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# Colston Budd Rogers & Kafes Pty Ltd

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

Our Ref: TR/11989/jj

7 June, 2023

Transport Planning  
Traffic Studies  
Parking Studies

Retire Australia

**Attention:** Bill Clydesdale  
**Email:** Bill.Clydesdale@retireaustralia.com.au

Dear Sir

**RE: PROPOSED SENIOR LIVING DEVELOPMENT**  
**40A COPE STREET LANE COVE**  
**RESPONSE TO TRAFFIC MATTERS**

1. As requested, we have reviewed the traffic matters raised in the Council letters dated 26 April and 24 May 2023. The letter dated 26 April raised the following traffic matters:

**2. Access to the site via Caroline Chisolm Lane**

*Caroline Chisolm Lane should accommodate two-way traffic from Cope Street to the car park entry. Currently this lane has a maximum width of 5.5m (narrower in some sections). This would require widening of the lane to six metres for its full length, necessitating land acquisition from properties which are not part of the development. It is noted that the traffic report prepared by Colston Budd Rogers Kafes Pty Ltd assumes that Caroline Chisolm Lane is 6 metres wide and accommodates two-way traffic.*

**5. Waste Servicing**

*It is noted that the area provided for waste pickup encroaches onto Caroline Chisolm Lane. This encroachment will be larger if the lane is widened to 6 metres. Additionally, the truck needs to be sitting flat when servicing, which will not be achievable when one wheel is on the lower road section.*

2. The letter dated 24 May raised the following additional traffic matter:

*Further to the advice contained in Council's letter dated 26 April 2023, Council's Development Engineer – Traffic has requested that a 1.5 metre wide DDA compliant pedestrian access be provided along Caroline Chisholm Lane in addition to a minimum 6 metre wide roadway. As discussed, widening of Caroline Chisholm Lane is problematic, as the only way to achieve widening to 6 metres would be to*

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*remove existing mature street trees. This is not supported by Council. It would appear that a DDA compliant pedestrian access along Caroline Chisholm Lane would not be achievable due to the constrained width of the Lane.*

3. Our responses to the traffic matters raised by Council are set out below.

Caroline Chisholm Lane

4. Caroline Chisholm Lane is a no through road with a length of some 100 metres between the site access and Cope Street. It is some six metres wide with a variable carriageway width of 3.6 to 5.0 metres. Existing traffic and pedestrian movements in Caroline Chisholm Lane are set out below:
- peak hour traffic flows of 15 to 20 vehicles per hour (two way);
  - low vehicle speeds (85<sup>th</sup> percentile speed 26 km/h; and
  - peak hour pedestrian flows of some 5 to 10 pedestrians per hour (two way).
5. The existing geometry of Caroline Chisholm Lane (6.0 metres wide) prevents the Council suggestion to provide a 6.0 metre wide carriageway and 1.5 metre wide footpath (as set out in its letter dated 24 May 2023). We understand that DDA compliant access to the site is not required via Caroline Chisholm Lane and that it can be provided via Burns Bay Road (to bus stops within 400 metres of the site). Therefore a 1.5 metre wide footpath is not required for DDA access via Caroline Chisholm Lane.
6. The proposed development would result in peak hour traffic flows increasing in Caroline Chisholm Drive to some 20 to 25 vehicles per hour (two way). This is a minor increase of 5 vehicles per hour (two way) or an additional vehicle every 12 minutes. Such a minor increase in traffic flows would not warrant any upgrades to Caroline Chisholm Lane by the proposed development as suggested by Council.
7. Nonetheless, to improve traffic flow in Caroline Chisholm Lane, the applicant is prepared to undertake localised widening to provide two way traffic flow where possible. We understand that existing landscaping prevents widening of the full length of Caroline Chisholm Lane. On this basis the following works are proposed:
- a passing bay (13 metres long by 5.5 metres wide) at the northern end of Caroline Chisholm Lane; and
  - widening of the lane to some 5.5 metres for the last 35 metres (to the site access).

