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# Colston Budd Rogers & Kafes Pty Ltd

as Trustee for C & B Unit Trust  
ABN 27 623 918 759

Our Ref: TR/12161/mc

2 April 2024

Transport Planning  
Traffic Studies  
Parking Studies

Fabcot Pty Ltd  
c/- Woolworths Limited  
PO Box 8000  
BAULKHAM HILLS NSW 2153

**Attention:** Nikita Mahapatra  
**Email:** [nmahapatra@woolworths.com.au](mailto:nmahapatra@woolworths.com.au)

Dear Madam,

**RE: SOUTH AUSTRAL SHOPPING CENTRE  
RESPONSE TO TRAFFIC MATTERS**

1. As requested, we have reviewed the traffic matters raised in Council's RFI letter dated 11 March 2024. We prepared the Traffic Report<sup>1</sup> that was submitted with the development application.
2. To address matters raised by Council, amended plans have been prepared by Clarke Hopkins Clarke (CHC). The changes with respect to traffic are summarised below:
  - shopping centre GLA reduced by some 95m<sup>2</sup> (with supermarket GLA reduced by some 65m<sup>2</sup> and specialty retail GLA reduced by some 30m<sup>2</sup>);
  - modifications to loading dock to improve waste management;
  - reduction in on-site parking provision to some 301 spaces (plus 16 on street spaces); and
  - modifications to the at grade car park:
    - provision of two loading bays (6mx3m) in the northeastern corner of car park (for vans and couriers); and
    - relocation of the DTB spaces two spaces to the west.
3. Our response to the traffic matters raised in Council's RFI are based on the amended plans. Our review of the amended plans and response to traffic matters is set out in the following sections:
  - parking;

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<sup>1</sup> Traffic Report For Proposed Shopping Centre Development, 330-350 Eighth Avenue, Austral

- car park layout and servicing;
- traffic effects; and
- response to traffic matters.

#### Parking

4. The Liverpool City Council Growth Centre Precincts DCP includes the following car parking requirements:
  - one space per 22m<sup>2</sup> GFA for retail > 200m<sup>2</sup>;
  - one space per 30m<sup>2</sup> GFA for retail < 200m<sup>2</sup>; and
  - one space per 40m<sup>2</sup> GFA for commercial.
5. The amended plans include the following:
  - 4,066m<sup>2</sup> retail > 200m<sup>2</sup> (Woolworths (includes the 250m<sup>2</sup> retail tenancy located in the northeast corner of the site);
  - 1,441m<sup>2</sup> retail < 200m<sup>2</sup>; (it is anticipated that the balance of the specialty retail (including BWS) will be divided into tenancies less than 200m<sup>2</sup>); and
  - 1,858m<sup>2</sup> commercial.
6. On this basis, the development would require 280 spaces. The provision of 301 parking spaces satisfies this requirement. The provision of the DTB facilities has resulted in reduction in parking demand as customers using the DTB spend less time in the car park as customer shopping in store. No reduction in parking has been applied as result of the DTB.
7. The Liverpool City Council Growth Centre Precincts DCP 2021 provides no rates for bicycle parking for commercial and retail premises. Bicycle parking rates have been adopted from Austroads Guide to Traffic Management: Bicycle Parking Facilities. The rates are as follows;  
  
0.14 spaces per 100m<sup>2</sup> for supermarkets for employees;  
0.57 spaces per 100m<sup>2</sup> for supermarkets for customers;  
0.1 spaces per 100m<sup>2</sup> for specialty shops for employees;  
0.4 spaces per 100m<sup>2</sup> for specialty shops for customers;  
0.45 space per 100m<sup>2</sup> for commercial for employees; and  
0.05 space per 100m<sup>2</sup> for commercial for visitors.
8. On this basis, the proposed development would require 45 bicycle spaces (15 employee spaces and 30 spaces for customers/visitors). However, it is noted that in the initial instillation stage it may be appropriate to make available 50 per cent of the recommended provision with space set aside for 100 per cent of the provision in the event that full demand for bicycle parking is realised. On

this basis, it is recommended that 23 bicycle spaces be provided initially (8 employee and 15 customer/visitor). Employee bicycle parking should be provided in a secure location and customer/visitor parking in conveniently located racks.

9. 23 bicycle parking spaces are provided which satisfies this requirement. Six accessible spaces and four motorcycle spaces are provided in the at-grade car park.

#### Car Park Layout and Servicing

10. The amended plans prepared by CHC show minor modifications to the loading dock (new waste facility) and at-grade car park (provision of two loading bays (6 metres long x 3 metres wide) in the northeastern corner of car park (for vans and couriers) and relocation of the DTB spaces two spaces to the west). Updated vehicle swept paths are provided in Attachment A.

#### Traffic Effects

11. The amended plans show a decrease in the size of the shopping centre (some 95m<sup>2</sup>) which will result in a decrease traffic generation of some 5 to 10 vehicles per hour (two way) in the weekday morning and afternoon peak hours compared to that assessed the DA traffic report. Such a minor reduction in traffic generation will not change the assessment of traffic effects set out in the DA traffic report.

#### Response to Traffic Matters

12. The traffic matters raised Council's RFI, and our responses are set out below:

##### *Loading Bays*

*The submitted Traffic Impact Assessment recommends that an additional two loading bays (6 metres long by 3 metres wide) are provided in the northeast corner of the car park. These bays will cater for vans and couriers servicing the specialty shops and commercial area. The submitted plans do not show where the additional loading bays would be. Amended plans and documentation must demonstrate that parking provision is not impeded by any additional loading bays.*

13. **Response:** Amended plans prepared by CHC show two additional loading bays in the northwestern corner of the car park (adjacent to the specialty retail tenancies).

*TfNSW has reviewed the submitted information and requests the following to enable a proper assessment:*

