

---

# Colston Budd Rogers & Kafes Pty Ltd

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

Our Ref: TR/10911/jj

20 September, 2018

Transport Planning  
Traffic Studies  
Parking Studies

Catholic Health Care  
Suite 1, Level 5  
15 Talavera Road  
MACQUARIE PARK HILLS NSW 2113

**Attention: Tony Chung**  
**Email: [tchung@chcs.com.au](mailto:tchung@chcs.com.au)**

Dear Sir,

**RE: PROPOSED RESIDENTIAL AGED CARE FACILITY (RACF) CASULA**  
**RESPONSE TO COUNCIL**

- I. As requested by Council, the Road Safety Audit (RSA) dated 24 July 2018 prepared by McLaren Traffic Engineering (MTE) has been updated to address the matters raised by Council in its email dated 14 September 2018 as set out below:

***Access and car parking design***

*The development is proposing a combined entry/exit driveway off Marsh Parade. An updated road safety audit report was provided assessing the safety implications of the proposed driveway which recommended some modifications to be made.*

*Council notes the Road Safety Audit (RSA) undertaken for the site by McLaren Traffic Engineering and the updated report they produced on 24 July 2018. It is also noted that the RSA has found relocating the site access to Lang Road as a good alternative, in light of the availability of 95m of road frontage along Lang Road which is suitable for access driveway, and the potential for unrestricted turning access to and from Hume Highway to Lang Road.*

*However, the RSA has not addressed the potential traffic conflict between departing vehicles from the development turning left and then right to access the service road and southbound Hume Highway traffic turning left to enter Marsh Parade. There is also conflict between westbound traffic on Marsh Parade wishing to access Hume Highway to travel south, or to access the service road to head east to Liverpool.*

Suite 1801/Tower A, Zenith Centre, 821 Pacific Highway, Chatswood NSW 2067  
P.O. Box 5186 West Chatswood NSW 1515 Tel: (02) 9411 2411 Fax: (02) 9411 2422  
Directors - Geoff Budd - Stan Kafes - Tim Rogers - Joshua Hollis ACN 002 334 296  
EMAIL: [cbrk@cbrk.com.au](mailto:cbrk@cbrk.com.au)

*Council recommends that the RSA should address these issues and provide concrete measures that would alleviate the problem.*

## **CONCLUSION**

*Traffic and Transport recommends that the DA be deferred for the applicant to update the RSA to address the potential traffic conflict between westbound traffic from the development wishing to turn right to access the service road parallel to Hume Highway and southbound Hume Highway traffic turning left to enter Marsh Parade.*

2. We note that the RSA dated 24 July 2018 found that access could be provided from Marsh Parade (subject to some minor changes to the design of the driveway and readily implemented management measures which have been addressed in amended plans) or from Lang Road.
3. The updated RSA (dated 19 September 2018) addresses the matters raised by Council in its email dated 14 September 2018 with the following statement:
4. *Northbound vehicles leaving the site are likely to choose to access the Hume Highway via the unnamed access road at its traffic signalised control intersection opposite De Meyrick Avenue. This unnamed access road provides direct access to frontage residential lots and no assessment has been provided of the additional traffic load within this unnamed access road and potential for localised blockage of this road by vehicles (including service vehicles) associated with the RACF at the traffic signal access point with kerbside parking of vehicles included*

*In relation to point 4 above, it is acknowledged that the peak hour generation of the proposed RACF would be moderately low, equating to a peak of some 20 vehicles per hour (two way) such that this would equate to 1 arriving or 1 departing vehicle every 6 minutes during site generation peak hour periods as identified in the lodged traffic reports. The volume of left turn traffic from the Hume Highway to Marsh Street is also low. Accordingly, the potential traffic conflict arising between westbound traffic from the proposed Marsh Parade access point serving the development that wishes to turn right to access the service road parallel to the Hume Highway and southbound Hume Highway traffic turning left to enter Marsh Parade is also low with associated low risk. Sight distances at this potential conflict point are adequate. Indeed the right turn from the service road is a signposted route for northbound traffic for Marsh Parade vehicles approaching the Hume Highway.*

Colston Budd Rogers & Kafes Pty Ltd

*Further, the impacts of such moderately low volumes would not give rise to any adverse impacts at the Hume Highway intersection with Marsh Parade and at the signalised intersection of De Meyrick Avenue / unnamed access / service road.*

5. In summary the updated RSA of 19 September 2018 confirms that that access to the proposed development can be provided from Marsh Parade (subject to some design changes which have been addressed in amended plans). It also addresses the matters raised by Council in its email of 14 September 2018, finding that the proposed access on Marsh Parade would not give rise to any adverse impacts at the Hume Highway intersection with Marsh Parade or at the signalised intersection of De Meyrick Avenue / unnamed access / service road. Furthermore the RSA has not identified any requirement for mitigation measures at these intersections.
6. 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

A handwritten signature in black ink, appearing to read 'Tim Rogers', with a stylized flourish at the end.

Tim Rogers  
Director