

SCENTRE GROUP

TRAFFIC MANAGEMENT AND  
ACCESSIBILITY PLAN (TMAP) FOR  
THE SECTION 75W OF THE  
CONCEPT APPROVAL TO THE  
COMMERCIAL TOWER,  
WESTFIELD PARRAMATTA  
SHOPPING CENTRE

JULY 2018  
(AMENDED JULY 2020)

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## I. INTRODUCTION

I.1 Colston Budd Rogers and Kafes Pty Ltd has been commissioned by Scentre Group to prepare a Traffic Management and Accessibility Plan (TMAP) for the S75W application to amend the 2014 Concept Approval for the commercial tower at Westfield Shopping Centre. The 2014 Concept Approval incorporates the following additions to the shopping centre:

- 31,495m<sup>2</sup> GFA (24,500m<sup>2</sup> GLA) of additional retail area;
- Building envelope for a commercial tower above the retail podium on the corner of Argyle Street and Church Street for up to 35,000m<sup>2</sup> GFA of commercial area;
- additional parking for up to 562 cars to be provided as part of the Stage I development
- modifications to access and parking arrangements to accommodate the above changes; and
- road infrastructure to support the development (improvements to intersections of Church Street/Campbell Street and the Great Western Highway with Church Street, Marsden Street and O'Connell Street).

I.2 The July 2018 S75W proposed 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 to 112,000m<sup>2</sup> with no increase in the approved 100 commercial parking spaces;
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- to accommodate the relocated office tower, the approved increased retail area will be reduced; and
- modifications to the approved development (parking layout and service arrangements) to accommodate the above changes with a reduction in additional parking to be provided.

I.3 It is now proposed to relocate the office tower to the north western corner of the intersection of Argyle Street and Marsden Street. The size of the tower will be 105,500m<sup>2</sup> with the approved 100 commercial spaces being provided in a basement beneath the tower.

I.4 The shopping centre is located in the southern section of Parramatta CBD, south of the railway and is generally bounded by Church Street, Argyle Street, O'Connell Street and Campbell Street (with the exception of the cinema precinct which is located on the south eastern corner of Church Street and Argyle Street) as shown in Figure I.1. The centre is some 135,000m<sup>2</sup> GLA comprising retail, commercial and cinemas with parking for some 4,450 cars in multi-deck car parks. Access is provided from Campbell Street, Aird Street and Marsden Street.

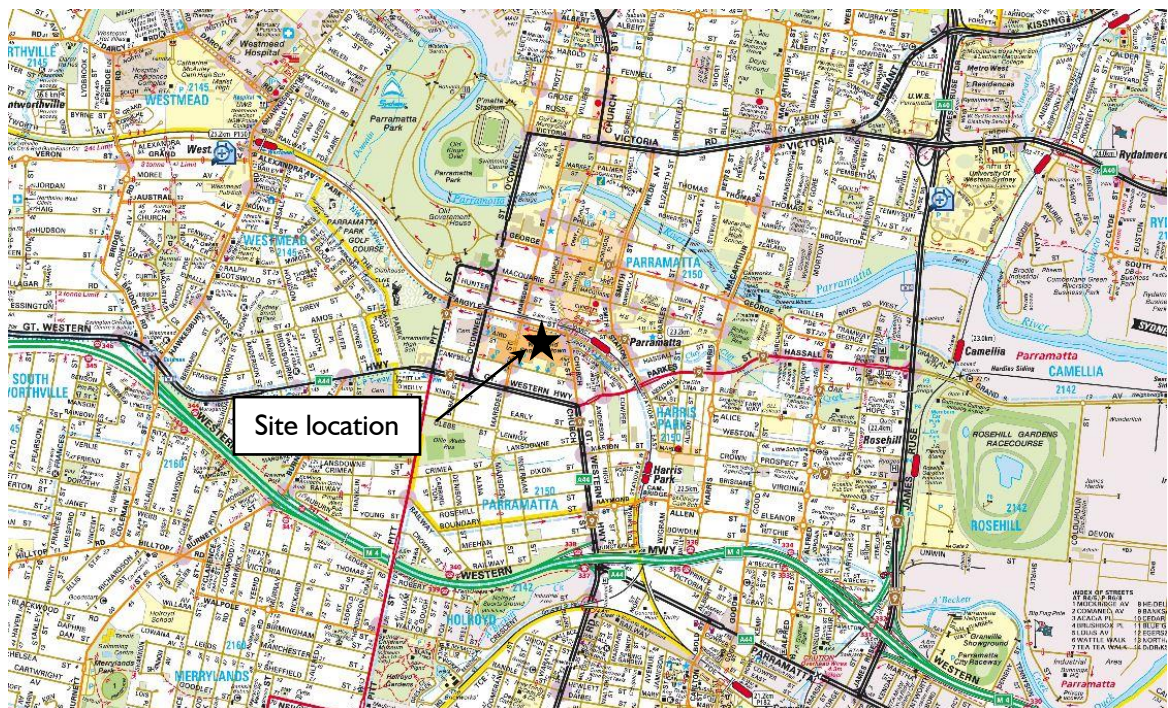


Figure I.1 Site Location

Basemap Source; E-Way

1.5 NSW Planning & Environment requirements for the S75W (SEARS), with regards to transport and accessibility, are set out in its letter of 29 September 2017. These are set out below:

**“5. Traffic, Car Parking, Transport and Access (Operation)**

- *Include a Transport and Traffic Impact Assessment that provides, but is not limited to, the following and prepared in accordance with guidelines:*
  - *Details of the current daily and peak hour vehicle, public transport, pedestrian and bicycle movements and existing traffic, public transport, pedestrian and bicycle and facilities provided on the road network located adjacent to the proposed development;*

- *Estimated daily and peak hour trips likely to be generated by the proposed development, including vehicle, public transport, walking and cycling trips during operation;*
  - *An assessment of existing and future performance of key intersections providing access to the site and impact of traffic generated on nearby intersections and any road infrastructure works require, taking into account cumulative impacts of traffic volumes from the proposed together with existing and approved developments in the area. The assessment needs to be supported by appropriate modelling and analysis to the satisfaction of Roads and Maritime Services;*
  - *An assessment of the impacts on the pedestrian and public transport facilities, the bus operation and pedestrian movements along Argyle Street, in consultation with Transport for NSW, as result of the reduction of the Argyle Street setback to zero and the relocation of the office tower lobby and entry from Church Street to Argyle Street;*
  - *Proposed bicycle and car parking provision, including justification, demonstrating compliance with relevant RMS guidelines and Australian Standards;*
  - *The adequacy of existing and future public transport, pedestrian and bicycle provisions to meet the demand for the proposed development;*
  - *Proposed public transport, pedestrian and bicycle facilities as part of the development; and*
  - *Proposed access arrangements including service and emergency vehicles.*
- 
- *Provide a Transport Management and Accessibility Plan based on the findings of the Transport and Traffic Impact Assessment including measures to encourage sustainable transport and non-car mode share, (e.g. implementing a sustainable travel plan and provision of end of trip facilities).*
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- I.6 An initial transport assessment of the S75W was undertaken by Colston Budd Rogers and Kafes in May 2018 (Parramatta Westfield Shopping Centre S75W – Initial Transport Assessment -30 May 2018). A copy is provided in Attachment A. After reviewing this initial assessment, NSW Planning and Environment requested that a TMAP addressing the SEARS be prepared. This report responds to the request from NSW Planning and Environment for a TMAP.
- I.7 In response to the July 2018 S75W, TfNSW and Council raised the following matters with respect to the S75W application:

Matters Raised by TfNSW

- ❑ *impacts on pedestrians and bus operations along Argyle Street;*
- ❑ *freight and servicing;*
- ❑ *construction pedestrian and traffic management; and*
- ❑ *bicycle facilities.*

Matters Raised by Council

*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.*
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### *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.*

- 1.8 The transport and traffic assessment is provided in Chapter 2 of this report and has been prepared in accordance with the goals and objectives of the EIS Guidelines – Road and Related Facilities, Guide to Traffic Management – Part 12: Traffic Impacts of development (AUSROADS) and the RMS Guide to Traffic Generating Developments.



