21 December 2023

Holdmark Group
Suite 2/2-4 Giffnock Avenue
Macquarie Park NSW 2113

Attn: Kevin Nassif; Chief Operating Officer

info@asongroup.com.au
+61 2 9083 6601
Suite 17.02, Level 17,
1 Castlereagh Street,
Sydney, NSW 2000
ABN: 81 168 423 872

RE: Chester Square – Planning Proposal – Addendum Transport Statement

Dear Kevin,

I refer to the Planning Proposal for Chester Square at 1 Leicester Street, Chester Hill. This document is intended to form an addendum to previous studies in response to Council feedback during assessment of the Proposal.

Council has requested updated analysis in relation to the revised development scheme, having regard for findings of the previous ARUP report. A comparison is thus provided of the trip generating potential of the revised scheme versus the scheme assessed by ARUP in order to determine whether the modelling undertaken by ARUP remains fit for purpose for the Planning Proposal.

Background

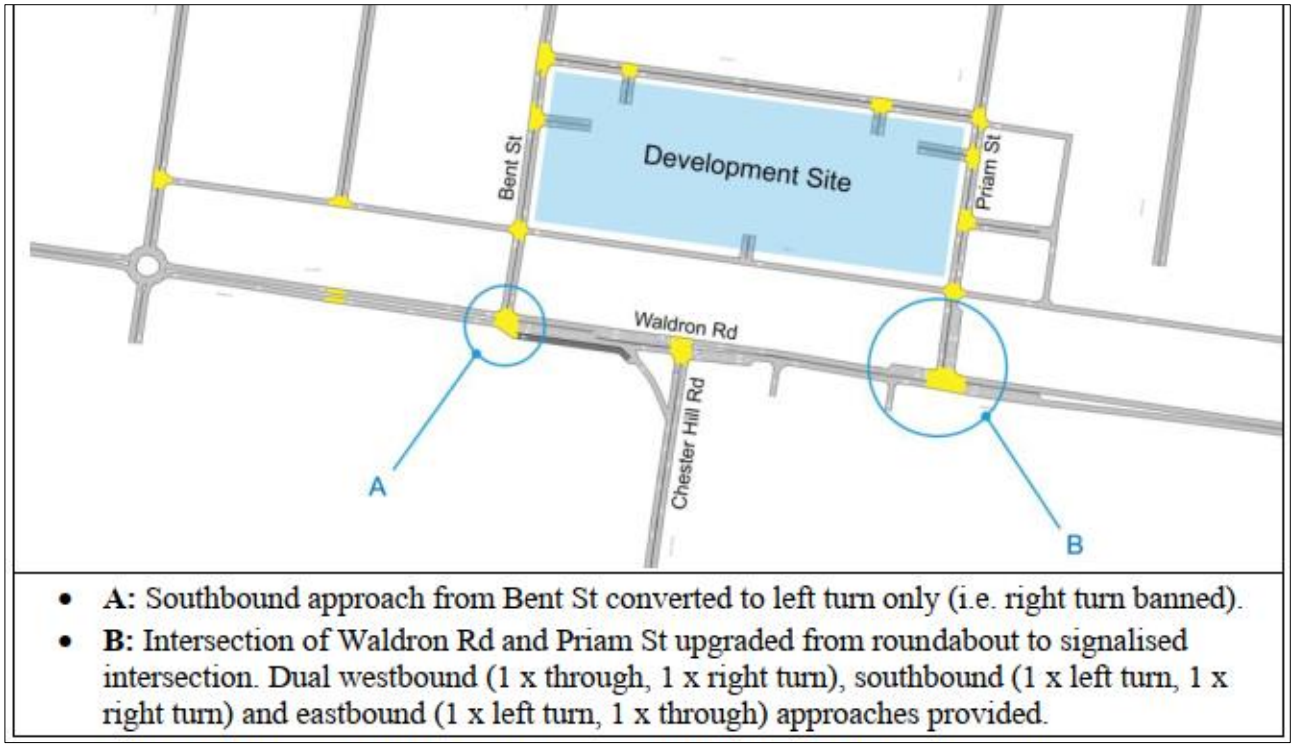
Ason Group prepared a transport impact assessment to support the proposal in 2020, which originally envisaged the following development outcome:

- 648 residential dwellings (59,016m^2 GFA)
- 1,000m^{2-} of commercial GFA, and
- 15,763m^2 of retail GFA

Subsequently, Council engaged GTA Consultants (now Stantec) to undertake a peer review and then ARUP to undertake further traffic modelling, including development of a detailed Aimsun model. As a result of that analysis, ARUP concluded that that the supportable level of development to retain a maximum Level of Service D at key intersections, included:

- 606 residential dwellings (51,543m^2 GFA at an average of 85m^2 per apartment)
- 1,000m^{2-} of commercial GFA
- 12,403m^2 of retail GFA, and
- 2,000m^2 of library GFA

To support development, the ARUP modelling assumed the following network changes.



