STOCKLAND

REPORT ON THE TRANSPORT IMPLICATIONS OF PROPOSED ALTERATIONS AND ADDITIONS TO STOCKLAND WETHERILL PARK

NOVEMBER 2010

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1. INTRODUCTION

1.1. Colston Budd Hunt & Kafes Pty Ltd has been retained by Stockland to prepare a report on the transport implications of the proposed alterations and additions to Stockland Wetherill Park. The proposed alterations and additions involve reconfiguration of existing parking and retail uses within the centre of the site to provide an additional 11,955m^2 of retail area (including a gym) and an additional 466 parking spaces. Minor changes are proposed to access to the site with a loading dock replacing the existing service station on Polding Street.

1.2. This report assesses the transport implications of the proposed alterations and additions to the shopping centre through the following chapters:-

- Chapter 2 - Describing the existing conditions;
- Chapter 3 - Assessing the implications of proposed alterations and additions.

2. EXISTING CONDITIONS

Site Location

2.1. Stockland Wetherill Park shopping centre is located on the southern side of Polding Street, between Prairie Vale Road and Roland Street, as shown on Figure 1. The shopping centre extends between Polding Street and Restwell Road, with signalised access driveways onto both of these street frontages.

2.2. The existing shopping centre comprises some 47,900m^2, including retail area, a library, child care centre and a cinema complex. Car parking is currently provided for some 1,944 spaces. To the west of the site is the Parramatta to Liverpool Bus Transitway with a major stop located adjacent to the shopping centre with a pedestrian connection between the Transitway and the shopping centre. The site is located within the Prairiewood town centre.

2.3. Surrounding land use comprises residential to the north and west (on the western side of the transitway), Prairiewood High School to the east, and recreational and community facilities (sporting fields, Calabria club and Prairiewood Youth and Community Centre) to the south.

The Road Network

2.4. The main road network in the vicinity of the site is made up of Polding Street, Restwell Road, Prairie Vale Road and Mimosa Road. The Parramatta to Liverpool Bus Transitway is located to the west of the site, which provides a dedicated bus road with traffic signal controlled intersections on Polding Street and Restwell Road. Polding Street is located along the northern boundary of the site and provides access to the site via two traffic signal controlled intersections plus left

in/left out access to a petrol station. Adjacent to the site, Polding Street provides one or two traffic lanes in each direction with additional turning lanes at the traffic signal controlled intersections. The eastern traffic signal controlled intersection is the major site access off Polding Street and is a T-intersection with Polding Street the major road. The western traffic signal controlled intersection is a four way intersection with Conrad Street the northern leg of the intersection. The southern leg provides access to the McDonalds and a small parking area.

2.5. Restwell Road is located along the southern boundary of the site and provides access to the site via a traffic signal controlled T- intersection at the eastern end of the site with secondary access to service areas and staff parking located to the west of the major access. Adjacent to the site, Restwell Road provides one traffic lane in each direction with kerb side parking, with additional lanes at the traffic signal controlled intersections.

2.6. Prairie Vale Road is located to the east of the site and forms part of a north south link connecting The Horsley Drive (in the north) with the residential areas to the south. It generally provides one traffic lane in each direction with kerb side parking, with additional lanes at the traffic signal controlled intersections. The intersection of Prairie Vale Road and Restwell Road is a traffic signal controlled T-intersection.

2.7. Mimosa Road is located to the east of the site and forms part of a north south link connecting The Horsley Drive (in the north) with the residential areas to the south. It generally provides one traffic lane in each direction with kerb side parking. The intersection of Mimosa Road and Polding Street is a traffic signal controlled T- intersection. The intersection of Mimosa Road and Restwell Road is a multi lane roundabout.

Traffic Flows

2.12 In order to establish existing traffic flows in the area, traffic counts were undertaken during a Thursday afternoon and a Saturday middle of the day in September 2010 (prior to school holidays). The Thursday counts cover a period when retail activity overlaps with a normal weekday peak period and included the school pick up time. Saturday represents the busiest time for the retail centre.

Table 2.1: Existing Two Way (sum of both directions) Traffic Flows

Location	Thursday	Saturday
Polding Street		
- east of Prairie Vale Road	2125	1780
- west of Prairie Vale Road	1455	1415
- east of main access	1380	1230
- east of transitway	1080	1045
- east of Mimosa Road	790	645
Restwell Road		
- west of Prairie Vale Road	1240	1020
- east of main access	1220	1140
- east of transitway	1065	1100
- east of Mimosa Road	775	820
Prairie Vale Road		
- north of Polding Street	835	765
- south of Polding Street	1370	1050
- east of Restwell Road	1350	895
- south of Restwell Road	1320	1265
Mimosa Road		
- north of Polding Street	1005	670
- south of Polding Street	1090	775
- north of Restwell Road	915	860
- south of Restwell Road	580	840
Site Accesses		
- eastern Polding Street access	1300	1345
- western Polding Street access	155	150
- Restwell Road access	1255	1455

2.13 Examination of Table 2.1 reveals that:

- Polding Street carried some 645 to 2,125 vehicles per hour (two way) during the Thursday afternoon and Saturday midday peak periods. Traffic flows were highest on the eastern section of Polding Street and decreased towards Mimosa Road;
- Restwell Road carried some 765 to 1350 vehicles per hour (two way) during the Thursday afternoon and Saturday midday peak periods. Traffic flows were highest on the eastern section of Polding Street and decreased towards Mimosa Road;

- Prairie Vale Road carried some 645 to 2,125 vehicles per hour (two way) during the Thursday afternoon and Saturday midday peak periods;

- Mimosa Road carried 645 to 2,125 vehicles per hour (two way) during the Thursday afternoon and Saturday midday peak periods;

- The existing shopping centre (excluding the petrol station on Polding Street) generated some 2,710 and 2,970 vehicles per hour (two way) during the Thursday afternoon and Saturday midday peak periods respectively. This is a generation rate of some 5.6 and 6.1 trips per 100m^2 per hour (two way).

2.14 Surveys of traffic movements through the centre in 2008 (between Polding Street and Restwell Road) found only a small proportion of (less than 5%) of traffic entering the site was through traffic (that is did not stop in the centre).

Intersection Operation

2.15 The capacity of the road network is generally determined by the capacity of its intersections to cater for peak period traffic flows. The surveyed intersections have been analysed using the SIDRA program. SIDRA is designed to analyse traffic signal controlled intersections, roundabouts and priority intersections.

2.16 The program produces a number of measures of intersection operations. The most useful measure provided is average delay per vehicle expressed in seconds per vehicle.

2.17 Based on average delay per vehicle, SIDRA estimates the following levels of service (LOS):-

- For traffic signals, the average delay per vehicle in seconds is calculated as delay/(all vehicles), for roundabouts the average delay per vehicle in seconds is selected for the movement with the highest average delay per vehicle, equivalent to the following LOS:-

0 to 14	=	"A"	Good
15 to 28	=	"B"	Good with minimal delays and spare capacity
29 to 42	=	"C"	Satisfactory with spare capacity
43 to 56	=	"D"	Satisfactory but operating near capacity
57 to 70	=	"E"	At capacity and incidents will cause excessive delays. Roundabouts require other control mode.
>70	=	"F"	Unsatisfactory and requires additional capacity

- For give way and stop signs, the average delay per vehicle in seconds is selected from the movement with the highest average delay per vehicle, equivalent to following LOS: -

0 to 14	=	"A"	Good
15 to 28	=	"B"	Acceptable delays and spare capacity
29 to 42	=	"C"	Satisfactory but accident study required
43 to 56	=	"D"	Near capacity and accident study required
57 to 70	=	"E"	At capacity and requires other control mode.
>70	=	"F"	Unsatisfactory and requires other control mode

2.18 It should be noted that for roundabouts, give way and stop signs, in some circumstances, simply examining the highest individual average delay can be misleading. The size of the movement with the highest average delay per vehicle should also be taken into account. Thus, for example, an intersection where all movements are operating at a level of service A, except one which is at level of service E, may not necessarily define the intersection level of service as E if that movement is very small. That is, longer delays to a small number of vehicles may not justify upgrading an intersection unless a safety issue was also involved.

2.19 The analysis found that:

- the signalised intersection of Prairie Vale Road and Polding Street operates with average delays per vehicle of some 45 seconds for the Thursday afternoon peak period. This represents level of service D, a satisfactory level of intersection operation. In the Saturday midday peak period the intersection operates with average delays of some 37 seconds per vehicle. This represents level of service C, a satisfactory level of intersection operation;

- the signalised intersection of Prairie Vale Road and Restwell Road operates with average delays of less than 39 seconds in the Thursday afternoon peak period. This represents level of service C, a satisfactory level of intersection operation. In the Saturday midday peak period the intersection operates with average delays of some 31 seconds per vehicle. This represents level of service C, a satisfactory level of intersection operation;

- the signalised intersection of Polding Street and eastern site access operates with average delays per vehicle of less than 25 seconds for both peak periods. This represents level of service B, a good level of intersection operation;

- the signalised intersection of Polding Street, western site access and Conrad Street operates with average delays per vehicle of less than 20 seconds for both peak periods. This represents level of service B, a good level of intersection operation;

