
Colston Budd Rogers & Kafes Pty Ltd

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

Our Ref: JH/10868/jj

Transport Planning
Traffic Studies
Parking Studies

30 May, 2019

Henroth Group
Suite 604, Eastpoint Tower
Level 6, 180 Ocean Street
EDGECLIFF NSW 2027

Attention: Dan Maurici
Email: dan@henroth.com.au

Dear Sir,

RE: CHULLORA MARKETPLACE PLANNING PROPOSAL

1. As requested, we are writing regarding traffic matters raised by council in relation to the above development. We have previously prepared a report¹ which was submitted with the planning proposal.
2. We understand that council has raised the following matters:
 - a revised traffic distribution with three access points from Waterloo Road, (rather than the two shown in our report);
 - concern about the volume of traffic using the access opposite Como Road, and its potential for conflict with pedestrians, including in the piazza area;
 - the location of the southern access to the site, in proximity to the Norfolk Road intersection; and
 - the potential for conflict between retail and residential traffic.
3. With regards to the first matter, a third (southern) access point is shown in Figures 1 and 2, attached to this letter, for the weekday morning and afternoon peak periods respectively. With this third access, traffic flows entering and exiting the site from the Como Road roundabout would reduce, particularly to and from the south.

¹ Traffic Study for Planning Proposal for Chullora Marketplace Development, Chullora, March 2019.

4. We have assessed the operation of the third access using SIDRA. The analysis found that the access point would operate with average delays of less than 15 seconds per vehicle during peak periods. This represents level of service A/B, a good level of service.
5. With regards to the second point, as noted above, the third access point would reduce traffic flows using the Como Road access point, compared to today. However, the potential for conflict between vehicles and pedestrians in the piazza area would be almost eliminated because cars entering and exiting would use ramps to basement parking levels, and the piazza area would be elevated. Therefore, most cars entering and exiting at Como Road would not travel through the piazza. The only vehicles which would use this area would be people setting down or picking up. A sketch plan illustrating this concept is attached to this letter.
6. We also note that the potential for conflict between pedestrians and vehicles will be reduced, compared to today, as pedestrians walking into the shopping centre will do so at grade, while the majority of car parking will be relocated underground.
7. With regards to the third point, the SIDRA analysis estimates a 95 percent back of queue length of less than 70 metres, for southbound traffic on Waterloo Road approaching the Norfolk Road intersection. The proposed third access on Waterloo Road would be some 95 metres from Norfolk Road. Therefore, queues from Norfolk Road would not extend past the proposed third (southern) access on Waterloo Road.
8. With regards to the fourth bullet point, we do not consider that there is any fundamental problem with traffic in a mixed use development using the same access points to reach parking areas. In relation to this matter, we note the following:
 - vehicles share the same external road space;
 - sharing access points reduces the number of accesses provided in a mixed use development; and
 - within the site, separate, secure parking areas will be provided for residents so that retail customers are not travelling through residential parking areas.