## 2. TRANSPORT AND TRAFFIC ASSESSMENT

### 2.1 The transport and traffic assessment is set out through the following sections:

- site location
- existing transport context;
- S75W modification;
- parking provision;
- access, internal layout and servicing;
- traffic effects;
- public transport;
- pedestrians and cycling;
- response to SEARS;
- response to matters raised by TfNSW and Council; and
- summary.

#### Site Location

2.2 Westfield Parramatta is a large regional shopping centre located within the southern section of Parramatta CBD, south of the railway. It is generally bounded by Church Street, Argyle Street, O'Connell Street and Campbell Street. Aird Street and Marsden Street bisect the centre in east/west and north/south directions respectively. The cinema precinct is located on the south eastern corner of Church Street and Argyle Street. It is some 135,000m<sup>2</sup> in size (comprising retail, commercial and cinemas) with parking provided for some 4,450 cars in multideck parking areas. The car park has multiple access points to the surrounding road network (to Campbell Street, Marsden Street and Aird Street).

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Loading docks are provided on Aird Street, Church Street, Campbell Street and Marsden Street. The loading docks cater for vehicles up to 19 metre articulated trucks.

- 2.3 Surrounding land use is a mix of retail, commercial and residential development within Parramatta CBD. The main western rail line is north of the site with Parramatta bus/rail interchange to the northeast, which has direct connections to Westfield Parramatta. To the east is a mix of commercial/residential development, while to the south there is predominantly residential development. To the west there is commercial development.

#### Existing Transport Context

##### *Traffic Assessment of 2014 Concept Approval*

- 2.4 A detailed traffic and transport assessment of the 2014 Concept Approval was undertaken as set out the Supplementary Transport Report (Response to Transport Matters) – Proposed Extensions to Extensions to Parramatta Westfield Shopping Centre (CBHK – June 2013). The traffic assessment included development of a PARAMICS micro simulation model to assess the traffic effects of the proposed development on the surrounding road network. The key findings of the traffic assessment are summarised below:

- *traffic generation for the commercial component was based on a rate of 0.3 trips per parking space. With 100 spaces the commercial component would generate 30 vehicles per hour (two way) in the morning and afternoon peak hours;*
  - *the existing centre generates some 1415 and 3705 vehicles per hour during the morning and afternoon peak periods respectively. These are generation rates of 1*
-

*trip per 100m<sup>2</sup> in the weekday morning peak hour and 1 trip per 38m<sup>2</sup> in the weekday afternoon peak hour. Applying these rates to the expanded centre, and allowing for a 5% reduction (for the increase in size of the centre), results in increases of 165 and 430 vehicles per hour (two way) in the weekday morning and afternoon peak hours respectively;*

- three intersection upgrades were identified by Council and RMS (intersections of Great Western Highway with O'Connell Street, Marsden Street and Church Street/Parkes Street). The modelling indicated that these upgrades provide substantial benefits for traffic flow on the Great Western Highway, particularly during the AM peak;*
  - a number of improvements to the Westfield car park entries and exits were proposed to facilitate easier entry and exit. These include an additional right turn lane at the eastern Campbell Street exit, widening of the western Campbell Street exit, reconfiguration of the Aird Street accesses (with improved management), lengthening of the second short lane to the Marsden Street exit and provision of a second boom gate on the Marsden Street speed ramp entry;*
  - the PARAMICS modelling identified additional upgrades to mitigate the impacts of the proposed development including lengthening of the right turn bay from the Great Western Highway (westbound) into Marsden Street, extension of the two lane section of Campbell Street (westbound) by extending the period of no parking, and modifications to the traffic signal phasing at the intersections of Marsden Street/Great Western Highway, Great Western Highway/Church Street and Church Street/Campbell Street 450 vehicles per hour (two way) was used in the traffic assessment.*
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- *The PARAMICS modelling found that:*
  - *the identified Council/RMS upgrades and proposed upgrades mitigate the impacts of the proposed extensions. Traffic conditions in the AM and PM peaks would be similar or better than the existing situation; and*
  - *the internal car park upgrades reduce the impact of the Westfield traffic on the road network.*

2.5 The road network improvements along the Great Western Highway (from Pitt Street to Church Street) identified in the 2013 traffic study have either already been completed or are currently being investigated by RMS. Details of the status of these works are provided in Attachment B.

#### *Existing Travel Modes*

2.6 Estimates of the travel demand have been made based on surveys of travel demand of the shopping centre and census data for the journey to work to the Parramatta CBD for the commercial component. These are set out below in Table 2.1.

| <b>Table 2.1:</b>   | <b>Summary of Existing Travel Modes</b> |           |
|---------------------|---|-----------|
| Mode                | Retail                                  | Employees |
| Car Driver          | 27%                                     | 33%       |
| Car Passenger       | 27%                                     | 5%        |
| Train               | 13%                                     | 39%       |
| Bus                 | 15%                                     | 8%        |
| Walked              | 16%                                     | 12%       |
| Other (Taxi, Cycle) | 2%                                      | 3%        |

- 2.7 Census data indicates that the largest group of people who travel to Parramatta CBD come from within the Parramatta LGA. Beyond Parramatta the next highest set of origins/destinations are the adjoining areas of Auburn, Blacktown, Baulkham Hills and Holroyd.

#### S75W Modification

- 2.8 The S75W now proposes the following changes to the existing Concept Approval:
- relocate the approved concept envelope of the office tower to the north western corner of the intersection Argyle Street and Marsden Street;
  - the size of the tower to 105,500m<sup>2</sup> with the approved 100 commercial parking spaces being provided in a basement level below the tower;
  - no change to the approved increase in retail area for the expanded shopping centre;
  - modifications to the approved development (parking layout and servicing arrangements) to accommodate the above changes. This will result in the additional parking provision being some 453 spaces.

#### Parking Provision

- 2.9 Clause 7.3 of Parramatta LEP 2011 sets out maximum parking rates for development within Parramatta City Centre. For commercial and retail development the following maximum parking rates are applicable:
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- Commercial – 1 space per 100m<sup>2</sup> GFA; and
- Retail – 1 space per 30m<sup>2</sup> GFA.

- 2.10 The approved development provides parking less than the maximum provision with 100 spaces for the 35,000m<sup>2</sup> office tower (1 space per 350m<sup>2</sup> GFA) and 462 spaces for the additional 31,495m<sup>2</sup> of retail area (1 space per 68m<sup>2</sup> GFA). In assessing parking requirements for the approved development, it was understood that the provision of 562 spaces was a maximum requirement (consistent with the LEP).
- 2.11 As a result of the now amended S75W, additional parking provision will be reduced from 562 spaces to 542 spaces (reduction of 20 spaces), with 100 spaces allocated to the commercial parking and 442 spaces for retail parking. The commercial parking provision is a rate of 1 space per 1,120m<sup>2</sup>. This low rate of parking reflects the site location in the centre of Parramatta CBD with excellent access to public transport services, being adjacent to the train and bus interchange. The additional spaces will increase the parking provision to some 4,992 spaces (4,892 retail spaces and 100 commercial spaces).
- 2.12 A review of 12 months car parking data (from 1 March 2017 to 28 February 2018, between 9.00am and 6.00pm) for the existing shopping centre, found that the 85<sup>th</sup> percentile parking demand was 3,985 spaces (90% occupancy). This equates to a parking rate of 1 space per 34m<sup>2</sup> GLA (based on the existing shopping centre being 135,000m<sup>2</sup> GLA). Applying this rate to the S75W (expanded retail area of 159,500m<sup>2</sup> GLA) results in a requirement for some 4,691 spaces. The proposed retail parking provision of some 4,892 spaces satisfies this requirement and is considered appropriate.
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2.13 In addition to car parking, DCP 2011 sets out the following requirements with regards to car share spaces, accessible parking; bicycle parking and motorcycle parking:

- car share spaces to be provided in business developments with a floor space of more than 5,000m<sup>2</sup> and within 800 metres of a railway station. One car share space can be provided lieu of 3 parking spaces;
- 1-2% of spaces to be designated accessible parking;
- bicycle parking – 1 space per 200m<sup>2</sup> of office and retail floor space; and
- motor cycle parking - the area of one parking space per 50 spaces to be provided for motorcycle parking (typically 3 motorcycle spaces per 50 car spaces).