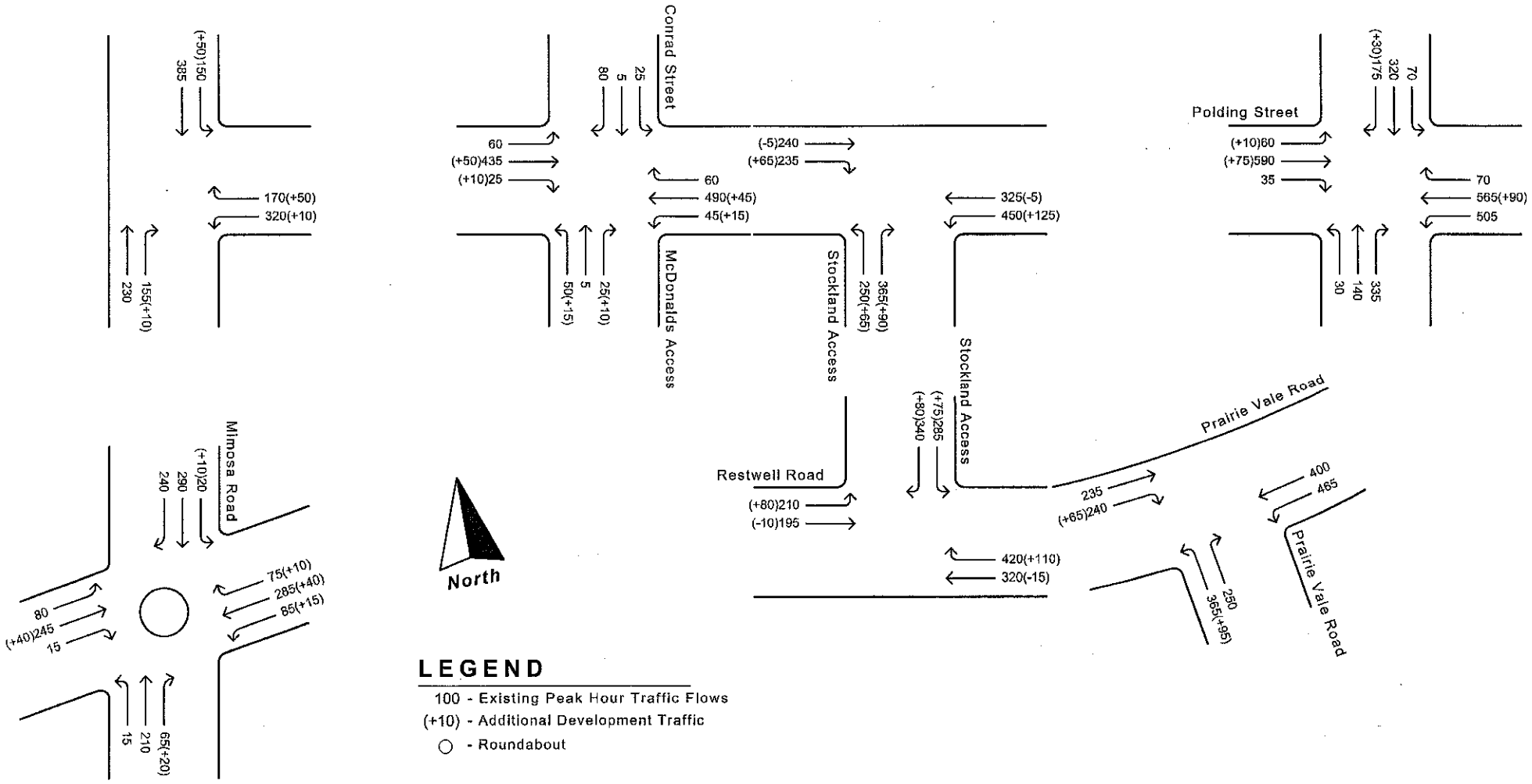
- the signalised intersection of Polding Street and Mimosa Road operates with average delays per vehicle of less than 35 seconds for both peak periods. This represents level of service C, a satisfactory level of intersection operation;

- the signalised intersections of the transitway with Polding Street and Restwell Road operate with average delays per vehicle of less than 20 seconds for both peak periods. This represents level of service B, a good level of intersection operation;

- the roundabout at the intersection of Mimosa Road and Restwell Road operates with average delays per vehicle of less than 20 seconds for both peak periods. This represents level of service B, a good level of intersection operation.

Public Transport

2.20 Public transport to Prairiewood Town Centre is provided by buses. The Liverpool to Parramatta Transitway runs along the western boundary of the site with a stop provided midway along the site frontage. Pedestrian access is provided directly from the transitway into the shopping centre. Buses operate along the transitway at high frequencies and connect the shopping centre to Parramatta and Liverpool as well as Bonnyrigg and the Wetherill Park employment zone. In addition to services that operate along the transitway, there are a number of local services that connect the shopping centre to the surrounding suburbs. These include the Westbus 808 and 817 services.



Existing Thursday afternoon peak hour traffic flows plus development traffic

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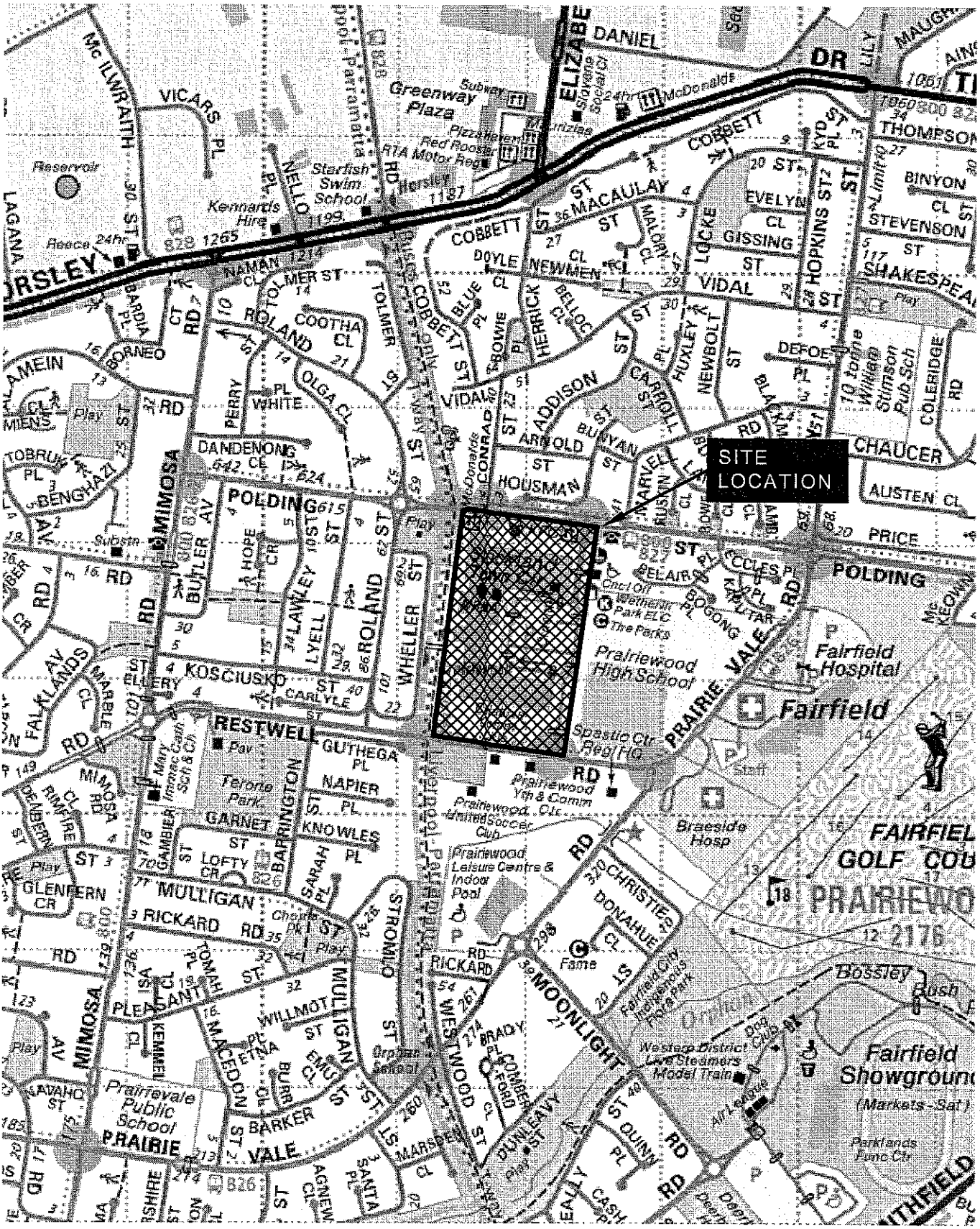
Figure 2



Location Plan

Colston Budd Hunt & Kafes Pty Ltd

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Figure 1

2.21 Stockland Wetherill Park shopping centre is located within Prairiewood town centre, which is the focus of a comprehensive system of bus network that provides local and regional connection services. This allows customers that cannot, or do not wish to, travel to the centre by car to do so by bus.

Pedestrians

2.22 Pedestrian access to the shopping centre is available from all street frontages as well as from transitway to the west and school to the east. Within the site there is a defined network of footpaths that provide a north-south and east west connections.

2.23 Existing pedestrian infrastructure on the surrounding roads consists of footpaths and pedestrian facilities at the signalised intersections.

Parking

2.24 Stockland has an agreement with Fairfield Council for Council rangers to police parking within the car park with sections of the car park having a three or four hour time limit. This has reduced parking demand within centre from some 95% to less than 90% by removing all day parking not associated with the shopping centre. There is designated staff parking areas in the south eastern and western sections of the site.

2.25 Surveys of parking demand at the existing centre were undertaken over a Thursday (8am to 8pm) and Saturday (8am to 4pm). The surveys found the following:

- Thursday – parking demand ranged from a low of 318 spaces (at 8am) to 1,596 spaces at 12pm). Peak parking demand was 83% of available parking; and

- Saturday – parking demand ranged from a low of 241 spaces (at 8am) to 1,677 spaces at 12pm). Peak parking demand was 87% of available parking.

3. IMPLICATIONS OF PROPOSED ADDITIONS AND ALTERATIONS

The Proposed Development

3.1 It is proposed to expand Stockland Wetherill Park shopping centre to increase the centre to by some 11,955m^2. The proposed alterations and additions to the shopping centre involve the following elements:

- an increase in retail area of some 11,955m^2. The new retail area comprises specialty retail and mini majors (including a 1,200m^2 gym);
- refurbishment of the existing cinema foyer;
- reconfiguration of on site parking to provide an additional 466 parking spaces;
- changes to the existing north south spine road that connects Polding Street with Restwell Road, to improve traffic movements and provide access to new parking areas; and
- replacement of the existing service station on Polding Street with a loading dock (access to remain left in/left out).

3.2 The implications of the proposed alterations and additions are assessed through the following sections:

- public transport
- parking provision;
- access and internal layout;
- servicing;
- pedestrians;
- traffic effects;
- construction; and
- summary.

Public Transport

3.3 It was noted in Chapter 2 that Stockland Wetherill Park Shopping Centre has good accessibility by public transport with bus services that access Prairiewood Town Centre. The shopping centre is therefore well located to provide customers and staff with a choice of modes for travel to the centre.

