



16 December 2025

Reference: 251075.01FA

[Redacted]

**LETTER OF ADVICE RELATED TO THE  
WALKING DISTANCE ASSESSMENT  
AT 11 - 23 RANGERS AVENUE, MOSMAN**

Dear [Redacted],

Reference is made to your request to provide a Letter of Advice for the proposed walking distance assessment at 11 - 23 Rangers Avenue, Mosman. This letter has been prepared for the benefit of the residents of 18 – 36 Holt Avenue, Mosman to address the walking distance assessment completed as a part of the application for a residential flat building at the subject site relating to SSD-96272465, specifically addressing the intersection of Spofforth Street / Holt Avenue.

**1 Walking Distance Assessment**

LTS Surveyors undertook a survey on 11 November 2025 using high-accuracy GPS surveying equipment and physically verified on foot two (2) walking routes to determine the walking distance between the site and the Cremorne Town Centre (provided in **Annexure A**). The definition of “walking distance” under the SEPP Housing 2021 is below.

*Walking distance means the shortest distance between two points measured along a route that may be safely walked by a pedestrian using, as far as reasonably practicable, public footpaths and pedestrian crossings.*

Both survey routes require pedestrians to cross Spofforth Street at the intersection of Holt Avenue, which the letter accompanying the survey describes as *residential streets with adequate pedestrian safety*. The Walking Route 1 is a distance of 742m, whilst the Walking Route 2 is 668m, which does not use footpaths for the entire length.

In accordance with the definition under the SEPP Housing 2021, Walking Route 2 does not use public footpaths as Bloxsome Lane and Bardwell Lane do not have adequate public footpaths and require pedestrians to walk with the carriageway of Bloxsome Lane and Bardwell Lane.

In addition to the above, the Traffic & Parking Impact Assessment dated 19 November 2025, prepared by JMT Consulting does not critically assess the safety of pedestrians crossing at the intersection of Spofforth Street / Holt Avenue.

## 2 Spofforth Street / Holt Avenue Traffic & Geometric Design

### 2.1 Traffic Survey Data

Pedestrian crossing difficulty increases in direct proportion to the two-way vehicle volume along the road being crossed. The undersigned commissioned intersection traffic counts at Spofforth Street / Holt Avenue, where the Walking Route(s) cross Spofforth Street, on Thursday 4 December 2025. The survey data is summarised in **Table 1**, whilst full results are presented in **Annexure B**. The data shown below relates to the traffic volumes along Spofforth Street at the required pedestrian walking route location shown in **Annexure A**.

**TABLE 1: SPOFFORTH STREET TRAFFIC VOLUMES AT CROSSING LOCATION**

Location1	Two-Way Traffic Volume <sup>(3)</sup>	
	AM Peak Hour <sup>(1)</sup>	PM Peak Hour <sup>(2)</sup>
Spofforth Street	1,012	1,086

Note (1) 8:15am-9:15am  
 (2) 3:00pm to 4:00pm  
 (3) The summary of traffic volumes only considers traffic volumes that conflict with the pedestrian crossing route. The intersection traffic volumes are higher.

As shown above, the two-way peak hour volumes at the Walking Route crossing location exceeds 1,000 two-way vehicle trips in both the AM and PM peak hour period. These volumes are similar to what is expected along a sub-arterial or arterial road, with collector roads having thresholds of 500 two-way peak hour vehicle trips and local roads having thresholds of 300 two-way peak hour vehicle trips.

It should be noted that Spofforth Street is a classified Regional Road (No.2019) as outlined within TfNSW schedule of Classified and Unclassified Regional Roads and hence these observed traffic volumes reflect the higher order road function of Spofforth Street as a sub-arterial or arterial road.

In addition, intersection turning movements from minor roads have an influence upon pedestrian safety and gap acceptance, which are also relevant considerations to the safety of pedestrians crossing Spofforth Street.

### 2.2 Geometric Design and Parking Restrictions

The intersection of Spofforth Street / Holt Avenue is a four-way stop controlled intersection with Spofforth Street having priority over Holt Avenue, the relevant road geometry and characteristics of the intersection include the following:

- Spofforth Street is signposted as 50km/h with one lane in each direction;
- The Holt Avenue approaches consist of raised pavement thresholds and one lane in each direction. A localised median separating the Holt Avenue carriageway is located on the eastern approach to the intersection;
- Kerb ramps are provided at all crossing locations;
- Kerb extensions have been provided along both Holt Avenue and Spofforth Street;
- Bus zones exist to the north of Holt Avenue along both sides of Spofforth Street;

- Kerbside parking is permitted along both sides of Holt Avenue prior to the raised pavement threshold;
- Kerbside parking is permitted along both sides of Spofforth Street prior to the kerb extensions;
- The road alignment of Spofforth Street is straight with a slight downgrade;
- The road alignment of Holt Avenue on the approach to Spofforth Street is straight, with a gradient falling heading west to east.