2.14 Applying these rates to the now amended S75W results in the following requirements:

- 2 accessible commercial spaces (2%) and 7 accessible retail spaces (2%);
- 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.

2.15 Within the shopping centre car park, car share parking will be provided.

### Access, Internal Layout and Servicing

- 2.16 The now amended S75W proposes no change in access arrangements compared to the approved development. The existing Marsden Street loading dock driveway will be replaced with a new driveway accessing the new basement car park and loading dock.
- 2.17 With regards to internal layout, the relocation of the office tower will result in changes to the existing Level 6 and Level 7 car parks with a net loss of some 120 spaces on these levels. As per the approved development, where practical (that is, not limited by the existing column grid) new parking will be designed to comply with the requirements of AS2890.1-2004.
- 2.18 Parking for the office tower (100 spaces) will be located within the new basement car park to be located beneath the office tower. Parking spaces will be provided with dimensions of 2.6 metres wide by 5.4 metres long and aisle widths of 6.7 metre. These dimensions are in accordance with AS2890.1-2004.
- 2.19 Servicing for the relocated office tower and for the new mini major retail stores will be serviced from the new basement loading dock. The loading dock will provide four loading bays for the retail and four loading bays for the commercial tower.

### Traffic Effects

- 2.20 The approved development was assessed using the following generation rates:
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- commercial component – 0.3 vehicles per hour per parking space in the weekday AM and PM peak hours; and
- retail component – 1 vehicle per hour 100m<sup>2</sup> GLA and 1 vehicle per 38m<sup>2</sup> GLA in the weekday AM and PM peak hours respectively

2.21 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

2.22 As noted previously a number road network improvements were identified in the traffic studies for the approved development and were included as conditions of consent in the approval. As the amended S75W would generate the same level of traffic as the approved development, the approved road network improvements are also appropriate for the S75W and no further traffic analysis is warranted.

#### Public Transport

2.23 The site is in the centre of Parramatta CBD, adjacent to the bus/rail interchange and the transitways that operate along Argyle Street adjacent to the site. Thus the site is highly accessible to local and regional public transport services with direct connections to them. The future Parramatta light rail will further increase access by public transport to/from Parramatta. The proposed extensions will maintain and enhance these connections with commercial and additional retail development integrated into the existing pedestrian network.

2.24 Public transport services offer viable alternatives to travel by modes other than car. Consistent with promoting access by public and active transport modes, on-site parking has been provided at rates much lower than maximum LEP rates.

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Furthermore car sharing will be provided on site. To support accessibility by bicycles, appropriate bicycle parking is proposed to be provided for employees and shoppers/visitors along with end of trip facilities for retail and office employees (such as change rooms, showers and secure bicycle parking areas).

2.25 The S75W will therefore satisfy the objectives of NSW Making it Happen, A Plan for Growing Sydney, NSW Long Term Transport Masterplan, and Directions for a Greater Sydney 2017-2056, as follows:

- enabling employees and shoppers to readily access buses and trains close to the site, for journeys to work and other travel;
- providing pedestrian connections within and through the centre;
- providing an appropriate level of on-site parking, with reference to appropriate council and RMS requirements, to encourage public transport use and increase the proportion of journey to work trips by public transport;
- providing retail/employment development close to residential development and other retail, commercial and transport facilities to reduce the need for external travel;
- being located close to employment centres in Parramatta CBD, which are readily accessible by public transport; and
- providing appropriate bicycle parking on the site to increase the proportion of trips made by bicycle.

2.26 To encourage travel modes other than private vehicle, a travel demand management approach will be adopted, through a travel access guide to meet the specific needs of employees. The specific requirements and needs of the future employees, including access to surrounding retail and residential development,

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plus local services and facilities, should be incorporated in the travel access guide to support the objectives of encouraging the use of public transport.

2.27 The principles of the travel access guide should be developed in consultation with Council, RMS, public transport providers and other stakeholders. Principles would include the following:

- encourage the use of public transport, including bus and train services close to the site;
- identify existing public transport services that operate near the site, including the location of bus stops and pedestrian crossings at signalised intersections;
- work with public transport providers to improve services;
- encourage public transport by employees through the provision of information, maps and timetables in the travel access guide;
- raise awareness of health benefits of walking and cycling (including maps showing walking and cycling routes, including through and adjacent to the site);
- encourage cycling by providing safe and secure bicycle parking, including the provision of lockers and rails for employees and visitors;
- provide appropriate on-site parking provision, consistent with appropriate Council/RMS controls and the objective of reducing traffic generation.

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2.28 The S75W would increase the size of the approved office tower by some 70,500m<sup>2</sup>. For the office tower, on-site parking will be highly constrained (with provision of 100 parking spaces). As per the previous assessment, an employee density of 1 person per 25m<sup>2</sup> GFA for the office tower has been assumed. This results in an increase in employee population (compared to the concept approval) of some 2,820 people. Based on an average car occupancy of 1.2 people per car, this results in an additional 2,700 people travelling to work by means other than car. Census data indicates that 63% of non-car travel to work within Parramatta CBD is by train and 11% by bus. Based on 40% of people travelling to work in the peak hours, the proposed office tower would generate the following trips by bus/train:

- AM peak hour – +950 people in by train, +165 people in by bus; and
- PM peak hour – +950 people out by train, +165 people out by bus

2.29 The above does not account for any absenteeism by office employees (such as holidays, working away from the office or sick leave). This can typically be some 10% of employees.

2.30 Trips by train would be split between the three lines entering/departing Parramatta with 60% to/from the west/northwest, 30% from the east and 10% from the south. Thus the increase in trips would range between 100 and 600 trips per hour in the peak direction. Based on previous work undertaken, this level of increase could be accommodated by the existing spare capacity on each line (at least 1,300 people).