- **A:** Southbound approach from Bent St converted to left turn only (i.e. right turn banned).
- **B:** Intersection of Waldron Rd and Priam St upgraded from roundabout to signalised intersection. Dual westbound (1 x through, 1 x right turn), southbound (1 x left turn, 1 x right turn) and eastbound (1 x left turn, 1 x through) approaches provided.

Figure 1: Infrastructure Upgrades (ARUP 2022, Scenario 4)

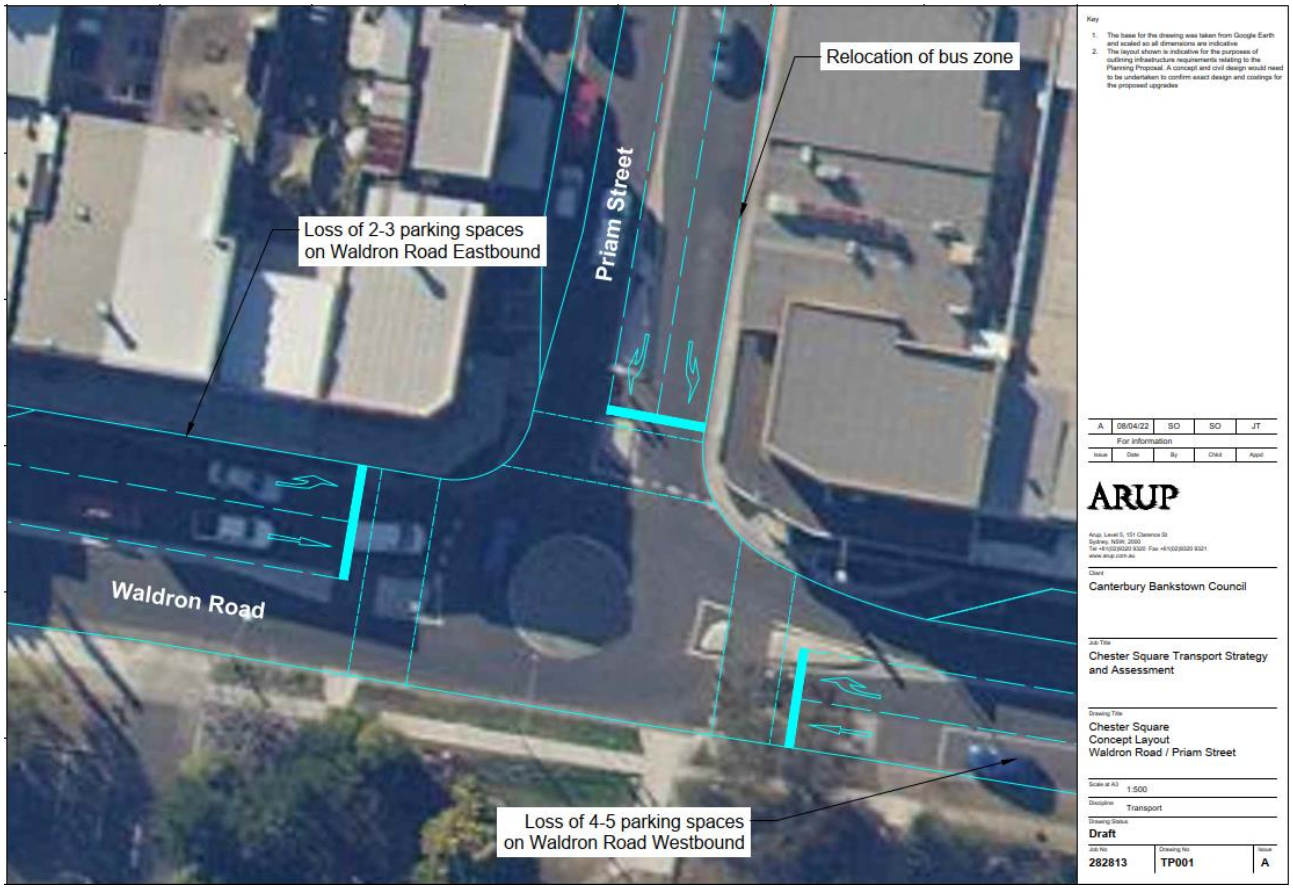


Figure 2: Intersection Upgrade - Waldron Rd / Priam St (ARUP 2022)

