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

Our Ref: SK/10509/jj

22 August, 2017

Transport Planning
Traffic Studies
Parking Studies

Stockland
GPO Box 998
SYDNEY NSW 1041

Attention: Anthony Martin
Email: Anthony.Martin@stockland.com.au

Dear Sir,

RE: S.96(2) APPLICATION FOR STOCKLAND, GLENDALE

1. As requested, we have reviewed the traffic and parking aspects of the Section 96(2) modifications to the approved extensions to the Stockland shopping centre at Glendale.

2. The existing shopping centre provides 46,560m^2 GLA, plus a cinema complex (1,900 seats) and 2,280 parking spaces. Extensions to the centre of 7,680m^2 GLA have been approved (DA/764/2014) but not constructed. The required parking provision for the approved extensions is 2,262 spaces. In addition, a car wash has been approved (DA/215/2016) and a proposed Carl's Jnr fast food restaurant (DA/1330/2017) is currently being assessed by Council.

3. The traffic and parking effects of the approved extensions, car wash and proposed Carl's Jnr fast food restaurant have previously been assessed in separate traffic reports[(1)(2)(3)] by ourselves.

4. The findings of our Section 96(2) review are set down through the following sections:

   - proposed modifications;
   - parking provision;

(1) "Supplementary Report on Transport Aspects of Proposed Extensions to Stockland Shopping Centre, Glendale", April 2015, Colston Budd Hunt & Kafes Pty Ltd.
(2) "Proposed Car Wash at Glendale", 28 January 2016, Colston Budd Rogers & Kafes Pty Ltd.
(3) "Traffic Report for Proposed Carl's Jnr Restaurant, Stockland Shopping Centre, Glendale", July 2017, Colston Budd Rogers & Kafes Pty Ltd.

Suite 1801/Tower A, Zenith Centre, 821 Pacific Highway, Chatswood NSW 2067
P.O. Box 5186 West Chatswood NSW 1515 Tel: (02) 9411 2411 Fax: (02) 9411 2422
Directors - Geoff Budd - Stan Kafes - Tim Rogers - Joshua Hollis ACN 002 334 296
EMAIL: cbrk@cbrk.com.au

- access, internal circulation and servicing;
- traffic effects; and
- summary.

Proposed Modifications

5. The proposed Section 96(2) modifications include:

   - reduction in the size of extension by 1,429m^2 GLA compared to the approved development;
   - parking provision of 2,239 space; and
   - reconfiguration of on-site car parking and loading dock facilities.

6. These proposed modifications are in addition to the approved car wash (36m^2) and proposed Carl's Jnr fast food restaurant (270m^2).

Parking Provision

7. As set down in our April 2015 report that supported the DA for the approved extensions, parking requirements were as follows:

   - 1,855 parking spaces based on Council's DCP rate of 1 space per 40m^{2}GFA for retail;
   - 1,855 parking spaces based on surveyed parking demand rate;
   - 2,262 parking spaces based on RMS rate of 4.1 spaces per 100m^2 GLA for retail;

8. The approved extensions have a requirement for 2,262 parking spaces, which is based on the RMS requirement. It should be noted that this parking provision is some 400 spaces more than Council's DCP requirement and surveyed parking demand.

9. The Section 96(2) modifications reduce the retail area by 1,429m^2 GLA. The parking requirement is therefore reduced by 58 spaces based on the RMS rate of 4.1 spaces per 100m^2.

10. As set down in our January 2016 report, the approved car wash will be used by shoppers already at the centre and will not generate additional parking demand. As set down in our July 2017 report, the proposed Carl's Jnr restaurant has a parking requirement of 35 spaces.

11. The parking requirement for the Section 96(2) modifications, including the approved car wash and proposed Carl's Jnr restaurant, is therefore 2,239 spaces (2,262-58+35). This is the proposed parking provision. It should also be noted that this provision is some 400 spaces more than Council's DCP requirement and surveyed parking demand. The proposed provision of 2,239 parking spaces is therefore appropriate.

Access, Internal Circulation and Servicing

12. Vehicular access to the centre will be maintained from Lakes Road, Stockland Drive and the recently completed Stockland Drive extension.

13. The Section 96(2) proposed modifications include the reconfiguration of the central car park. The central car park area would be separated into southern (adjacent to Kmart/Target) and northern (adjacent to Woolworths/Aldi and the cinemas) parking areas, with access provided via the existing central roundabout located within the car park. The existing western circulation aisle, located adjacent to the western retail area, would be reconfigured into separate car parking areas. Access to the bus interchange would be unchanged.

14. Pedestrian footpaths and new pedestrian connections would be provided, providing convenient pedestrian access through the car park, linking to the new retail areas. The modified car parking arrangements and proposed pedestrian measures will be designed in accordance with the Australian Standards for Parking facilities Part 1: Off-street car parking (AS2890.1-2004) and Manual of uniform traffic control devices Pat 10: Pedestrian control and protection (AS1742.10-2009).

15. The new and modified customer car parking spaces will be a minimum of 2.6 metres wide by 5.4 metres long with adjacent circulation aisles of some 6.6 metres in width. Spaces with adjacent obstructions will be 0.3 metres wider to provide for door opening. Disabled parking spaces will be 2.4 metres wide with an adjacent 2.4 metre wide shared zone for wheelchair access.

16. Servicing of the new retail tenancies will occur from the existing loading docks located adjacent to the western boundary of the site and via a new kerbside loading bay located on the southern side of the new central retail tenancies. Service vehicles ranging from van and small commercial vehicles up to medium rigid trucks would enter and exit the new loading bay from the adjacent car park circulation aisle in a forward direction. The new and modified service areas will be designed in accordance with the Australian Standard for Parking facilities Part 2: Off-street commercial vehicle facilities (AS2890.2-2002).

Traffic Effects

17. The Section 96(2) modifications will result in a reduction of 1,429m^2 GLA compared to the approved development.

18. Based on the surveyed traffic generation rate of one vehicle per 18.6m^2 GLA during the weekday afternoon peak period (as set down in our April 2015 report), the proposed modifications would result in a reduction in traffic generation of some 75 vehicles per hour two-way during the weekday afternoon peak hour, compared to the traffic generation of the approved development.

19. The approved car wash would be mainly used by customers already visiting the centre. The proposed Carl's Jnr fast food restaurant would have an additional traffic generation of some 50 vehicles per hour two-way during peak periods.

20. Thus, taking into account the Section 96(2) proposed modifications, the approved car wash facility and the proposed Carl's Jnr restaurant, the combined traffic generation will be similar to the approved extensions. The traffic effects will therefore be the same as for the approved development.

Summary

21. In summary, the traffic and parking aspects of the Section 96(2) modifications are as follows:

    i) the Section 96(2) proposed modification reduce the size of the extensions by 1,429m^2 GLA compared to the approved development;

    ii) the proposed parking provision is appropriate;

    iii) access, internal circulation and servicing arrangements are appropriate;

    iv) traffic generation of the Section 96(2) modifications, approved car wash and proposed Carl's Jnr restaurant is similar to the traffic generation of the approved extensions; and

    v) traffic effects will therefore be the same as for the approved development.

22. 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 ROGERS & KAFES PTY LTD

S. Kafes
Director