

Mr Brendon Roberts  
Team Leader  
Key Sites Assessments  
Department of Planning and Environment  
GPO Box 39  
Sydney NSW 2001

**Attention:** David Glasgow

Dear Mr Roberts

**Exhibition of Section 75W Modification Request for Westfield Shopping Centre, 159-175 Church Street, Parramatta (MP 10\_0068 MOD 1)**

Thank you for your letter dated 13 August 2018, requesting Transport for NSW (TfNSW) review and comment on the above.

**Impacts on Pedestrians and Bus Operations along Argyle Street**

Comment

The Secretary's Environmental Assessment Requirements (SEARs) request that an assessment of the impacts on the pedestrian and public transport facilities, bus operation and pedestrian movements along Argyle Street needs to be undertaken, in consultation with TfNSW, for the following:

- The reduction of Argyle Street setback to zero; and
- The relocation of commercial tower lobby and entry from Church Street to Argyle Street.

It is noted that the development application proposes no physical changes to the promenade portion. However, the Argyle Street set back is effectively zero with the introduction of the proposed outdoor seating along the promenade portion.

The above is not consistent with the Section 2.36 of the Traffic Management and Accessibility Plan (TMAP) prepared to support the development application as the TMAP states the following in relation to pedestrian activities along Argyle Street:

- 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; and
- 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.

It is noted that Section 6.7 section of the Environmental Assessment states that works proposed to the Argyle Street frontage include retail display windows, a café and outdoor seating, pavement and landscaping improvements, cladding of columns and soffit, and additional lighting.

It is advised that:

- The promenade located within the Westfield site would not be available for pedestrian movements with the proposed outdoor seating along Argyle Street in place;
- The effective width of the pedestrian path is reduced by proposed outdoor seating within promenade and landscaping along Argyle Street; and
- Bus stops and bus operations at the Argyle Street frontage of the site form an integral part of the Parramatta Transport Interchange and will continue to remain in place.

### Recommendation

It is requested that the applicant undertakes the following for the pedestrian movements and bus operation along Argyle Street:

- Provide details of pedestrian movements along Argyle Street with and without the proposed modification, effective footpath width without promenade portion and landscaping and, street furniture for the existing bus layover directly outside the site;
- Undertake a level of service analysis for pedestrian movements along Argyle Street without promenade portion considering the ongoing need for bus passengers, existing landscaping, proposed outdoor seating, and street furniture along Argyle Street, ensuring the proposal does not impact on bus operations on Argyle Street and the level of service for pedestrian movements along Argyle Street is acceptable;
- Assess additional footpath activity generated by the proposal and the potential for any future crowding impacts at bus stops at the Argyle Street frontage;
- Consider providing undercover areas for bus passengers along Argyle Street with the loss of promenade area to the proposed outdoor seating area to minimise the crowding in the outdoor dining area; and
- Prior to any proposed changes to bus arrangements at the Argyle Street frontage and/or bus movements around the site, the applicant needs to consult and have agreement to such changes with TfNSW.

### **Freight and Servicing**

#### Comment

Section 2.49 of the TMAP states the following in relation to freight and servicing to the proposed commercial tower:

- 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; and
- 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.

It is noted that the TMAP report does not provide any detail or assessment of dock capacity or estimate of additional service vehicles proposed to access the dock as a result of the development.

#### Recommendation

It is requested that the applicant:

- Provide a detailed assessment of forecast additional freight and service vehicle movements the modification proposal is expected to generate;
- Analyse the impact of these additional movements on the operation of the existing loading dock(s) and surrounding road network to demonstrate that efficient and safe operations – particularly at the driveway access can be maintained; and
- Develop and provide detail on any mitigation measures (either infrastructure or operational management solutions) required to manage the additional demand.

### **Construction Pedestrian and Traffic Management**

#### Comment

Section 2.50 of the TMAP states the following in relation to the Construction Pedestrian Traffic Management Plan (CPTMP).

- With respect to the 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; and
- It is suggested that Condition 11 be updated to include the matters raised by TfNSW.

#### Recommendation

It is requested that the applicant consults with Roads and Maritime Services, City of Parramatta, and Sydney Coordination Office and Parramatta Light Rail within TfNSW during the preparation of the CPTMP.

### **Bicycle Facilities**

#### Comment

Section 2.34 of the TMAP states the following in relation to bicycle parking and facilities:

- The relocated office tower will provide secure (employee) and accessible (visitor) bicycle parking areas; and
- Appropriate end of trip facilities will be provided for employees (showers, change rooms and lockers).

#### Recommendation

It is requested that future development applications provide a separated bicycle facility in the proposed loading dock access making it safer and better connected outcome for bicycle riders.

It is requested requests that the applicant consults with the TfNSW in relation to the above issues. TfNSW would be pleased to consider any further material forwarded from the applicant.

Thank you again for the opportunity of providing advice for the above development application. If you require clarification on the letter, please don't hesitate to contact Para Sangar, Senior Transport Planner, Land Use Planning and Development on 0466 024 892.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Mark Ozinga', with a circular flourish at the end.

7/9/2018

Mark Ozinga

**Principal Manager, Land Use Planning and Development  
Freight, Strategy and Planning**

Objective Reference- CD18/07554