
Colston Budd Rogers & Kafes Pty Ltd

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

Our Ref: JH\10390\jj

Transport Planning
Traffic Studies
Parking Studies

14 December, 2016

Home Consortium
PO Box 19
DOUBLE BAY NSW 2028

Attention: Patrick Leong
Email: patrick.leong@home-co.com.au

Dear Sir,

RE: PROPOSED HOME BULKY GOODS DEVELOPMENT, ST MARYS

1. As requested, we are writing regarding the traffic and parking implications of the proposed use of the Masters site at St Marys for a Home bulky goods development. Our assessment of the implications of the proposed development is set down through the following sections:
 - site location and road network;
 - existing development;
 - proposed Home development;
 - parking provision;
 - access, servicing and internal layout;
 - traffic effects; and
 - summary.

Site Location and Road Network

2. The Masters store is on the eastern side of Forrester Road. Access to the site is provided from Forrester Road, via an intersection which provides for left and right turns into the site and left turn exit. The St Marys League Club site adjoins the site to the south. The club has access from Boronia Road. The car parks for the club and Masters are connected along the site boundary.
3. In the vicinity of the site, Forrester Road provides a four lane divided carriageway with two traffic lanes in each direction. Forrester Road forms part of a route linking the Great Western Highway in the south with areas to the north.

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4. Boronia Road runs east from Forrester Road at a roundabout. It provides for one traffic lane and one parking lane in each direction. It is a dead end east of the club site. The intersection of Boronia Road with Forrester Road is controlled by a roundabout. Christie Street forms a fourth (western) approach to the intersection.
5. Near the northern end of the site, Dunheved Circuit runs west from Forrester Road at a roundabout controlled intersection. It provides access to industrial uses. Ropes Crossing Boulevard provides a fourth (northern) approach to the intersection and provides access to new residential areas in Ropes Crossing.

Existing Development

6. The Masters on the site has an approved GFA of 13,071m². On-site parking is provided for some 357 cars. We previously prepared a report¹ in support of the development.

Proposed Home Development

7. The proposed Home development would split the Masters into separate spaces for bulky goods tenants. The GFA of the building is not proposed to change.
8. The existing access and parking arrangements would be retained. Minor modifications are proposed to the rear of the Masters building to cater for servicing.

Parking Provision

9. The Penrith Development Control Plan 2014 indicates that bulky goods development should provide one space per 50m² GFA. On this basis, the proposed development would require 261 spaces.
10. The total parking requirement of 261 spaces is therefore satisfied by the existing provision of some 357 spaces.

Access, Servicing and Internal Layout

11. No changes are proposed to the existing access to the site from Forrester Road. The existing internal circulation and parking layouts will also be retained.

¹ Traffic Report for Proposed Home Improvement Centre, St Marys, April 2011.

12. Service vehicles access Masters from Forrester Road, circulate to the rear of the building and exit back to Forrester Road. There is a service road along the eastern side of the building and a turning area at the north-eastern corner of the building. Service vehicles include 19 metre semi-trailers and 12.5 metre large rigid trucks.
13. These arrangements for service vehicles will continue with the proposed bulky goods tenancies. Minor modifications will be made to the rear of the building to provide for loading at the rear of tenancies. Circulating service vehicles will be able to pass other vehicles unloading in the service road along the rear of the site. Swept paths of 19 metre semi-trailers and 12.5 metre large rigid trucks are shown in the attached Figures 1 and 2.

Traffic Effects

14. Our previous traffic report assessed traffic generations for Masters of 340 and 620 vehicles per hour two-way (sum of both directions) during weekday afternoon and Saturday peak hours respectively.
15. The RMS traffic generation rates for bulky goods developments in metropolitan areas are as follows:
 - 1.01 vehicles per hour per 100m² two-way during weekday afternoon peak hours; and
 - 2.24 vehicles per hour per 100m² two-way during Saturday peak hours.
16. On this basis, the proposed bulky goods development would generate some 130 and 290 vehicles per hour two-way during weekday afternoon and Saturday peak hours respectively. These generations are less than previously assessed for Masters. RMS surveys of home improvement centres such as Bunnings found higher traffic generation rates than for other bulky goods developments.
17. As the traffic generation of the proposed bulky goods development will be less than that assessed for Masters, the road network will cater for the traffic from the proposed development.

Summary

18. In summary, the main points relating to the traffic and parking implications of the proposed bulky goods development are as follows:

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- i) the proposed bulky goods tenancies would not change the GFA of the building;;
- ii) parking provision satisfies the DCP requirement;
- iii) access and parking layouts are not proposed to change;
- iv) provision for service vehicles is appropriate;
- v) the proposed bulky goods development would have a lower traffic generation than that assessed for Masters; and
- vi) therefore, the road network will cater for the traffic from the proposed development.