Considering the kerb extensions provided at the proposed Walking Route, the distance for pedestrians to cross Spofforth Street is roughly 9.2m.

### **3 Relevant Austroads and Australian Standards Excerpts**

Reference is made to *Austroads Guide to Road Design Part 4 Section 8.2.2* which states the following about pedestrians crossing roads without pedestrian refuges:

*Without a refuge pedestrian delay can become excessive – above about 500 vehicles per hour on a single-lane each-way urban street. A refuge increases the traffic threshold to about 1800 vehicles per hour before pedestrian delay becomes excessive.*

This advice is general in nature, but it is evident that two-way volumes at the crossing location along Spofforth Street exceed 500 peak hour vehicle movements and hence further consideration is required to be made on the safety for pedestrian to cross at the intersection of Spofforth Street / Holt Avenue.

More recent analysis has been completed as a part of the June 2025 supplement to AS1742.10. Standards Australia has undertaken a detailed SIDRA analysis to determine vehicle traffic volume thresholds at which the delay that crossing pedestrians experience becomes excessive, with consideration for crossing widths, number of lanes and other relevant context.

Further, reference is made to the publicly available supplement to AS 1742.10 dated 20/06/2025 (ref #19005493), which provides the following advice:

*Austroads Guide to Road Design Part 4 ... Section 8.2.2 provides general guidance on vehicle volumes above which pedestrian delay may be excessive. Table B8.1 provides a more detailed analysis. It is considered that a maximum delay of 30 seconds for pedestrians who wish to cross a road is a reasonable time period and therefore a crossing facility is not generally warranted.*

*An initial assessment of the ease with which a pedestrian is able to cross the road should be conducted to assist in determining whether further investigations and treatment is required. The delay of Level of Service (LOS) experienced by a pedestrian waiting for a safe gap in a traffic stream based on the volume of traffic is the key factor in determining if pedestrians can safely cross a road.*

**Table B8.1 - Maximum volumes for Level of Service D for pedestrian crossing delay**

**Two-lane, two-way road:**

Total road width (m)	Maximum volume (veh/hr)	
	Undivided road <sup>1</sup>	Divided road <sup>2</sup>
6	1560	3536
7.2	1290	3184
8.4	1087	2854
9.6	929	2564
10.8	804	2310
12	704	2090

**Four-lane, two-way road:**

Total road width (m)	Maximum volume (veh/hr)	
	Undivided road <sup>1</sup>	Divided road <sup>2</sup>
12	744	2504
13.2	653	2238
14.4	578	2014
15.6	516	1820
16.8	463	1656
19.2	380	1384
21.6	–	1176
24	–	1010

**NOTES:**

<sup>1</sup> If the peak hour volume is greater than the maximum volume indicated in the table for an undivided road, consider treatments such as narrowing the road width with kerb extensions or a pedestrian refuge.

**FIGURE 1: TABLE B8.1 OF SUPPLEMENT TO AS1742.10**

The subject road (Spofforth Street) is a two-lane two-way road, though the total road width at the crossing location is 9.2m. It is evident from **Figure 1** above, that during peak times, the maximum traffic volume threshold is 1,087 two-way peak hour vehicles based upon an 8.4m wide road, and 929 two-way peak hour vehicle based upon a 9.6m wide road. Interpolating this data provides a maximum two-way peak hour vehicle of 981 for a 9.2m wide road.

In view of the above, both the observed traffic volumes during the AM and PM peak hour period exceed 981 two-way vehicle trips and it can be concluded that the crossing of Spofforth Street at the proposed walking route is unsafe.

It should be noted that the above relates to midblock traffic assessments, rather than an assessment at an intersection, whereby further delay to pedestrians is created due to pedestrian observations to minor road turn movements and also delays associated with turning traffic into and out of minor roads which all influence gaps within the traffic stream. Having consideration to this, maximum vehicle peak hour thresholds are likely to be less than 981 two-way peak hour vehicle trips, although not much less considering the low number of minor road turn movements that oppose the pedestrian route.

