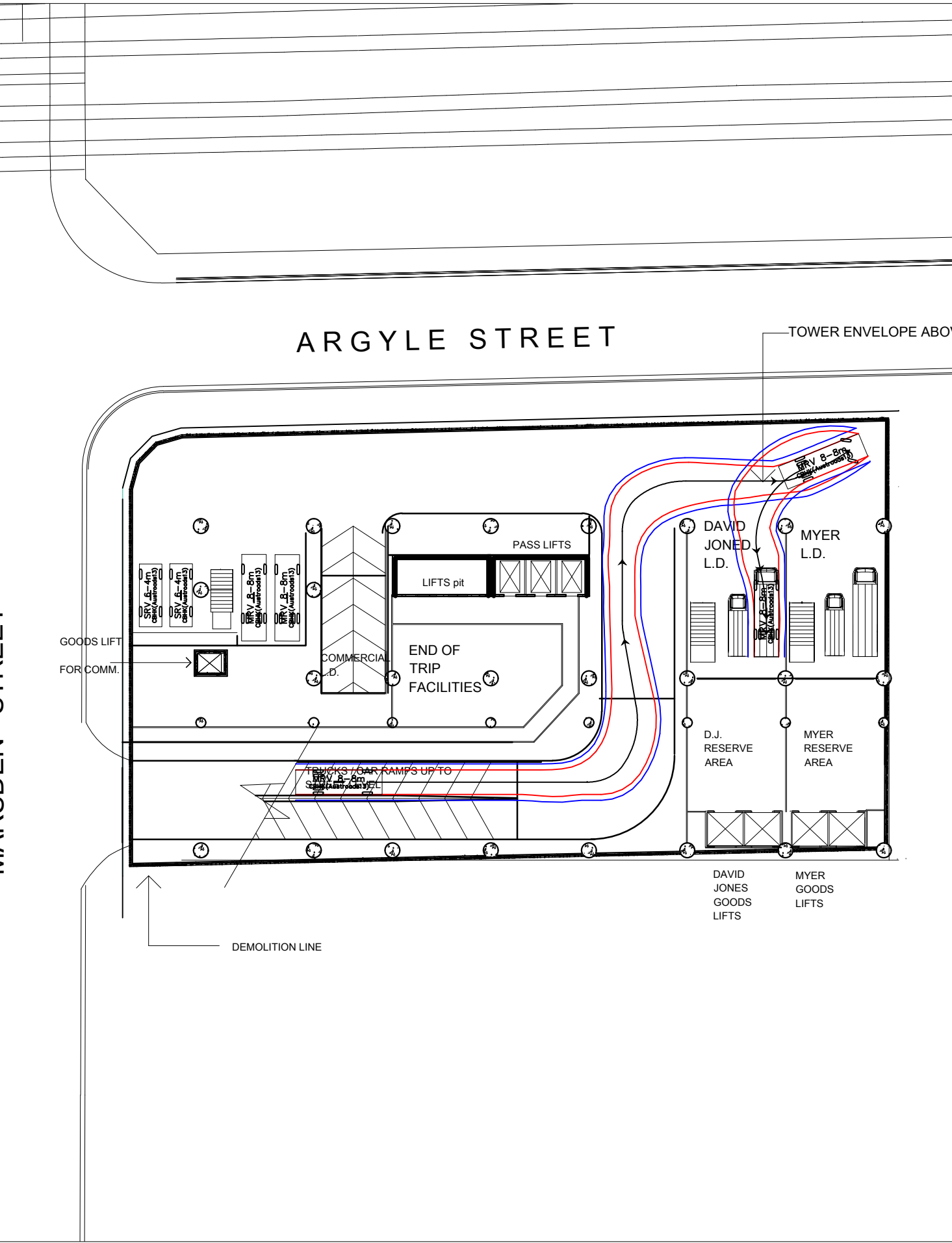
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