
Colston Budd Hunt & Kafes Pty Ltd

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

Our Ref: TR/8730/jj

23 May, 2014

Transport Planning
Town Planning
Retail Studies

Frasers Putney Pty Ltd
Level 11
488 Kent Street
SYDNEY NSW 2000

Attention: Warwick Dowler

Email: Warwick.Dowler@frasersproperty.com.au

Dear Sir,

RE: PUTNEY HILL - STAGE 2 S75W

1. As requested, we have reviewed the traffic matters raised in submissions by Ryde Council and RRCS. The traffic issues raised relate to the changes in the Stage 2 road network as set out in the S75W modification. In particular the submissions have raised concern that:
 - the increase in properties with direct access to Road 6 would result in adverse vehicular and safety impacts;
 - relocation of the "Princes Street Connection Road" to Road 2 closer to Road 6 would result in a significant risk to the safety of RRCS clients;
 - the closure of the road connection to Princes Street will increase traffic flows on Road 2 and 6 and hence reduce safety and amenity for the RRCS site; and
 - the need to undertake a revised traffic assessment (based on updated traffic counts).
2. We prepared the traffic report for the Stage 2 S75W modification (Section 75W Application – Putney Residential Development Stage 2 Transport Review, December 2013) and the traffic report for the Concept Approval for redevelopment of the RRCS site (Transport Report for the Proposed Rezoning of the Royal Rehabilitation Centre Sydney, Ryde, July 2005).
3. We note that in response to submissions, an additional road connection to Morrison Road from Stage 2 has been included in the S75W modification.

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This access forms the northern leg of the existing roundabout controlled intersection of Morrison Road and Boulton Street. With respect to the traffic matters raised in submissions our response is set out below, taking into account the provision of the additional access to Morrison Road.

Increased in the Number of Properties with Direct Access to Road 6

4. The S75W modification would replace the previous separate crescent road with provision of direct access by 14 properties to Road 6. Within the approved concept approval, Road 6 functions as a local road providing access to RRCS and the Stage 2 residential development with a straight alignment between Morrison Road and Road 2. Traffic flows on Road 6 were estimated to be some 100 vehicles per hour (two way) in the weekday morning and afternoon peak hours. With the S75W modification traffic flows on Road 6 would be similar to the approved concept plan.
5. RMS guidelines suggest that a local residential street (with direct access to properties) has an environmental capacity of up to 300 vehicles per hour (two way). Thus with the S75W modification, traffic flows on Road 6 would be lower than its environmental capacity. With no geometric constraints, direct access to residential properties are considered appropriate, consistent with the design and function of Road 6 and would not result in unusual amenity or safety issues.

Relocation of the “Princes Street Connection Road” closer to Road 6

6. The S75W modification relocates the “Princes Street Connection Road” to Road 2 closer to Road 6 compared to the concept approval. We note that Road 2 is effectively an extension of Road 6 with the southern section of Road 2 (between Roads 3 and 6) now closed. As noted above traffic flows on Road 6 will be within its environmental capacity. Thus the relocation of the “Princes Street Connection Road” would not result in any unusual amenity or safety issues for RRCS clients.

Increased Traffic on Road 6

7. Concern has been raised in submissions that the closure of the connection to Princes Street will result in increased traffic on Road 6 and hence reduce safety and amenity for the RRCS site.
8. As noted above, in response to submissions, an additional road connection to Morrison Road from Stage 2 has been included in the S75W modification.

Colston Budd Hunt & Kafes Pty Ltd

This access forms the northern leg of the existing roundabout controlled intersection of Morrison Road and Boulton Street. With the S75W modification traffic flows on Road 6 would be similar to the approved concept plan and would not result in unusual amenity or safety issues.

Revised Traffic Assessment

9. Council has suggested that a revised traffic assessment (including updated traffic counts) should be undertaken. We note that the S75W would result in only minor changes in traffic flows (generally 10 vehicles per hour (two way) or less) on the surrounding road network, compared to the approved concept plan. On this basis it is our view that a revised traffic assessment is not required. Notwithstanding this, we understand that Frasers has indicated that it would submit a revised traffic assessment (including updated traffic counts) as part of the first development application for Stage 2. We understand that the Department of Planning has indicated that delaying submission of the revised traffic assessment until DA stage is considered appropriate.

Summary

10. Thus, in summary, the proposed road changes as part of the S75W:
- would not result in acceptable impacts on the safety and amenity for users of Roads 2 and 6;
 - in response to submissions, an additional road connection to Morrison Road from Stage 2 has been included in the S75W modification; and
 - a revised traffic assessment (including updated traffic counts) will be submitted as part of the first development application for Stage 2.
11. 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

A handwritten signature in black ink, appearing to read 'T. Rogers', with a stylized flourish at the end.

T. Rogers
Director