## Colston Budd Rogers & Kafes Pty Ltd

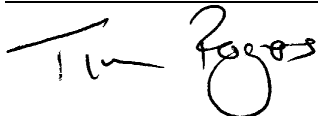
8. The above works are shown in Figure 1 and result in Caroline Chisholm Lane having a one lane section no longer than 30 metres with good sight lines. Vehicle swept paths are shown in Figure 2.
9. AS2890.1-2004 notes that a 5.5 metre carriageway is appropriate for two way traffic flow. Furthermore, we note that based on geometry, traffic flows and vehicle speeds, Caroline Chisholm Lane is similar in function and design to an Access Street as defined in AMCORD. AMCORD provides the following information with regard to Access Streets:
  - carriageway width (0-300 vehicles per day, two way) – minimum width of 3.5 metres, (300 to 1,000 vehicles per day, two way) – minimum width of 5.0 metres which provides sufficient width for two cars to pass;
  - if one traffic lane, passing bay required if longer than 80 metres;
  - target design speed of 40 km/h; and
  - no separate footpath, with pedestrians and cyclists sharing the road.

### Waste Servicing

10. To address this matter, the design of the waste pick up area has been modified such that it does not encroach onto Caroline Chisholm Lane and that the truck is sitting flat when servicing. Updated swept paths are provided in Figure 3.
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,

