

2 September 2016

P0620 CP Outlook Estate Letter

North West Residential Pty Ltd  
C/o City Plan Services  
Suite 2, 14 Watt Street  
Newcastle NSW 2300

**Attn: Garry Fielding**

Dear Garry

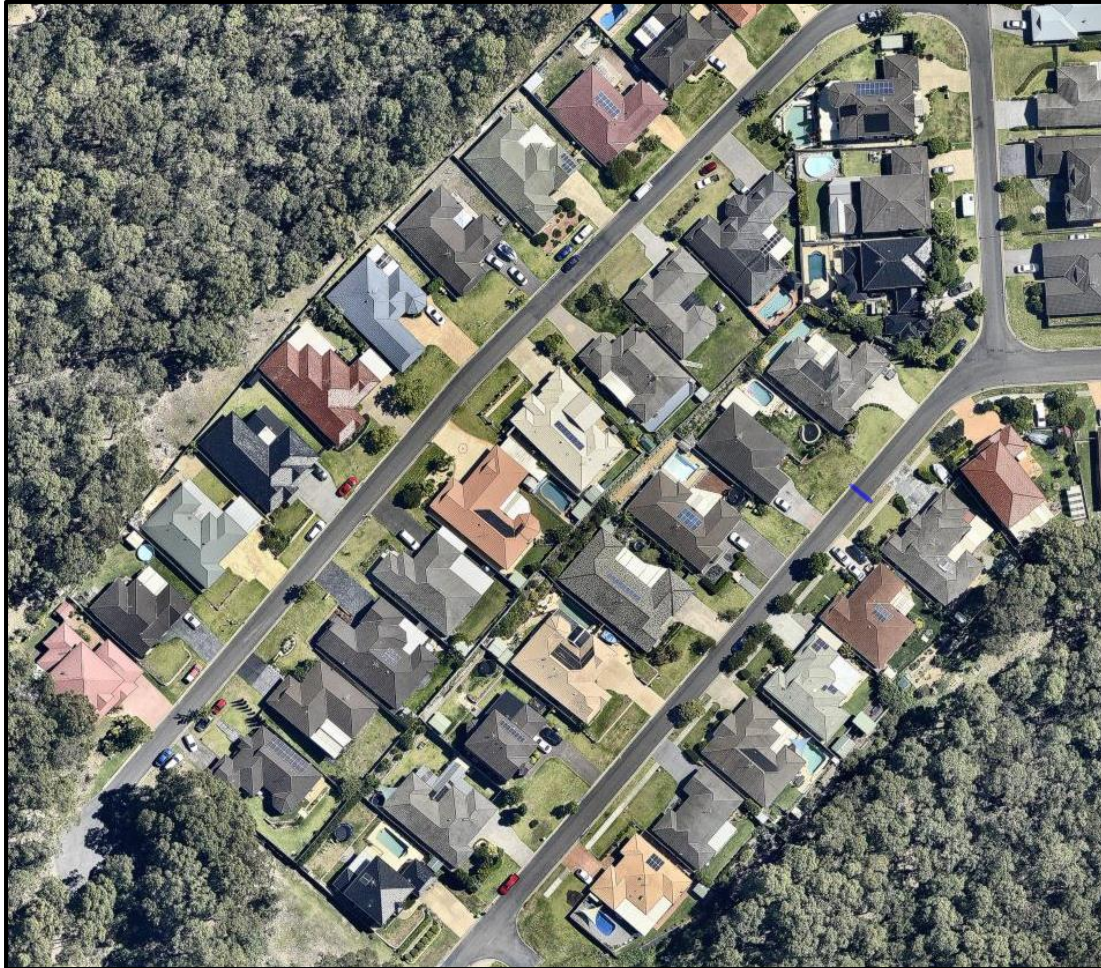
**Review of access issues, Outlook Estate, Minmi, NSW**

Further to the recent email and our discussion, we have reviewed the comments provided by Council in their letter dated 10<sup>th</sup> August 2016 (reference PB 2016/07123) and provide the following additional advice for the project:

- All off-road shared paths are slow speed cycle / pedestrian paths and generally serve the leisure cyclists such as children and children accompanied by adults. They are not typically used by cyclists travelling at speed, who will instead remain on road. Users of shared paths adjacent to roads and driveways are expecting vehicle movements across the path and ride accordingly. Vehicles reversing out of driveways onto Minmi Road will be travelling at very low speeds and collisions can therefore be avoided. The majority will be local residents who are familiar with the environment.
- Traffic volumes along Minmi Road in this location are not expected to increase substantially and not especially due to the Coal and Allied land development. The traffic assessment completed for the Coal and Allied project (and confirmed in the S94 plan for the Minmi Road corridor) identified that the vast majority of the traffic associated with this land development will access direct onto Newcastle Link Road, with just 7% of the development flows for this land predicted to impact on Minmi Road. Land further to the west of this location would generally travel south on Woodford Street to then connect with Newcastle Link Road and again will not impact on Minmi Road.
- The combined driveway solution can be provided as a condition of consent and Council can then ensure that the new residential lots have to take this into account and NOT allow any change to the driveway location.
- The residential lots on the opposite side of Minmi Road operate in a similar manner to the proposal. Whilst the footpath is not a designated off road footway / cycleway, it effectively operates as one and operates in a safe manner.
- With regard to the proposed road width of 5.5 metres, the example put forward by Council is clearly located in an area where local residents do not have access to off street parking due to the age of the suburb and as such are forced to park on street. The project site allows for garage parking for each lot as well as a driveway to accommodate off street parking, thereby reducing the requirements to park on street. AMCORD allows for 5.5 m wide roads, which can cater for between 300 and 1,000 vehicle movements per day. All of the roads within the project site will carry less than 1,000 vehicles per day.



The advantage of this road width is to contain vehicle speeds and discourage excessive vehicle speeds, allowing for an improved road environment for all road users including cyclists and pedestrians. This is consistent with other roads in this location. An example of the residential area in the area (Stirling Crescent and Hebrides Road) clearly show that vehicles do not tend to park on the road, but use the driveways and garages for parking demands.



*Figure 1 – Aerial photo of Stirling Crescent and Hebrides Road, opposite subject site.*

- The provision of the bus route connection was not discussed in detail with the bus company, as until a road is built and development occurs, the bus company will not discuss any route in any detail. However, it is still preferable not to have bus runs that run in and out of pockets of residential development due to travel time, with the preference to run along Minmi Road only for speed and quality of service.

Please feel free to contact me on 4925 7795, or on 0499 196 100, should you have any queries.

Yours sincerely



**Sean Morgan**

**Director**