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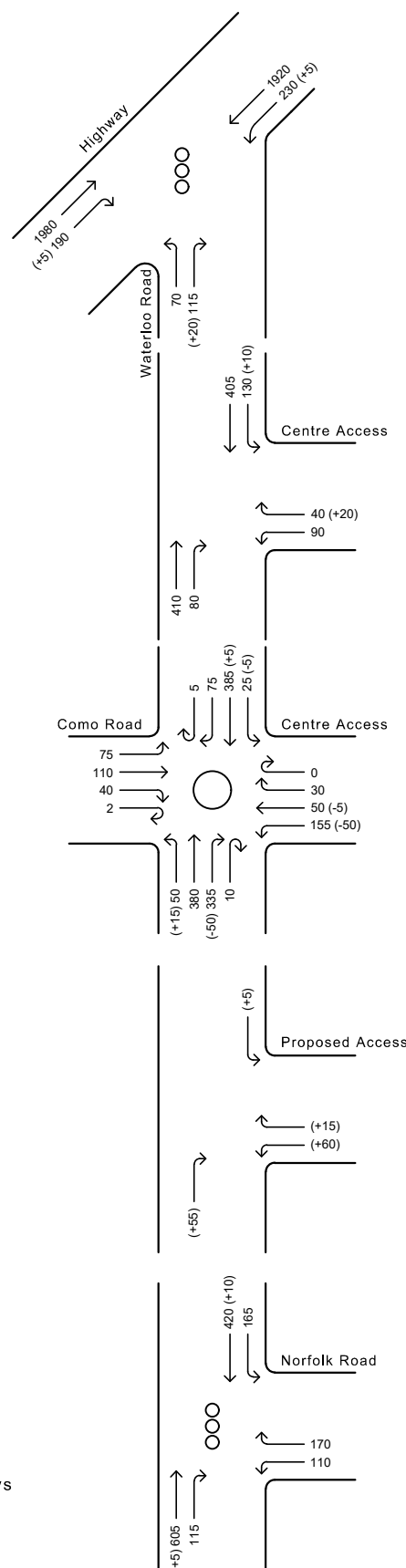
9. We trust the above provides the information you require. Finally, if you should have any queries, please do not hesitate to contact us.

Yours faithfully,

COLSTON BUDD ROGERS & KAFES PTY LTD

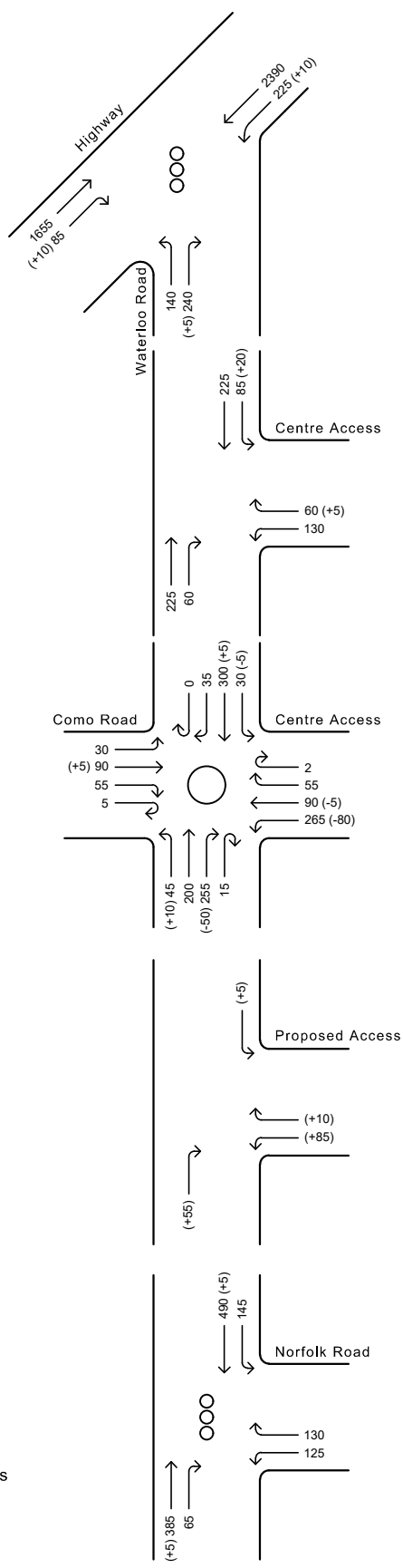
A handwritten signature in black ink, appearing to read 'J Hollis', written over a horizontal line.

J Hollis
Director



- LEGEND**
- 100 - Existing Peak Hour Traffic Flows
 - (+10) - Additional Development Traffic
 - ⊞ - Traffic Signals
 - - Roundabout

**Existing weekday morning
peak hour traffic flows plus
development traffic**
Figure 1



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

Existing weekday afternoon
peak hour traffic flows plus
development traffic
Figure 2