3.4 The proposed development will increase employment and retail densities close to existing public transport services. The proposal would therefore strengthen the existing demand for these services. The proposed development is therefore consistent with the planning principles of:-

(a) improving accessibility to housing, employment and services by walking, cycling and public transport;

(b) improving the choice of transport and reducing dependence solely on cars for travel purposes;

(c) moderating growth in the demand for travel and the distances travelled, especially by car; and

(d) supporting the efficient and viable operation of public transport services.

3.5 The proposed development would maintain existing bus stops adjacent to the site. A set down pick up area will be provided on the western side of the north south spine road (near the shopping centre entrance). This would also be available as a taxi set down and pick up area.

Parking Provision

3.6 Parking requirements for development are set out in Chapter 12 of the Fairfield City Wide DCP. For retail development within Prairiewood Town Centre (Stockland) the DCP suggests provision of 1 space per 25m^2 GLA. The proposed development with some 11,955m^2 GLA of additional retail space would require an additional some 478 spaces. The proposed provision of 466 spaces is considered appropriate as the minor shortfall of 12 spaces can be accommodated within the existing surplus of parking of at least 200 spaces (based on the surveys described in Chapter 2).

3.7 Appropriate levels of disabled parking and bicycle parking will be provided in accordance with Council requirements. These spaces will be located close to entrances of the shopping centre.

Access and Internal layout

3.8 The only change in access to the centre will be the replacement of the service station on Polding Street with a new loading dock. Access to the loading dock will be limited to left in/left out.

3.9 Within the site the car parking areas on the western side of the north-south spine road will be relocated and expanded to accommodate the additional retail area and parking. The proposed changes include:

- replacement of the existing undercroft parking on the northern side of the spine road and northern part of the existing central at grade car park with new retail development;

- provision of three levels of parking above the southern section of the new retail development. Access to this parking area will be limited to left in/left out from the spine road;
- provision of a basement car park underneath the existing at grade car park with access to the spine road (via a roundabout) and existing undercroft car parking beneath Target;
- retention of the southern section of the central at grade car park; and
- additional parking in the north western car park adjacent to McDonalds.

3.10 To accommodate these changes the north south spine road will be changed to limit direct access to parking aisles on the western side of the road. This will improve circulation by reducing delays along the spine road associated with cars waiting to access parking spaces. As noted above access to the new parking areas will be left in/left out to the upper level car park and via a roundabout to the basement car park. Additional traffic calming (speed humps) will be provided along the North-South Spine Road in order to maintain low vehicle speeds.

3.11 In summary, the overall strategy for the new car park layout and internal circulation is to provide parking adjacent to entrances to the shopping centre, efficient use of available parking by making it accessible and attractive to use, and direct customers around the centre in a safe and efficient manner. All new parking bays, ramps and circulation aisles will be designed to comply with the Australian Standard for Off Street Parking AS2890.1-2004.

Servicing

3.12 The only change to service arrangements is the provision of a new loading dock off Polding Street (replacing the existing service station). Access to the loading dock will be left turns only (the same as the existing situation) with trucks entering and departing the dock in a forward direction. Some staff parking will be located

in car park to the west and separate of the dock area. The dock provides 5 service bays. While the dock can accommodate a 19m articulated truck, it will generally be accessed by large rigid trucks or smaller vehicles. A review of truck swept paths (based on AS2890.2-2002) has found that appropriate turning areas are provided to allow access to the new docks and for trucks to enter and depart the new docks in a forward direction.

3.13 Overall the proposed service arrangements, subject to detailed design, are considered appropriate and will be designed to comply with Australian Standards (AS2890.2-2002).

Pedestrians

3.14 Pedestrian access to the shopping centre will be maintained from all street frontages including from the transitway. Pedestrian crossings will be provided on the north south spine road to maintain connectivity between development on either side of the spine road.

3.15 The car park area will be designed to provide appropriate pedestrian connections between the car parking areas and the shopping centre.

Traffic Effects

3.16 The proposed alterations and additions will increase the retail area by 11,955m^2. Additional traffic from the proposed alterations and extensions has been estimated using the surveyed traffic generation rates of 5.6 vehicles per hour (two way) per 100m^2 during the Thursday afternoon peak period and 6.1 vehicles per hour (two way) per 100m^2 during the Saturday midday peak period.

3.17 Application of the above generation rates to the additional development results in an additional generation of some 670 vehicles per hour two-way during the Thursday peak hour and some 730 vehicles per hour during the Saturday peak hour.

3.18 The RTA guidelines suggest that for a centre 30,000m^2 or larger, some 15 per cent of retail visits are likely to be passing trade, i.e. customers who would have driven past the centre regardless of their visit to the centre. A conservative assessment has been undertaken by not taking into account a reduction in traffic due to passing trade.

3.19 The additional traffic has been assigned to the surrounding road network based on the existing travel patterns to and from the centre. The traffic flows are summarised in Table 3.1 below and displayed in Figures 2 and 3.

3.20 Examination of Table 3.1 reveals that, with additional development traffic, the following changes in traffic flows on the road network would occur:

- Traffic flows on Polding Street would increase by some 135 to 165 vehicles per hour (two way) in the peak periods;
- Traffic flows on Restwell Road would increase by some 135 to 165 vehicles per hour (two way) in the peak periods;
- Traffic flows on Prairie Vale Road would increase by some 40 to 55 vehicles per hour (two way), north of Polding Street in the peak periods. South of Restwell Road, traffic flows would increase by some 160 vehicles per hour (two way); and

Table 3.1: Base (2008) + Development Two Way (sum of both directions) Traffic Flows				
Location	**Thursday**		**Saturday**	
	Existing	**With dev**	**Existing**	**With Dev**
Polding Street				
- east of Prairie Vale Road	2125	+165	1780	+185
- west of Prairie Vale Road	1455	+205	1415	+240
- west of main access	1380	+120	1230	+95
- east of transitway	1080	+120	1045	+95
- east of Mimosa Road	790	+120	645	+95
Restwell Road				
- west of Prairie Vale Road	1240	+160	1020	+165
- east of main access	1220	+160	1140	+165
- east of transitway	1065	+135	1100	+135
- east of Mimosa Road	775	+135	820	+135
Prairie Vale Road				
- north of Polding Street	835	+40	765	+55
- south of Polding Street	1370	+0	1050	+0
- east of Restwell Road	1350	+0	895	+0
- south of Restwell Road	1320	+160	1265	+165
Mimosa Road				
- north of Polding Street	1005	+100	670	+85
- south of Polding Street	1090	+20	775	+10
- north of Restwell Road	915	+20	860	+20
- south of Restwell Road	580	+35	840	+45
Site Accesses				
- eastern Polding Street access	1300	+345	1345	+325
- western Polding Street access	155	+345	150	+350
- Restwell Road access	1255	+50	1455	+60

- Traffic flows on Mimosa Road, north of Polding Street would increase by some 80 to 100 vehicles per hour (two way) in the peak periods. South of Polding Street, traffic flows would increase by up to some 10 to 45 vehicles per hour (two way) in the peak periods.

3.21 The operations of the intersections analysed in Chapter 2 have been analysed using SIDRA with development traffic in place. The results of the analysis are summarised below:

- the signalised intersection of Prairie Vale Road and Polding Street would operate with average delays per vehicle of some 47 seconds for the Thursday afternoon peak period. This represents level of service D, a satisfactory level

of intersection operation. In the Saturday midday peak period the intersection would operate with average delays of some 38 seconds per vehicle. This represents level of service C, a satisfactory level of intersection operation;

- the signalised intersection of Prairie Vale Road and Restwell Road would operate with average delays of less than 41 seconds in the Thursday afternoon peak period. This represents level of service C, a satisfactory level of intersection operation, but near to capacity. In the Saturday midday peak period the intersection would continue to operate with average delays of some 31 seconds per vehicle. This represents level of service C, a satisfactory level of intersection operation;

- the signalised intersection of Polding Street and eastern site access would continue to operate with average delays per vehicle of less than 25 seconds for both peak periods. This represents level of service B, a good level of intersection operation;

- the signalised intersection of Polding Street, western site access and Conrad Street would continue to operate with average delays per vehicle of less than 20 seconds for both peak periods. This represents level of service B, a good level of intersection operation;

- the signalised intersection of Polding Street and Mimosa Road would continue to operate with average delays per vehicle of less than 35 seconds for both peak periods. This represents level of service C, a satisfactory level of intersection operation;

- the signalised intersections of the transitway with Polding Street and Restwell Road would continue to operate with average delays per vehicle of less than 20 seconds for both peak periods. This represents level of service B, a good

level of intersection operation;

- the roundabout at the intersection of Mimosa Road and Restwell Road would continue to operate with average delays per vehicle of less than 20 seconds for both peak periods. This represents level of service B, a good level of intersection operation; and

- the new internal roundabout on the north south spine road would operate with average delays per vehicle of less than 20 seconds for both peak periods. This represents level of service B, a good level of intersection operation.

3.22 Thus the road network could cater for the traffic generated by the proposed alterations and additions to the shopping centre.

Construction Management

3.23 At this stage a builder has not been appointed for the construction of the development and hence the construction methodology, process and staging have not been defined. The preparation of the construction traffic management plan, signage detail, control of pedestrians and control and management of construction vehicles in the vicinity of the site will be the responsibility of the appointed builder, The plan will be lodged with Council and other relevant authorities for approval prior to the commencement of demolition/construction. Set out below is a proposed construction management plan, based on similar experience at other shopping centres and information provided by Stockland, noting that it is subject to change when a builder is appointed.

3.24 During the construction phase it would be anticipated that work zones would be required along the North-South Spine Road or Polding Street, adjacent to the site,

at various times. The loading and unloading of construction material from trucks, associated with the overall construction activity, will be carried out either on-site or from the on-street work zone. Construction material will be stored on-site within designated material handling areas.

3.25 The pedestrian movements adjacent to the work zones will be maintained during the construction period. Pedestrian activity will be protected with the provision of a Class A construction fence erected around the perimeter of the site. Scaffolding and overhead protection will be provided, where required.