2.31 Trips by bus would be split between the various bus services entering/departing Parramatta. Based on previous work undertaken the increase in trips generated

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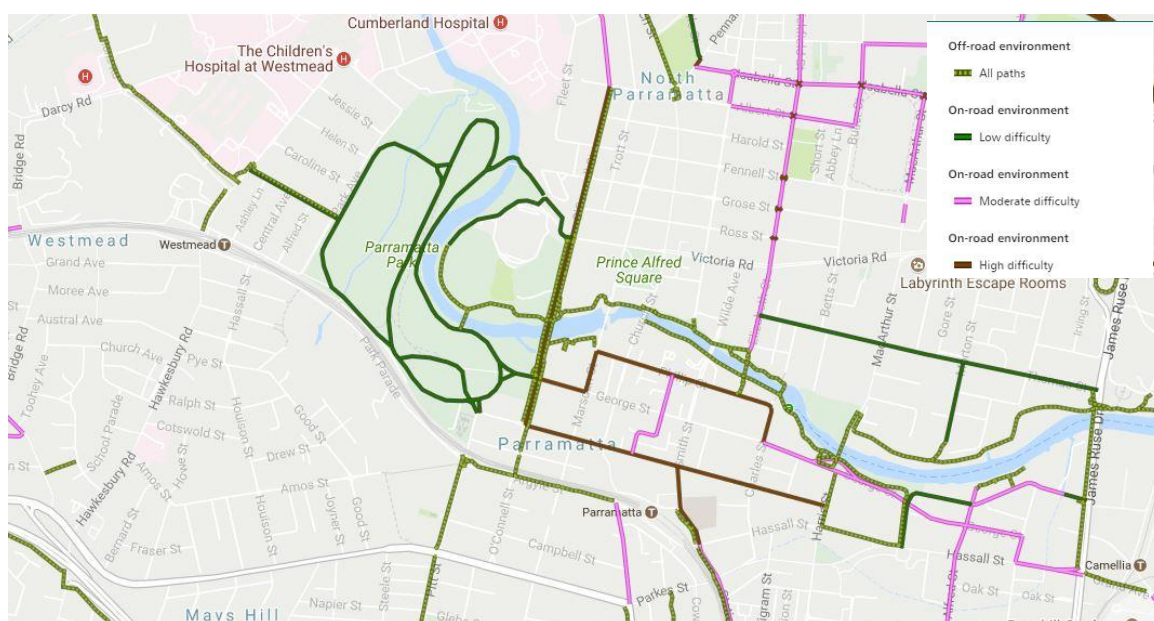
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by the proposed development could be accommodated by the existing spare capacity on these services (at least 3,900 people).

- 2.32 The proposed light rail would result in some of the existing and future trips by bus and train to/from Parramatta CBD being diverted to the light rail. This would increase capacity of bus and rail services and reduce the number of additional trips from the S75W on the bus and rail services.
- 2.33 Thus in summary the existing bus and train services that operate out of Parramatta CBD found that there is sufficient spare capacity to accommodate the additional demand generated by the S75W.

#### Pedestrians and Cyclists

- 2.34 The site is located within the Parramatta CBD which provides employees for the proposed office tower with cycling and walking opportunities to locations such as shops, restaurants, services and recreational facilities located within the Parramatta CBD. The bus/rail interchange and proposed light rail are located within close walking distance to the proposed office tower with bus stops located along the Argyle Street frontage of the site. Figure 2.1 shows the existing cycle paths around Parramatta.



**Figure 2.1: Parramatta Cycle Map**

Source: Sydney Cycleways

- 2.35 As noted previously the relocated office tower will provide secure (employee) and accessible (visitor) bicycle parking areas. Appropriate end of trip facilities will be provided for employees (showers, change rooms and lockers).
- 2.36 With respect to pedestrian flows along Argyle Street, Parramatta City Council has prepared a Parramatta CBD Pedestrian Strategy (Cardno 2017). With respect to Argyle Street (between Marsden Street and Church Street), the strategy identifies future (2056) peak flows of between 500 to 1,000 pedestrians per hour (two way). The strategy identifies that based on footpath widths of either 1.8 metres or 2.2 metres, with these flows, the footpath would operate at level of service A (based on a Fruin analysis).
- 2.37 The relocated office tower will have pedestrian access to Argyle Street and to the adjacent shopping centre. Thus a major pedestrian path will be along Argyle Street between the office tower and transport interchange. Based on the

estimated population of the office tower, and mode of travel, pedestrian flows along Argyle Street (between the office store and Church Street) could double from those set out in Council's Pedestrian Strategy. It is noted that the existing footpath along the southern side of Argyle Street is some four to five metres wide (taking into account the promenade located within the Westfield site). On this basis the additional pedestrian flows from the relocated office tower would result in the footpath continuing to operate at LOS A:

### Response to SEARS

- 2.38 Our response to the SEARS issued by NSW Planning and Environment is set out in the following sections.
- *Details of the current daily and peak hour vehicle, public transport, pedestrian and bicycle movements and existing traffic, public transport, pedestrian and bicycle and facilities provided on the road network located adjacent to the proposed development;*
- 2.39 These matters have been addressed in the sections on Existing Traffic Context, Public Transport and Pedestrians/Cyclists.
- *Estimated daily and peak hour trips likely to be generated by the proposed development, including vehicle, public transport, walking and cycling trips during operation;*
- 2.40 These matters are addressed in the sections Traffic Effects, Public Transport and Pedestrians/Cyclists.
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- *An assessment of existing and future performance of key intersections providing access to the site and impact of traffic generated on nearby intersections and any road infrastructure works require, taking into account cumulative impacts of traffic volumes from the proposed together with existing and approved developments in the area. The assessment needs to be supported by appropriate modelling and analysis to the satisfaction of Roads and Maritime Services;*

2.41 These matters are addressed in the section on Traffic Effects.

- *An assessment of the impacts on the pedestrian and public transport facilities, the bus operation and pedestrian movements along Argyle Street, in consultation with Transport for NSW, as result of the reduction of the Argyle Street setback to zero and the relocation of the office tower lobby and entry from Church Street to Argyle Street;*

2.42 These matters are addressed in the sections on Public Transport and Pedestrians/Cyclists.

- *Proposed bicycle and car parking provision, including justification, demonstrating compliance with relevant RMS guidelines and Australian Standards;*

2.43 These matters are addressed in the section on Parking Provision.

- *The adequacy of existing and future public transport, pedestrian and bicycle provisions to meet the demand for the proposed development;*

2.44 These matters are addressed in the sections on Public Transport and Pedestrians/Cyclists.

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- *Proposed public transport, pedestrian and bicycle facilities as part of the development; and*

2.45 These matters are addressed in the sections Parking Provision, Public Transport and Pedestrians/Cyclists.

- *Proposed access arrangements including service and emergency vehicles.*

2.46 These matters are addressed in the section on Access, Internal Layout and Servicing.

- *Provide a Transport Management and Accessibility Plan based on the findings of the Transport and Traffic Impact Assessment including measures to encourage sustainable transport and non-car mode share, (e.g. implementing a sustainable travel plan and provision of end of trip facilities).*

2.47 This report is a TMAP that includes measures to encourage sustainable transport and non-car mode share through:

- constrained parking for the proposed office tower;
  - implementation of a travel access guide for employees;
  - the site being highly accessible by travel modes other than car (being located within Parramatta CBD allows for employees to easily walk to retail, service and recreational use and it is adjacent to the bus/rail interchange);
  - provision of on-site bicycle parking with end of trip facilities; and
  - provision of on-site car share parking.
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Response to Matters Raised by TfNSW and Council

- 2.48 In a letter dated 26 April 2018, TfNSW has raised the following with regards to the S75W. These are summarised below:
- proposed changes along Argyle Street – a level of service assessment to demonstrate that the footpath can accommodate increased pedestrian activity;
  - loading dock for proposed office tower – provide an assessment of proposed service arrangements and impacts; and
  - Draft Construction Pedestrian and Traffic Management Plan – Prepare a draft CPTMP taking into account the cumulative effects of other major construction projects in the area (such as the Parramatta Light Rail Project and Parramatta Square Development).
- 2.49 With respect to pedestrian flows along Argyle Street, this has been addressed in the section on Pedestrians and Cyclists.
- 2.50 With respect to servicing of the relocated office tower, this will be provided in the basement below the tower. Vehicles servicing the office tower will predominantly be vans and small trucks with the occasional larger truck. The number of deliveries to the office tower will be minor in comparison to the traffic generation of the existing shopping centre and thus result in no material changes to the surrounding road network. Further information on the operation of the office tower loading dock (including truck turning paths) will be provided as part of the development application for the office tower.