Revised Proposal

In response to Council's assessment, the Applicant has prepared a revised scheme which seeks the following amendments to relevant controls.

TABLE 1: PLANNING PROPOSAL AMENDMENTS

Control	Existing	Proposed
Land Use	B2 Local Centre	No Change
Height of Buildings	20m	12-60m
Floor Space Ratio	2.5:1	4:1 (with a max. retail GFA of 12,400m^2)

Having regard for the above, an indicative development scheme has been prepared by Turner which incorporates the following Gross Floor Area (GFA).

TABLE 2: GROSS FLOOR AREA COMPARISON

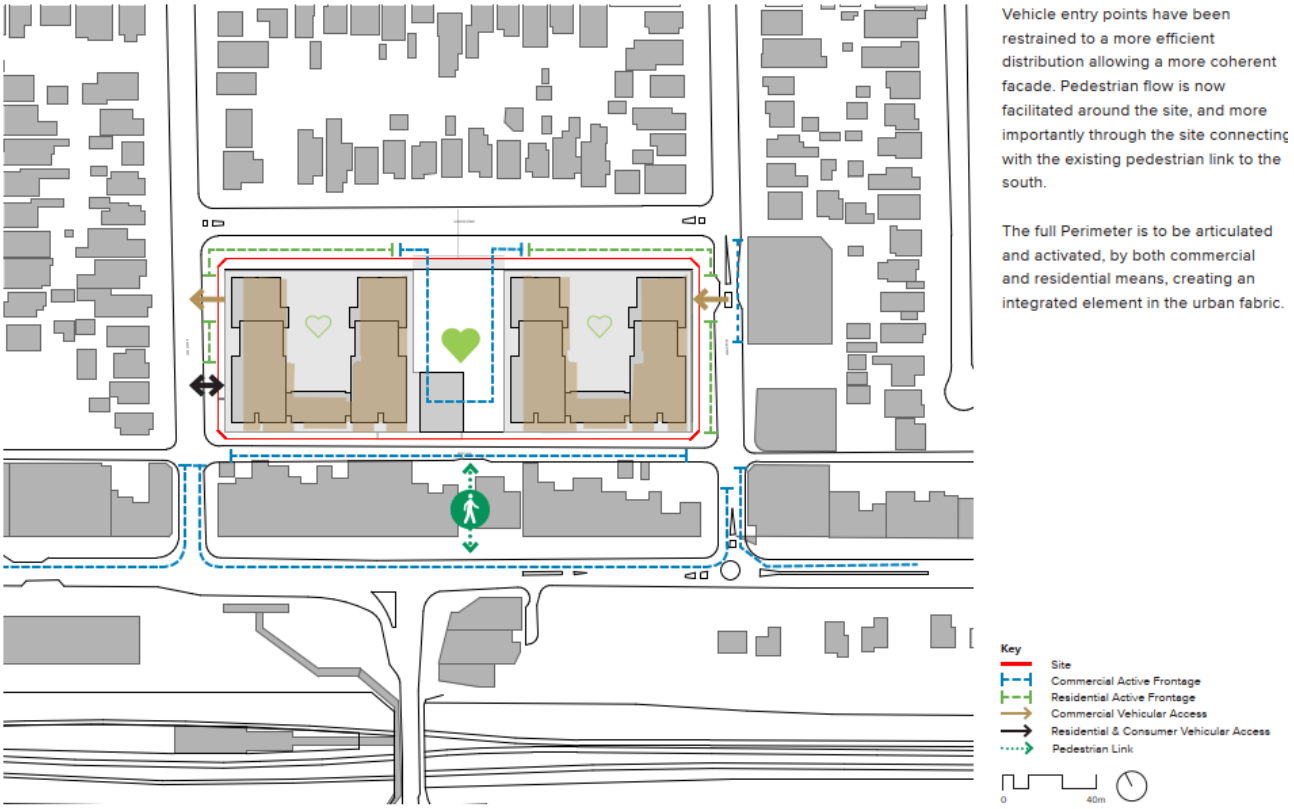
Land Use	Existing	2020 Submission	ARUP Assessed Scheme	Current Proposal	Change (Current vs. ARUP)
Residential		59,016	51,543	51,153	-390
(dwellings)		*648*	*606*	*515*	*-91*
Commercial		1,000	1,000	1,218	+218
Retail	8,300	15,763	12,403	12,400	-3
Library		-	2,000	2,064	+64
Total GFA	**8,300**	**75,779**	**66,946**	**66,835**	**-111**