3.26 The construction access driveways will be managed and controlled by qualified site personnel. Pedestrian warning signs will be erected adjacent to the driveway. The movement of trucks entering and exiting the site will be managed and controlled by flagmen.

3.27 The overall principles for traffic management during construction of the development will be:-

- provide a convenient and appropriate environment for pedestrians;
- minimise effects on pedestrian movements and amenity;
- provide appropriate safety fencing around the perimeter of the site;
- manage and control vehicular movements to and from the site;
- maintain traffic capacity at intersections and mid-block in the vicinity of the site;
- manage and control the on-street work zone;

- maintain existing on-street parking in the vicinity of the site;
- restrict construction vehicle activity to designated truck routes through the area (to be identified by the appointed builder);
- construction vehicles will generally enter and exit the site in a forward direction;
- construction vehicles will not be permitted to queue on-street in the vicinity of the site;
- construction activity to be carried out in accordance with the approved hours of construction;
- maintain safety for workers;
- provide convenient and appropriate access to the site for construction traffic; and
- manage and control vehicle activity in the vicinity of the site.

3.28 During construction on site parking will be varied with existing parking areas closed and new parking areas opened. Where practical new parking areas will be completed prior to existing areas being closed. Parking demand during construction will be reduced as some shops will be closed and there is typically a reduction in parking demand associated with construction work at shopping centres (generally due a perceived inconvenience to shoppers). As noted in Chapter 2 there is a surplus of parking spaces for the existing shopping centre that could be used for any temporary loss of parking.

3.29 More information on construction management is provided in the "Early Works Preliminary Construction Management Plan" and "Preliminary Construction Management Plan: prepared by Stockland.

Summary

3.30 In summary the main points relating to implications of the proposed alterations and additions to the shopping centre are:

i) The proposed parking provision is considered appropriate and complies with the requirements of Fairfield City Wide DCP ;

ii) Access arrangements are considered appropriate;

iii) Internal layout and servicing arrangements are considered appropriate;

iv) The site is highly accessible by public transport;

v) Pedestrian access to the centre will be maintained from all frontages to the site;

vi) The surrounding road network can cater for the traffic generated by the proposed alterations and additions;

vii) The preparation of the construction traffic management plan, signage detail, control of pedestrians and control and management of construction vehicles in the vicinity of the site will be the responsibility of the appointed builder.

Colston Budd Hunt & Kafes Pty Ltd
as Trustee for C & B Unit Trust
ABN 27 623 918 759

Our Ref: TR/7931/jj

Transport Planning
Town Planning
Retail Studies

16 June, 2011

Stockland
GPO Box 998
SYDNEY NSW 1041

Attention: Justin Travlos
Email: justin.travlos@stockland.com.au

Dear Sir,

RE: PROPOSED EXTENSIONS TO STOCKLAND WETHERILL PARK SHOPPING CENTRE

1. As requested, we have reviewed the amended plan for the proposed extensions. We offer the following comments on the new loading located to the south of KFC and the RTA's request to provide a separate left turn lane on Polding Street (westbound) into the site at the western traffic signal controlled access.

Loading Dock

2. In response to a request from Council the new loading dock that was located along the Polding Street frontage has been relocated to the south of KFC. Access would be from the main north south spine road (egress) and the service road to KFC (ingress). We have prepared truck swept paths (attached) showing that this dock can satisfactorily accommodate 12.5m long heavy rigid trucks (HRV). We understand that this is the largest truck that will use the dock. Our analysis has found that HRV's can satisfactorily access the new dock.

Western Polding Street Access

3. In its review of the amended plans the RTA has suggested that the westbound approach to the western traffic signal controlled access on Polding Street (opposite Conrad Street) be widened to provide a dedicated left turn lane into the site. The scheme reviewed by the RTA had additional car parking that was accessed via this intersection. The current scheme provides only four

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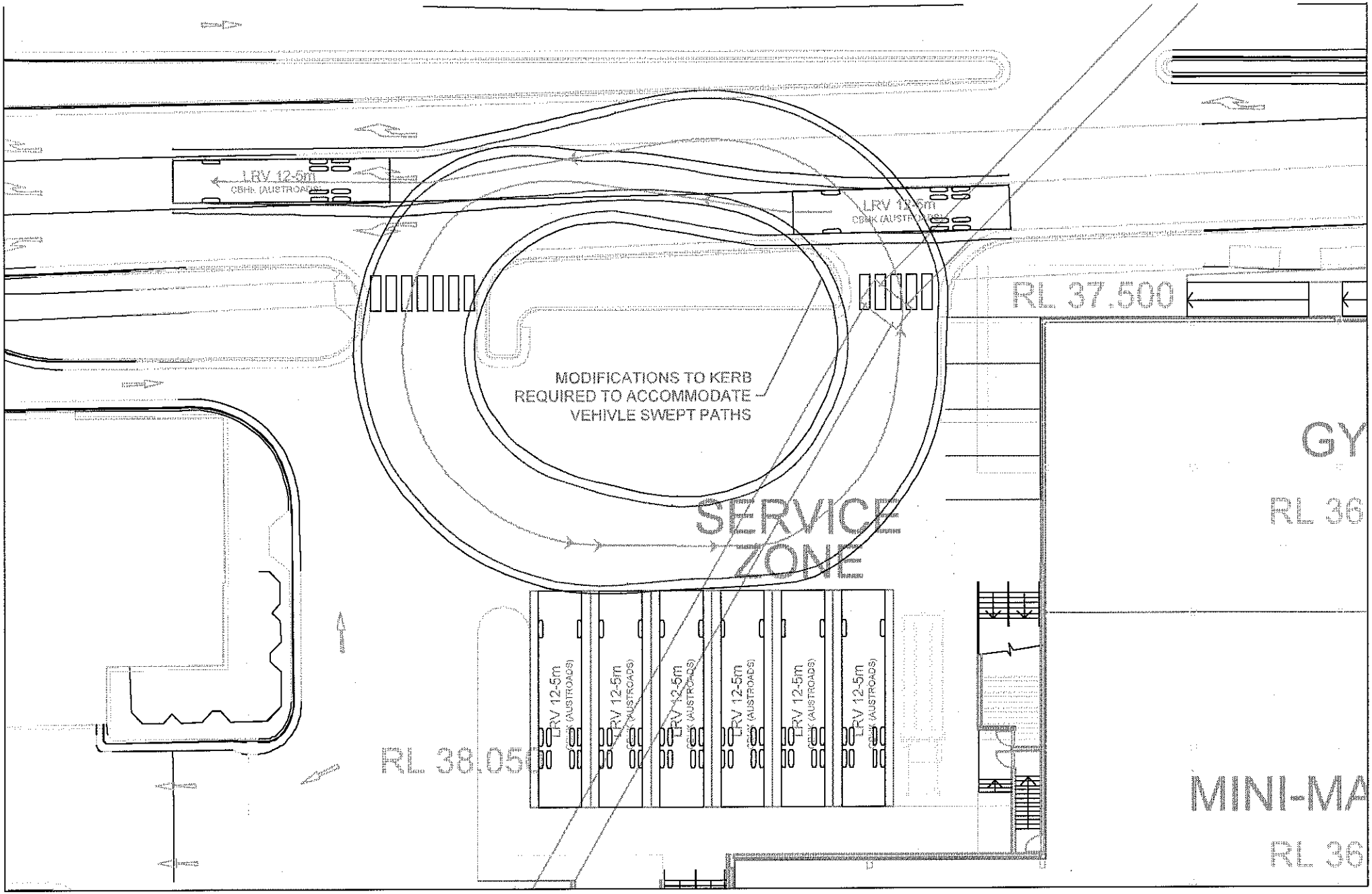
additional spaces. Hence only a very few additional vehicles would use this access. On this basis there is no nexus for the RTA's request to construct a dedicated left turn as part of the proposed extensions.