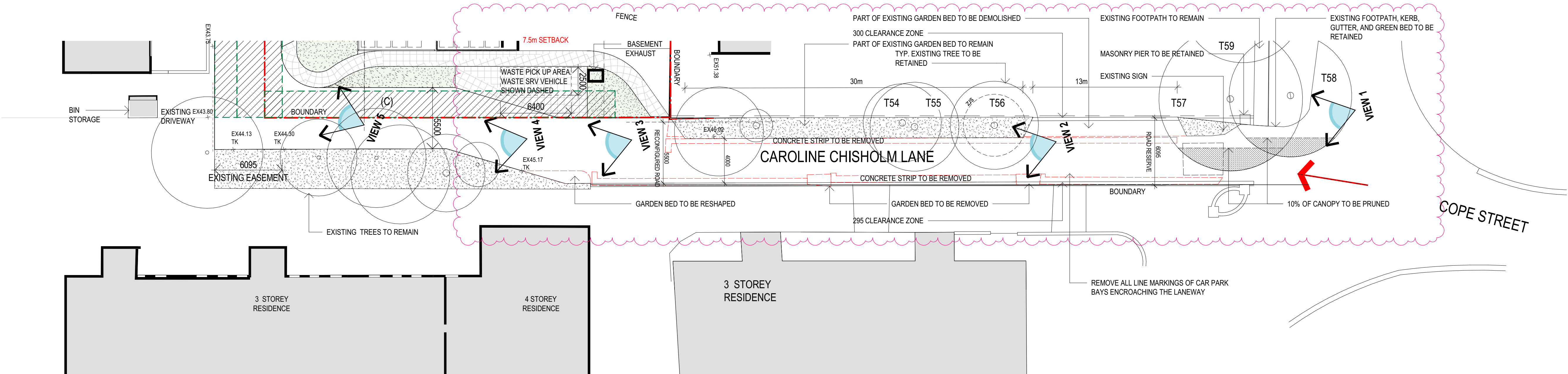
COLSTON BUDD ROGERS & KAFES PTY LTD



Tim Rogers  
Director



Figure 1



VIEW 1



VIEW 2



VIEW 3



VIEW 4



VIEW 5

AMENDMENTS			
ISSUE	DESCRIPTION	APPROVED	DATE
1	COUNCIL 16% DEVELOPMENT APPLICATION	SC	12/11/22
2		SC	07/06/23

THIS DRAWING ISSUE HAS BEEN REVIEWED FOR			
DEVELOPMENT APPLICATION			
CHECKED BY:	APPROVED BY:	SIGNATURE:	
SC	JS		

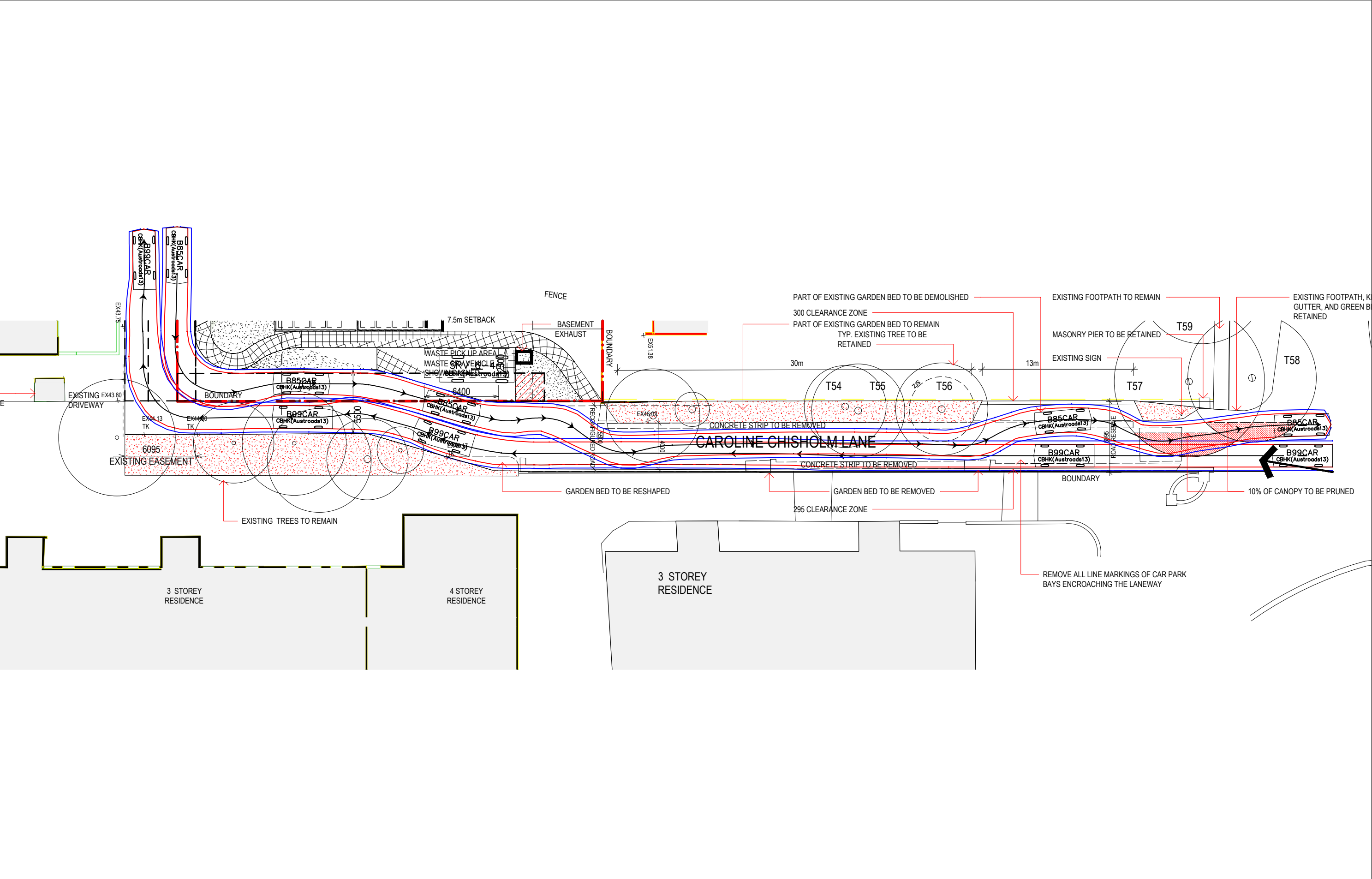
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CLIENT		
RETIRE AUSTRALIA 167 Central Coast Highway, Erina NSW 2250		
CAROLINE CHISHOLM LN WORKS		
DATE	SCALE @ A1	DRAWN
20 DEC 2022	1 : 200	TK
PROJECT NUMBER	DISC. DRAWING NUMBER	ISSUE
2017048	A DA-911	2

PROJECT	
40 COPE ST LANE COVE	
Lot 1, Pier 8-9, 23 Hickson Road Sydney New South Wales 2000 Australia T 61 2 9590 2722 F 61 2 9590 1150 E sydney@jacksonteece.com Jackson Teece Chesterman Willis Pty Ltd Trading as Jackson Teece ABN 15 083 837 290 Nominated Architects (NSW): Damian Barker (8192), John Gow (6790), Daniel Hudson (8316)	
JACKSON TEECE	