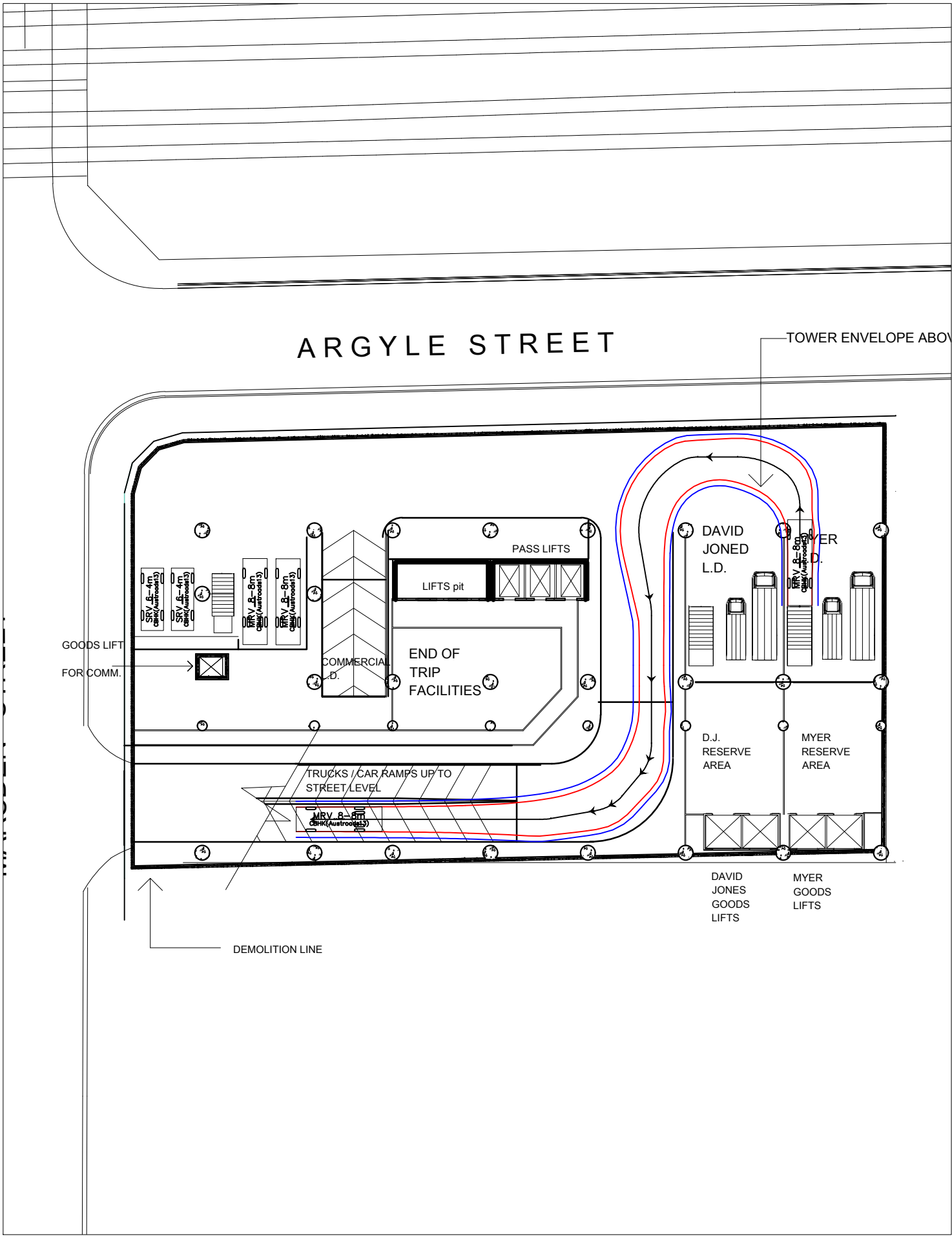
