
Colston Budd Hunt & Kafes Pty Ltd

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

Our Ref: TR/8009/jj

Transport Planning
Town Planning
Retail Studies

23 December, 2010

Marrickville Council
PO Box 14
PETERSHAM NSW 2049

Attention: Marcus Rowan

Email: mrowan@marrickville.nsw.gov.au

Dear Sir,

**RE: PART 3A APPLICATION FOR
McGILL STREET PRECINCT DEVELOPMENT**

1. As requested, we are writing to set down our preliminary review findings regarding the traffic aspects of the proposed development in the McGill Street Precinct. Our preliminary findings will be followed by a more detailed traffic review of the proposed development.
2. As discussed with yourselves, the traffic effects of the proposed McGill Street Precinct development should be considered in conjunction with the proposed development of the nearby Flour Mill site.
3. We have reviewed the transport reports ⁽¹⁾⁽²⁾ that accompanied the two Part 3A applications. The preliminary findings of our review are as follows:-
 - there is a number of traffic issues associated with the two developments, particularly with the McGill Street Precinct site;
 - combined both developments will generate some 1000vph (two way) in the weekday morning and afternoon peak hours;
 - this is a significant volume of additional traffic in an area where there are already a number of traffic constraints;

⁽¹⁾ McGill Street Precinct Development – TMAP Study prepared by Traffix, October 2010

⁽²⁾ Flour Mill Development – Transport Study prepared by Arup August 2010

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- with regards to the McGill Street Precinct site, the level of development is larger than the Flour Mill site with higher levels of traffic generation. The identified suite of works is more extensive. It is questionable whether some of these works are practical;
 - the development of the Flour Mill site on its own would generally be satisfactory, subject to the adoption of the identified suite of improvements;
 - the exception is the intersection of Railway Terrace/Old Canterbury Road/Longport Street, which operates at capacity today. No mitigation measures have been identified;
 - we note that the DGR's required a cumulative traffic assessment of both sites including the part of the McGill Street site not included in the Part 3A application;
 - this cumulative assessment has not been undertaken. Given the likely scope of improvements required (including new traffic signals and modifications to existing signals), it is suggested preparation of a micro traffic simulation model, such as Paramics, should be undertaken;
 - as the McGill Street Precinct site includes a substantial retail component (over 6,000m²) in addition to weekday morning and afternoon peak periods, an assessment of the Saturday midday peak period should also be undertaken;
 - it is understood that the RTA has reviewed the McGill Street Precinct proposed development and raised some traffic concerns.
4. Finally, as discussed, in association with our detailed review, due to the significant traffic issues, we suggest that a meeting should be held between representatives of Marrickville and Ashfield Councils, DoP and RTA.

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5. We trust that this letter provides the information you require. If you have any queries please do not hesitate to contact me.

Yours faithfully,

COLSTON BUDD HUNT & KAFES

A handwritten signature in black ink, appearing to read 'T. Rogers'. The signature is stylized, with a large 'T' and a cursive 'R'.

T. Rogers
Director