Having consideration to the above, a more site-specific assessment of the intersection has been undertaken using SIDRA in the same method as adopted by the supplement to AS1742.10 which indicate the following:

- AM Peak Hour:
  - The pedestrian delay associated with the walking route across Spofforth Street is 40.1 seconds, which is 10.1 seconds above what is deemed to be acceptable and safe for pedestrians;
  - The intersection would need to reduce traffic volumes by 10% in order to achieve the maximum acceptable pedestrian delay of 30 seconds;
  - No consideration has been made to traffic growth within the assessment. Due consideration should also be made to traffic growth along Spofforth Street to determine the impact on pedestrian safety.
  
- PM Peak Hour:
  - The pedestrian delay associated with the walking route across Spofforth Street is 46.7 seconds, which is 16.7 seconds above what is deemed to be acceptable and safe for pedestrians;
  - The intersection would need to reduce traffic volumes by 14% in order to achieve the maximum acceptable pedestrian delay of 30 seconds;
  - No consideration has been made to traffic growth within the assessment. Due consideration should also be made to traffic growth along Spofforth Street to determine the impact on pedestrian safety.

In view of the above, the walking route to Cremorne Town Centre has not been adequately assessed within SSD-96272465, as no regard has been made to traffic volumes at the intersection of Spofforth Street / Holt Street which is the driving factor behind the determination of pedestrian safety. Notwithstanding this, an assessment has been carried out, and it has been determined that crossing Spofforth Street as proposed by the Walking Route(s) is not safe for pedestrians considering the traffic volumes along Spofforth Street and more specifically at the intersection of Holt Avenue / Spofforth Street.

#### 4 **Safety Assessment**

The undersigned has reviewed the crossing location and has determined that Spofforth Street carries too much traffic for pedestrians to safely cross. **Table 2** shows that the average delay and peak hour volumes during the AM and PM peak exceed the thresholds determined in **Section 3**.

**TABLE 2: THRESHOLD EXCEEDANCE COMPARISON**

Traffic Volumes (vph)	AM Peak Hour (vph)	PM Peak Hour (vph)	AM Peak Hour (Pedestrian Average Delay - seconds)	PM Peak Hour (Pedestrian Average Delay - seconds)
Data	1,012	1,086	40.1	46.7
Threshold	981	981	30	30
<b>Result</b>	<b>Exceeds Threshold</b>	<b>Exceeds Threshold</b>	<b>Exceeds Threshold</b>	<b>Exceeds Threshold</b>

As shown, both the traffic volumes in both the AM and PM peaks, 1,012vph and 1,086vph respectively, exceed the threshold of 981vph at which pedestrian crossing delays become excessive. In real terms, the average delay for a pedestrian to cross is 40.1 seconds and 46.7 seconds in the AM and PM peak hour period respectively which exceeds the threshold of 30 seconds. Hence, it can be concluded that pedestrians who attempt to cross Spofforth Street at this location during peak hours will experience excessive delays whilst waiting for a safe gap. This will result in either of the following outcomes:

- a) the pedestrian will attempt to cross the road during an unsafe gap, reflecting a high-risk exposure level, or;
- b) the pedestrians will reroute to the north to cross at the signalised pedestrian crossing at Spofforth Street / Military Road.

Option (a) fails to achieve the definition of “*walking distance*” which requires that the distance be measured along a *route that may be safely walked by a pedestrian*. Further concern is raised for elderly people, disabled people and children, who either need more time to cross (compared to an able bodied person) or have reduced perception of approaching vehicle speed, thereby needing more time to safely cross the road. The analysis in **Section 3** assumes a 1.2m/s walking speed, which these vulnerable pedestrians are not likely to achieve.

Option (b) adds approximately 170m walking distance to the route, via the signalised intersection of Spofforth Street / Military Road which increases the walking distance of Route 1 to approximately 912m and Route 2 to approximately 838m.

In either case, the site is not within an 800m walking distance as defined in the SEPP Housing 2021. It is expected that there would be no ample location to cross Spofforth Street north of Holt Avenue due to the lack of pedestrian infrastructure and likely traffic volumes being consistent or greater than that observed at the intersection of Holt Avenue / Spofforth Street.

