
Colston Budd Hunt & Kafes Pty Ltd

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

Our Ref: SK/9230/sk

Transport Planning
Town Planning
Retail Studies

21 May, 2014

Centuria Property Funds Limited
Suite 39.01, Level 39
100 Miller Street
NORTH SYDNEY NSW 2060

Attention: Andre Bali

Email: Andre.Bali@centuria.com.au

Dear Sir,

RE: PROPOSED RESIDENTIAL DEVELOPMENT
339 MILITARY ROAD, MOSMAN

1. As requested, we are writing to respond to traffic matters raised in submissions in relation to the above development. We have previously prepared a report⁽¹⁾ which was submitted with the development application.
2. Traffic matters raised in submissions, and our responses, are summarised below.
 - a) *The traffic study does not provide a date or time making it unreliable. The report is dated February and if the study was also completed in February the traffic numbers captured will be during school and university holidays which is inaccurate.*
 - b) *The traffic study only focuses on weekday traffic, due to the change of use of the site, weekend traffic is to be considered.*
 - c) *There is existing congestion at the intersection between Military Road and Belmont Road. It can often take up to three changes of traffic lights and this queues traffic past the access/driveway of the site at 339 Military Road.*

⁽¹⁾ "Traffic Report for Proposed Residential Development, 339 Military Road, Mosman", February 2014, Colston Budd Hunt & Kafes Pty Ltd.

- d) *Notwithstanding the use of public transport the development is likely to provide an increase in traffic as all of the shortfall will not be captured by public transport.*
 - e) *The inability for right hand turns on Military Road and Belmont Road will increase the traffic using roundabouts on Belmont Road to access the site. The number of cars entering Glover Street will also increase, (as cars can not directly access the site when turning onto Belmont Road due to the traffic island). This will create additional impacts to blind corners and existing local roads with poor sightlines.*
 - f) *A traffic device is required to reduce the risk of accidents along Glover Street.*
 - g) *There is an increased risk of vehicles performing illegal u turns around the existing traffic island at the corner of Military Road and Belmont Road.*
 - h) *Traffic in Glover Lane will increase as it will be used as a side street to access Cabramatta Road.*
 - i) *Rat runs will be created through Glover Street, Glover Lane, Lindsay Lane, Cabramatta Road and Bardwell Road as additional traffic will use local roads due to the left in/left out restrictions on the driveway access.*
 - j) *Traffic flow on Military Road will be impacted on due to additional cars turning onto Belmont Road.*
 - k) *No assessment of the impact on the roundabout controlled intersection of Belmont Road and Bardwell Street.*
 - l) *There is the potential for increase in heavy machinery using Glover Street as an access route to Belmont Road during the construction period.*
 - m) *Potential to accommodate restaurant in the commercial tenancy which will be used at night, will potentially clash with the visitor use of the shared parking spaces.*
3. The majority of traffic matters raised in submissions, matters a) to k), relate to the impact of traffic generated by the proposed development on the surrounding road network.
4. It is important to note that the proposed residential development will replace commercial development on the site and hence the traffic effects of the proposed development should be seen in this context. Set out below is a

comparison between the traffic generation of the commercial building and the proposed residential development.

5. The commercial building has some 4,100m² GFA with two levels of basement parking and access via a combined entry/exit driveway onto Belmont Road. We understand that the commercial development is only partly occupied with the majority of the tenancies vacant. As a result, the surveys of traffic generation of the existing site, as set out in our traffic report, underestimated the traffic generation of the site.
6. A more appropriate way to estimate traffic generated by the commercial development would be to use traffic generation rates set out in the Roads and Maritime Services "Guide to Traffic Generating Developments". The RMS Guidelines suggest a traffic generation for commercial developments of two vehicles per hour two-way per 100m² GFA during peak periods. With a gross floor area of 4,100m², the commercial development would generate some 85 vehicles per hour two-way at peak times.
7. As set out in the traffic report, the proposed residential development (comprising 77 residential units and some 170m² of ground floor retail) would generate some 35 vehicles per hour two-way during the morning and afternoon peak periods (based on RMS Guidelines). Thus the proposed residential development would generate some 50 vehicles per hour (two way) less than the commercial development.
8. As the proposed residential development would generate significantly less traffic than the commercial development, it would not result in additional traffic impacts. We note that the proposed residential development has a low level of traffic generation (one vehicle every two minutes) and such a minor increase in traffic would have no material effect on the operation of the surrounding road network.
9. Nonetheless we have addressed the traffic matters raised as set out below:
 - with regard to a) further traffic counts were undertaken in May 2014 and these have been used to address the traffic matters raised in submissions;
 - with regard to b), the traffic assessment has been undertaken in accordance with the RMS's Guidelines. These indicate that the busiest period for residential developments is during the weekday morning and afternoon peak periods when traffic generated by the proposed development will

have its greatest effects, when it combines with commuter traffic on the surrounding road network;

