

Our Ref: 19334

10 June 2026

Mirvac Residential (NSW) Development Pty Ltd
c/- Beveridge Williams
Level 4, Suite 4.05
3 Fordham Way, Oran Park NSW 2570

Attention: Jerome Guinto

Dear Jerome,

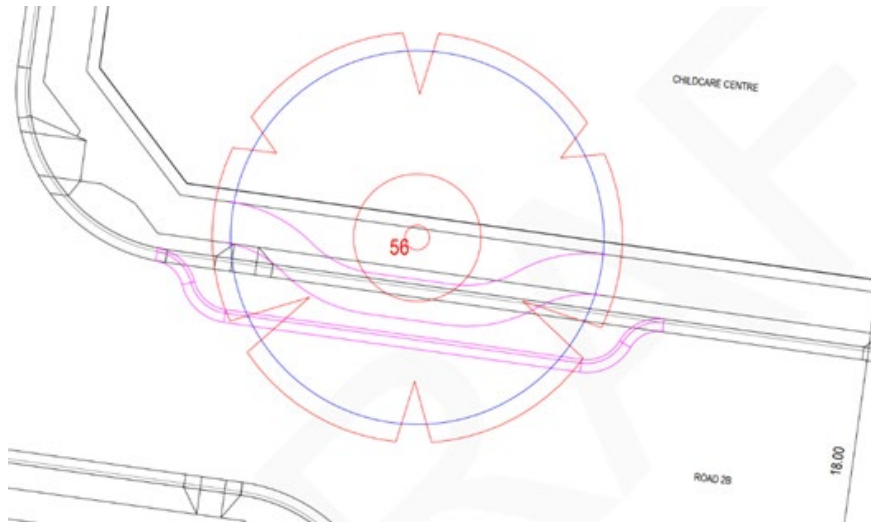
**RE: WSU MILPERRA – 2 AND 2A BULLECOURT AVENUE, MILPERRA (SSD- 7092958)
 PROPOSED DESIGN MODIFICATION OF ROAD 2B TO RETAIN TREE 56
 TRAFFIC STATEMENT**

Overview

TTPP understands that the Department of Planning, Housing and Infrastructure (DPHI) has provided a comment on the SSD-7092958 proposal requesting an investigation for the opportunity to retain a CPW tree (Tree 56) on the northern side of Road 2B, outside the C2 zone in front of the existing childcare centre.

The investigation identified an opportunity to retain Tree 56 by making a minor adjustment to the kerb alignment and carriageway of Road 2B around the tree, as shown in Figure 1.

Figure 1: Proposed design modification of Road 2B to retain Tree 56



Proposed Design Modification

The proposed design modification involves introducing a kerb extension approximately 20m length into the 2.5m wide kerbside parking lane, to accommodate a pedestrian footpath around the tree.

The original design of Road 2B proposed an 11m wide carriageway, comprising a 3m wide traffic lane and a 2.5m wide parking lane in each direction of the road. As the proposed kerb extension will be built into the parking lane, the proposed modified design will still maintain an 8.5m wide carriageway along the proposed kerb blister.

As a 3m wide traffic lane is maintained for the eastbound traffic, the proposed kerb extension will not impact the traffic movements along Road 2B.

The proposed kerb extension will result in the loss of approximately three car parking spaces on the northern side of Road 2B. However, this will not have a material impact on the overall on-street parking supply of the development.

A pedestrian footpath will be constructed around the tree, with a provision of a kerb ramp on the kerb blister connecting with the footpath. Therefore, the proposed design modification will not impact pedestrian movements in the area.

Notwithstanding this, it is our recommendation that additional edge linemarking from the kerb return to the kerb extension, a hazard marker sign on the kerb extension and 'NO STOPPING' signage be installed to improve the safety of traffic movements in the area and ensure a 3m wide traffic lane is available in each direction of the road.

It is noted that the above proposed signage and linemarking measures can be further investigated and included in the future detailed design prior to the Construction Certification (CC) of the development.

Conclusion

Based on the above review, it's TTPP's advice that the proposed kerb extension on the northern side of Road 2B for the purposes of retaining a tree, is acceptable from the traffic perspective.

The proposed kerb extension will still maintain a 3m wide travel lane in each direction of the road, thus will not impact traffic movements on Road 2B.

The proposed kerb extension will require the removal of approximately three on-street car parking spaces. However, it will not have a material impact on the overall parking supply of the development.

Specific signage and line-marking for the kerb extension will be developed during the detailed design stage, post approval of the development.

We trust the above is to your satisfaction. Should you have any queries regarding the above or require further information, please do not hesitate to contact the undersigned on 8437 7800.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'W Johnson'.

Wayne Johnson
Director