Colston Budd Rogers & Kafes Pty Ltd
as Trustee for C & B Unit Trust
ABN 27 623 918 759

Our Ref: TR/11966/jj

Transport Planning
Traffic Studies
Parking Studies

18 December 2021

Stockland
Level 25
133 Castlereagh Street
SYDNEY NSW 2000

Attention: Melody Potter
Email: [redacted]

Dear Madam,

RE: 355-375 CHURCH STREET, PARRAMATTA
TRAFFIC REVIEW

1. As requested, we have reviewed the traffic effects of the following possible changes to the proposed mixed use development on the above site:

   - left in only from Victoria Road; and
   - removal of McDonald's drive through.

2. Our review is set out through the following sections:

   - site location;
   - planning proposal;
   - existing traffic conditions;
   - traffic effects of planning proposal;
   - traffic effects of possible changes; and
   - summary.

   Site Location

3. The site is located on the north western corner of the intersection of Church Street and Victoria Road, North Parramatta. The site also has frontage to Ross Street. The site is currently occupied by a McDonald's and retail/commercial uses (some 400m^2) with at grade parking (some 60 spaces). Access is provided from Victoria Road and Ross Street (movements from all directions are provided to/from both driveways). The commercial development located on the north eastern corner of the block does not form part of the site.

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Proposed Development

4. A site specific planning proposal has been prepared that would allow the relocation of McDonald's to the southern eastern part of the site (with some 220 seats and a drive through) and a mixed use building (ground/first floor retail/commercial with residential above). Access is proposed from Victoria Road (left entry only) and Ross Street (all movements permitted). Gateway determination was issued in November 2020. We prepared the traffic report that was submitted with the planning proposal (Planning Proposal for Proposed Mixed Use Development, 355-375 Church Street, North Parramatta – Transport Report (CBRK August 2018).

Existing Traffic Conditions

5. Our traffic report found the following with respect to existing traffic conditions:

- the site generated some 240 to 275 vehicles per hour (two way) in the weekday morning and afternoon peak hours respectively. Some 36% of traffic entering the site used the McDonalds drive through; and

- the intersections on the adjacent road network operate at satisfactory or better levels of service in the weekday morning and afternoon peak hours.

Traffic Effects of the Planning Proposal

6. Based on TfNSW Guidelines, our traffic report found that the proposed mixed use development would generate some 236 and 247 vehicles per hour (two way) in the weekday morning and afternoon peak hours respectively. Thus there would be reduction is traffic generated by the site of some 4 and 28 vehicles per hour (two way) in the weekday morning and afternoon peak hours respectively. This was due to the reduction in parking for the McDonalds (from 60 to 30 spaces) and the reduced exposure of the McDonald's drive through.

7. As noted above, the planning proposal changes the Victoria Road access to left entry only. This resulted in 25% less traffic using the Victoria Road access compared to the existing situation and all traffic exiting the site via Ross Street.

8. Our traffic report found that, based on 2026 traffic flows, changes to the adjacent road network as a result of the Parramatta Light Rail, and redistributed development traffic (as a result of the changes in access arrangements), the surrounding road network would accommodate traffic generated by the proposed development. Adjacent intersections would continue to operate at

satisfactory or better levels of service in the weekday morning and afternoon peak hours.

Traffic Effects of Possible Changes

9. We have reviewed the traffic effects of the following possible changes:

- left in from Victoria Road; and
- removal of McDonald's drive through.

Left in from Victoria Road

10. Currently some 115 to 140 vehicles per hour (two way) use the Victoria Road access in the weekday morning and afternoon peak hours. This would reduce to some 80 to 85 vehicles per hour (two way) with the exit removed for the proposed development.

11. Making the Victoria Road access left in only would result in the following:

- less traffic using the left in only access compared to left and right in (a 25% to 41% reduction in peak hour flows);
- less impact to westbound traffic flow on Victoria Road (as traffic does not have to wait for vehicles to turn right into the site);
- redistribution of the traffic that would turn right from Victoria Road into the site to the Ross Street access (some 20 to 35 vehicles per hour). This traffic would turn right into Church Street and then left into Ross Street; and
- less potential for pedestrian/vehicle conflict on Victoria Road access (as a result of the lower traffic flows).

12. We have analysed the traffic effects of this redistribution in traffic on the surrounding road network using SIDRA. The analysis found similar results to our previous analysis. That is, adjacent intersections would continue to operate at satisfactory or better levels of service in the weekday morning and afternoon peak hours.

Removal of McDonald's Drive Through

13. Our previous traffic study found that some 36% of McDonald's traffic used the drive through. With the proposed development, McDonald's was estimated to generate 170 to 190 vehicles per hour (two way). Thus the drive through would generate some 60 to 70 vehicles per hour (two way) in the week day morning and afternoon peak hours. TfNSW Guidelines suggest that some 35% of McDonald's traffic is passing trade. This traffic (some 25 vehicles per hour) would pass the site irrespective of whether McDonald's was on the site. Thus

removal of the drive through would result in a net reduction in traffic on the adjacent road network of some 35 to 45 vehicles per hour.

14. We have analysed the impact of this minor reduction in traffic on the surrounding road network using SIDRA. The analysis found similar results to our previous analysis. That is, adjacent intersections would continue to operate at satisfactory or better levels of service in the weekday morning and afternoon peak hours. Thus the removal of the McDonald's drive through would have no material effect on the operation of the surrounding road network.

15. We note that the proposed drive through provides dual order lanes with queuing for 10 vehicles from the pick-up point and four vehicles from the order points. This satisfies TfNSW requirements of queuing for 10 vehicles from the pick-up point.

16. Removal of the drive though would be likely to result in the following traffic effects:

- increased demand for on-site and on-street parking as customers would have to enter the store rather than use a drive through;
- delays in the car park (as customers wait for a parking space); and
- increased demand for home deliveries (with associated additional traffic movements).

17. The increase in traffic associated with home deliveries and customers parking and entering McDonald's would tend to offset the reduction in traffic associated with removal of the drive through.

Summary

18. In summary our review has found:

- making the Victoria Road access left in entry only would result in:
  - a 25% to 41% reduction in traffic using the Victoria Road access;
  - redistribution of traffic to the Ross Street access; and
  - adjacent intersections would continue to operate at satisfactory or better levels of service in the weekday morning and afternoon peak hours;
- removal of the McDonald's drive through would have minimal traffic effects and the reduction in traffic generation would tend to be offset by increased parking demand and traffic generated by home deliveries.

19. 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

T. Rogers
Director