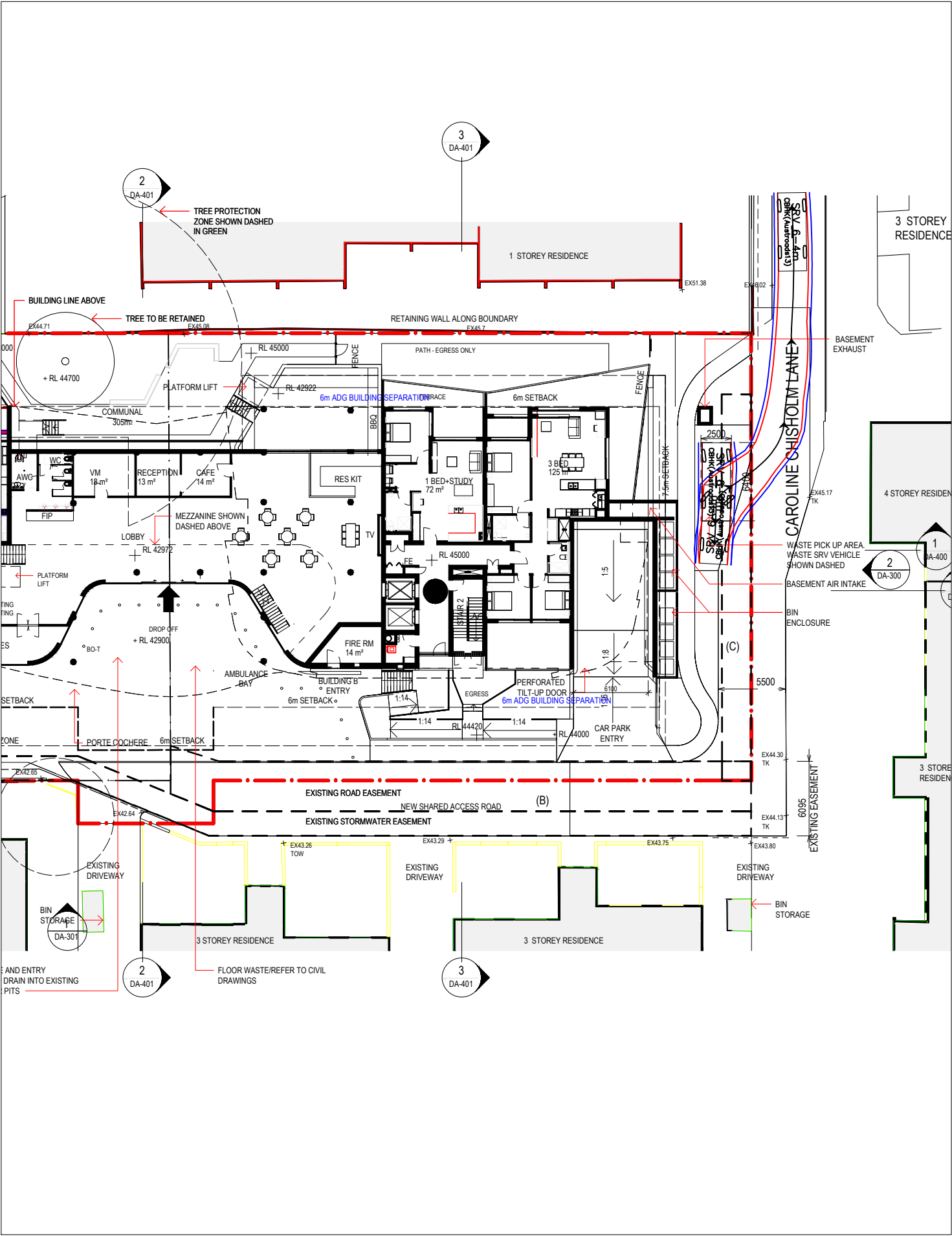
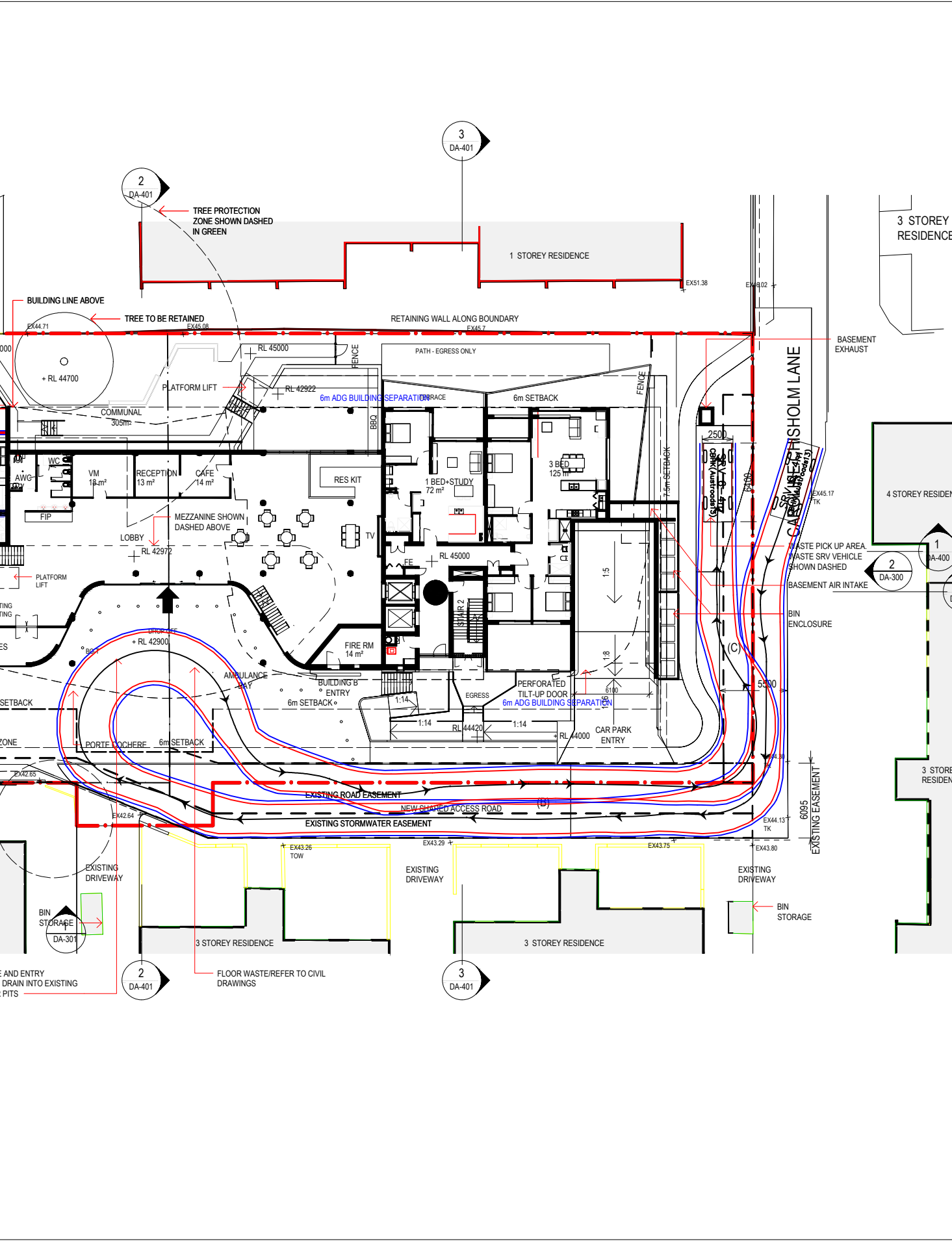




**NOTE:**  
SKETCH PLAN ONLY. PROPERTY BOUNDARIES,  
UTILITIES, KERBLINES & DIMENSIONS ARE SUBJECT TO  
SURVEY AND FINAL DESIGN. TRAFFIC MEASURES  
PROPOSED IN THIS PLAN ARE CONCEPT ONLY AND  
ARE SUBJECT TO FINAL DESIGN BY CIVIL ENGINEERS.

— Swept Path of Vehicle Body  
— Swept Path of Clearance to Vehicle Body

B85 & B99 VEHICLE SWEPT  
PATHS



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— Swept Path of Vehicle Body  
— Swept Path of Clearance to Vehicle Body

6.4m SMALL RIGID VEHICLE  
SWEPT PATHS