

15 November 2016

Our Ref: N-15042

Natasha Harras
Team Leader, Modification Assessments
Department of Planning + Environment
GPO Box 39
Sydney NSW 2001

Dear Natasha,

**SUBJECT: THE DAN LAND, 290 AND 302 MINMI ROAD FLETCHER - SECTION 75W
APPLICATION TO MODIFY CONCEPT PLAN 06_0031**

Thank you for your email of 9 November requesting responses to the various recommended measures of the draft traffic consultant review report which has been prepared to assist the Department in this matter. Set out below is our response to each of these recommended measures.

1. RESTRICTING RIGHT-TURN MOVEMENTS

Recommended measure: *Restricting right-turn movements with a physical central median between Britannia Boulevard and Highland Way.*

Response: The volume of traffic along this section of Minmi Road will result in minimal delays caused by vehicles turning right into the various driveways within the proposed lots. Minmi Road in this location is straight and provides for good visibility in both directions for drivers entering and exiting the proposed driveways. There is also a parking lane on the left hand (southern) side of Minmi Road which would permit a through driver to manoeuvre past a vehicle waiting to turn right into the driveways. Accordingly, there are no safety concerns resulting in rear-end type accidents with vehicles waiting to turn right.

It should be noted that restricting right-turn movements with a physical central median would impose an accessibility burden upon the existing 13 dwelling houses opposite the site in Minmi Road, an impact that is unlikely to be welcomed by the residents of these dwellings.

2. PROVISION OF A PARKING LANE

Recommended measure: *Providing a parking lane (wide shoulder area) along the northern side of Minmi Road.*

Response: This recommended measure is supported and would mirror the existing parking lane on the southern side of Minmi Road in this location.

3. CONDITIONING ACCESS MOVEMENTS TO MINMI ROAD

Recommended measure: *Conditioning all access movements between the proposed properties and Minmi Road to be in a forward direction only, ie. provide an on-site turn-around area.*

Response: It would be impracticable for the proposed development to incorporate this measure as there will not be sufficient space in the front yards to accommodate turning bays. In this respect, it is standard practice for residential driveways of the nature proposed to accommodate reversing movements either onto or from dwelling house sites. For example, the lots opposite the subject land on the southern side of Minmi Road require reversing into or from their driveways which can be done so in a safe manner. In this case the safe reversing movement is assisted by the existing parking lane in Minmi Road and the low speed environment along this section of Minmi Road. The provision of a parking lane as suggested in 2, above, would equally assist the safe reversing of vehicles either onto or from each proposed dwelling site within the subject land.

4. PROVISION OF PEDESTRIAN CROSSING IN MINMI ROAD

Recommended measure: *Provide a suitable pedestrian crossing facility(ies) to enable the safe crossing of Minmi Road.*

Response: Pedestrians can now cross Minmi Road at the Britannica Boulevard roundabout-controlled intersection. This is located near the local Fletcher shops and would satisfy most pedestrian demands. No other mid-block crossings are provided along Minmi Road, with pedestrians able to cross at the various intersections along its length. However, the provision of another crossing near the Highland Way intersection with Minmi Road would be desirable to facilitate pedestrian access to the nearby bus stop. Accordingly, a condition to this effect is considered appropriate.

5. CONDITIONING ROAD SAFETY AUDITS

Recommended measure: *Conditioning independent road safety audits as part of the design finalisation, pre-opening and/or post-opening phases of the proposed development.*

Response: Although, as evidenced by the independent traffic consultant's review, the proposed development does not present any major road safety concerns, a road safety audit at the design stage of the proposal is considered appropriate.

I trust that the above comments satisfactorily respond to each of the recommended measures in the independent traffic consultant's report. Please contact me should you require anything further in respect of this matter.

Yours sincerely,

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

GARRY FIELDING

SENIOR CONSULTANT

CITY PLAN STRATEGY AND DEVELOPMENT PTY LIMITED