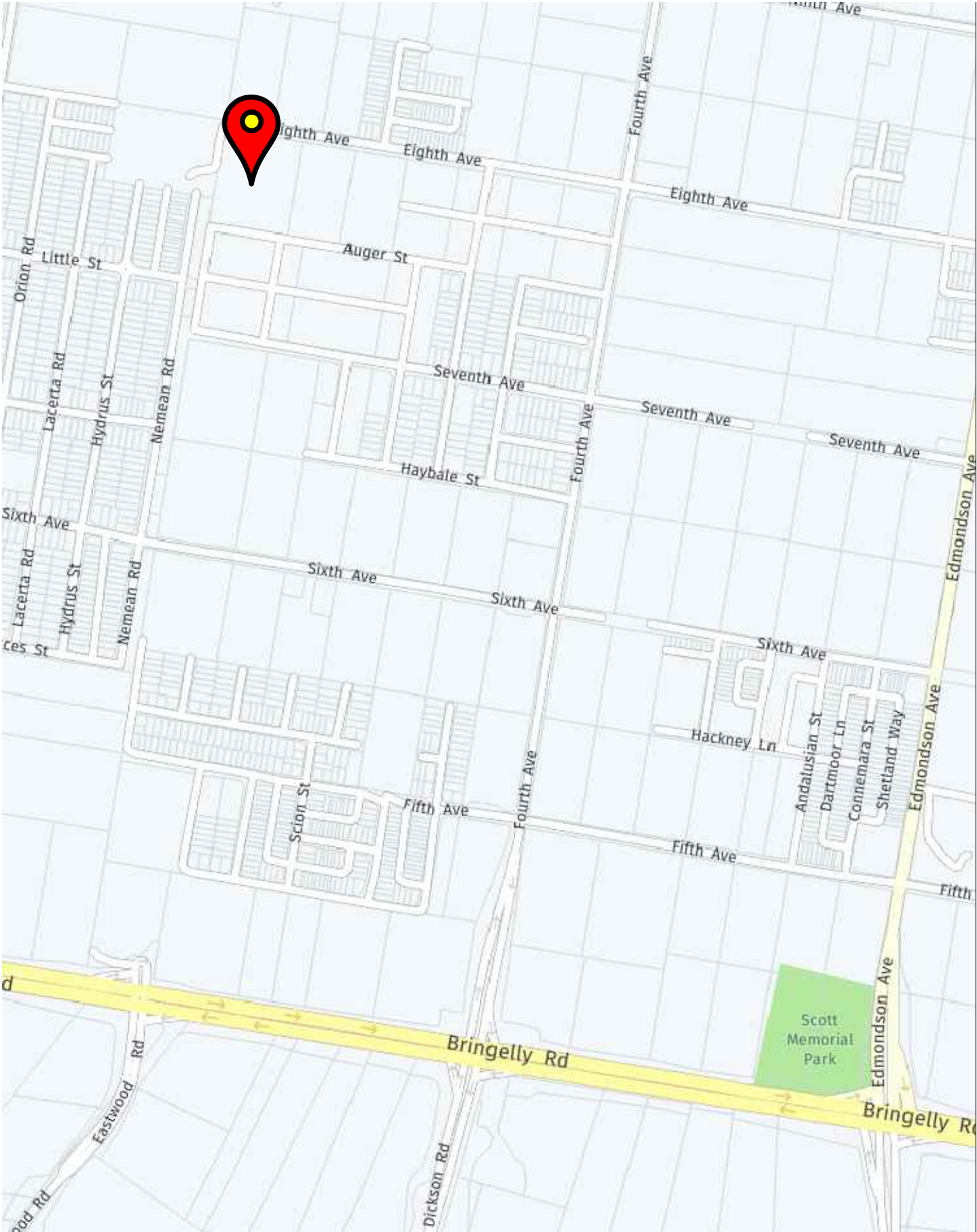
- *It is requested that the applicant submit SIDRA files, for review including the future case scenario. This information will be used to verify that the modelling has been undertaken in accordance with standard TfNSW practices and guidelines.*
14. **Response:** Electronic copies of the SIDRA files will be submitted with this response.
- *Turning paths for the largest vehicle at the intersection of Bringelly Road/Fourth Avenue (as a proposed access/departure route) are requested for further assessment.*
15. **Response:** Turning paths at this intersection have been prepared by Henry & Hymas.
- *With reference to section 3.19 of the Traffic Report, the applicant states Bringelly Road and New West Route will be used by 19m semi-trailers to access/depart from the development site once the fourth leg is available. This will need to be reviewed once the design of Bringelly Road/New West Route becomes available. Otherwise, the applicant will need to use suitable alternative routes for 19m semi-trailers or limited-sized vehicles.*
16. **Response:** Noted. As set out in Section 3.19 of the DA traffic report, during Stage 1, delivery trucks will be limited to 14.4 metre long articulated trucks. During Stages 2 and 3, delivery trucks will increase to 14.4 metre long articulated trucks.
- *Road name labels on figure 2 and figure 3 in the traffic report should be amended to utilise correct identifications (i.e. Rickard Road should be Dickson Road).*
17. **Response:** Updated Figures 2 and 3 are attached.
18. 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,

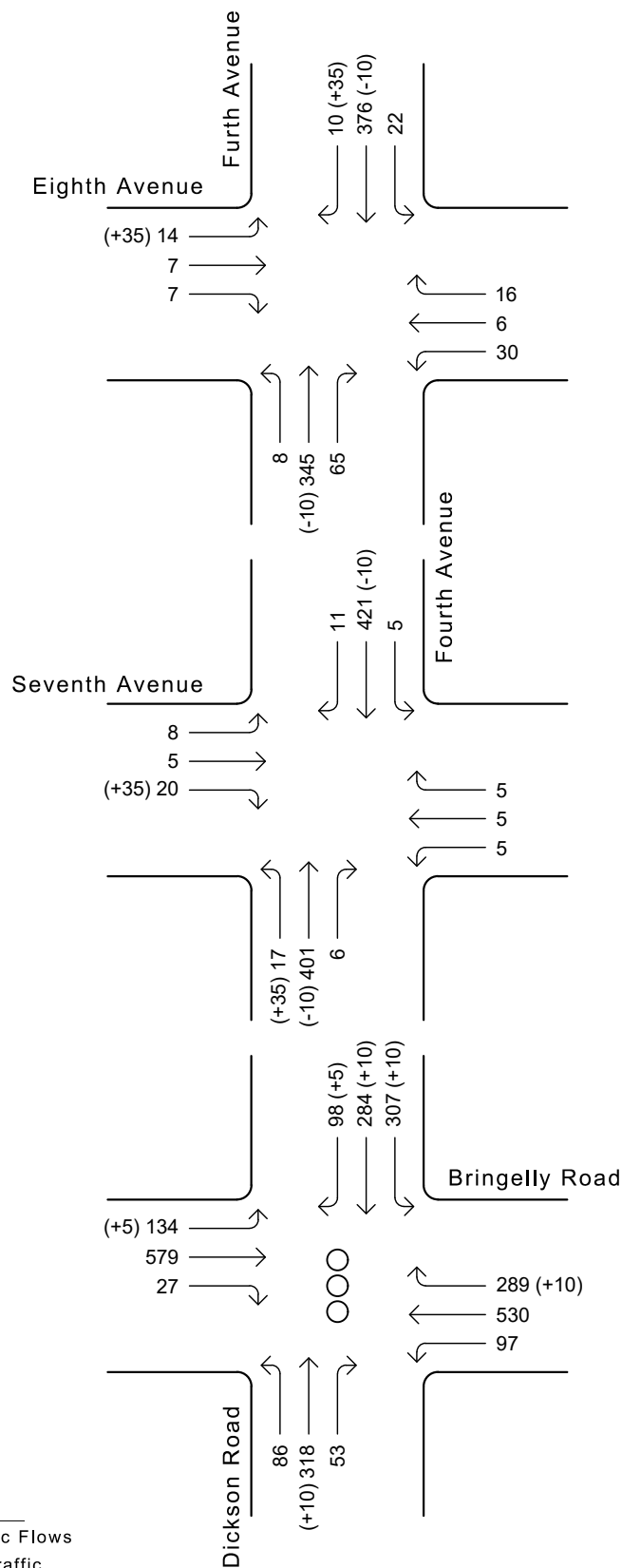
COLSTON BUDD ROGERS & KAFES PTY LTD

A handwritten signature in black ink, appearing to read 'T. Rogers', with a stylized flourish at the end.