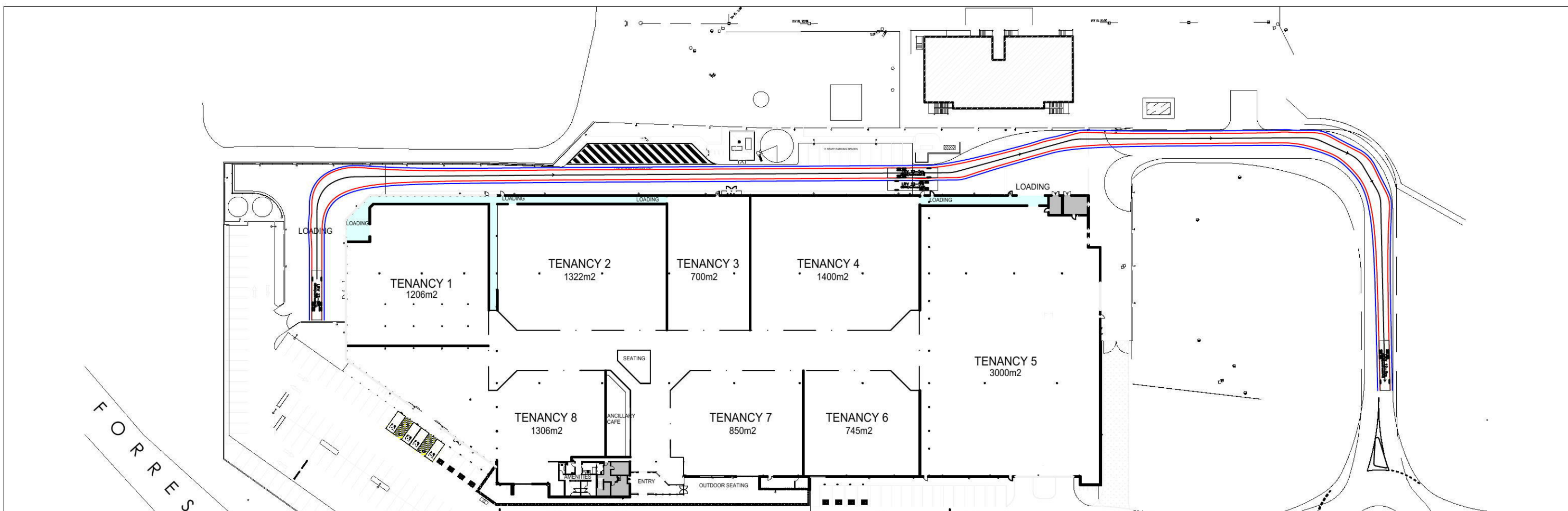
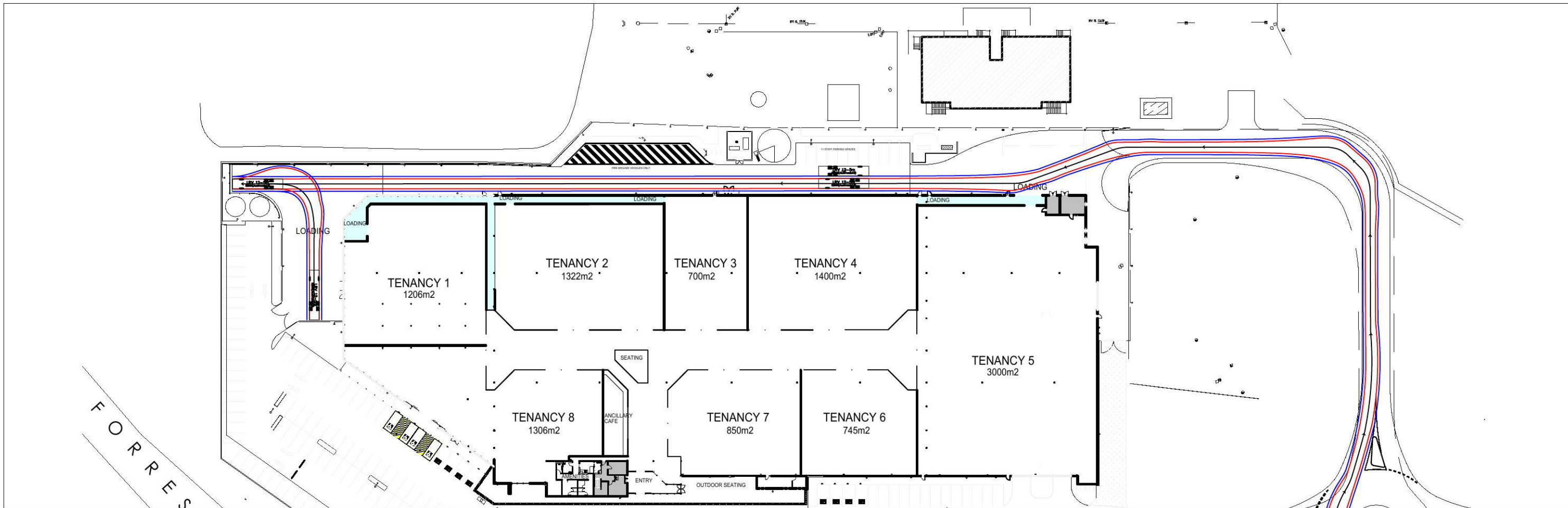
19. We trust the above provides the information you require. Finally, if you have any queries please do not hesitate to contact us.