- 2.51 With respect preparation of a CPTMP, we note that Condition 11 of the Concept Approval requires a CPTMP to be submitted as part of any future development application. It is suggested that Condition 11 be updated to include the matters raised by TfNSW.
- 2.52 In a subsequent letter dated 7 September 2018, TfNSW raised the following further matters with regards to the July 2018 S75W. These are summarised below:
- ❑ *impacts on pedestrians and bus operations along Argyle Street;*
  - ❑ *freight and servicing;*
  - ❑ *construction pedestrian and traffic management; and*
  - ❑ *bicycle facilities.*

*Impacts on Pedestrians and Bus operations along Argyle Street*

- 2.53 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.
- 2.54 It is confirmed that the environmental assessment has been updated to indicate that no works are now proposed along the Argyle Street frontage and hence assessment of future pedestrian activity along Argyle Street in our TMAP is appropriate. This found that with additional pedestrian activity generated by the S75W, the footpath would continue to operate at LOS A.
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*Freight and Servicing*

- 2.55 TfNSW has requested additional information with regards to the number of service vehicle movements associated with the amended S75W, their impact on the surrounding road network and the capacity of the exiting dock to accommodate the additional deliveries for the office tower.
- 2.56 As noted in the TMAP, the relocated office tower will be serviced via loading docks in the tower basement accessed from Marsden Street. The number of service movements associated with the office tower would be low with a peak of some 10 to 20 vehicles per day (two way). Such a low level of traffic generation would have no material effect on the operation of the surrounding road network.
- 2.57 With regards to the capacity and operation of the load docks, as part of a future DA for the office tower, a loading dock management plan would be prepared addressing the matters raised by TfNSW. Further work would be undertaken as part of the DA to detail the requirements and design of the loading dock for the office tower.

*Construction Pedestrian and Traffic Management*

- 2.58 As recommended by TfNSW, the applicant will consult with the nominated authorities during the preparation of the CPTMP.

*Bicycle Facilities*

- 2.59 TfNSW has suggested that the future development application provide a separated bicycle facility in the basement car park. This is noted and will be addressed in a future DA.
-

- 2.60 Council has raised the following matters with respect to the S75W, 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.*

*Transport Planning*

- 2.61 With respect to a) and b) these aspects should not be required for a S75W. With respect c) this matter has been addressed in our response to TfNSW. With respect to d), as noted in the TMAP, the S75W generates the same level of traffic compared to the approved concept plan. Thus no additional traffic modelling is required. It is noted that RMS has reviewed the S75W and did not require an updated traffic
-

assessment. With respect to e) this requirement should be addressed through the DA.

### *Traffic Engineering*

- 2.62 With respect to Points 1 to 4, as noted above, the S75W generates the same level of traffic compared to the approved concept plan. Thus no additional traffic modelling is required. It is noted that RMS has reviewed the S75W and did not require an updated traffic assessment. With respect to Point 5, this has been addressed in our response to TfNSW. With respect to 6, based on previous work there is spare capacity within existing public transport services to accommodate the additional demand generated by the S75W. We note that TfNSW has not required an updated assessment of public transport services. With respect to Point 7 this has been addressed in our response to TfNSW. In response to Point 8, a revised TMAP has been prepared for the amended S75W.

### Summary

- 2.63 In summary, the key findings of this traffic and transport assessment of the now amended S75W are set out below:
- the amended S75W provides for a relocated office tower and maintains the approved retail area;
  - car parking for the amended S75W satisfies the requirements of LEP 2011;
  - bicycle, accessible, motorcycle and car share parking will be provided in accordance with the requirements of DCP 2011;
  - no changes are proposed to the approved access arrangements;

- modifications to car parking arrangements, internal circulation and servicing will be provided in accordance with the Australian Standards AS2890.1-2004 and AS2890.2-2018;
- the amended S75W will generate the same level of traffic compared to the approved development;
- the increase in bus and rail trips generated by the amended S75W can be accommodated by the existing spare capacity on these services;
- existing pedestrian paths on Argyle Street can accommodate the additional pedestrian trips between the office tower and the interchange;
- measures are proposed to encourage sustainable transport and travel by non-car modes;
- the matters raised by TfNSW and Council have been addressed; and
- a TMAP has been prepared that responds to the SEARS issued by NSW Planning and Environment.

ATTACHMENT A

INITIAL S75W TRANSPORT ASSESSMENT

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# Colston Budd Rogers & Kafes Pty Ltd

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

Our Ref: TR/I0869/jj

30 May, 2018

Scentre Group  
PO Box 4004  
SYDNEY NSW 2001

Transport Planning  
Traffic Studies  
Parking Studies

**Attention:** Craig Marshall  
**Email:** [CMarshall@scentregroup.com](mailto:CMarshall@scentregroup.com)

Dear Sir,

**RE: PARRAMATTA WESTFIELD SHOPPING CENTRE**  
**S75W – INITIAL TRANSPORT ASSESSMENT**

1. As requested we have undertaken an initial transport assessment of the Section 75W (S75W) to amend the 2014 Concept Approval for the expansion of Parramatta Westfield Shopping Centre. The 2014 Concept Approval incorporates the following additions to the shopping centre:
  - 31,495m<sup>2</sup> GFA (24,500m<sup>2</sup> GLA) of additional retail area;
  - Building envelope for a commercial tower above the retail podium on the corner of Argyle Street and Church Street for up to 35,000m<sup>2</sup> GFA of commercial area;
  - additional parking for up to 562 cars to be provided as part of the Stage 1 development
  - modifications to access and parking arrangements to accommodate the above changes; and
  - road infrastructure to support the development (improvements to intersections of Church Street/Campbell Street and the Great Western Highway with Church Street, Marsden Street and O'Connell Street).
2. The S75W 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 to some 112,000m<sup>2</sup> GFA;
  - to accommodate the relocated office tower, existing retail area will be reduced by some 265m<sup>2</sup> GFA (1,700m<sup>2</sup> GLA). This has the effect of reducing parking requirements for the approved expansion of the shopping centre as the

Suite 1801/Tower A, Zenith Centre, 821 Pacific Highway, Chatswood NSW 2067  
P.O. Box 5186 West Chatswood NSW 1515 Tel: (02) 9411 2411 Fax: (02) 9411 2422  
Directors - Geoff Budd - Stan Kafes - Tim Rogers - Joshua Hollis ACN 002 334 296  
EMAIL: [cbrk@cbrk.com.au](mailto:cbrk@cbrk.com.au)

net increase retail area (existing plus approved) will be reduced by this amount; and

- modifications to the approved development (parking layout and service arrangements) to accommodate the above changes. This will result in the parking provision being reduced to some 289 spaces.

3. The findings of our initial transport assessment are set out through the following sections:

- parking;
- access, internal layout and servicing;
- traffic effects;
- public transport;
- staging;
- review of SEARS;
- response to matters raised by TfNSW; and
- summary.

#### Parking

4. Clause 7.3 of Parramatta LEP 2011 sets out maximum parking rates for development within Parramatta City Centre. For commercial and retail development the following maximum parking rates are applicable:

- Commercial – 1 space per 100m<sup>2</sup> GFA; and
- Retail – 1 space per 30m<sup>2</sup> GFA.

5. The approved development provides parking less than the maximum provision with 100 spaces for the 35,000m<sup>2</sup> office tower (1 space per 350m<sup>2</sup> GFA) and 462 spaces for the additional 31,495m<sup>2</sup> of retail area (1 space per 68m<sup>2</sup> GFA). In assessing parking requirements for the approved development, it was understood that the provision of 562 spaces was a maximum requirement (consistent with the LEP).