T. Rogers  
Director



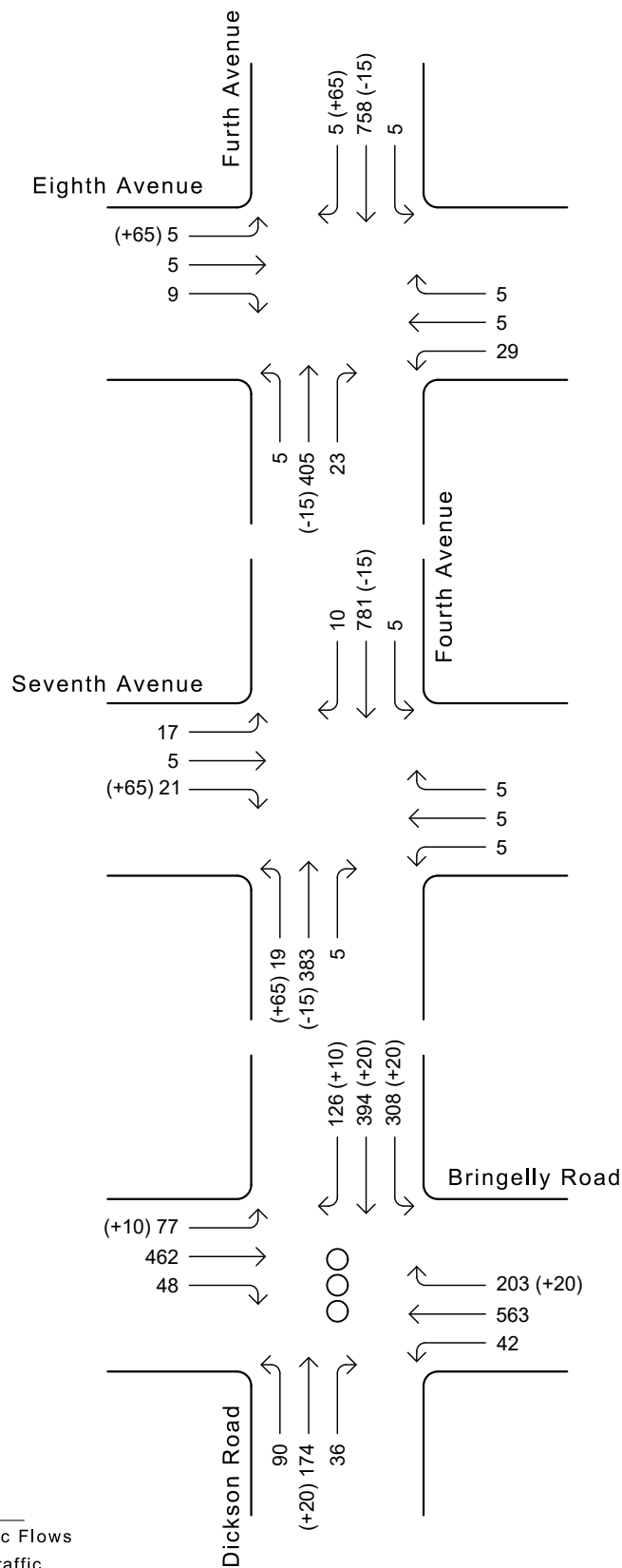
Location Plan



## LEGEND

- 100 - Existing Peak Hour Traffic Flows
- (+10) - Additional Development Traffic
- ∞ - Traffic Signals

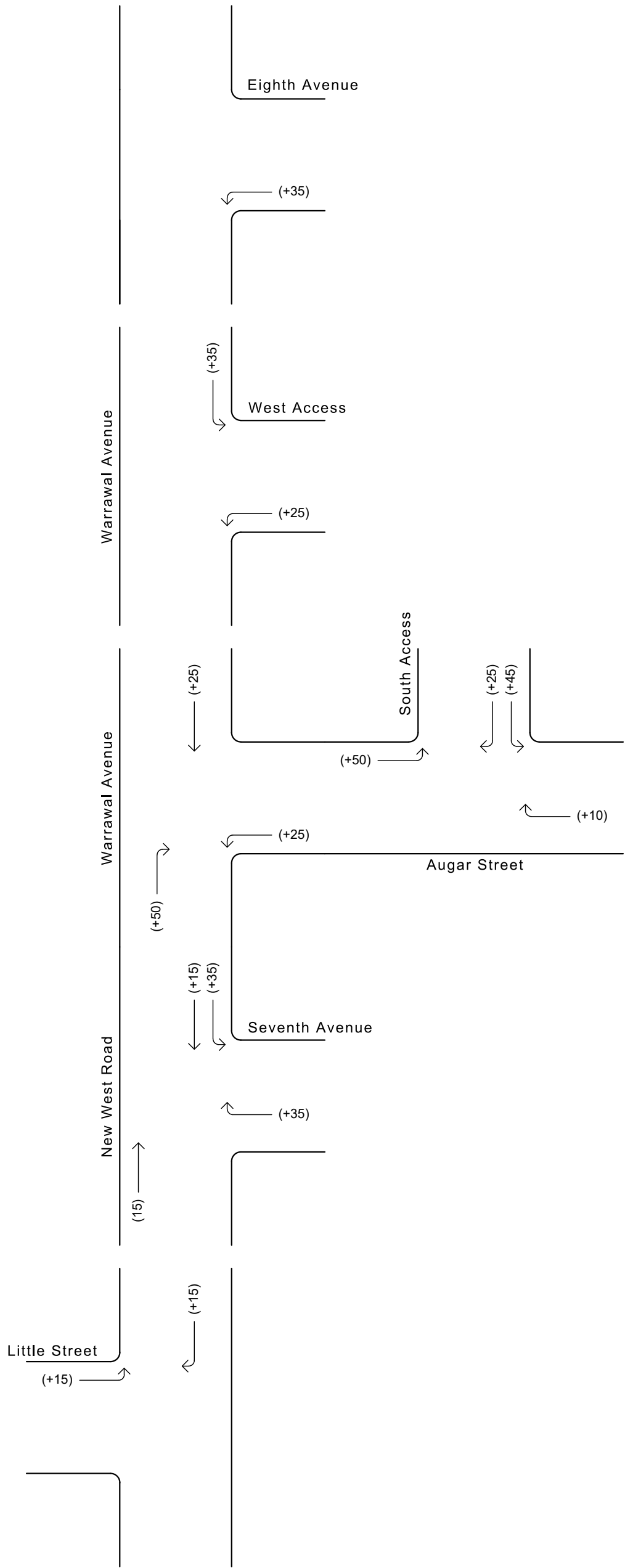
Existing weekday morning  
peak hour traffic flows plus  
development traffic  
**Figure 2**