#### 4.1 Pedestrian Strike Risk Analysis

There is a risk of a pedestrian strike where a pedestrian accepts an unsafe gap to cross the road. Given the gaps available, it is possible that the crossing is unlikely to give an approaching enough time to stop before colliding with the pedestrian. The severity of a pedestrian strike is based on the guidance sheet as provided in the *Austrroads Guide to Road Safety Part 6*, which is reproduced as **Figure 2** below that is referenced after considering both the likelihood (refer to **Table 3**) and the severity (refer to **Table 4**) of a crash or collision between a pedestrian and an approaching vehicle.

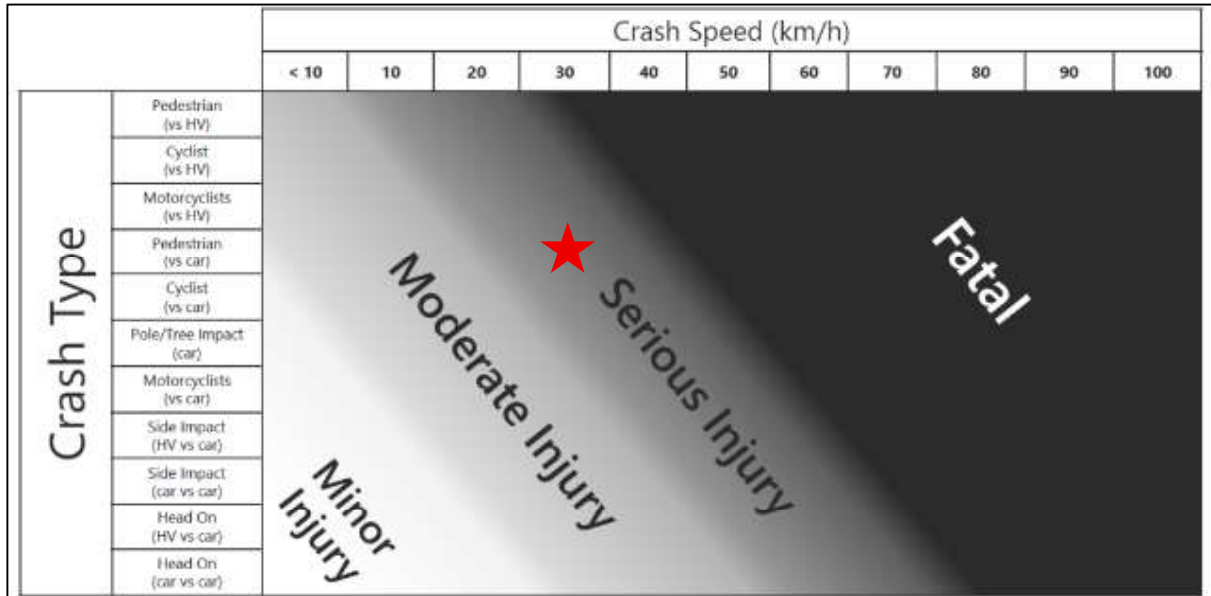
**TABLE 3: HOW OFTEN IS THE PROBLEM LIKELY TO LEAD TO A CRASH**

Frequency	Likelihood Over Design Life	Austrroads Description
Almost Certain	100%	Occurrence once per Quarter
Likely	45%	Occurrence once per quarter to once per year
Possible	20%	Occurrence once every three years
Unlikely	10%	Occurrence once every three years to once every five years
Rare	2%	Occurrence less than once every seven years.

**TABLE 4: LEVEL OF RISK RESULT TABLE**

Severity \ Likelihood	Insignificant	Minor Injury	Moderate Injury	Serious Injury	Fatal
Almost Certain	Medium	High	High	Extreme	Extreme
Likely	Medium	Medium	High	Extreme	Extreme
Possible	Low	Medium	High	High	Extreme
Unlikely	Negligible	Low	Medium	High	Extreme
Rare	Negligible	Negligible	Low	Medium	High

Safe System crash outcome threshold



**FIGURE 2: SEVERITY GUIDANCE SHEET – AUSTRROADS**

A vehicle would likely decelerate in anticipation of a pedestrian strike. It is reasonable to assume that at the point of impact, a vehicle would be traveling approximately 30km/h. As shown, in **Figure 3** an incident involving a pedestrian and a car at speeds between 30km/h can cause serious injuries. Although the incident may be rare, serious injuries indicate a **medium** risk level and exceeds the Safe System crash outcome threshold. Safety conscious planning is the term generally applied in the minds of accredited road safety auditors who are listed on the following website <https://www.roadsafetyregister.com.au>.