- with regard to c) we note that at times the queue of traffic on the Belmont Road approach to the intersection can queue back past the site access. The driveway to the proposed residential development is located in a similar location to the existing driveway to the commercial development (on Belmont Road as far as practical from the intersection with Military Road). As access to the site is limited to left in/left out and the proposed residential development will generate less traffic than the commercial development, the proposed development will not result in any increase in delays or congestion at the intersection of Belmont Road/Military Road;
- with regard to d) as noted above, based on RMS Guidelines, the proposed residential development will generate less traffic than the commercial development;
- with regard to e) the proposed residential development will generate less traffic than the commercial development and hence will not result in additional traffic impacts on Glover Street, Belmont Road or Military Road;
- with regard to f) as the proposed residential development will generate less traffic than the commercial development, there is no nexus for a traffic device on Glover Street;
- with regard to g) as the proposed residential development will generate less traffic than the commercial development, there will be a decreased risk of vehicles performing illegal u turns around the existing traffic island at the corner of Military Road and Belmont Road;
- with regard to h) as the proposed residential development will generate less traffic than the commercial development, traffic in Glover Lane will decrease;
- with regard to i) as the proposed residential development will generate less traffic than the commercial development there will be less potential for traffic to “rat run” through Glover Street, Glover Lane, Lindsay Lane, Cabramatta Road and Bardwell Road due to the left in/left out restrictions on the driveway access;

- with regard to j) as the proposed residential development will generate less traffic than the commercial development, there will be no increased impact on traffic flow along Military Road; and
 - with regard to k), using the updated (May 2014) traffic counts, an assessment of the operation of the Belmont Road/Bardwell Street roundabout has been undertaken. This found that with and without development traffic in place the roundabout will continue to operate at the same good level of service (LOS A/B) with similar average delays per vehicle during peak periods.
10. With regards to the potential for heavy machinery to use Glover Street as an access route to Belmont Road during the construction period (matter I), it is anticipated that Council will require a construction traffic management plan, outlining traffic management measures during construction and vehicle travel routes to and from the site. As part of the plan, an assessment of whether heavy machinery would be required or appropriate to use Glover Street would be undertaken. The construction traffic management plan will need to be submitted to and approved by Council, prior to commencement of construction. This matter could be dealt with as a condition of consent.
11. With regards to the potential for a restaurant in the retail tenancy which could potentially clash with visitor use of the shared parking spaces, we note the following:
- 17 shared resident visitor/retail spaces are proposed of which 11 will be required by resident visitors at night. This leaves 6 spaces for other night time uses;
 - The proposed ground floor non-residential ground floor uses are for retail (100m²) and a café (70m²). If the café was open at night, based on the DCP parking rates, 4 spaces would be required, which could be accommodated by the available 6 spaces; and
 - We understand that the use of the designated retail space for a cafe would be subject to a separate approval.
12. In summary our review of the traffic matters raised in submissions has found that the proposed residential development would generate significantly less traffic than the commercial development (and hence would not result in additional traffic impacts). With regards to the use of Glover Street for construction access, this would be addressed in a construction traffic management plan. The proposed shared visitor/retail parking is considered appropriate to

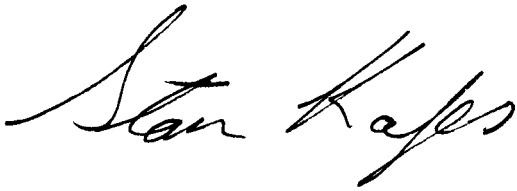
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accommodate night time parking demand for visitors and night time use of the café.

13. 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

A handwritten signature in black ink, appearing to read "Stan Kafes". The signature is fluid and cursive, with the first name "Stan" and the last name "Kafes" clearly distinguishable.

S. Kafes
Director