Notes: 1) ARUP Scheme refers to scenario 4.2 outlined in the ARUP report, dated 03 May 2022

It is evident from the above that the proposed scheme has taken into consideration the findings of the ARUP modelling and results in an overall reduction in GFA of:

- - 111m^2 GFA reduction from the ARUP scheme, and
- - 8,944m^2 GFA reduction from the previous 2020 submission

In particular, the Proposal now include a retail cap of 12,400m^2 GFA as the retail component was determined to be the primary generator of private vehicle movements.



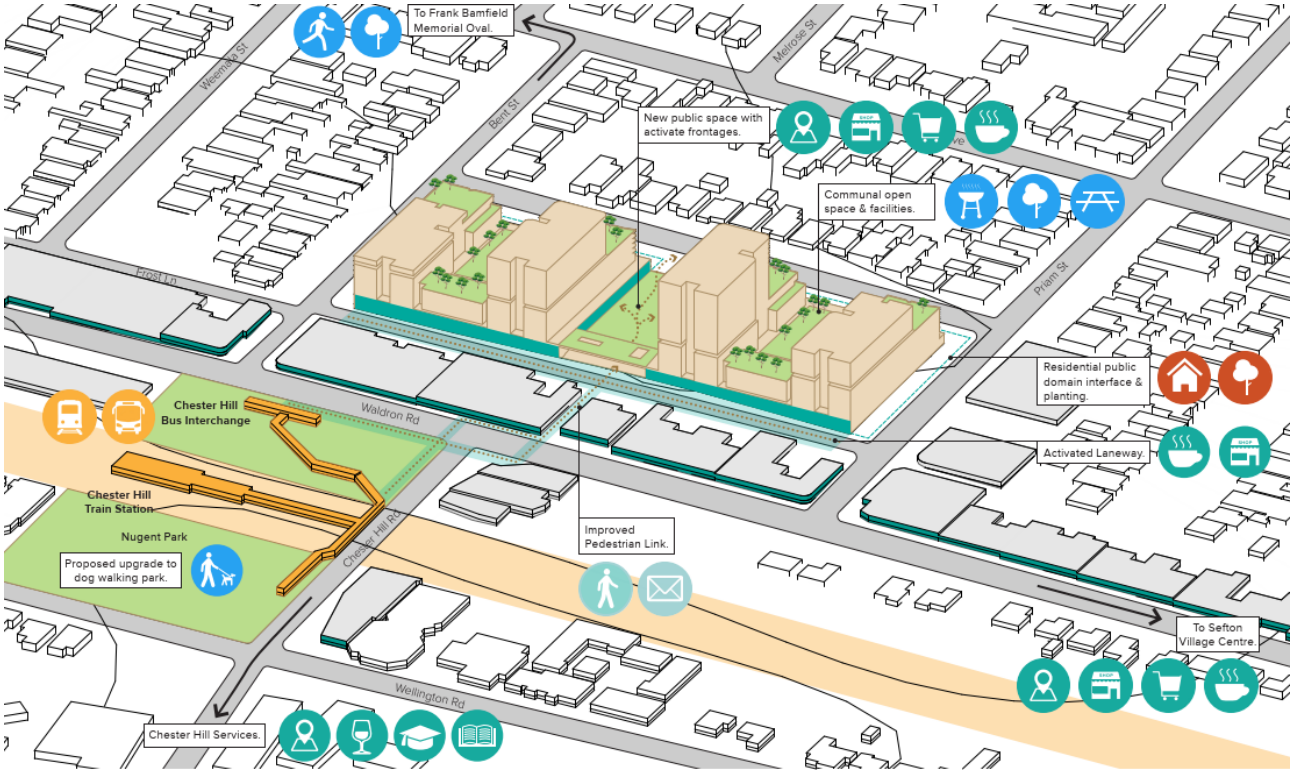


Figure 3: Indicative Site Layout & Active Integration

Parking Assessment

To understand the indicative quantum of car parking required for development made permissible under the Planning Proposal, the parking rates under the Canterbury-Bankstown Development Control Plan 2023 (DCP 2023) were applied to the revised scheme. This assessment is provided below and also considers parking rates for non-specified uses.