**LEGEND**

- 100 - Existing Peak Hour Traffic Flows
- (+10) - Additional Development Traffic
- ⊗ - Traffic Signals

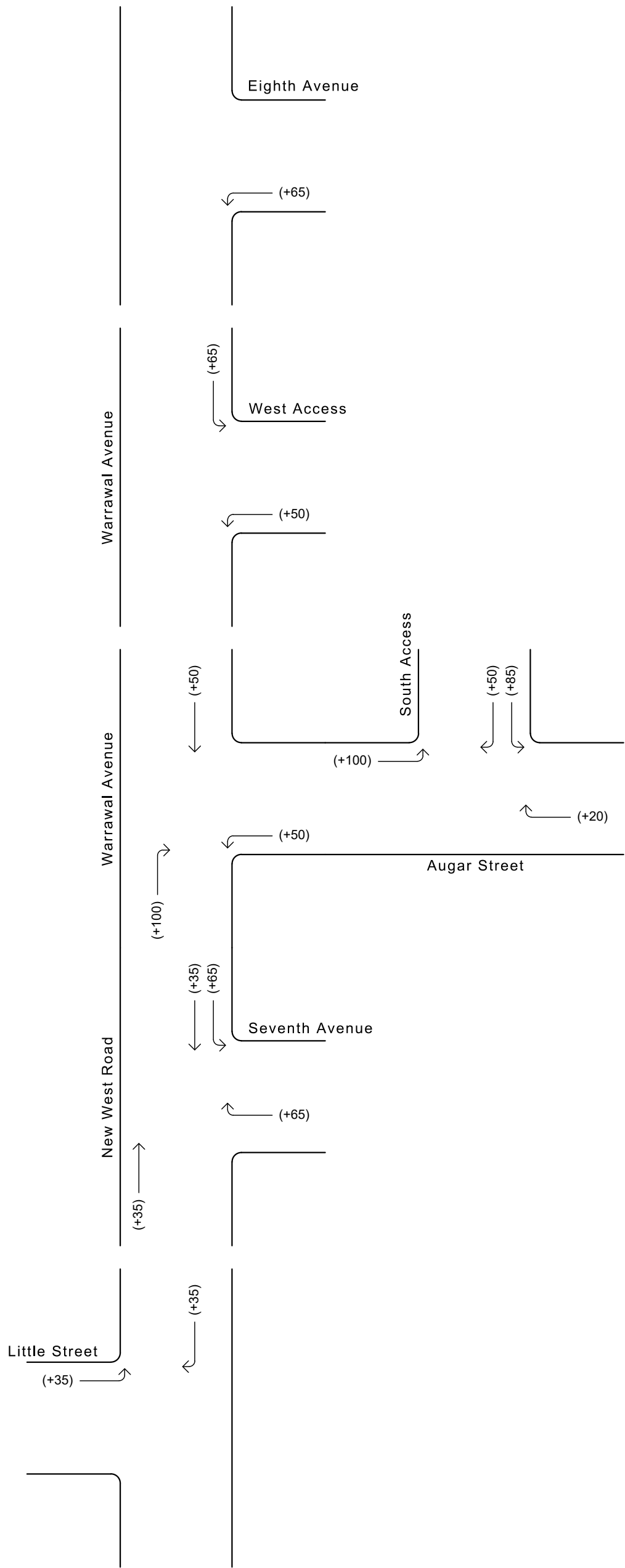
**Existing weekday afternoon  
peak hour traffic flows plus  
development traffic**  
**Figure 3**