Implementation of a pedestrian refuge is the logical first step in assisting pedestrians crossing busy streets as it reduces the distance a pedestrian needs to find a gap in approaching vehicle streams, but also enables a staged crossing to occur increasing maximum peak hour volume thresholds. However, a refuge at this location would not physically fit without removing parking and the kerb extensions. Other measures such as zebra crossings or signals would not be appropriate given the impact to traffic flow efficiency and the minor roads do not exhibit large traffic volumes to require a signalised intersection. Any design solution to improve pedestrian safety will require input from the Roads Authorities, which is understood to be both Mosman Council and North Sydney Council.

To summarise, there is a risk of serious injury for pedestrians crossing Spofforth Street in an unsafe gap situation (as is evident in this location).

A review of the 5 Year TfNSW Crash Map indicating the following existing crashes at the intersection of Holt Avenue / Spofforth Street:

- 2021 – Serious Injury - Rum Code 10 (cross traffic);
- 2023 - Serious Injury - Rum Code 10 (cross traffic);
- 2021 – Non-casualty towaway, Rum Code 71 (left off carriageway into object / parked vehicle).

In addition to the above, a list of crashes at the intersection of Holt Avenue / Spofforth Street intersection has been provided by the client which is provided in **Annexure C** for reference which indicates that the intersection of Holt Avenue / Spofforth Street has a large crash history having, seven (7) crashes in 2018, ten (10) in 2019, one (1) in 2021, three (3) in 2022, three (3) in 2024 and two (2) in 2025.

## 5 Summary

The site's walking distance assessment relies on a pedestrian route that crosses Spofforth Street at the intersection with Holt Avenue. Traffic conditions and geometric constraints make this crossing location unsafe for pedestrians, particularly during peak hour periods of traffic flow. As a result, the site is not within a safe 800m walking distance as defined in the SEPP Housing 2021, as the definition of walking distance requires a route that can be safely walked.

- Pedestrian delays to cross Spofforth Street become excessive when two-way traffic volumes exceed 981 vehicles per hour during peak hour periods;
- Both the traffic volumes in the AM and PM peaks, 1,012vph and 1,086ph respectively, exceed the threshold at which pedestrian crossing delays become excessive and unsafe.
- The delay experienced by pedestrians crossing is 40.1 seconds and 46.7 seconds in the AM and PM peak hour respectively which exceeds the threshold of 30 seconds.
- The exceedance of thresholds means that pedestrians will either cross during an unsafe gap in approaching traffic (reflecting a high-risk exposure level) or reroute their path to add a further 170m walking distance.
- There is a risk of serious injury for pedestrians crossing Spofforth Street during an unsafe gap in approaching traffic.
- Both outcomes undermine compliance with the SEPP definition of "walking distance", as the route is either unsafe or the alternative route exceeds 800m via the signalised intersection of Military Road / Spofforth Street.

Please contact the undersigned on 9521 7199 should you require further information or assistance. The undersigned's CV is provided in **Annexure D** for reference.

Yours faithfully,

**M<sup>c</sup>Laren Traffic Engineering**

**Matthew M<sup>c</sup>Carthy**

**Associate**

BE Civil Engineering

Masters of Engineering Science

RMS Accredited Level 3 Road Safety Auditor

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**Quality Checked by**

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SafeWork NSW Traffic Control Work Training card

[Authorisation #TCT0015914: Prepare Work Zone (PWZ)]

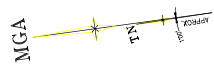
Expert Traffic Engineering & Road Safety Witness

NSW Land & Environment & NSW Supreme Courts






**ANNEXURE A: WALKING ROUTES  
(1 SHEET)**



LENGTH  
WALKING ROUTE 1 : 742m  
WALKING ROUTE 2 : 668m

**LEGEND**

- EXISTING PEAK CROSSING
- WALKING ROUTE 1
- WALKING ROUTE 2
- DEVELOPMENT SITE
- TOWN STOPS

**BEFORE YOU DIG**  
www.you-dig.com.au

**GBA2020**

0 15 30 45 60 75

SCALE 1:50 @ A1

Revision	Date	Description	Reference	Date	Description	Reference
H	05/05/2021			D	05/05/2021	
G	05/05/2021			G	05/05/2021	
E	05/05/2021			A	05/05/2021	