TABLE 3: PARKING RATES

Land Use	No. / GFA	Parking Rate	Parking Requirement[5]
Shop Top Housing[1]	515	1 space per dwelling	515
Visitors[2]		1 space per 5 dwellings	103
Commercial	1,218m^2	1 space per 40m^2	30
Retail[3]	12,400m^2	1 space per 40m^2	310
Library[4]	2,064m^2	1 space per 50m^2	41
Total			**999**

Notes:
1) *Parking rate adopted for shop top housing in B2 zones within the former Bankstown local government area*
2) *Parking rate adopted for visitor parking for residential flat buildings in B2 zones*
3) *Parking rates adopted for developments located in the former Bankstown local government area*
4) *Parking rate adopted from Austroads Guide to Traffic Management (Part 11)*
5) *Parking requirement for each land-use rounded to the nearest whole number in accordance with DCP*

It can be seen from above that the revised scheme has a nominal parking requirement of 999 parking spaces under the DCP 2023 and when including parking rates for non-specified uses. It is noteworthy in this regard that the DCP does not stipulate visitor parking rates for shop top housing, although the corresponding visitor parking rate has been adopted for residential flat buildings noting the comparable land use characteristics. Based on the revised (and reduced) scheme currently before Council, this provision represents a substantially reduced level of parking required from that originally proposed (1,565 parking spaces).

There is also potential for this quantum of parking to be further moderated as the site undergoes detailed design and a Green Travel Plan is prepared for Council's consideration as part of a Development Application process and as recommended by ARUP. The site is considered to be of ample size and dimension to accommodate the level of parking as required under DCP 2023.

Accordingly, the uplift enabled in the Planning Proposal is considered to be acceptable on parking grounds.

Traffic Assessment

As outlined above, the proposed indicative development outcome is generally consistent with that recommended by the ARUP assessment. The below table provides a comparison of the respective traffic generation associated with the revised scheme and the scheme assessed by ARUP.

TABLE 4: TRAFFIC GENERATION COMPARISON

Land Use	Unit of Measure / Period	Trip Rates AM	Trip Rates PM	ARUP Assessed Scheme AM	ARUP Assessed Scheme PM	Current Proposal AM	Current Proposal PM	Change AM	Change PM
Residential *(dwellings)*	trips / unit	0.29	0.24	176	145	149	124	-27	-21
Commercial	trips / 100m^2	1.6	1.2	16	12	19	15	3	3
Retail	trips / 100m^2	6.2	9.7	769	1,203	769	1,203	0	0
Library	trips / 100m^2	0.633	0.633	13	13	13	13	0	0
Total				**974**	**1,373**	**950**	**1,355**	**-24**	**-18**

Notes: 1) *Refers to Gross Floor Area*
2) *Generation for each land-use rounded to the nearest whole number*

It can be seen from above that the traffic generated by the revised scheme is generally consistent with – and indeed reduced from - the scheme assessed in the ARUP modelling. This outcome is attributed to the reduced number of dwellings in the revised scheme and demonstrates that the amendments to the controls as now sought in the Planning Proposal will result in a reduced trip generating intensity over the previous scheme.

It is relevant to note from Figure 4 below that the residential access points for the indicative site layout has shifted from Frost Lane and Leicester Street to a single access on Bent Street. The redistribution of development traffic is considered inconsequential for the purposes of mesoscopic modelling when considering the low volume of residential trips (in contrast to the retail component which retains the same site access locations). That is, the outcomes of the mesoscopic model in identifying broad upgrades (e.g. restricted turning movements and signalisation of intersections) would not be sensitive to changes of this order.