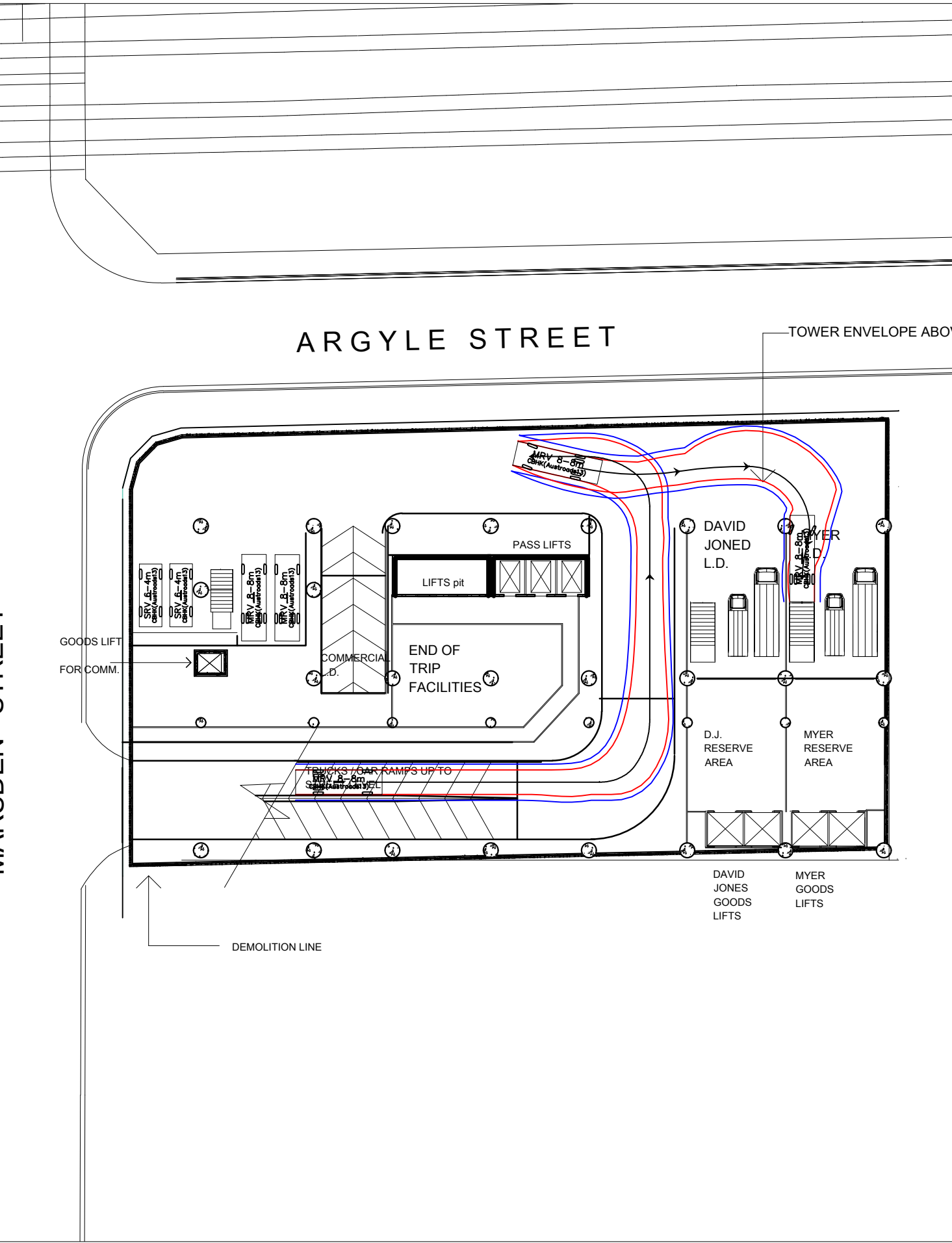
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