
Colston Budd Hunt & Kafes Pty Ltd

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

Our Ref: TR/8669/ek

21 August, 2012

Transport Planning
Town Planning
Retail Studies

ADCO Constructions Pty Limited
7-9 West Street
NORTH SYDNEY NSW 2060

Attention: James Richter
Email: jamesr@adcoconstruct.com.au

Dear Sir,

RE: RRCS – S75W FOR RECREATION CIRCLE
TRAFFIC REVIEW

1. As requested, we have reviewed the traffic effects of the S75W application to modify the Recreation Circle layout as part of Royal Ryde Rehabilitation Centre (RRCS). With respect to traffic, the modifications include:
 - closing the section of the Road 2a (between Roads 3 and 6) to general traffic to improve pedestrian connectivity between the Recreation Circle and the rehabilitation facilities;
 - increasing the size of the approved child care facilities to cater for 60 children (previously 50);
 - provision of a weather protected pick up zone for taxis and ambulances, adjoining Weemala Building 2; and
 - a new pedestrian crossing from Weemala to the Recreation Circle.
2. The proposed changes to the roads are shown on the plans prepared by Meinhardt Infrastructure and Environment. The traffic effects of each of the changes are set out in the following sections.

Closure of Road 2a

3. It is proposed to close Road 2a (between Roads 3 and 6) to general traffic to improve pedestrian connectivity between the Recreation Circle and the rehabilitation facilities. A previous S75W application included making this section of Road 2a one way with anti-clockwise circulation. This S75W application would close the road to general traffic through the provision of

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removable bollards at either end and construction of a turning circle (cul-de-sac) at the eastern end of the closure where it joins Road 3.

4. The closure of the road to general traffic would have minimal impact on traffic flow within the site as most traffic would use the two way section of Road 2, located on the northern, eastern and western sides of the Recreation Circle. Closure of the road to general traffic would allow for improved and safer pedestrian connectivity between the Recreation Circle and the rehabilitation facilities located on the southern part of the site. Vehicular access along the closed section of Road 2a will be available to vehicles by removing the bollards.
5. A turning circle (cul-de-sac) has been provided at the eastern end of the closure where Road 2a meets Road 3. The turning circle has been designed to allow cars and ambulances to turn around (swept paths have been prepared by Meinhardt Infrastructure and Environment). Larger vehicles such as delivery vehicles and the RRCS mini-bus would not need to turn around as they would access RRCS via Road 3. As part of the turning circle the connection to Road 3 will be narrowed to one lane and controlled by a boom gate.

Child Care Centre

6. It is proposed to increase the number of places in the child care centre from 50 to 60. This would have a minor increase in parking demand (2 to 3 spaces) and traffic generation. The increased parking demand can be accommodated within the parking provided within RRCS (some 266 required and over 300 provided) noting that 17 spaces are provided on the eastern side of the Recreational Circle (adjacent to the child care centre). Based on a requirement of 1 space per 4 children, these 17 spaces satisfy the 15 spaces required.
7. The additional 10 child car places would result in traffic increases of less than 5 vehicles per hour (two-way) in the peak periods. This is an increase of 1 vehicle every 12 minutes and would have no noticeable effect on the operation or amenity of the road network.

Weemala Set Down/Pick Up Area

8. To improve access to Weemala, it is proposed to construct a covered set down/pick up area to the east of the proposed turning circle. Traffic movements through the set down/pick up area will be one way clockwise with entry off Road 2 and egress into the turning circle. Given the low speed and volume of traffic through this area, such an arrangement is considered

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appropriate. Height clearance through the covered area will be a minimum 3.5 metres to accommodate an ambulance. The ingress/egress to the set down/pick up area has been designed by Meinhardt Infrastructure and Environment to accommodate cars and an ambulance.

Pedestrian Crossing between Weemala and Recreation Circle

9. To improve pedestrian access between Weemala and the Recreation Circle a pedestrian crossing is proposed on Road 2 just north the of the proposed turning circle. The pedestrian crossing will provide appropriate signage and line marking as required by Australian Standards.

Summary

10. In summary our review has found that there would be minimal traffic and parking effects of the traffic related modifications of the S75W application:
- the closure of the one way section of Road 2a would have minimal traffic effects and improve pedestrian connectivity between the Recreation Circle and the main RRCS facilities;
 - the increase from 50 to 60 places in the child care centre will have minimal traffic and parking effects;
 - the provision of a covered set down/pick up area will improve access to Weemala and have minimal traffic effects; and
 - the proposed pedestrian crossing on Road 2 (north of Road 3) will improve pedestrian access between Weemala and the Recreation Circle.
13. 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

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

T. Rogers
Director