4. 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 HUNT & KAFES PTY LTD

T. Rogers
Director



NOTE:
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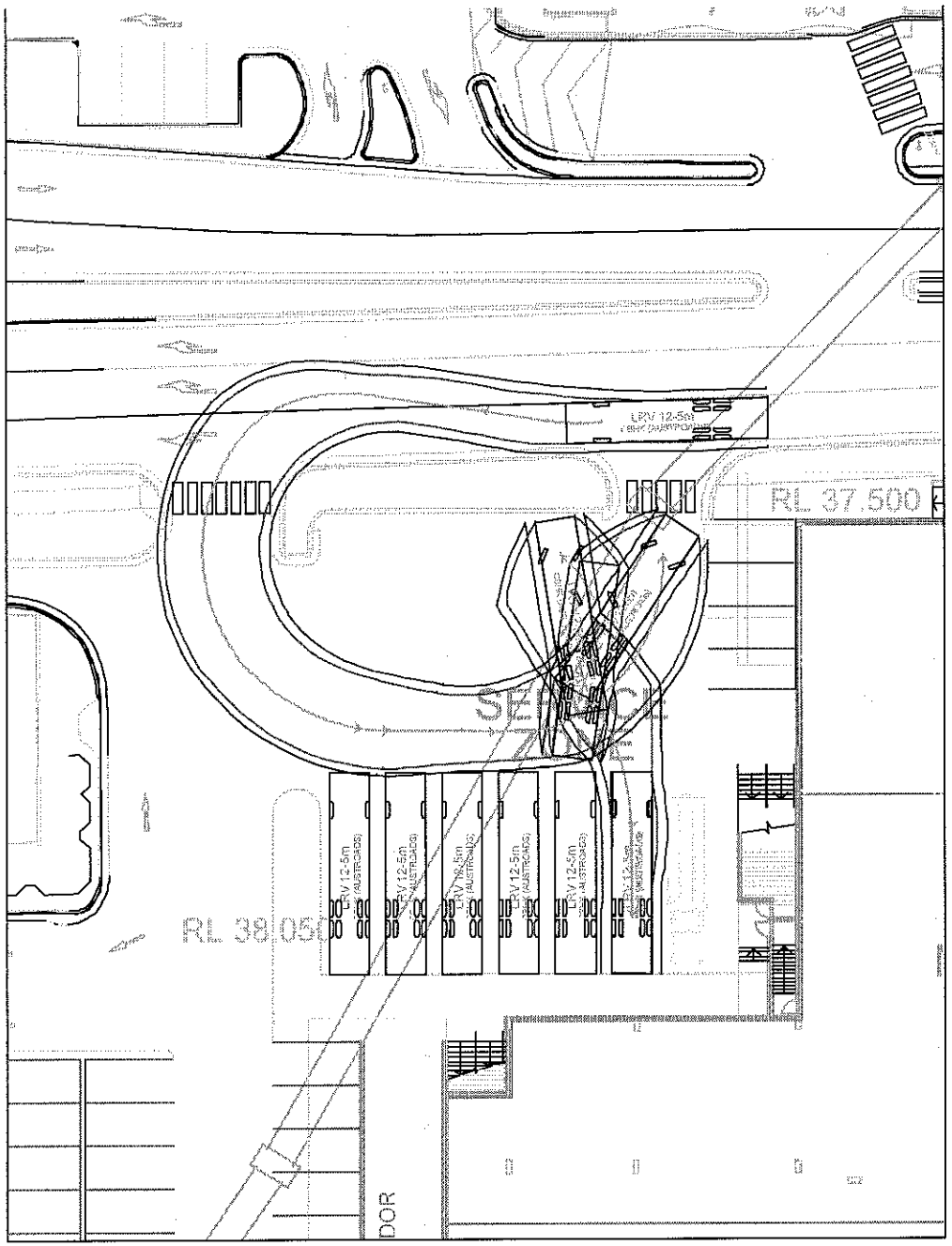
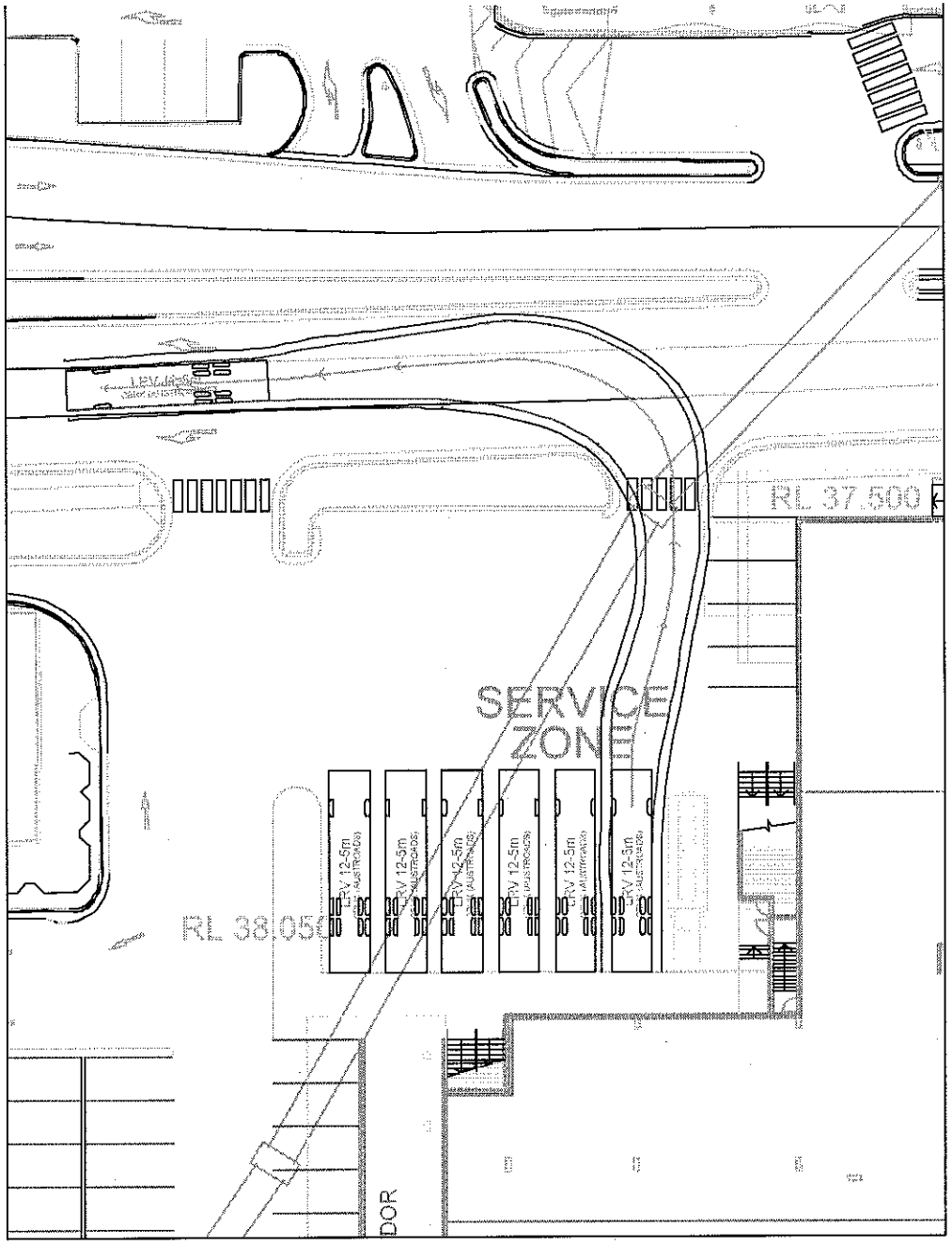
Swept Path of Vehicle Body
Swept Path of Clearance to Vehicle Body

12.5m LARGE RIGID VEHICLE
SWEPT PATHS

DRAWN BY GBHK Pty Ltd_ho Ref: 7931 DD MMMMM 2010

1





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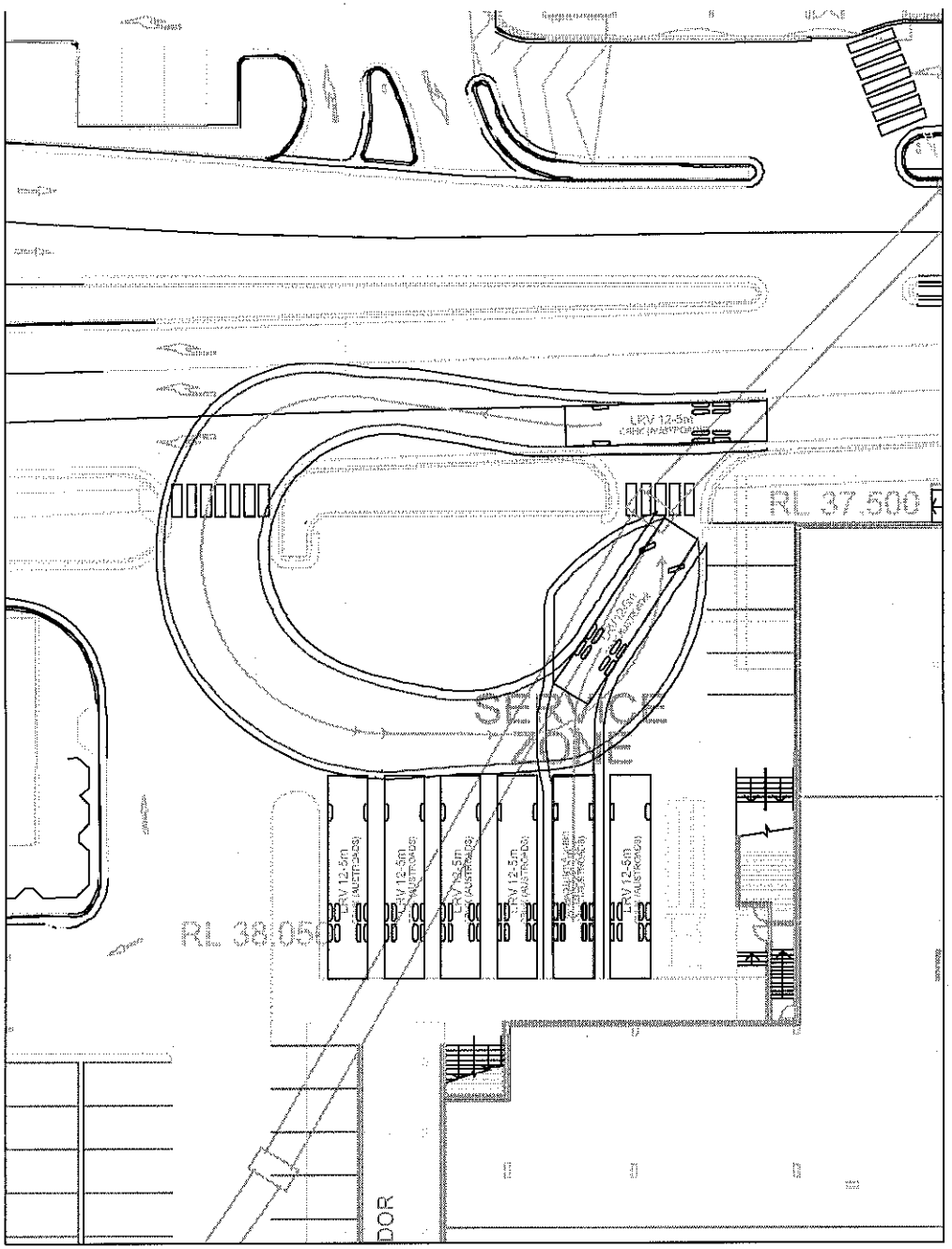
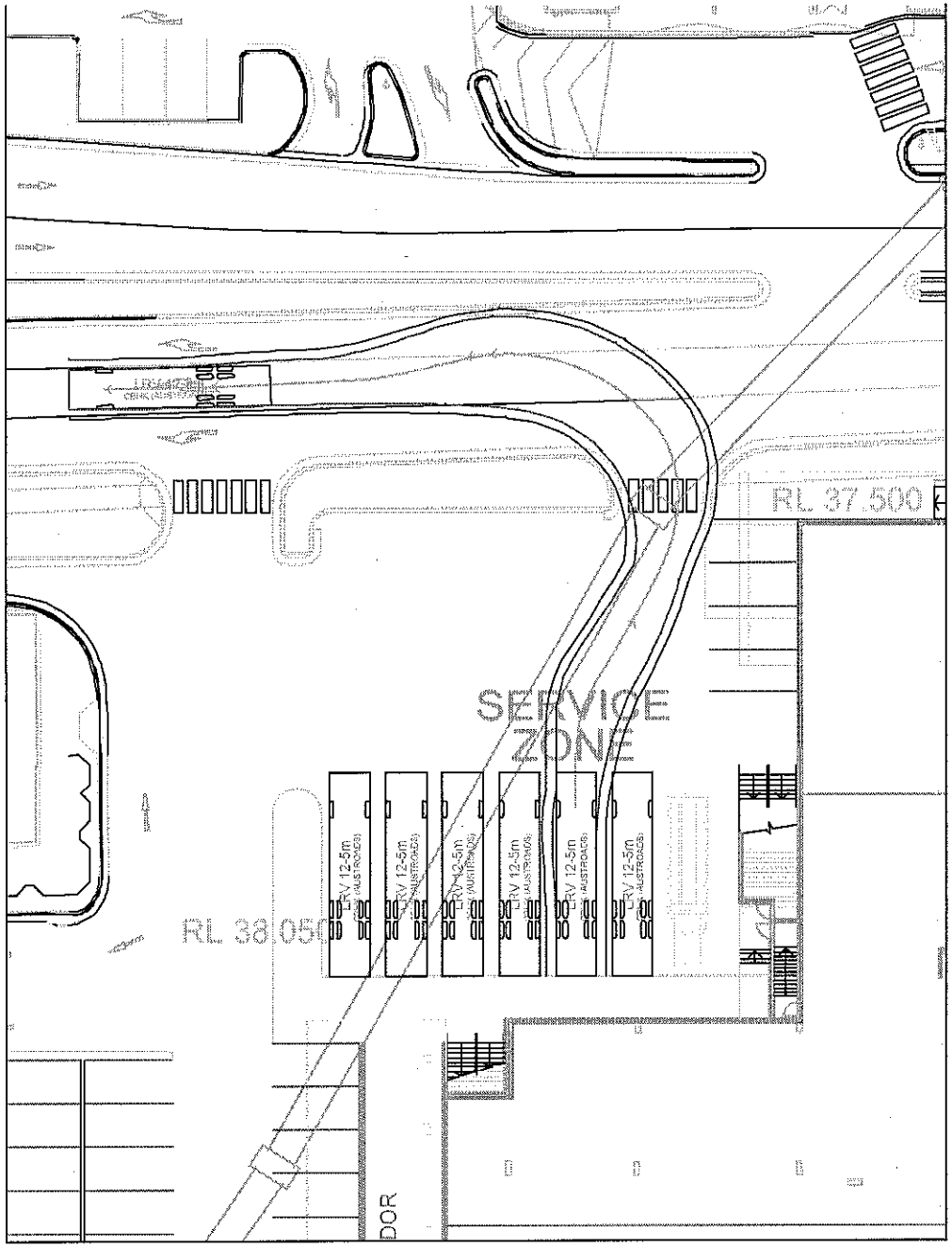
Swept Path of Vehicle Body
Swept Path of Clearance to Vehicle Body