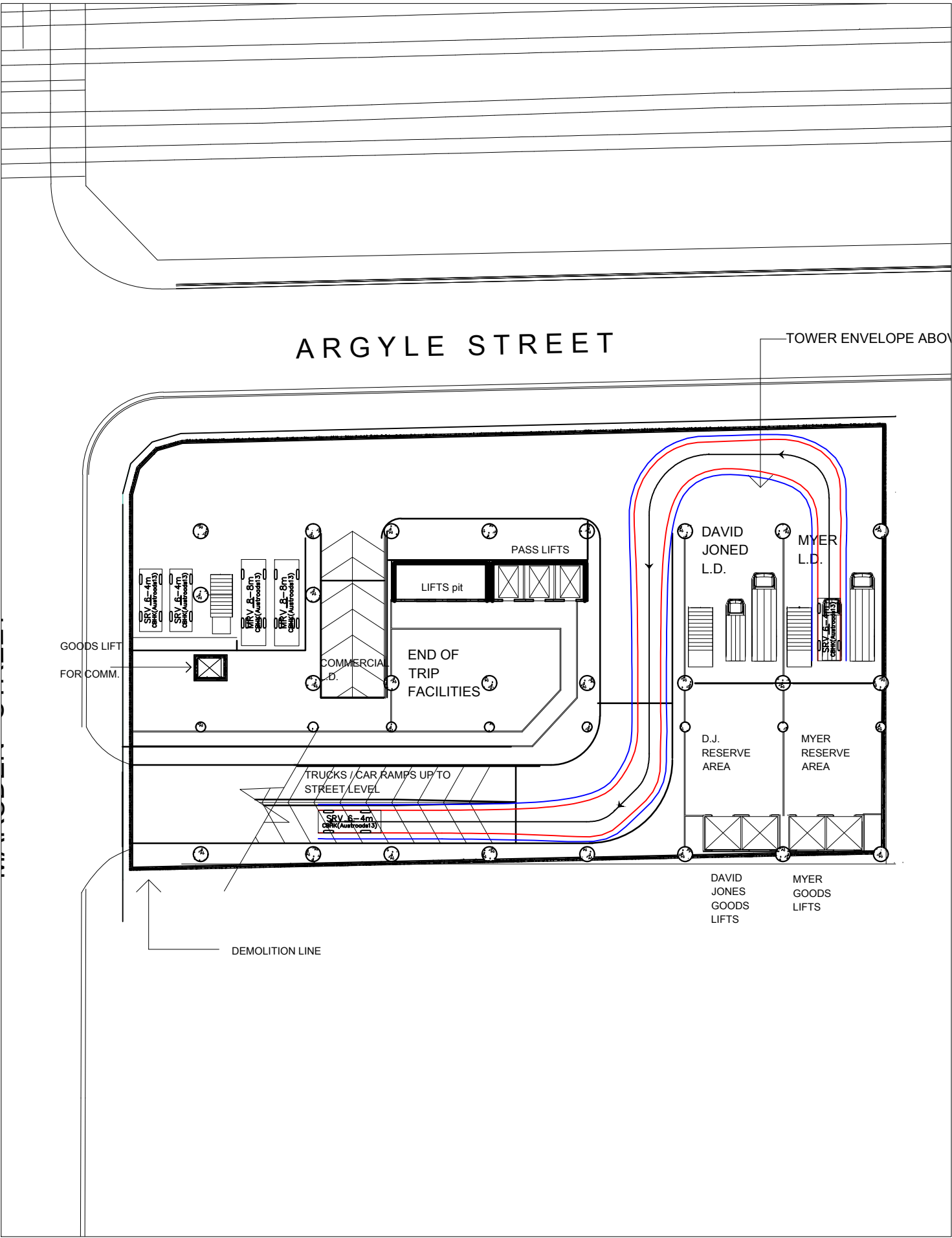
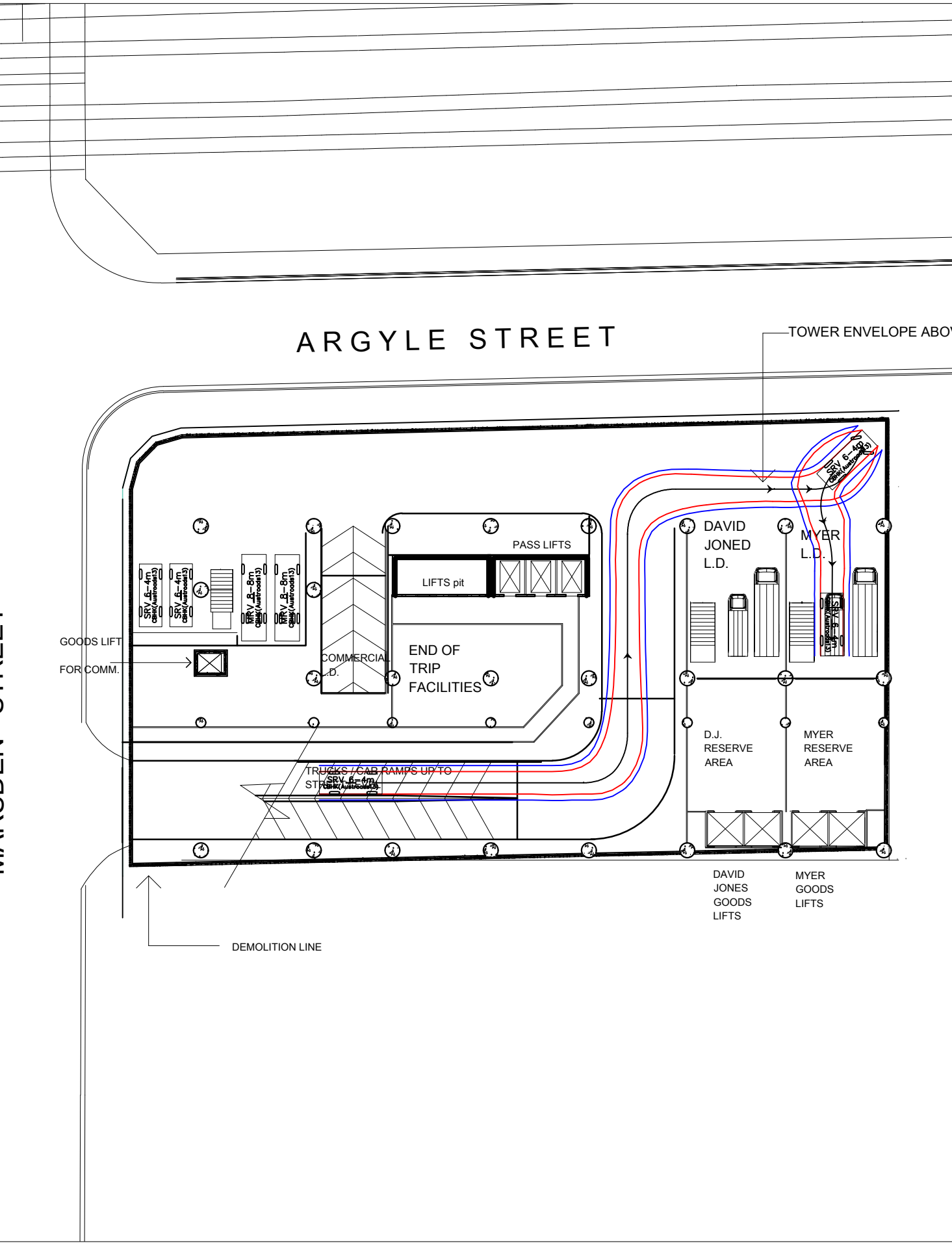
