

Your Reference: F2006/01198
Our Reference: 354.5314.7
Contact: Edmond Platon
Telephone: 8849 2906



The General Manager
Parramatta City Council
PO BOX 32
PARRAMATTA NSW 2124

Attention: Nathan Burbridge

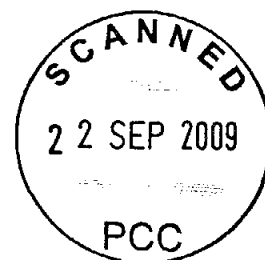
**REZONING PROPOSAL FOR LAND AT 181 JAMES RUSE DRIVE UNDER DRAFT
PARRAMATTA LOCAL ENVIRONMENTAL PLAN**

Dear Sir/Madam

I refer to your letter of 24 August 2009 (Council's Reference: F2006/001198) with regard to the above-mentioned rezoning, which was referred to the Roads and Traffic Authority (RTA) for comments.

The RTA has reviewed the rezoning proposal including the submitted traffic report and advises Council that no objections are raised to the rezoning of this land to B5-Business Development subject to the following:

1. Should Council wish to support a Costco type of development on the site, it is understood that this could be added as a site specific additional land use under Schedule 1 of the Draft LEP.
2. The additional uses in the B5-Business Development zone as submitted by the applicant (as listed below) should not be permitted:
 - Car wash (unrelated to service stations)
 - Education establishments
 - Entertainment facilities
 - Function centre
 - Food Drink premises
 - Highway service centres
 - Recreational facilities
 - Vehicle repair station
 - Retail premises
3. The FSR increase from 1.5:1 to 2.5:1 should not be supported as this would likely have a significant impact on the surrounding traffic network. However, should Council wish to consider a 2.5:1 FSR, significant justification must be provided to both Council and the RTA that there would be no significant impacts on the surrounding traffic network.



4. Adequate road based infrastructure should be provided by the developer/s to ensure that the operational performance of the surrounding road network (James Ruse Drive) does not deteriorate beyond the current levels of congestion and delay.
5. Any future development applications for this site must initially provide a Master Plan proposal which identifies the ultimate development impacts on the surrounding road network.
6. Any Master Plan proposal will require the submission of micro-simulation traffic modelling considering that the intersection of James Ruse Drive/River Road West/Development Access would need to be signalised. Signalling of this intersection will result in the redistribution of existing traffic currently turning left or right at the signalised intersection of Hassall Street/James Ruse Drive. The redistribution of traffic along with traffic generated by the proposed development will have a significant impact on the local road network, James Ruse Drive and key intersections (i.e. traffic signal phasing settings and queuing on turn bays) which is best assessed using micro-simulation modelling. Micro-simulation models of Thursday PM and Saturday peaks should be developed to assess the impact of the proposed Master Plan proposal on the existing road network. The model extent should include James Ruse Drive, River Road West, Arthur Street, Hassall Street, Grand Avenue, Grand Avenue North, proposed development driveways/access/es and all intersections within these roads (signalised and un-signalised).
7. The traffic report assumed the following traffic generation rates for Thursday PM Peak:
 - Hardware Stores - 2.2 veh/100m² GFA
 - Bulky Goods – 2.0 - veh/100m² GFA
 - Costco - 2.0 veh/100m² GFA

Recent information made available to the RTA based on surveys of multiple sites indicates the following rates (avg) for Thursday PM peak:

- Hardware Stores - 2.7 veh/100m² GFA
- Bulky Goods – 1.0 veh/100m² GFA
- Costco – 5.1 veh/100m² GFA (source from North America where Costco Stores are more prevalent)

Any future traffic reports accompanying any development application/Master Plan proposal should ensure that the analysis and modelling be updated using the Thursday PM peak rates from the multiple sites listed above.

8. Traffic report only assessed the Thursday PM Peak, however retail developments tend to generate more traffic during the weekend. Recent information made available to the RTA based on surveys of multiple sites indicates the following rates (avg) for the Saturday peak:
 - Hardware Stores – 5.9 veh/100m² GFA
 - Bulky Goods – 3.9 veh/100m² GFA
 - Costco – 7.4 veh/100m² GFA (source from North America where Costco Stores are more prevalent)

Any future traffic reports accompanying any development application/Master Plan proposal should ensure that the analysis and modelling be updated to include the Saturday peak using rates from the multiple sites listed above.

9. The traffic report assumed a 20% 'pass-by' trip discount for the whole development. Application of such a discount is not applicable to Hardware Store, Bulky Goods and Costco developments as these stores tend to be primary trip destinations. The submission of any future traffic reports accompanying any development application/Master Plan proposal must ensure that further information based on surveys of similar developments are provided to justify the application of 'pass-by' trip reductions.

In addition, the application of 'pass-by' trip discount detailed in the traffic report is incorrect. The total non-discounted traffic generated by the proposed development/Master Plan should be applied to the site access/es with 'pass-by' trip reductions deducted from existing through traffic on James Ruse Drive.

Any inquiry in relation to this matter can be directed to Edmond Platon on phone 8849 2906.

Yours faithfully



Andrew Popoff
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Transport Planning Section, Sydney Region

17 September 2009