Future weekday morning  
traffic generation

Figure 4



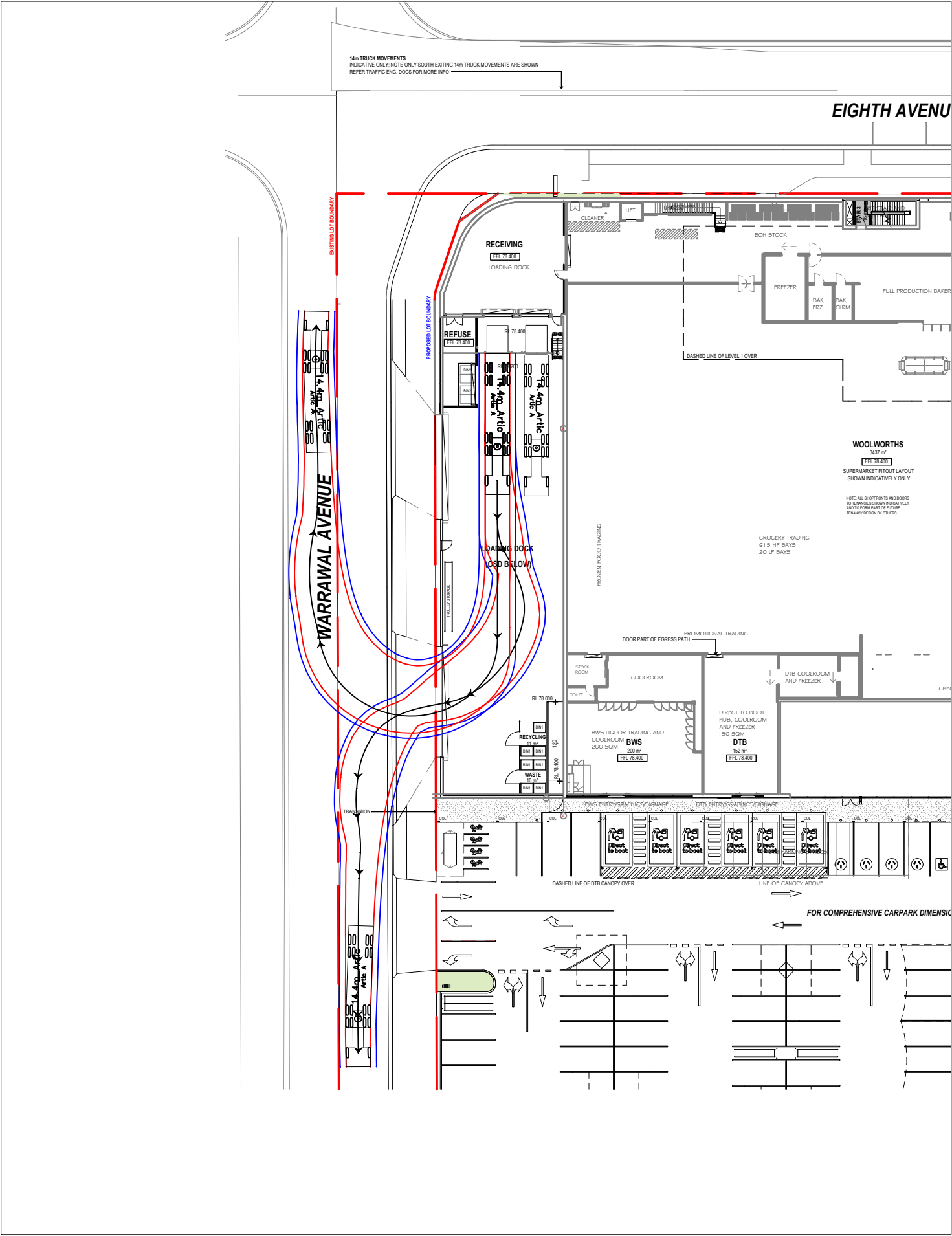
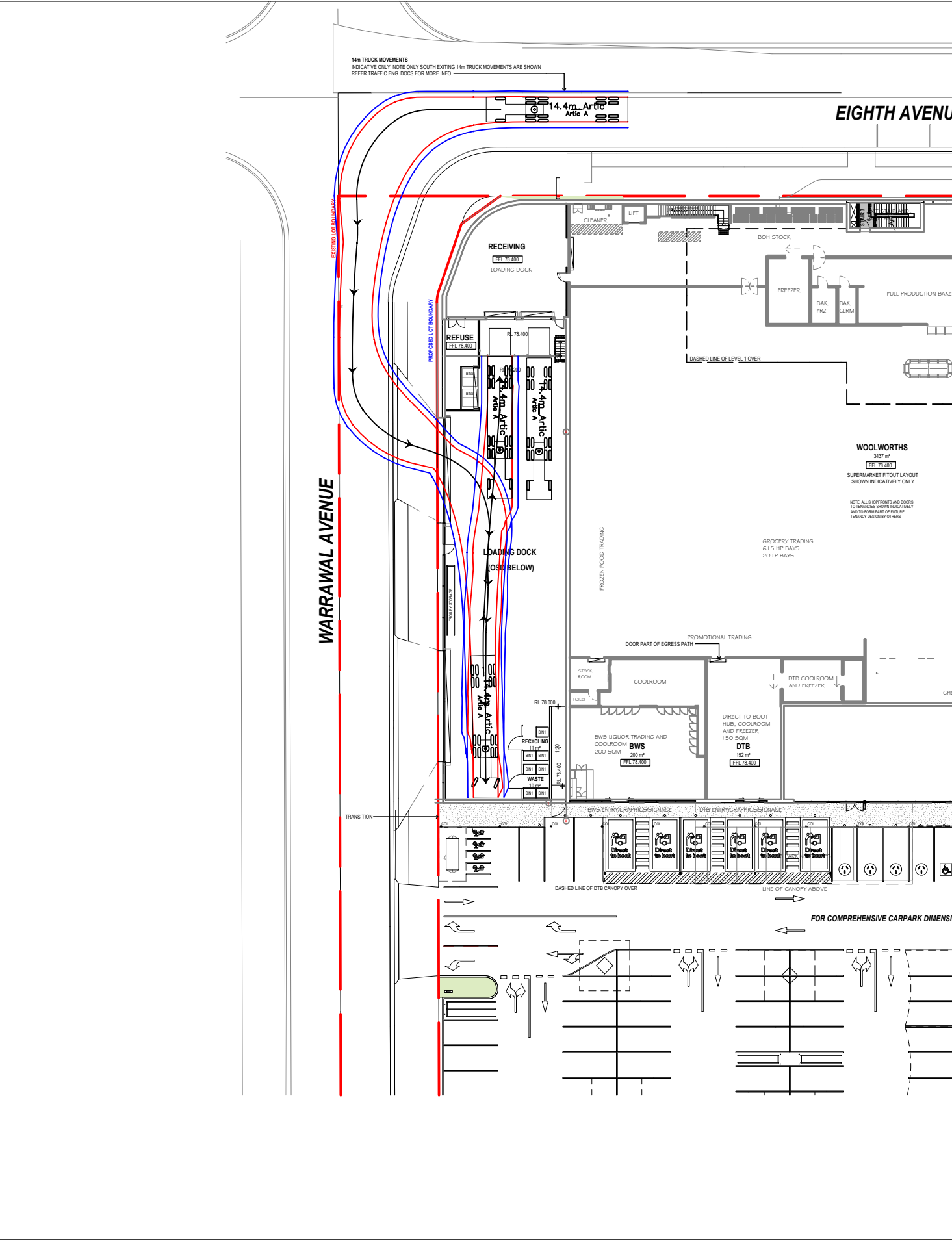