6. As a result of the S75W, additional parking provision will be reduced from 562 spaces to 289 spaces, with 100 spaces allocated to the commercial parking and 189 spaces for retail parking. The commercial parking provision is a rate of 1 space per 1,120m<sup>2</sup>. This low rate of parking reflects the site location in the centre of Parramatta CBD with excellent access to public transport services, being adjacent to the train and bus interchange. The additional retail parking will increase the shopping centre car park to some 4,640 spaces.

7. A review of 12 months car parking data (from 1 March 2017 to 28 February 2018, between 9.00am and 6.00pm) for the existing shopping centre, found that the 85<sup>th</sup>

percentile parking demand was 3,985 spaces (90% occupancy). This equates to a parking rate of 1 space per 34m<sup>2</sup> GLA (based on the existing shopping centre being 135,000m<sup>2</sup> GLA). Applying this rate to the S75W (expanded retail area of 157,800m<sup>2</sup> GLA) results in a requirement for some 4,640 spaces. The proposed parking provision of some 4,640 spaces satisfies this requirement and is considered appropriate.

8. In addition to car parking, DCP 2011 sets out the following requirements with regards to car share spaces, accessible parking; bicycle parking and motorcycle parking:
  - car share spaces to be provided in business developments with a floor space of more than 5,000m<sup>2</sup> and within 800 metres of a railway station. One car share space can be provided lieu of 3 parking spaces;
  - 1-2% of spaces to be designated accessible parking;
  - bicycle parking – 1 space per 200m<sup>2</sup> of office and retail floor space; and
  - motor cycle parking - the area of one parking space per 50 spaces to be provided for motorcycle parking (typically 3 motorcycle spaces per 50 car spaces).
9. Applying these rates to the S75W results in the following requirements:
  - 2 accessible commercial spaces (2%) and 4 accessible retail spaces (2.2%);
  - 550 commercial bicycle spaces and 156 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
  - 17 motor cycle spaces.
10. Within the shopping centre car park, car share parking will be provided.

#### Access, Internal layout and Servicing

11. The S75W proposes no change in access arrangements compared to the approved development.
12. With regards to internal layout, the relocation of the office tower to the west will result in changes to the existing Level 5M2 car park level with a net loss of some 123 spaces on this level. As per the approved development, where practical (that is, not limited by the existing column grid) new parking will be designed to comply with the requirements of AS2890.1-2004. Parking for the office tower (100 spaces) will be located within the shopping centre car park (within the vicinity of the office tower), but separated from access by shoppers.

13. The approved office tower is serviced via the existing loading dock accessed from Aird Street (east) which would be modified to service the office tower. With the office tower proposed to be relocated west, the office tower will now be serviced via the existing northern Marsden Street loading dock. This dock will be expanded to service the office tower. Modifications to this dock will comply with the requirements of AS2890.2-2002.

Traffic Effects

14. The approved development was assessed using the following generation rates:
- commercial component – 0.3 vehicles per hour per parking space in the weekday AM and PM peak hours ; and
  - retail component – 1 vehicle per hour 100m<sup>2</sup> GLA and 1 vehicle per 38m<sup>2</sup> GLA in the weekday AM and PM peak hours respectively.
15. Applying these rates, the S75W with a reduction of some 1,700m<sup>2</sup> retail GLA and the same provision of commercial parking (100 spaces), would generate some 20 to 40 vehicles per hour (two way) less than assessed for the approved development.
16. A number road network improvements were identified in the traffic studies for the approved development and were included as conditions of consent in the approval. As the S75W would generate less traffic than the approved development, the approved road network improvements are also appropriate for the S75W and no further traffic analysis is warranted.

Public Transport

17. The site is in the centre of Parramatta CBD, adjacent to the bus/rail interchange and the transitways that operate along Argyle Street adjacent to the site. Thus the site is highly accessible to local and regional public transport services with direct connections to them. The future Parramatta light rail will further increase access by public transport to/from Parramatta. The proposed extensions will maintain and enhance these connections with commercial and additional retail development integrated into the existing pedestrian network.
18. Public transport services offer viable alternatives to travel by modes other than car. Consistent with promoting access by public and active transport modes, on-site parking has been provided at rates much lower than maximum LEP rates. Furthermore car sharing will be provided on site. To support accessibility by bicycles, appropriate bicycle parking is proposed to be provided for employees and shoppers/visitors along with end of trip facilities for retail and office employees (such as change rooms, showers and secure bicycle parking areas).

19. The S75W will therefore satisfy the objectives of NSW Making it Happen, A Plan for Growing Sydney, NSW Long Term Transport Masterplan, and Directions for a Greater Sydney 2017-2056, as follows:
- enabling employees and shoppers to readily access buses and trains close to the site, for journeys to work and other travel;
  - providing pedestrian connections within and through the centre;
  - providing an appropriate level of on-site parking, with reference to appropriate council and RMS requirements, to encourage public transport use and increase the proportion of journey to work trips by public transport;
  - providing retail/employment development close to residential development and other retail, commercial and transport facilities to reduce the need for external travel;
  - being located close to employment centres in Parramatta CBD, which are readily accessible by public transport; and
  - providing appropriate bicycle parking on the site to increase the proportion of trips made by bicycle.
20. To encourage travel modes other than private vehicle, a travel demand management approach should be adopted, through a travel access guide to meet the specific needs of the site, future shoppers and employees. The specific requirements and needs of the future employees, including access to surrounding retail and residential development, plus local services and facilities, should be incorporated in the travel access guide to support the objectives of encouraging the use of public transport.

#### Response to SEARS

21. The SEARs issued by the Department of Planning and Environment for the S75W (dated 29 September 2017) require preparation of a TMAP addressing a range of traffic and transport matters (trip generation, assessment of traffic effects on the surrounding road network, assessment of public transport effects, justification of parking provision and measures to encourage travel by public and active transport). A TMAP which builds upon this initial transport assessment will be prepared as part of a development application for the proposed office tower. However, because the traffic generation of the S75W will be less than the approved development a detailed traffic assessment is not considered to be necessary. Thus the relevant provisions, goals and objectives of the EIS Guidelines – Road and Related Facilities, Guide to Traffic Management – Part 12: Traffic Impacts of development (AUSROADS) and the RMS Guide to Traffic Generating Developments have been addressed.

Response to Matters Raised by TfNSW

22. In its letter dated 26 April 2018, TfNSW has raised the following matters with regards to the S75W. These are summarised below:
- Proposed Changes along Argyle Street – a level of service assessment to demonstrate that the footpath can accommodate increased pedestrian activity;
  - Loading Dock for Proposed Commercial – provide an assessment of proposed service arrangements and impacts; and
  - Draft Construction Pedestrian and Traffic Management Plan – Prepare a draft CPTMP taking into account the cumulative effects of other major construction projects in the area (such as the Parramatta Light Rail Project and Parramatta Square Development).
23. With respect to pedestrian flows along Argyle Street, Parramatta City Council has prepared a Parramatta CBD Pedestrian Strategy (Cardno 2017). With respect to Argyle Street (between Marsden Street and Church Street), the strategy identifies future (2056) peak flows of between 500 to 1,000 pedestrians per hour (two way). The strategy identifies that based on footpath widths of either 1.8 metres or 2.2 metres, with these flows, the footpath would operate at level of service A (based on a Fruin analysis).
24. The relocated office tower will have pedestrian access to Argyle Street and to the adjacent shopping centre. Thus a major pedestrian path will be along Argyle Street between the office tower and transport interchange. Based on the estimated population of the office tower, and mode of travel, pedestrian flows along Argyle Street (between the office store and Church Street) could double from those set out in Council's Pedestrian Strategy. It is noted that the existing footpath along the southern side of Argyle Street is some four to five metres wide (taking into account the promenade located within the Westfield site). On this basis the additional pedestrian flows from the relocated office tower would result in the footpath continuing to operate at LOS A.
25. With respect to servicing of the relocated office tower, this is proposed to occur via the existing loading docks located on Marsden Street. These will be expanded to provide separate docks for the office details. Vehicles servicing the office tower will predominantly be vans and small trucks with the occasional larger truck. The number of deliveries to the office tower will be minor in comparison to the traffic generation of the existing shopping centre and thus result in no material changes to the surrounding road network. Further information on the operation of the office tower loading dock (including truck turning paths) will be provided as part of the development application for the office tower.