12.5m LARGE RIGID VEHICLE SWEPT PATHS

DRAWN BY CBHK Pty Ltd_ho Ref: 7831 DD MMMMM 2010

2





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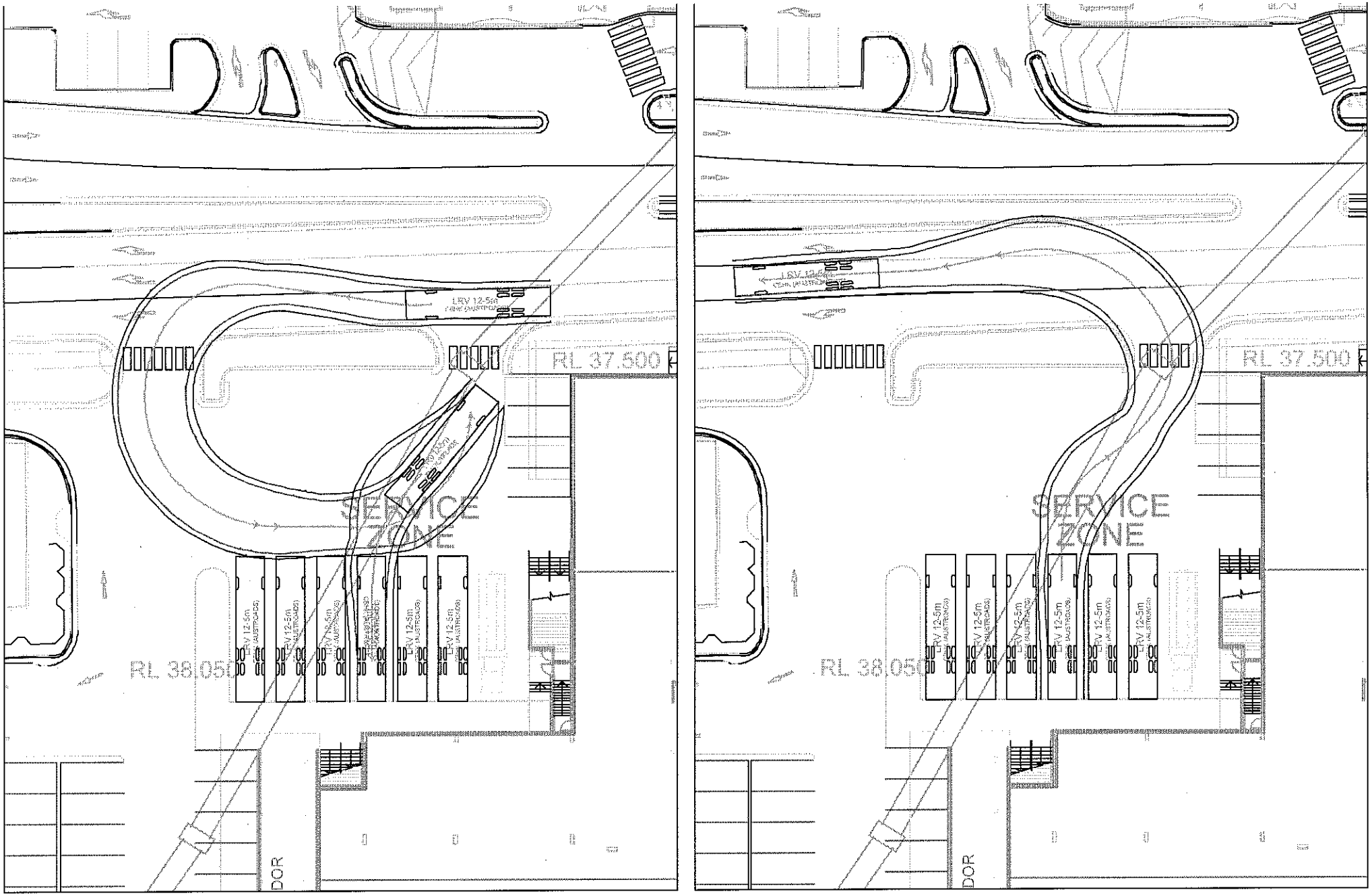
Swept Path of Vehicle Body
Swept Path of Clearance to Vehicle Body