Future weekday afternoon  
traffic generation

Figure 5

ATTACHMENT A

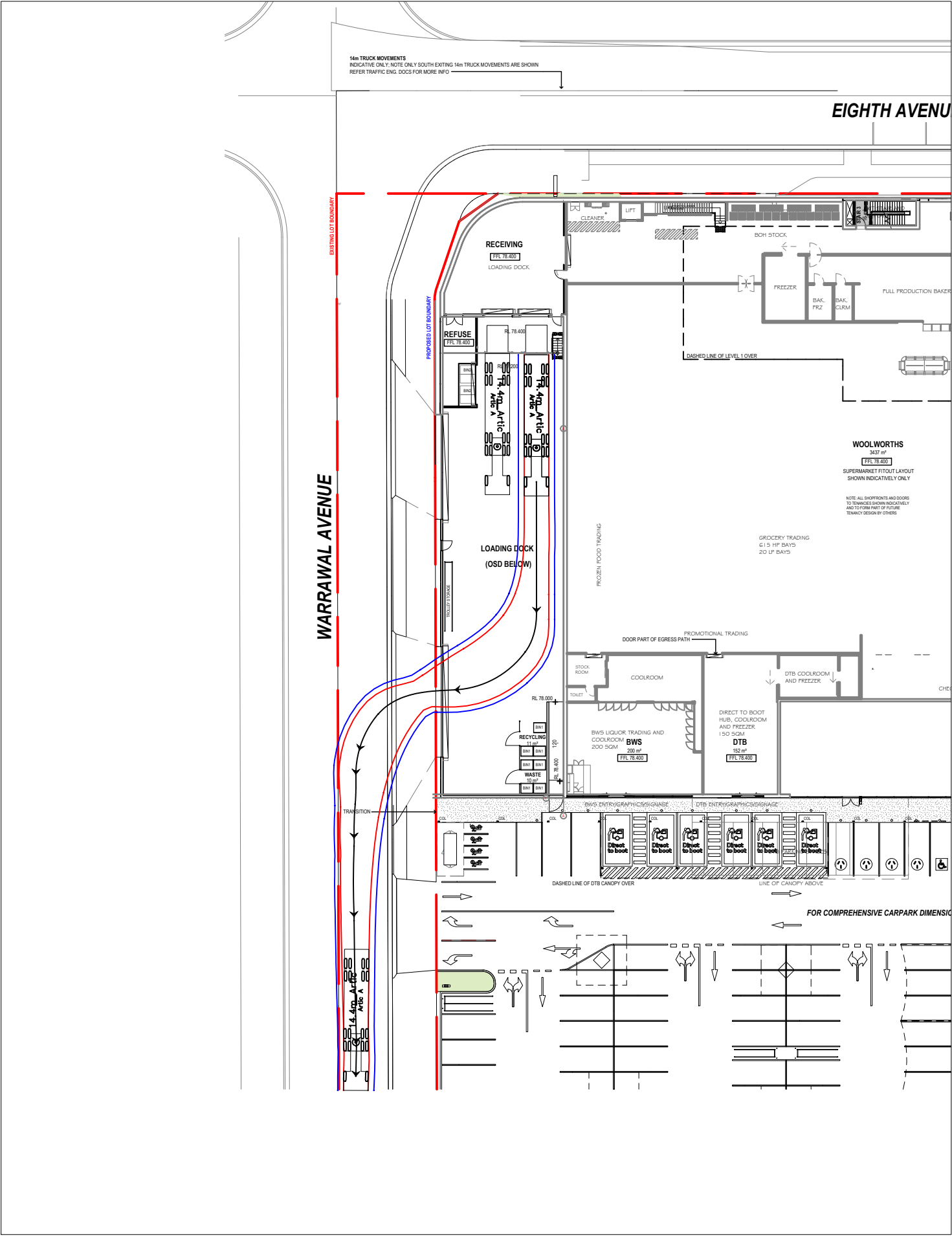
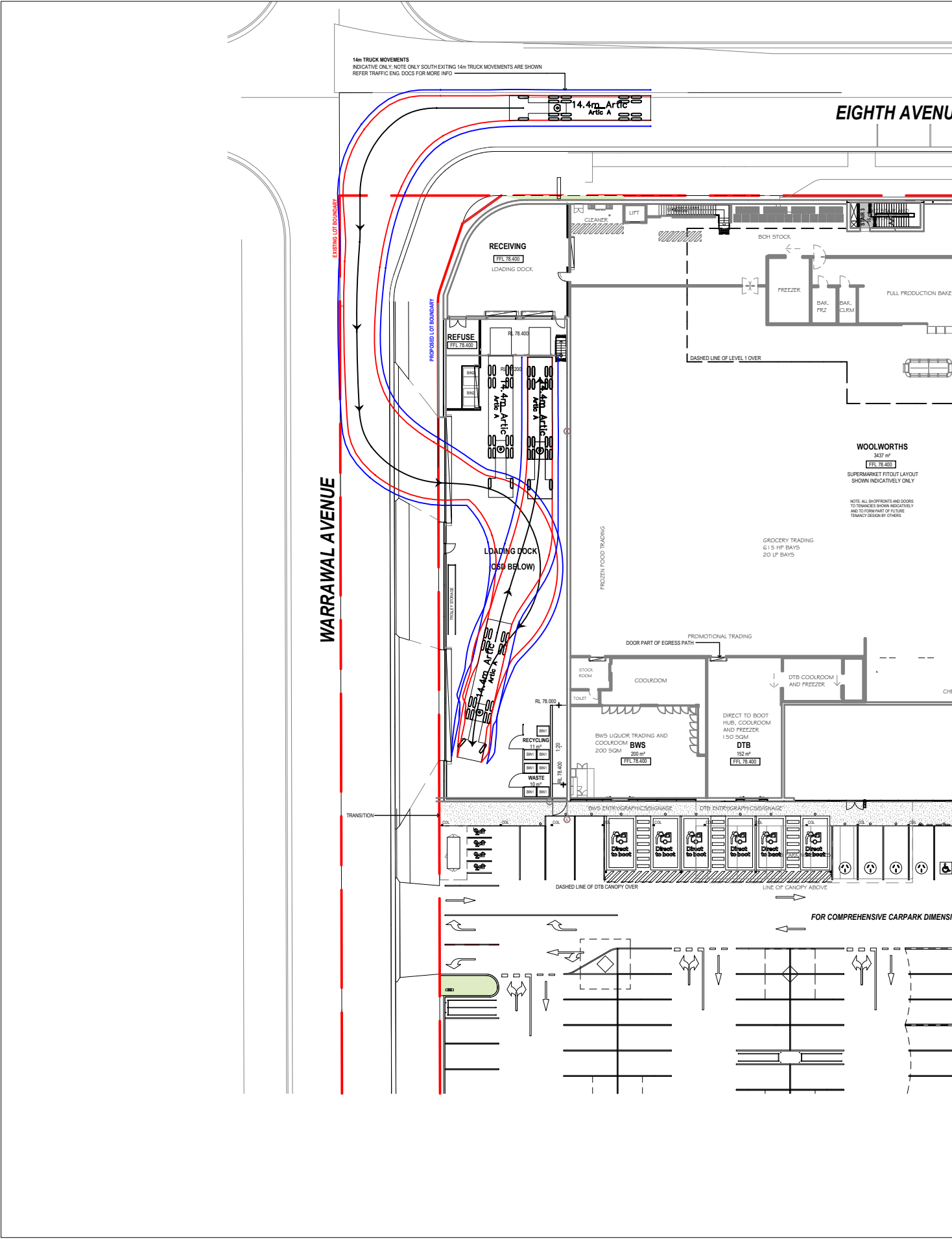
SERVICE VEHICLE SWEPT PATHS



**NOTE:**  
SKETCH PLAN ONLY. PROPERTY BOUNDARIES, UTILITIES, KERBLINES & DIMENSIONS ARE SUBJECT TO SURVEY AND FINAL DESIGN. TRAFFIC MEASURES PROPOSED IN THIS PLAN ARE CONCEPT ONLY AND ARE SUBJECT TO FINAL DESIGN BY CIVIL ENGINEERS.