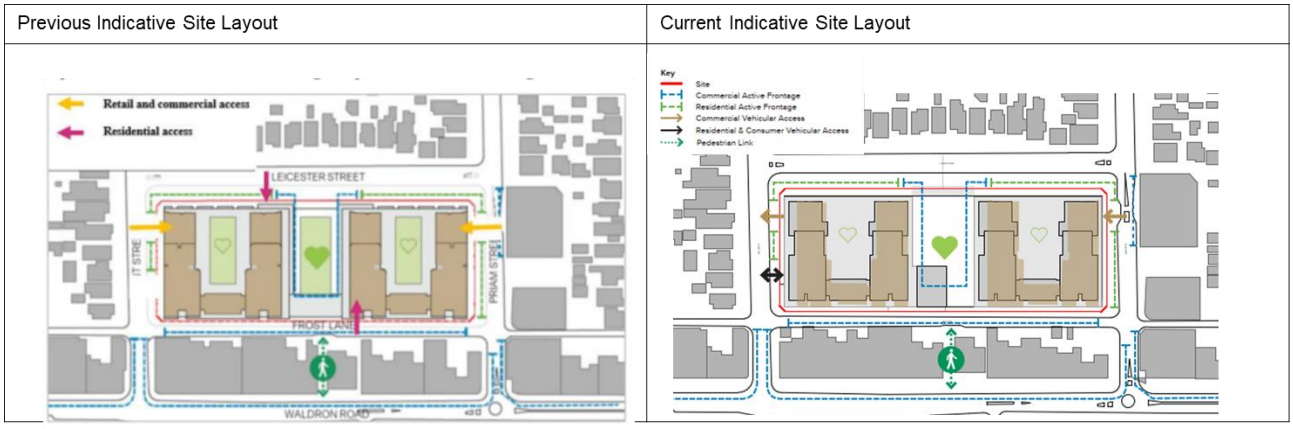


Figure 4: Previous Indicative Site Layout vs Current Indicative Site Layout

In any case the intent of software modelling at Planning Proposal stage is to evaluate the development scheme on its traffic generating potential, noting that the shown access arrangements will not form part of approved changes to planning controls.

As such, it is expected that the proposal will continue to undergo further refinements as the Planning Proposal progresses in addition to detailed development design and assessment during the Development Application stage. This further analysis would be undertaken in consultation with Council and TfNSW, whereby SIDRA modelling will reliably inform a concept intersection treatment that responds to the known development impacts.

In summary, the ARUP modelling is deemed fit-for-purpose in the assessment of the Planning Proposal and further modelling is not considered warranted as the traffic impacts remain appropriately accounted for. It is however anticipated that further modelling and traffic impact assessment will be undertaken as part of the detailed Development Application process.

Other Recommendations

It is noted that the ARUP review also provides a list of further recommendations, as follows.

- *A Green Travel Plan should be produced for the site that outlines the travel demand management strategy including measures, targets and a monitoring strategy. Managing travel demand relating to the retail uses proposed should be a key objective in this Green Travel Plan.*
- *Develop site specific parking rates as part of the site specific DCP which consider the constraints of the surrounding road network, public transport provision and future mode share aspirations*
- *Produce a Delivery and Servicing Plan for the site that considers how loading and servicing demand can be managed at peak times along with providing wider community benefit through last mile deliveries*
- *Develop street cross sections that outline how changes to the Movement and Place hierarchy of streets can be achieved. Indicative cross sections are outlined in the draft Urban Design Framework being prepared by SJB.*
- *In future stages of the project TfNSW should be engaged to discuss refinement of the microsimulation modelling including updates to STFM growth rates. These discussions will also consider the wider masterplan for Chester Square and if changes to the road network beyond the current study area could alleviate congestion issues whilst aligning with the future vision for the suburb.*

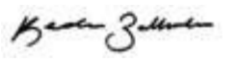
All of the above can be readily prepared as part of future Development Application submissions. The proposed controls include a limitation on retail GFA and many of the other management plans and strategies can only be completed during future DA stages once the appropriate level of detail is prepared.

Conclusions

Having regard for the above, the Planning Proposal remains supportable on traffic planning grounds, subject to the upgrade of Waldron Road / Priam Road to a signalised intersection and the restriction of turning movements out of Bent Street to left-out only onto Waldron Road. It should be noted that the Waldron Road / Priam Road signalisation will also improve pedestrian safety for access between Chester Hill Station and areas to the north-east of the intersection.

We trust the above is of assistance and please contact the undersigned should you have any queries or require further information.

Yours sincerely,



Kedar Ballurkar

Senior Transport Planner

E kedar.ballurkar@asongroup.com.au

M +61 488 070 119