



ABN 51 164 127 422
ACN 164 127 422

TRANSPORT & URBAN PLANNING PTY LTD

TRAFFIC ENGINEERING - TRANSPORT PLANNING -
ROAD SAFETY & PROJECT MANAGEMENT CONSULTANTS

SYDNEY OFFICE:

5/90 TORONTO PDE

SUTHERLAND NSW

P.O. Box 533

SUTHERLAND NSW 1499

PHONE: (02) 9545 1411

FAX: (02) 9545 1556

E-MAIL: admin@transurbanplan.com.au
www.transurbanplan.com.au

9 July 2019

Ken Douglas-Hill
Project Manager
Nash Project Management
Suite 3, Level 1
8 West Street
North Sydney NSW 2060

Dear Ken,

**Re: Section 4.55 Application for DA 17/0592 Community Title Subdivision x 26
Residential; Community Lot and Construction of 22 Two Storey Terrace Dwellings and
Access Road and Visitor Parking
Assessment of Traffic Changes**

I refer to above Section 4.55 Application to the approved Community Title Subdivision.

The main changes with proposed Modification that relate to traffic and road matters include

- The provision of a 6 metre wide private road (in lieu of a 7.0 metre wide private road) to provide vehicle access to the dwellings that front Bradley Street (ie. units 2 to 21), the visitor parking and the 2 spaces for Unit 1a.
- Changes to the vehicle access arrangements for units 1a, 1b and 2.

The width reduction on the private road from 7.0 metres to 6.0 metres is required to improve the levels on the driveways for several of the units, by creating extra distance between the edge of the road and the garage doors of the units.

The 6.0 metre wide road will provide a 2.1 metre distance between the edge of the road and the garage doors of car ports for the units.

The private road will provide vehicle access to 20 units. Under AUS-SPEC (Local Government Specifications) this private road would be classified as an Access Place with allowable carriageway width between 5.5 metres and 7.0 metres. Therefore, the proposed 6.0 metre wide road carriageway width complies with AUS-SPEC requirements.

The 6.0 metre width is wide enough to accommodate vehicle manoeuvring into and out of the car ports of the units on the northern side of the private road, as well as the visitor spaces and the 2 spaces for Unit 1a, on the southern side of the private road.

The proposed changes to the vehicle access arrangements for Units 1a, 1b and 2 is an improvement from the approved development, resulting in less potential conflicts from reversing movements into Edgewater Drive.



The approved development allows two units to share a driveway and reverse out on to the Edgewater Drive from the respective garages. The proposal reduces this to one unit, namely Unit 1b.

Unit 1a has reserved parking spaces on the southern side of the private road. Unit 2 now reverses into the private road.

The modification proposal reduces the number of reverse movements into Edgewater Drive and therefore is an improvement on the approved development.

In concluding, I consider that the changes in Section 4.55 Modification are satisfactory.

Yours faithfully,

Terry Lawrence
Director
Transport and Urban Planning Pty Ltd