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

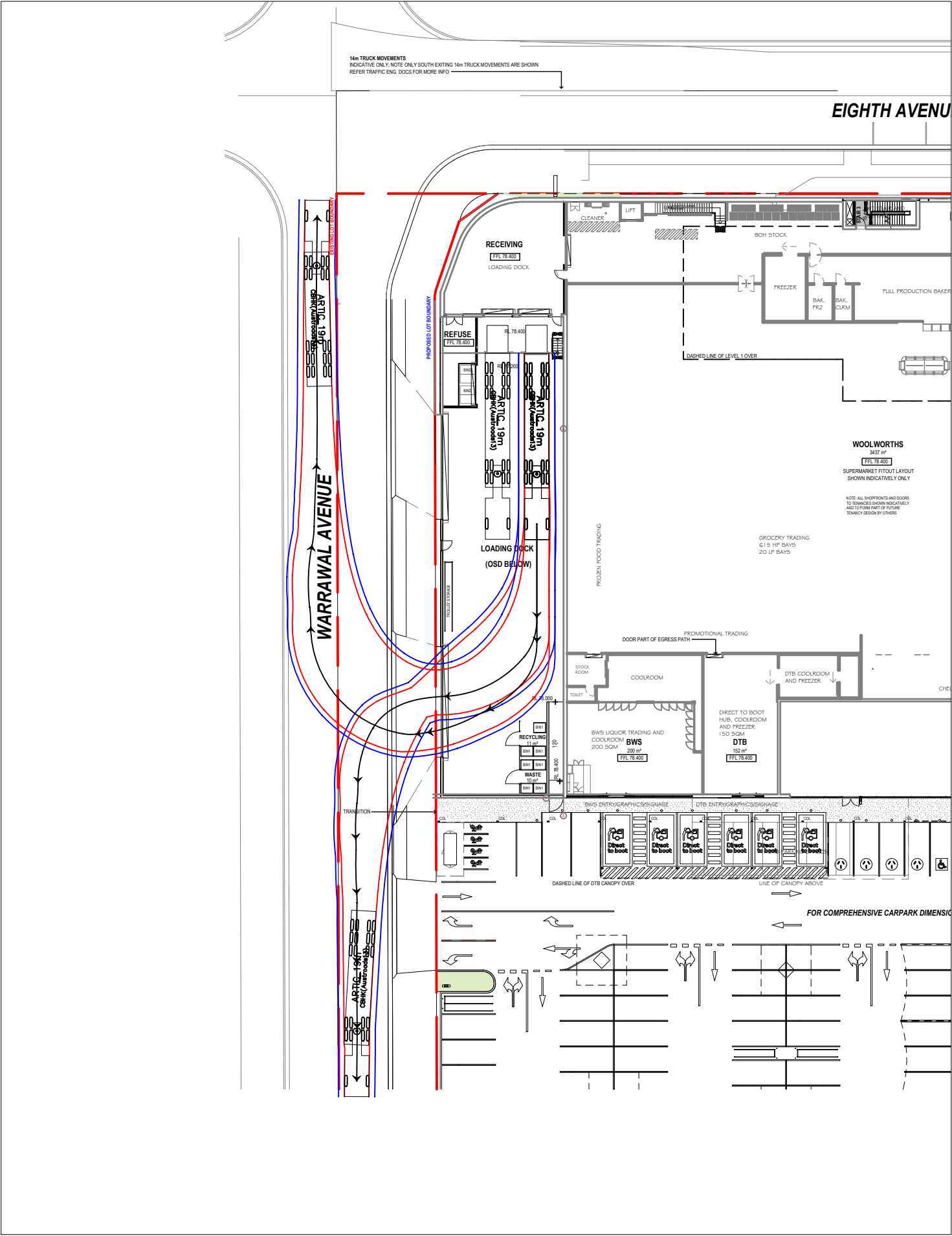
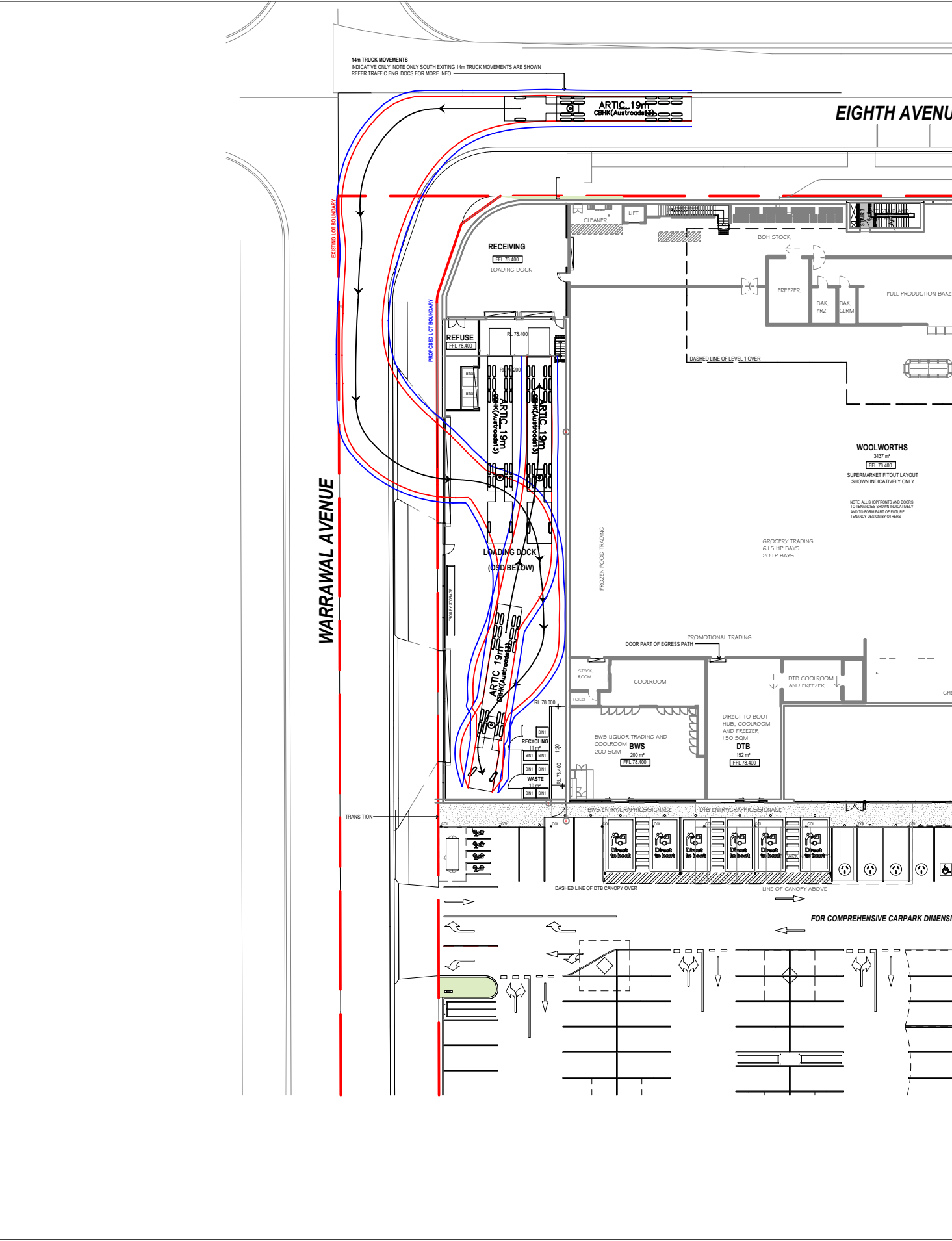
## 14.4m ARTICULATED VEHICLE SWEPT PATHS