## Colston Budd Rogers & Kafes Pty Ltd

26. With respect preparation of a CPTMP, we note that Condition 11 of the Concept Approval requires a CPTMP to be submitted as part of any future development application. We suggest that Condition 11 be updated to include the matters raised by TfNSW.

### Summary

27. In summary, the key findings of this initial transport assessment of the S75W are set out below:
- The S75W provides for a relocated and larger office tower and reduced retail area;
  - car parking for the S75W satisfies the requirements of LEP 2011;
  - bicycle, accessible, motorcycle and car share parking will be provided in accordance with the requirements of DCP 2011;
  - no changes are proposed in the approved access arrangements;
  - only minor changes are proposed with regards to internal layout and servicing;
  - the S75W will generate less traffic than the approved development; and
  - a TMAP will be prepared to support a future development application for the office tower.
28. 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', with a stylized flourish at the end.

T Rogers  
Director

ATTACHMENT B

RMS ROADWORKS UPDATE



## Have your say – Proposed intersection improvements at Great Western Highway, Church Street and Parkes Street, Parramatta

**The NSW Government is funding this proposal as part of its \$300 million Urban Roads Pinch Point Program, which aims to reduce congestion and improve travel times on Sydney's busiest corridors.**

Roads and Maritime Services is inviting your feedback by **Friday 3 November** on proposed intersection improvements at Great Western Highway, Church Street and Parkes Street, Parramatta.

The proposed improvements include:

- providing an additional right turn lane from the Great Western Highway onto Church Street by relocating the median island on the Great Western Highway
- providing an additional right turn lane from Church Street onto Parkes Street by widening on the western side of Church Street
- relocating utilities
- upgrading traffic lights
- reconstructing footpaths
- line marking.

### Key benefits

- Reduced traffic congestion and queue lengths
- Improved travel times particularly during busy periods at the intersection and on approach roads
- Improved traffic flow through the intersection
- Improved safety for pedestrians and road users.

We have included a map to show the location of the proposal.

### Have Your Say

We invite your feedback on our proposal by **Friday 3 November**. You can provide your comments by:

**Emailing** [pinchpoints@rms.nsw.gov.au](mailto:pinchpoints@rms.nsw.gov.au)

**Writing to** Pinch Point Program, Roads and Maritime Services, PO Box 973, Parramatta, NSW, 2124

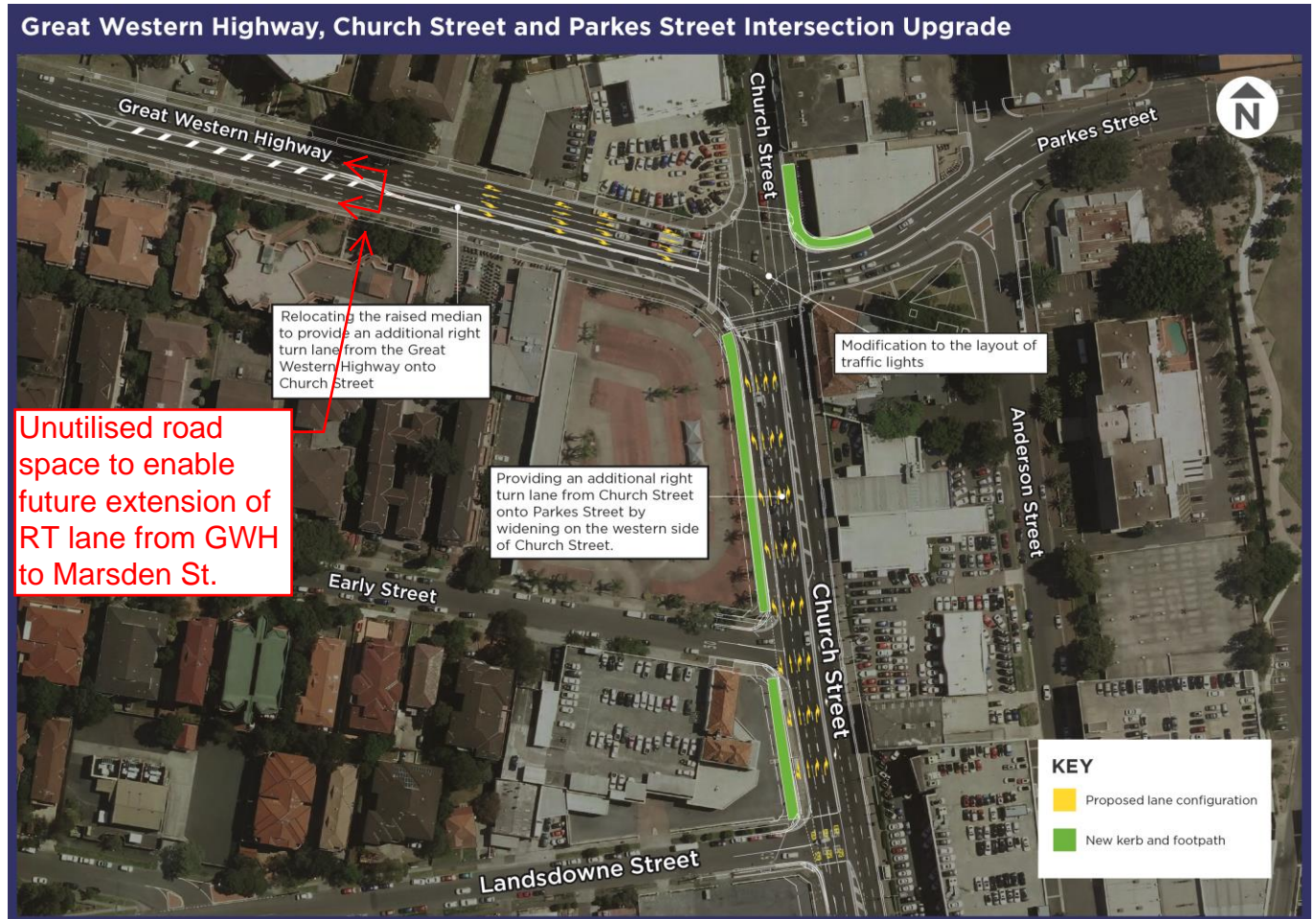
**Calling** our Project Manager, George Elhage, during business hours, on 1800 572 004.

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## Next Steps

We will consider all feedback before deciding whether to proceed with this proposal. A community consultation report will be prepared summarising the matters raised during the consultation period and will be made available on our website.

We will keep you updated as the proposal progresses.