**LTS**  
LAND TITLE SERVICES  
17550 @ A1 1/17/1/2025

Client: GRAND NOBLE PROJECT 1 PTY LTD  
 AHD: 17550 @ A1 1/17/1/2025  
 Date of survey: 17/05/2025  
 Date of issue: 17/05/2025  
 SHEET 1 of 1  
 DRAWING NUMBER: 52571 001WD  
 PROJECT: GRAND NOBLE PROJECT 1 PTY LTD  
 PLAN SHOWING WALKING DISTANCE TO TOWN CENTRE FROM LOTS 1, 2 IN DP 748842 AND LOTS 37, 38, 39 & 41 & 42 SEC A  
 DP 25092 KNOWN AS NO. 1-23 RANGERS AVENUE, MOSSMAN, MOSSMAN



**ANNEXURE B: TRAFFIC SURVEY RESULTS  
(1 SHEET)**

# TRANS TRAFFIC SURVEY

## TURNING MOVEMENT SURVEY

trafficsurvey.com.au



### Intersection of Holt Ave and Spofforth St, Mosman

GPS -33.830843, 151.229780

Date:	Thu 04/12/25
Weather:	Fine
Suburban:	Mosman
Customer:	McLaren

North:	Spofforth St
East:	Holt Ave
South:	Spofforth St
West:	Holt Ave

Survey	AM: 6:30 AM-9:30 AM
Period	PM: 2:30 PM-5:30 PM
Traffic	AM: 8:15 AM-9:15 AM
Peak	PM: 3:00 PM-4:00 PM

#### All Vehicles


Time		North Approach Spofforth St				East Approach Holt Ave				South Approach Spofforth St				West Approach Holt Ave				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
6:30	6:45	0	2	63	4	0	1	16	1	0	4	53	14	0	0	0	0	786	
6:45	7:00	0	2	85	4	0	2	14	8	0	5	64	14	0	0	0	1	868	
7:00	7:15	0	2	70	2	0	1	9	8	0	5	72	25	0	1	0	2	928	
7:15	7:30	0	3	88	6	0	2	17	8	0	4	82	20	0	2	0	0	1004	
7:30	7:45	0	2	93	4	0	4	18	11	0	3	88	16	0	0	1	0	1055	
7:45	8:00	0	4	103	11	0	5	17	9	0	5	86	15	0	1	0	3	1113	
8:00	8:15	0	5	76	9	0	2	14	15	0	9	121	21	0	0	0	1	1113	
8:15	8:30	0	6	93	2	0	4	15	13	0	9	114	18	0	1	2	6	1126	Peak
8:30	8:45	0	4	102	4	0	2	10	16	0	10	130	16	0	0	1	3	1099	
8:45	9:00	0	0	99	4	0	2	14	15	1	5	101	14	0	1	1	2		
9:00	9:15	0	2	105	8	0	6	13	6	0	11	103	29	0	0	0	3		
9:15	9:30	0	3	104	4	0	7	18	9	0	6	91	13	0	0	0	1		
14:30	14:45	0	6	89	5	0	6	16	10	0	5	111	7	0	1	0	2	1197	
14:45	15:00	0	3	105	4	0	3	34	13	0	7	101	15	0	0	0	1	1285	
15:00	15:15	0	17	114	7	0	2	34	14	0	6	97	21	0	0	1	5	1306	Peak
15:15	15:30	0	7	122	3	0	7	26	11	0	13	126	14	0	0	1	5	1293	
15:30	15:45	0	10	134	4	0	1	36	9	0	4	120	25	0	1	0	2	1278	
15:45	16:00	0	4	98	3	0	6	36	19	0	5	114	17	0	2	1	2	1189	
16:00	16:15	0	7	114	2	0	6	36	13	0	6	109	9	0	0	0	3	1183	
16:15	16:30	0	13	116	3	0	5	35	13	0	3	113	16	0	0	0	3	1197	
16:30	16:45	0	3	104	4	0	3	18	8	0	4	101	8	0	2	0	2	1213	
16:45	17:00	0	8	110	4	0	1	17	16	0	13	110	21	0	1	0	0	1257	
17:00	17:15	0	4	105	4	0	4	19	8	0	10	131	28	0	3	1	2	1237	
17:15	17:30	0	5	134	5	0	3	20	7	0	8	134	15	0	0	0	5	1207	
17:30	17:45	0	8	112	5	0	2	23	7	0	3	106	29	0	0	1	5	1125	
17:45	18:00	0	7	104	7	0	2	13	4	0	8	109	22	0	2	0	3		
18:00	18:15	0	6	111	12	0	1	17	7	0	12	101	16	0	1	3	2		
18:15	18:30	0	6	96	8	0	3	15	8	0	3	99	14	0	1	0	1		






**ANNEXURE C: CRASH DATA FROM RESIDENTS  
(8 SHEETS)**

**SPOFFORTH STREET CRASHES**  
**as reported by residents since MARCH 2018**




The intersection of Holt Avenue & Spofforth street is a location with frequent vehicle accidents. This is a record of **accidents witnessed and reported by residents to Harrison Precinct** but there may be many more which were not observed particularly during weekdays.

