

Our Ref: 16111

20 May 2019

Scentre Group  
85 Castlereagh Street  
SYDNEY NSW 2000

**Attention: Mr Anthony Iannuzzi**

Dear Anthony,

**RE: WESTFIELD WARRINGAH MALL REDEVELOPMENT AMENDED STAGE 2 DA  
RESPONSE TO ROADS AND MARITIME SERVICES COMMENTS**

The Transport Planning Partnership (TPPP) has prepared this letter in response to the SIDRA traffic modelling comments raised in the Roads and Maritime Services' (Roads and Maritime) letter dated 8 May 2019.

TPPP's responses to the comments are provided in Table 1.

**Table 1: Response to Roads and Maritime Comments**

Roads and Maritime Comment	TPPP Response
<p><b>1. General</b> The intersections are close to a busy shopping precinct on both sides. Has pedestrian volumes been considered in the modelling or looked at?</p>	<p>The pedestrian impacts have been assessed in the SIDRA models by applying a minimum 6 seconds late start for relevant movements at all assessed intersections. This methodology is consistent with the Roads and Maritime traffic modelling guidelines to address pedestrian safety requirements.</p>
<p><b>2. Green St/Cross St (All options)</b> Additional right turn 40m lane coded on Green St (s) which does not exist on site or not stated within the report. Confirm if this right turn should be included</p>	<p>This additional right turn lane on Green Street has been approved by Roads and Maritime, as part of the proposed traffic signal modifications on Cross Street and Green Street (RMS Reference: SYD14/00168/06 dated 8 July 2018).</p>
<p><b>3. Pittwater Rd/Cross St (All options)</b> Why 30% additional capacity was applied to the north leg lanes 2 and 3?</p>	<p>This additional capacity has been applied to calibrate the existing base traffic models to reflect queue lengths observed on site (Saturday 25 November and Thursday 28 November 2017). This calibration process is consistent with the SIDRA models submitted to Roads and Maritime as part of the proposed traffic signal modifications at Cross Street-Green Street intersection noted in Item 2 above.</p>
<p><b>4. Pittwater Rd/William St</b></p> <ul style="list-style-type: none"> <li>Option A&amp;B - Model shows no traffic accessing the ingress along Condamine St. Only traffic heading from Pittwater Rd (SE) is making access.</li> </ul>	<p>As documented in Section 4.3 in TPPP's DA traffic report (dated 4 August 2018), Roads and Maritime has provided an in-principle approval for a new ingress off Condamine Street near Old Pittwater Road (see email from Roads and Maritime dated 20 November 2015 in TPPP's DA traffic</p>

Roads and Maritime Comment	TTPP Response
<ul style="list-style-type: none"> <li>▪ Kerb side lane should be a dedicated left turn into Warringah Mall for light vehicles. For buses it should be a through movement only.</li> </ul>	<p>report). In the future, traffic from Condamine Street (south) will not be able to access the site using the William Street ingress as the approval from Roads and Maritime includes a "NO LEFT TURN" sign to be installed at this location. Instead, they will use the new Condamine Street ingress. The existing ingress near William Street will be retained for traffic from Pittwater Road (south).</p>

We trust the above is to your satisfaction. Should you have any queries regarding the above or require further information, please do not hesitate to contact the undersigned on 8437 7800.

Yours sincerely,



**Michael Lee**  
**Director**