

Colston Budd Hunt & Kafes Pty Ltd

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

Our Ref: TR\7823\jj

17 August, 2010

Transport Planning
Town Planning
Retail Studies

Fabcot Pty Ltd
c/- Renew Constructions Pty Ltd
Suite 11
71 Penshurst Street
WILLOUGHBY NSW 2068

Attention: Steve Richardson
Email: srrenew@bigpond.net.au

Dear Sir,

RE: PROPOSED SUPERMARKET, SMITH STREET, CHATSWOOD

1. As requested, we have reviewed the traffic matters raised at a recent meeting with Council. These matters are summarised below:
 - ❑ Intersection of Smith Street and Eastern Valley Way – Concern with traffic turning left from Castle Cove Road onto Eastern Valley and then right into Smith Street, with particular focus in the build up of cars queuing in Eastern Valley Way turning right;
 - ❑ Big Picture Traffic - How will this project affect traffic in the LGA, eg may benefit traffic problems areas in other parts of the LGA, reduce overall traffic, better distribution of shopping traffic; and
 - ❑ Mixture of vehicles using this area. In particular potential conflict with traffic from existing uses such as North Shore Timber and Korean Church.
2. Our response to each of these issues is set out below. This response draws on information provided in our traffic report that accompanied the proposed rezoning (Report on Traffic Effects of Rezoning for Proposed Supermarket, 17-19 Smith Street, Chatswood, May 2010).

Intersection of Smith Street and Eastern Valley Way

3. As part of the approved Bunnings Development (currently under construction) this intersection will be upgraded to provide three lanes on the Smith Street approach (from two lanes). As part of our traffic report we analysed the operation of this intersection with Woolworths traffic added to existing plus Bunnings traffic (with the upgrades as required by the Bunnings development). The analysis found that

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the intersection would operate at a reasonable level of service in the weekday afternoon and Saturday midday peak periods.

4. With respect to the left turn onto Eastern Valley Way from Castle Cove Road and then right turn into Smith Street we note that the phasing of the traffic signals at the intersection allows for this movement to occur (noted as Phase CI on the attached Traffic Control Signal Plan). As for all traffic signal controlled intersections the phasing and allocation of green time is determined by the RTA traffic management centre who typically give priority to traffic movements on the main road (in this case Eastern Valley Way). Thus this phase may not operate on each cycle, depending on demand and traffic conditions along Eastern Valley Way. We note the upgrade of the Smith Street approach will provide for increased capacity at the intersection and this may allow for additional green time to be allocated to the side street approaches.

Big Picture Traffic

5. As noted in our traffic report we assumed that traffic generated by the proposed supermarket was 'new' traffic. This approach was conservative as it did not take into account traffic generated by the existing car service centre has not been discounted or the redistribution of existing trips to supermarkets in the area (such as Chatswood, Northbridge or Forestville) that would change to use the proposed supermarket. Furthermore the proposed supermarket would result in people within the primary catchment being located closer to a supermarket and hence having to travel less distance in order to undertake their weekly shopping. This would result in a reduction in vehicle kilometres travelled with complementary environmental benefits of less fuel consumption, less vehicle emissions, and savings in travel time.
6. Based on information provided in the retail study that accompanied the rezoning, it is estimated that:
 - ❑ some 40% of the trade for the proposed supermarket will be relocated trips from Chatswood;
 - ❑ some 30% of the trade for the proposed supermarket will be relocated trips from Northbridge/Castlecrag;
 - ❑ some 10% of the trade for the proposed supermarket will be relocated trips from Willoughby; and
 - ❑ the balance of trade (some 20%) will be from Lindfield/Lane Cove/Forestville or new trips.
7. Using this information we have estimated the likely reduction in traffic generation to Northbridge/Castlecrag and Chatswood as these are the major areas that would be affected. As noted in our traffic report, based on RTA Guidelines the proposed supermarket would have a peak hour traffic generation of some 450 vehicles (two way) when passing trade is taken in account. This equates to some 4,500 vehicles per day (two way). Thus traffic to Chatswood would be reduced by

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some 1,800 vehicles per day (two way) and Northbridge/Castlecrag by some 1,350 vehicles per day (two way).