12.5m LARGE RIGID VEHICLE SWEPT PATHS

DRAWN BY CBHK Pty Ltd_Inc Ref: 7951 DD MMMMM 2010



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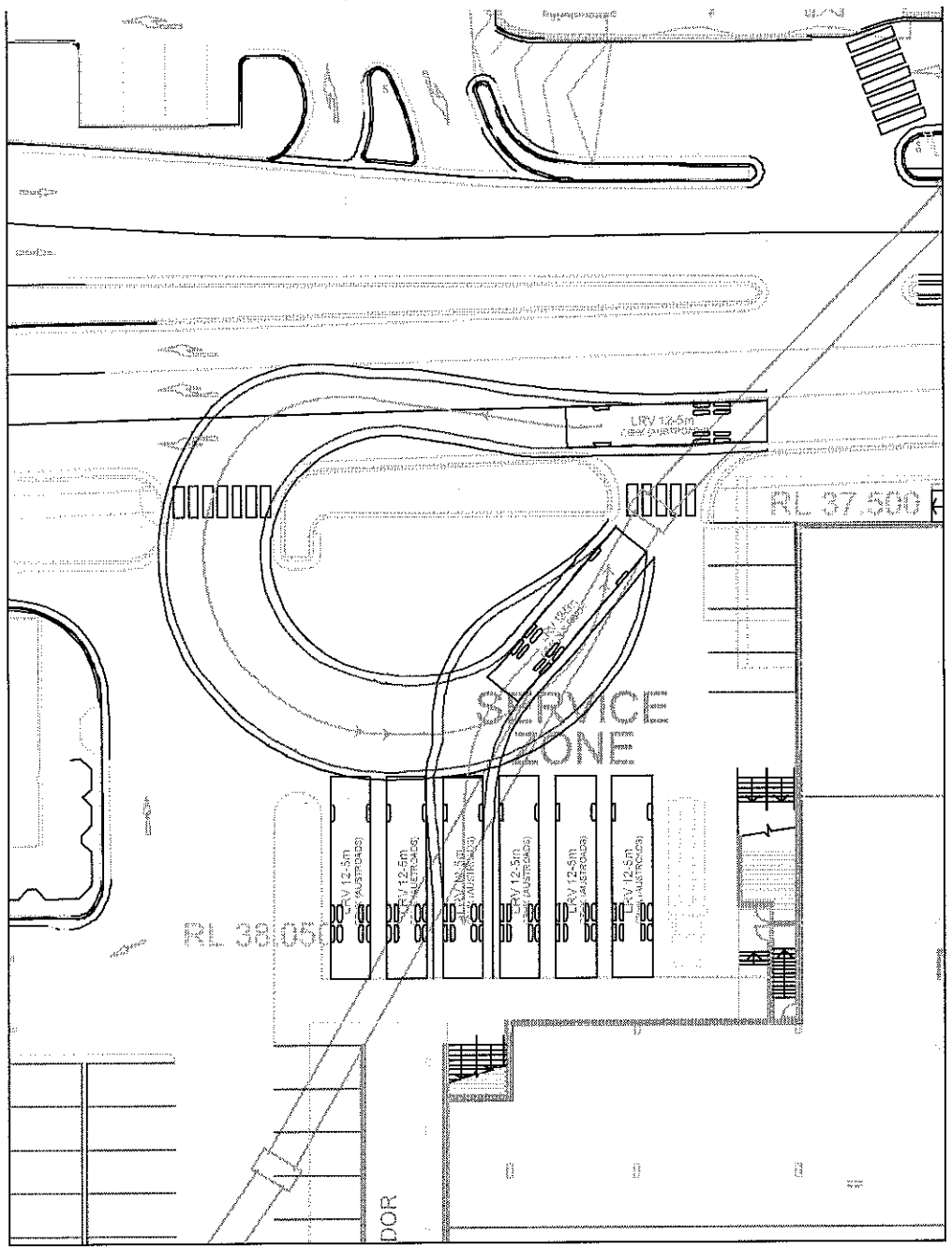
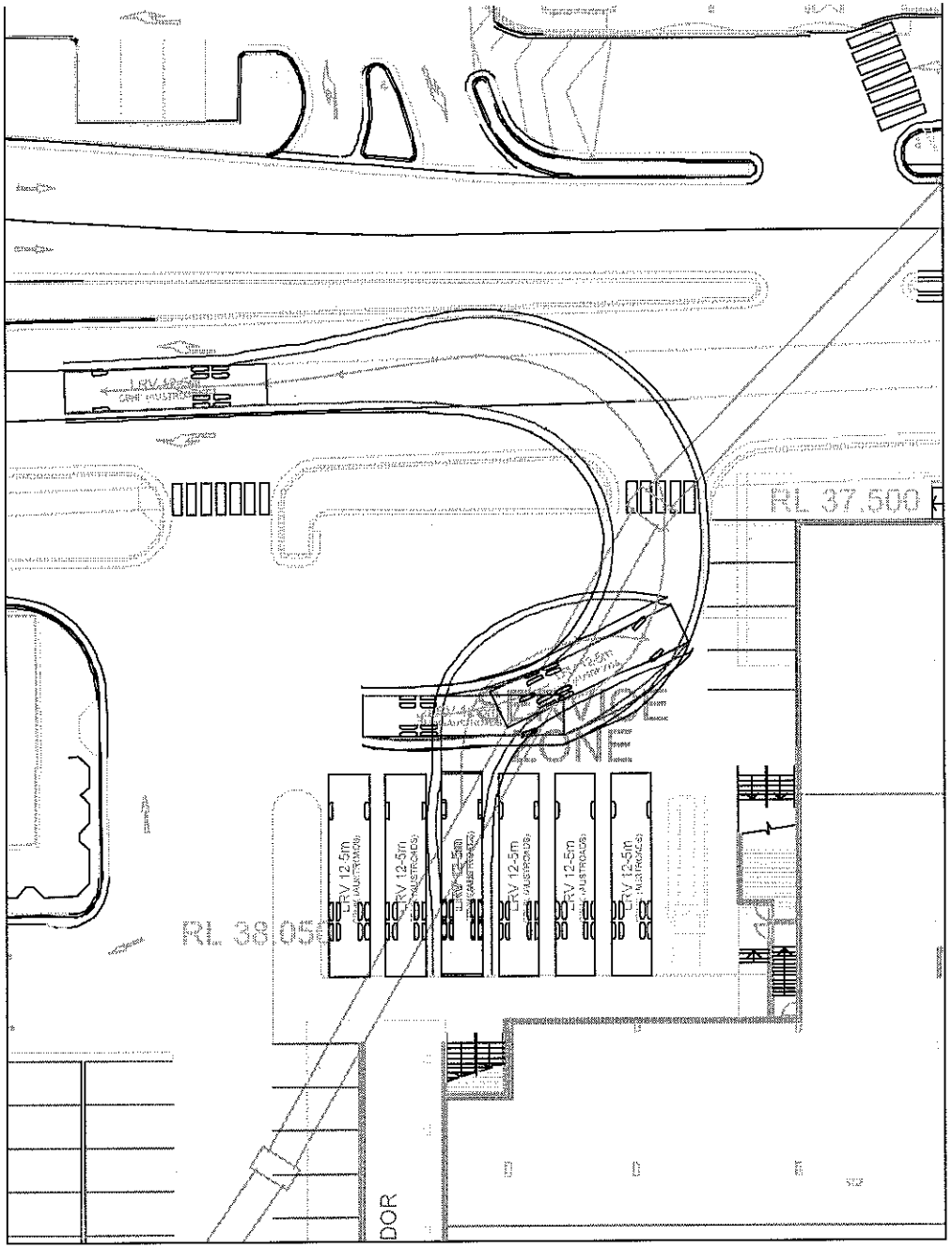
Swept Path of Vehicle Body
Swept Path of Clearance to Vehicle Body

12.5m LARGE RIGID VEHICLE SWEPT PATHS

DRAWN BY GBHK Pty Ltd_hg Ref: 7951 DD MMMM 2010





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Swept Path of Vehicle Body
Swept Path of Clearance to Vehicle Body

12.5m LARGE RIGID VEHICLE SWEPT PATHS

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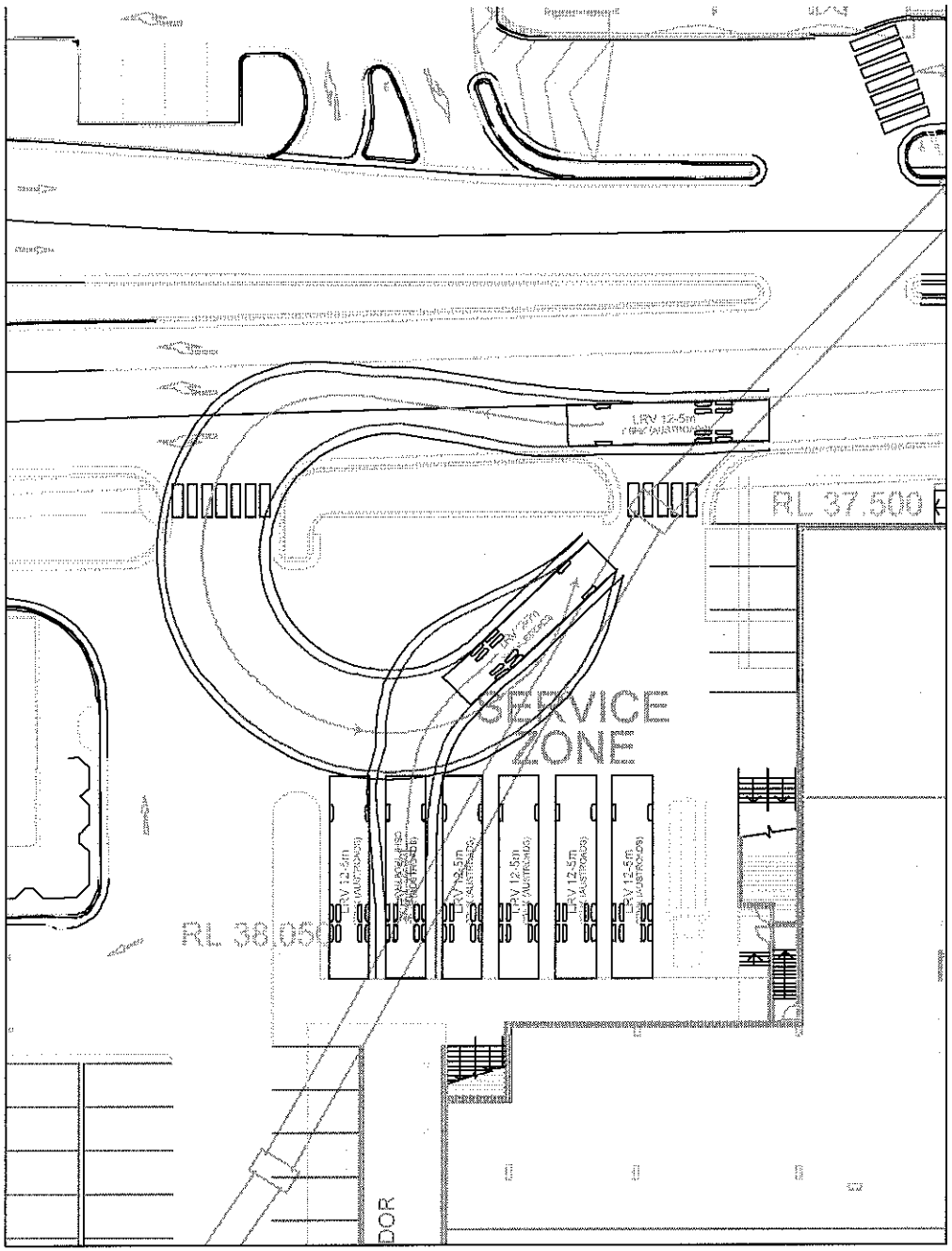