<b>2018</b>		
March 17, 2018 1pm	2 car crash	Ambulance, police, tow trucks
June 12, 2018 9pm	2 car crash	Car and van
June 24, 2018 2pm	2 car crash	Tow truck in attendance
July 2, 2018 4:40pm	2 car crash	
September 13, 2018 3:45pm	2 car crash	
September 14, 2018 4pm	2 car crash	
December 3, 2018 3pm	2 car crash	Car attempting right turn into Holt eastbound. Panel damage - no polic
<b>2019</b>		
February 2, 2019 8:50pm	2 car crash	
May 6, 2019 2pm	2 car crash	Head on collision 
May 8, 2019 4pm	2 car crash	No police involved.
May 11, 2019 4pm	2 car crash	Car was attempting to traverse across Spofforth from Holt when it was hit by a vehicle heading northbound on Spofforth.
July 11, 2019 10am	2 car crash	Car was attempting to traverse Spofforth from Holt Ave. Tow away.



**SPOFFORTH STREET CRASHES**  
**as reported by residents since MARCH 2018**

			
October 5, 2019 7:30am	2 car crash	Corner of Holt Ave and Spofforth St.	
October 17, 2019 12pm	2 car crash	Subaru Foster and white Barina – ambulance arrived. No photo.	
October 18, 2019 1:30pm	2 car crash	T-bone accident on Spofforth – vehicle traversing from Holt Ave.	
October 19, 2019 5:30pm	2 car crash	Corner of Holt and Spofforth – Police and Fire brigade.	
October 24, 2019	Cyclist + car	Cyclist traveling inside of stationary traffic south on Spofforth clipped by taxi turning right onto Spofforth from Holt	
November 15, 2019	2 car crash	T-bone accident. No photo.	
November 16, 2019	2 car crash	T-bone accident.	


**SPOFFORTH STREET CRASHES**  
**as reported by residents since MARCH 2018**

<p>3 :45pm</p>		
<p><b>2020</b></p>		
<p>January 23, 2020</p>	<p>Single car</p>	<p>Taxi with flat tyres - caused by hitting "silent cop" (now removed) at center of Holt Ave.</p> 
<p>February 27, 2020</p>	<p>Single car</p>	<p>Accident corner of Cabramatta Road &amp; Spofforth - vehicle lost control, mounted footpath, hit a pole and tree at the corner of Cabramatta Road.</p> 



**SPOFFORTH STREET CRASHES**  
**as reported by residents since MARCH 2018**

<b>2021</b>		
January 15, 2021	Motorcycle and car	<p>T-bone crash Spofforth and Holt Ave.            Ambulance, police in attendance.</p> 
January 22, 2021	Single car	<p>Car crash on Holt Ave - outside 140 Holt Ave            Residents reported vehicle being driven at high speed northbound towards Military Road            Car extensively damaged.</p>
<b>2022</b>		
July 24, 2022	2 car crash	<p>T-bone crash. Extensive damage to both vehicles.</p> 