8. The proposed supermarket is located centrally within the primary trade area with Northbridge/Castlecrag located some three kilometres to the south and Chatswood some two kilometres to the west. Thus the majority of customers that would shop at the proposed supermarket would already be travelling in the vicinity of the site (along Smith Street or Eastern Valley Way). Thus customers who choose to shop at the new supermarket would have less distance to travel with associated reduction in fuel costs, vehicle emissions and reduced travel times. Based on the estimated reduction in traffic at Northbridge/Castlecrag and Chatswood we estimate that the savings in vehicle kilometres travelled (VKT) per year could be in the order of 2.8 million.
9. Using this conservative approach our traffic assessment found that the intersections of Smith Street/Eastern Valley Way and Castle Cove Road/Eastern Valley Way would operate at level of service (LOS) B with supermarket plus Bunnings traffic in place, and the intersection with Smith Street upgraded (as required for the Bunnings development). Intersection operations are rank from A (good) to F (at capacity). LOS B represents a good level of service with spare capacity. Thus the two intersections on Eastern Valley Way would operate at a good level of service. By way of comparison this level of intersection operation is better than some other intersections through which vehicles coming from the local area would currently pass through to access existing supermarkets.
10. It should be noted that the estimate of additional traffic from Castle Cove Drive (associated with the proposed supermarket) would be low at some 20 vehicles per hour in the peak hours. As noted above this is conservatively high as it is based on RTA traffic generation rates and does not take into account traffic generated by the existing car service centre or redistribution of existing supermarket trips. Such a small increase (one vehicle every 3 minutes) is unlikely to increase queuing on Castle Cove Drive.
11. Thus in summary the proposed supermarket would result in a reduction in traffic travelling to Chatswood and Northbridge/Castlecrag and would result in a substantial reduction in vehicle kilometres travelled with associated reduction in fuel costs, vehicle emissions and travel times.

Mixture of Vehicles Using This Area

12. The site of the proposed supermarket is located within the East Chatswood industrial area. Thus traffic within the area is a mix of cars and trucks. Smith Street which is located along the southern boundary of the site, acts as a feeder road into Chatswood town centre from the east. The roads in the area are wide two lane roads that have been designed to accommodate trucks. Our traffic assessment that accompanied the rezoning report noted that the surrounding road network can satisfactorily accommodate traffic from the proposed supermarket and approved Bunnings store.

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13. We understand that concern was raised at the recent meeting that traffic associated with the proposed supermarket could affect the operations of North Shore Timber and the Korean Church. Both of these are located on the southern side of Smith Street. We understand that you have contacted both operations and found the following:
- ❑ Korean Church – located at 28 Smith Street has only small numbers on Saturday for bible studies (numbers range from 30 to 40). On Sunday services operate from 8.00am to 5.00pm with numbers typically 100 at the 9.00am, 11.00am and 2.00pm services. The church has an arrangement to use the North Shore Timber and Hardware car park on Sundays; and
 - ❑ North Shore Timber and Hardware, operates Monday to Friday, 6.30am to 5.00pm and Saturday 7.30am to 1.00pm. It typically has one delivery truck per day.
14. Based on the above, the proposed supermarket would have minimal effect on the operation of these facilities as they generate minimal traffic and their peak activities do not coincide with peak traffic generation of the proposed supermarket. We note that any weekday afternoon or Saturday midday traffic associated with either use has been included in our traffic assessment.

Summary

15. In summary our review of the traffic matters raised has found the following:
- ❑ the intersection of Smith Street/Eastern Valley Way/Castle Cove Road can satisfactorily accommodate traffic from the proposed supermarket;
 - ❑ the proposed supermarket would result in a reduction in traffic travelling to Chatswood and Northbridge/Castlecrag and would result in a substantial reduction in vehicle kilometres travelled with associated reduction in fuel costs, vehicle emissions and travel times; and
 - ❑ the adjacent road network can satisfactorily accommodate traffic from the proposed supermarket.
16. 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



T. Rogers
Director