Yours faithfully,

COLSTON BUDD ROGERS & KAFES PTY LTD



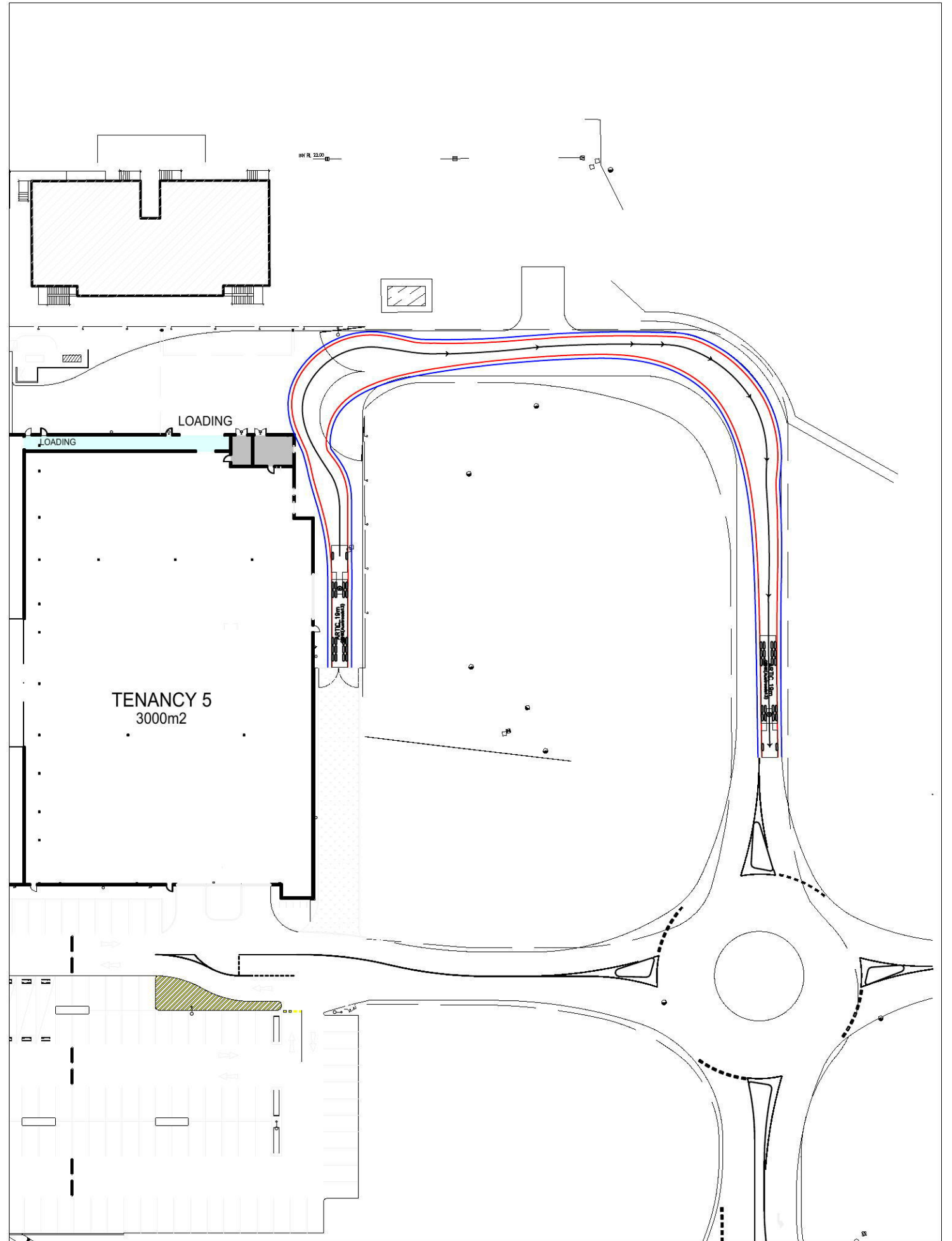
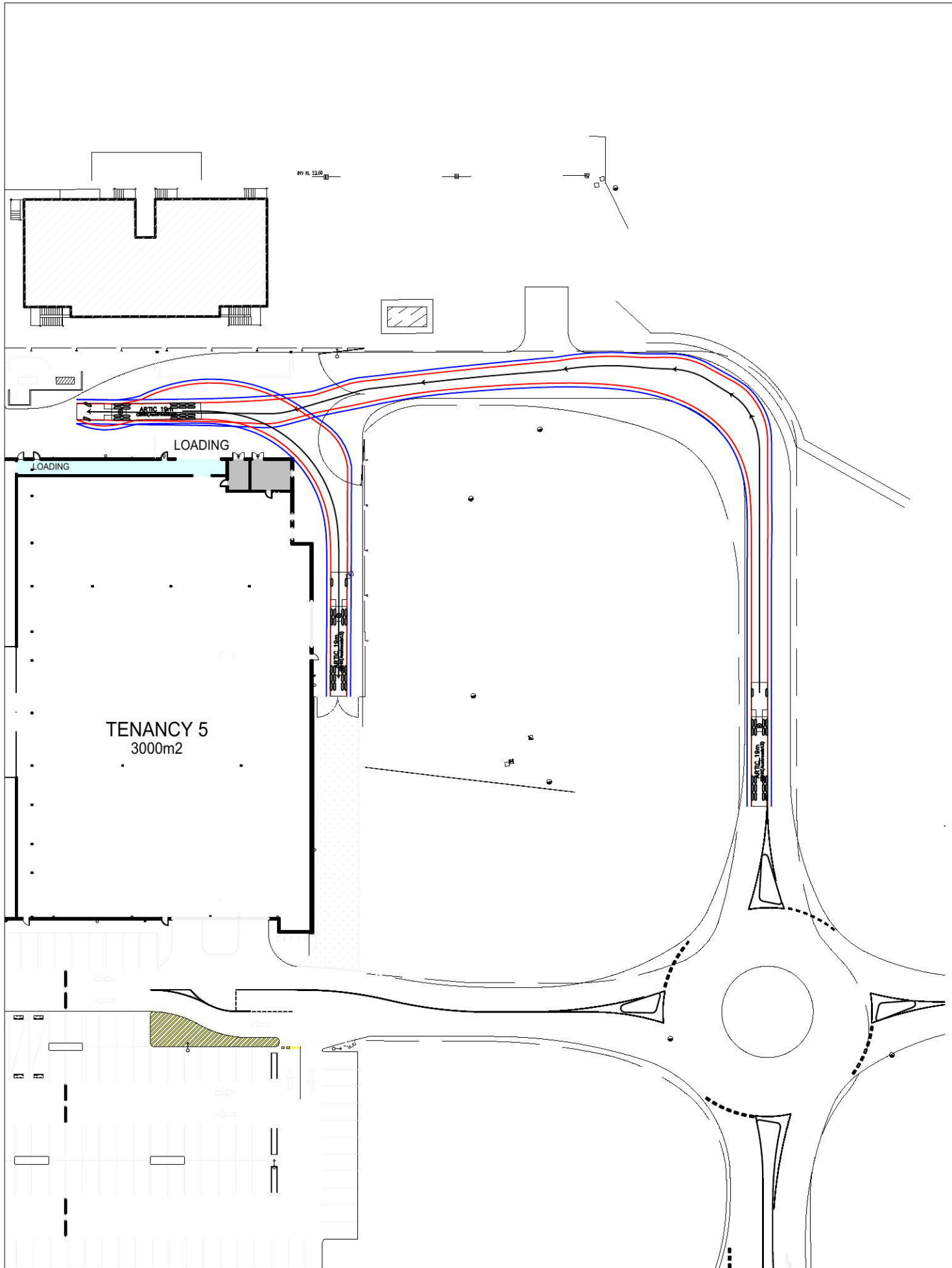
J Hollis
Director



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

**12.5m LARGE RIGID VEHICLE
 SWEEP PATHS**



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— Swept Path of Vehicle Body
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**19m ARTICULATED VEHICLE
 SWEEP PATHS**