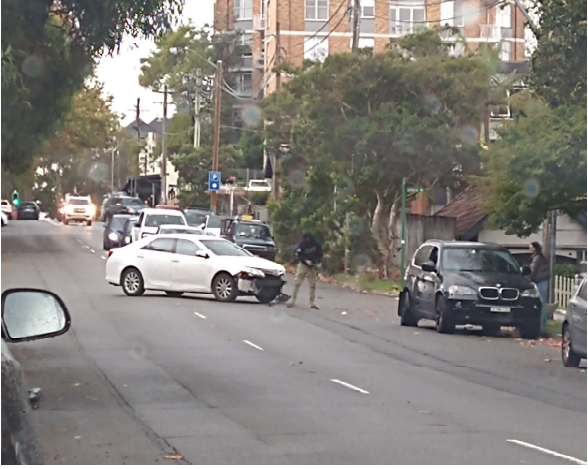


**SPOFFORTH STREET CRASHES**  
as reported by residents since MARCH 2018

<p>September 10, 2022 1:30pm</p>	<p>3 car crash</p>	 <p>The first photograph shows a blue hatchback car parked on a street. The rear left side of the car is heavily damaged, with significant crumpling and paint loss. Three people are standing behind the car, looking at the damage. The second photograph shows the same blue hatchback car from a front-three-quarter view. The front end is severely damaged, with the hood crumpled and the front bumper missing. The driver's side door is open. The car is parked on the side of a street with other vehicles and buildings in the background.</p>
<p>October 3, 2022 2:33pm</p>	<p>2 car crash</p>	 <p>A photograph showing a dark-colored car being towed by a white tow truck on a residential street. The car is positioned on the tow truck's bed. The street is lined with large trees and a multi-story apartment building is visible in the background.</p>


**SPOFFORTH STREET CRASHES**  
**as reported by residents since MARCH 2018**

		
<b>2023</b>		
<p>November 28, 2023 10:57</p>	<p>2 car crash</p>	<p>Reported by Cathy to to mayor, r.bendall, p.friedrich, s.hughes, s.menzies, l.moline, m.randall</p> <p>Police and ambulance in attendance.</p>
<b>2024</b>		
<p>February 6, 2024 9am</p>	<p>3 car crash</p>	<p>Holt ave intersection of Spofforth. Victim stated she was hit whilst turning right out of Holt on the Mosman side - the car was seriously damaged. Police in attendance.</p> 

**SPOFFORTH STREET CRASHES**  
**as reported by residents since MARCH 2018**

<p>May 24, 2024</p>	<p>2 car crash</p>	
<p>September 2, 2024 9am</p>	<p>2 car crash</p>	<p>Resident reported: I just heard on the ABC traffic report about a big crash this morning causing traffic delays on Military Rd. I didn't see/hear anything although when I went outside to put my garbage out at 9am I saw a tow truck with a smashed up black BMW 4-wheel drive on it.</p>
<p>November 9, 2024 4:30pm</p>		<p>Serious accident at the intersection of Holt Ave and Spofforth St. Ambulance, Fire Brigade and Police were in attendance.</p>  

**SPOFFORTH STREET CRASHES**  
**as reported by residents since MARCH 2018**

2025		
<p>October 27, 2025 9:45pm</p>	<p>3 car crash</p>	<p>T-bone collision. Main damage was to a late model sports Mercedes which was undriveable due to damage to the front and passenger side. No police were in attendance and no one was physically injured.</p>
<p>November 19, 2025 Approximately 8am</p>	<p>2 car crash</p>	<p>Intersection of Holt Avenue and Spofforth St.</p> 



**ANNEXURE D: MATTHEW MCCARTHY CV  
(1 SHEET)**

## Matthew M<sup>c</sup>Carthy (Associate)

Experienced consulting traffic engineer within the private sector for the preparation and review of traffic impact assessments for a wide range of land uses and scales. Skilled in traffic modelling and analysis, preparation of road safety audits, traffic and transport planning, provision of detailed design advice for small and large scale developments. Regular appearances as an expert witness in the NSW Land and Environment Court to provide evidence on matters related to traffic, parking and road safety aspects of development.

### **Qualifications**

*Bachelor of Civil Engineering,  
University of New South Wales Australia  
2013*

*Masters of Engineering Science (Civil)  
Majoring in Transport Engineering  
University of New South Wales Australia  
2015*

*RMS Accredited level 3 Road Safety Auditor (RSA-02-1197)  
RMS Accredited Work Zone Traffic Management Plan Designer*

### **Experience**

#### **MCLAREN TRAFFIC ENGINEERING 2016 to date**

- Construction Traffic Management Plans
- Concept Parking Designs
- Roundabout Intersection Concept Designs
- SIDRA Intersection Traffic Modelling
- Invarian Rapid Plan
- Expert Advice at Public Meetings
- Preparation of Conditions of Consent
- Preparation & Review of Traffic Impact Assessment
- Expert Witness
- Road Safety Audits
- Signalised Intersection concept designs
- Unsignalised Intersection Concept Designs
- Detailed Design Advice for a variety of Land Uses
- Staff Training
- Preparation of Statement of Facts and Contentions relevant to traffic
- Reviewing and approval of documents and Plan
- Peer Reviews