### Translating and Interpreting Service

If you need an interpreter, please call the Translating and Interpreting Service (TIS National) on **131 450** and ask them to telephone Roads and Maritime Services on 1800 572 004

#### Arabic

إذا كنتم بحاجة إلى مترجم، الرجاء الاتصال بخدمة الترجمة الخطية والشفهية (TIS National) على الرقم 131 450، والطلب منهم الاتصال بوكالتكم Roads and Maritime Services على الرقم 1800 572 004

#### Cantonese

若你需要口譯員，請致電 **131 450** 聯絡翻譯和口譯服務署 (TIS National)，要求他們致電 1800 572 004 聯絡 Roads and Maritime Services。

#### Mandarin

如果你需要口譯員，請致電 **131 450** 联系翻译和口译服务署 (TIS National)，要求他们致电 1800 572 004 联系 Roads and Maritime Services。

#### Greek

Αν χρειάζεστε διερμηνέα, παρακαλείσθε να τηλεφωνήσετε στην Υπηρεσία Μετάφρασης και Διερμηνείας (Εθνική Υπηρεσία ΤΙΣ) στο **131 450** και ζητήστε να τηλεφωνήσουν Roads and Maritime Services στο 1800 572 004

#### Italian

Se desiderate l'assistenza di un interprete, prego telefonare al Servizio Interpreti e Traduttori (TIS National) al **131 450** chiedendo di contattare Roads and Maritime Services al 1800 572 004

#### Korean

통역사가 필요하시면 번역통역서비스 (TIS National) 에 **131 450** 으로 연락하여 이들에게 1800 572 004 번으로 Roads and Maritime Services 에 전화하도록 요청하십시오.

#### Vietnamese

Nếu cần thông ngôn viên, xin quý vị gọi cho Dịch Vụ Thông Phiên Dịch (TIS Toàn Quốc) qua số **131 450** và nhờ họ gọi cho Roads and Maritime Services qua số 1800 572 004



Transport  
Roads & Maritime  
Services

## Have Your Say – Proposed intersection improvements along the Great Western Highway at Pitt Street and Marsden Street, Parramatta

**The NSW Government has committed \$30 million to reduce congestion around the Parramatta local government area by upgrading key intersections that access the Parramatta Central Business District.**

Roads and Maritime Services is seeking feedback by **Wednesday 23 August** on proposed intersection improvements along the Great Western Highway at Pitt Street and Marsden Street, Parramatta.

The proposed improvements include:

- provision of an eastbound left turn lane on the Great Western Highway into Marsden Street by relocating the median island on the Great Western Highway between O'Connell Street and Marsden Street
- provision of a westbound left turn lane on the Great Western Highway into Pitt Street by widening the southern side of the Great Western Highway
- provision of three northbound lanes in Pitt Street on approach to the Great Western Highway and one southbound lane in Pitt Street on the departure from Great Western Highway
- extension of the westbound right turn lane on the Great Western Highway into Pitt Street by up to seven car spaces
- removal of up to 16 trees and shrubs at the intersection of the Great Western Highway and Pitt Street to accommodate the new left turn lane on the corner of Pitt Street
- modification to the layout of traffic lights at both intersections.

We have included a map to show the location and detail of the proposal.

### Key benefits

The proposal will:

- Improve the operational efficiency of the two intersection along the Great Western Highway
- reduce queue lengths and increase through traffic
- increase access to and from the Parramatta CBD
- improve safety for all road users.

### Have your say

Roads and Maritime welcomes your comments on the proposal by **Wednesday 23 August**. You can provide your comments by:

**Online** [rms.nsw.gov.au/pcip](https://rms.nsw.gov.au/pcip)

**Calling** 1800 316 763 and leaving a message for the project team

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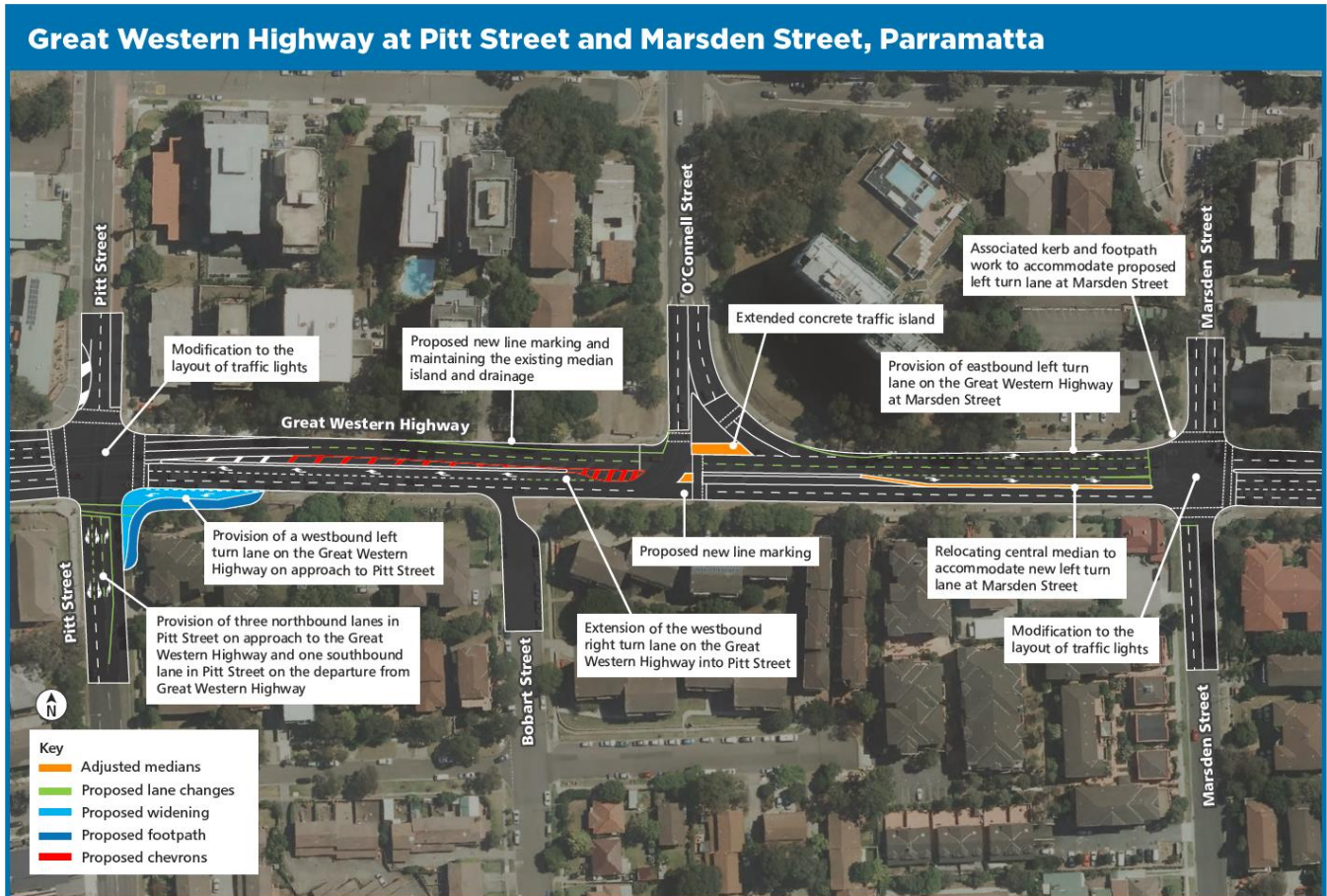


Emailing [PCIP@rms.nsw.gov.au](mailto:PCIP@rms.nsw.gov.au)

Writing to the Parramatta Congestion Improvement Program, Roads and Maritime Services, PO Box 973, Parramatta, NSW, 2124. For more information on our projects, visit [rms.nsw.gov.au](http://rms.nsw.gov.au).

## Next Steps

We will carefully consider all feedback received before deciding whether or not to proceed with this proposal. A community consultation report will be prepared, summarising the matters raised and our responses. This will be made available on our website. We will keep you updated as the proposal progresses.



### Translating and Interpreting Service

If you need an interpreter, please call the Translating and Interpreting Service (TIS National) on **131 450** and ask them to telephone Roads and Maritime Services on 1800 316 763

#### Arabic

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#### Vietnamese

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Transport  
Roads & Maritime  
Services