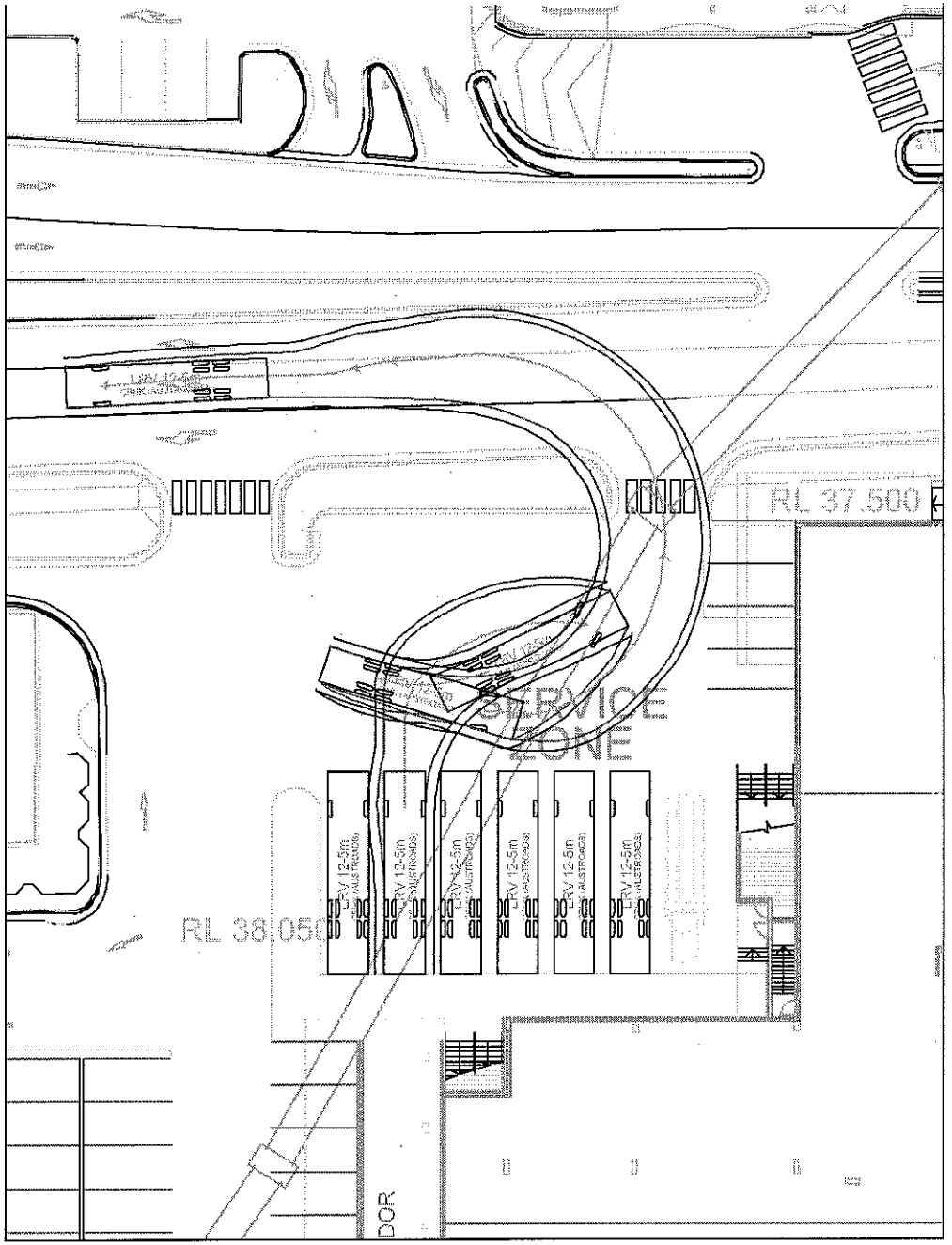

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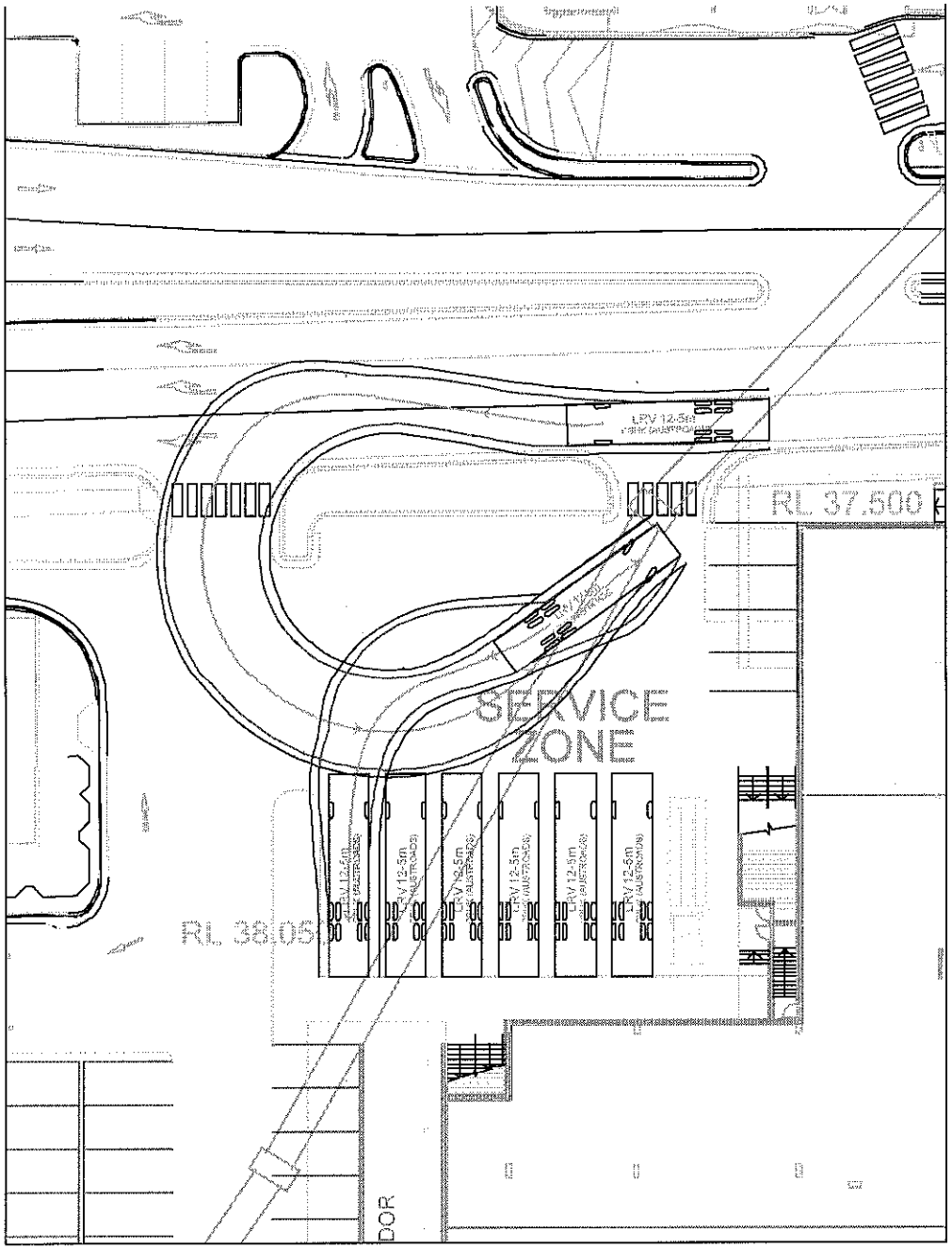
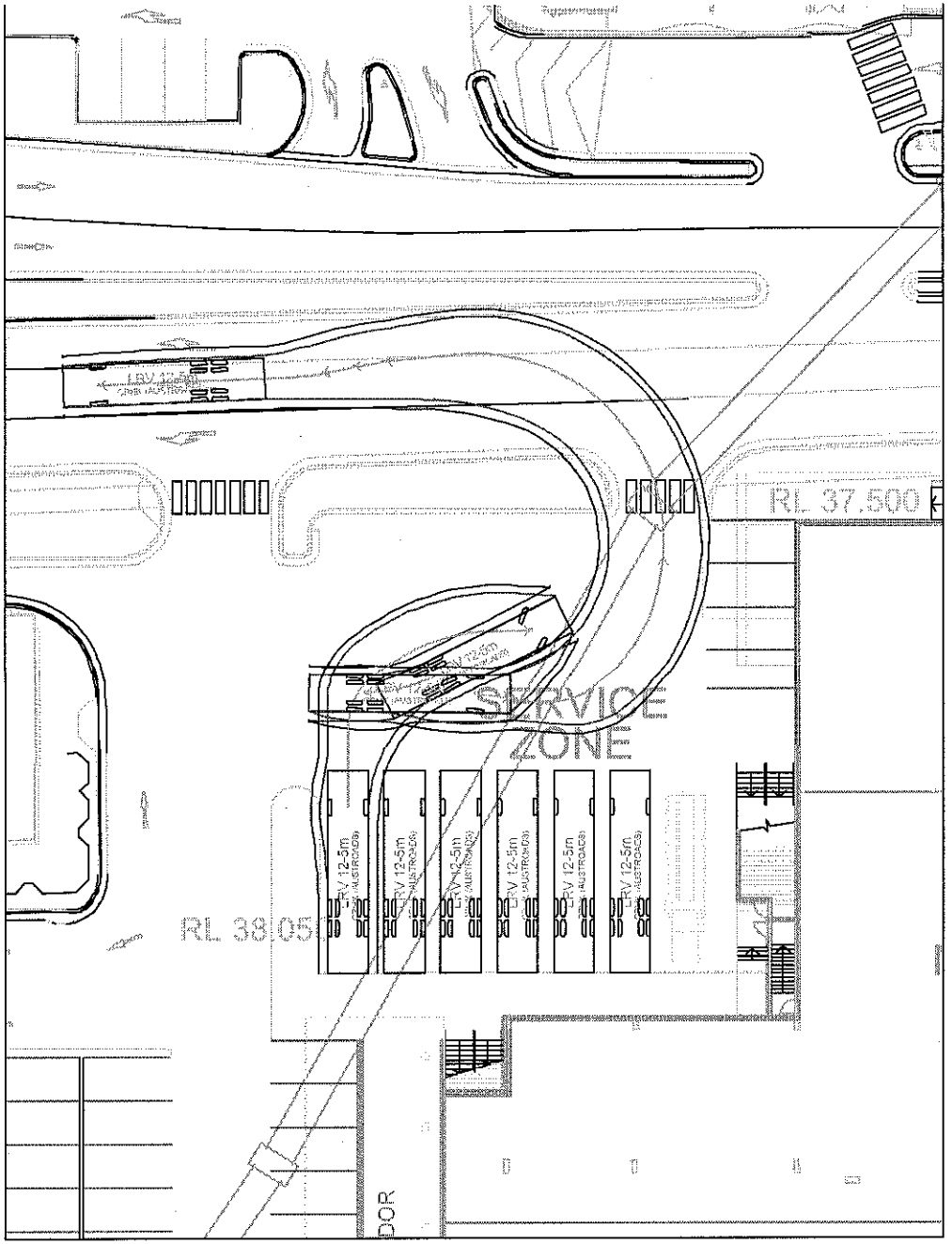
Swept Path of Clearance to Vehicle Body

12.5m LARGE RIGID VEHICLE SWEPT PATHS

DRAWN BY CBHK Pty Ltd_ho Ref: 7931 DD MMMM 2010





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Swept Path of Clearance to Vehicle Body

12.5m LARGE RIGID VEHICLE SWEPT PATHS

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