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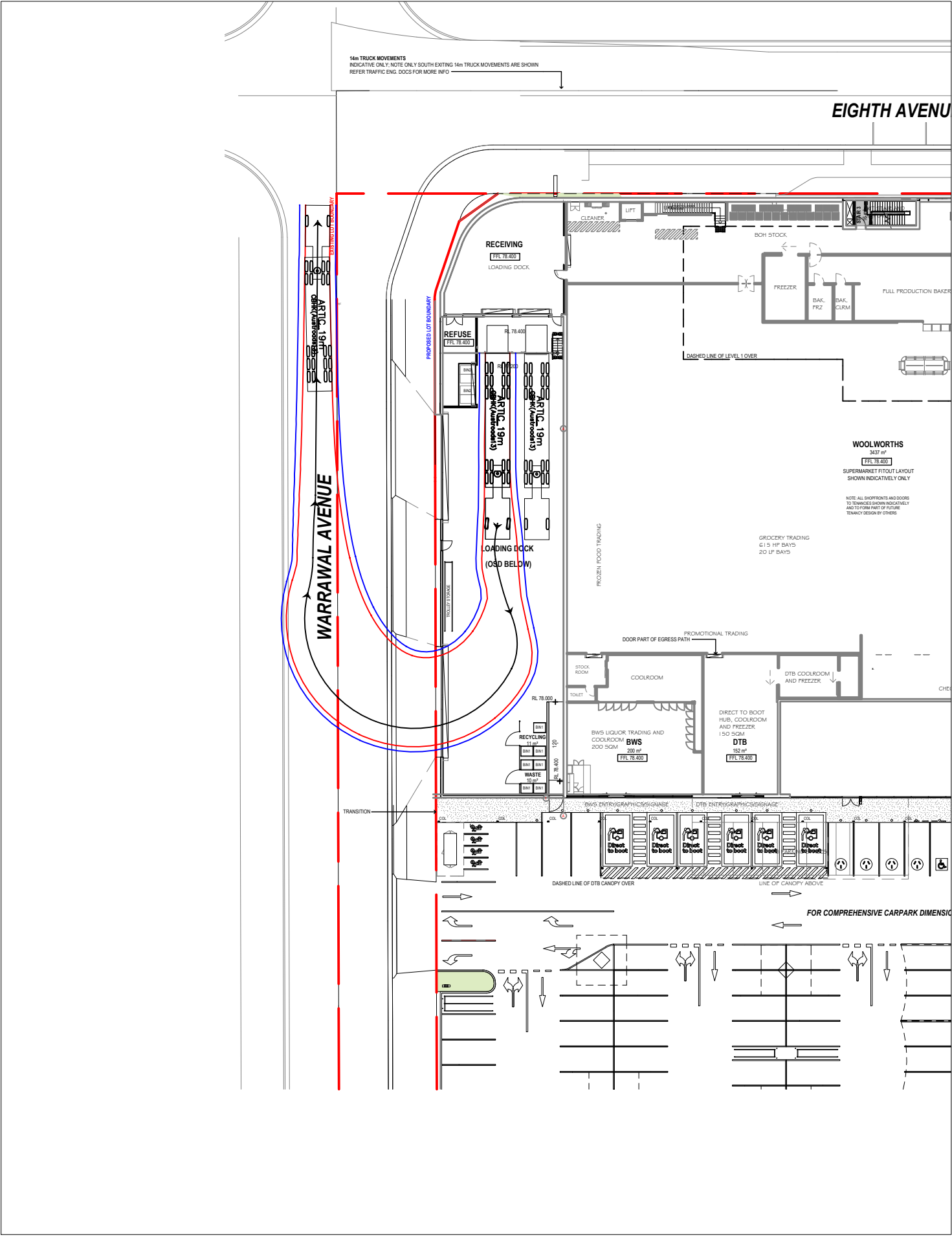
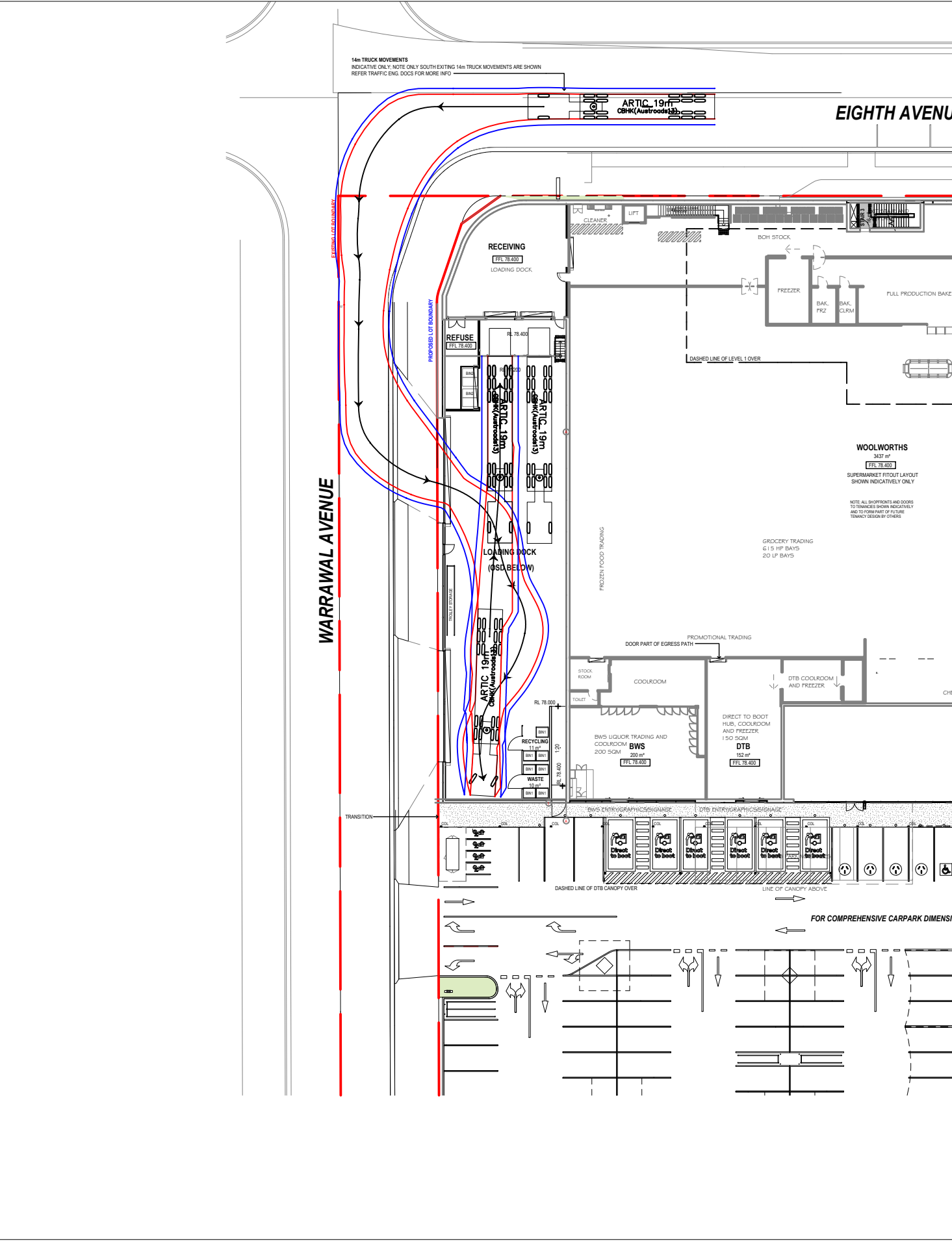
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— Swept Path of Vehicle Body  
— Swept Path of Clearance to Vehicle Body

### 19.0m ARTICULATED VEHICLE SWEEP PATHS



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

## 19.0m ARTICULATED VEHICLE SWEEP PATHS