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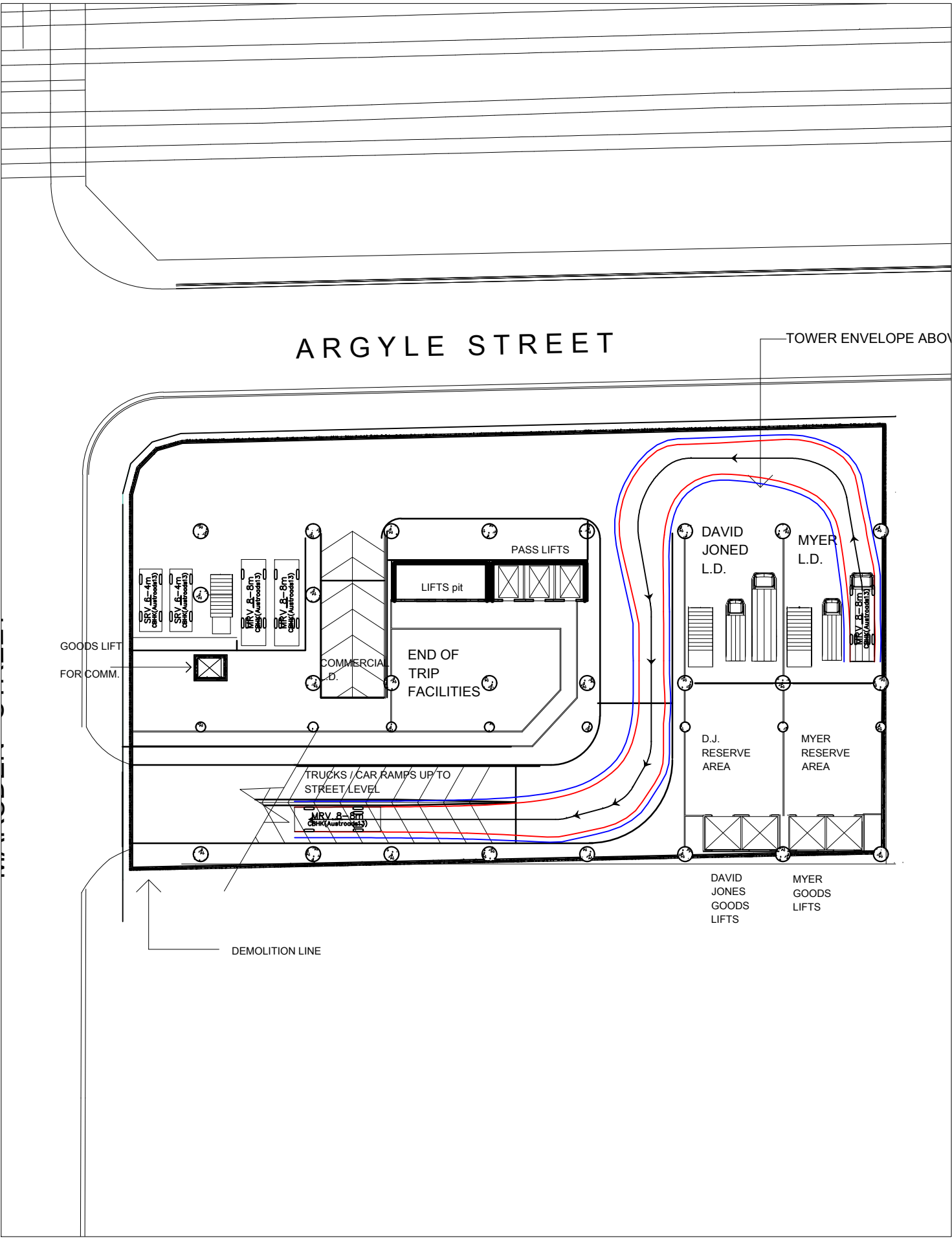
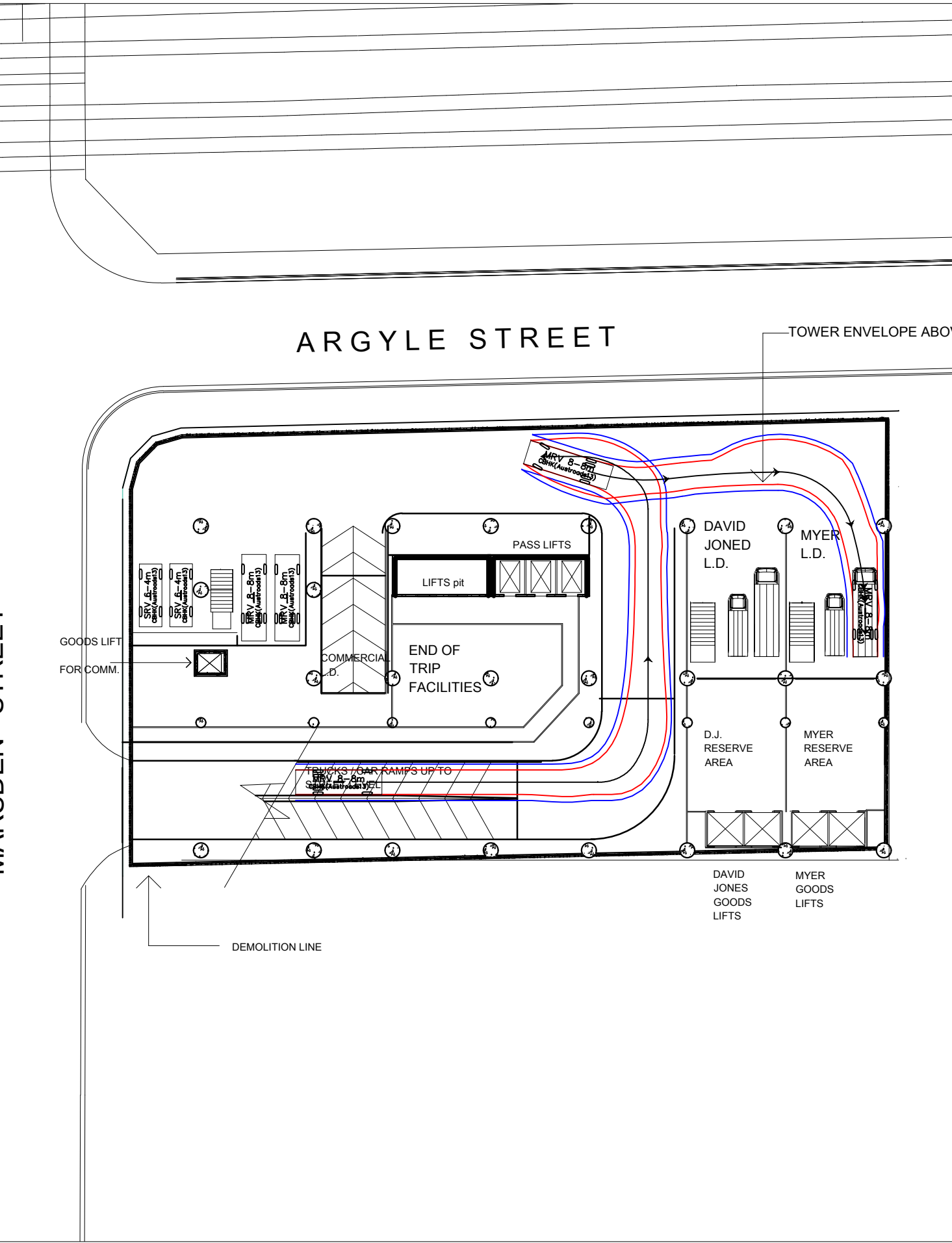
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ATTACHMENT B

PARRAMATTA BIKE PLAN

