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[submission.pdf](#)

Submission: Please see attached

URL: https://pp.planningportal.nsw.gov.au/admin/structure/webform/manage/draft_plans_and_policies/submission/73416/resend

Report to DPIE

Attachments:

1. Cycling intersection solutions

Dear urban planner,

Out of the hundreds of submissions I hope you can action mine as I want this precinct to become something to be proud of. Some easy but huge wins suggested underneath:

Street Design

Most accidents with cyclist happen at intersections not 'on the straight'. While we can't seem to solve this problem in existing urban areas the specification in RMS/Austrroads allow for this outcome.

- A dedicated separated lane for cycling crossing is priority and could REVOLUTIONISE THE WAY WE EXPERIENCE WESTERN SYDNEY AEROTROPOLIS. This should not turn into a civil engineered overdimensioned solution but snug into the same space we have for other intersections, generally always slowing traffic down with tied corners (attached). Agreeing to such a solution used to be part of a DCP with at least some principle sections and floor plans showing the intent. (attached underneath)

5.1.2.2 Performance Outcomes

- PO2 Prioritise pedestrian, cycle and public transport movements ***insert; with dedicated lanes wherever possible.
- PO5 All streets should be shaded ***insert; with pedestrians and cyclist as a priority***
- Table 1 - It is entirely unclear how pedestrians and cyclist are prioritised. Which street gets the dedicated cycling lane? Which have the flawed overdimensioned shared path? Where do we need a bucket of paint? And: add typologies - A. Dedicated cycle path and footpath - separated network part of park landscape, (usually connecting points of interest faster than other networks) - B. Pedestrian area with destination vehicular access only, no through traffic. While I understand it's perhaps not part of what you see as a 'street' it needs to be added in this table. If the intent is to priorities these transport modes most streets should be designed with this in mind.

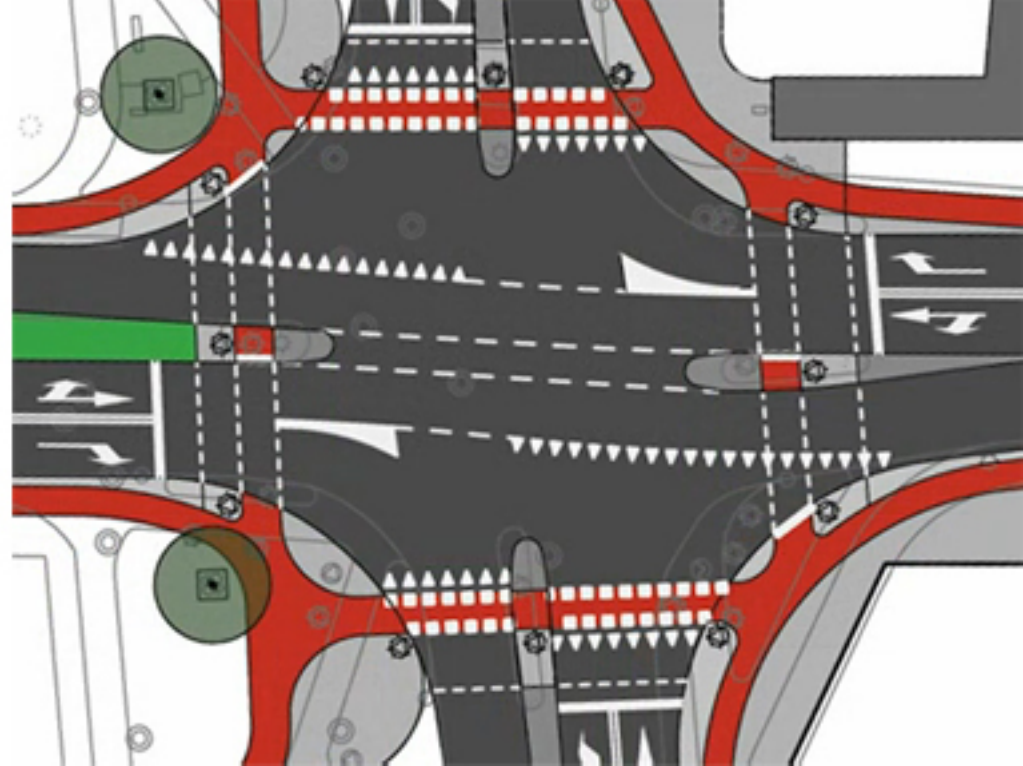
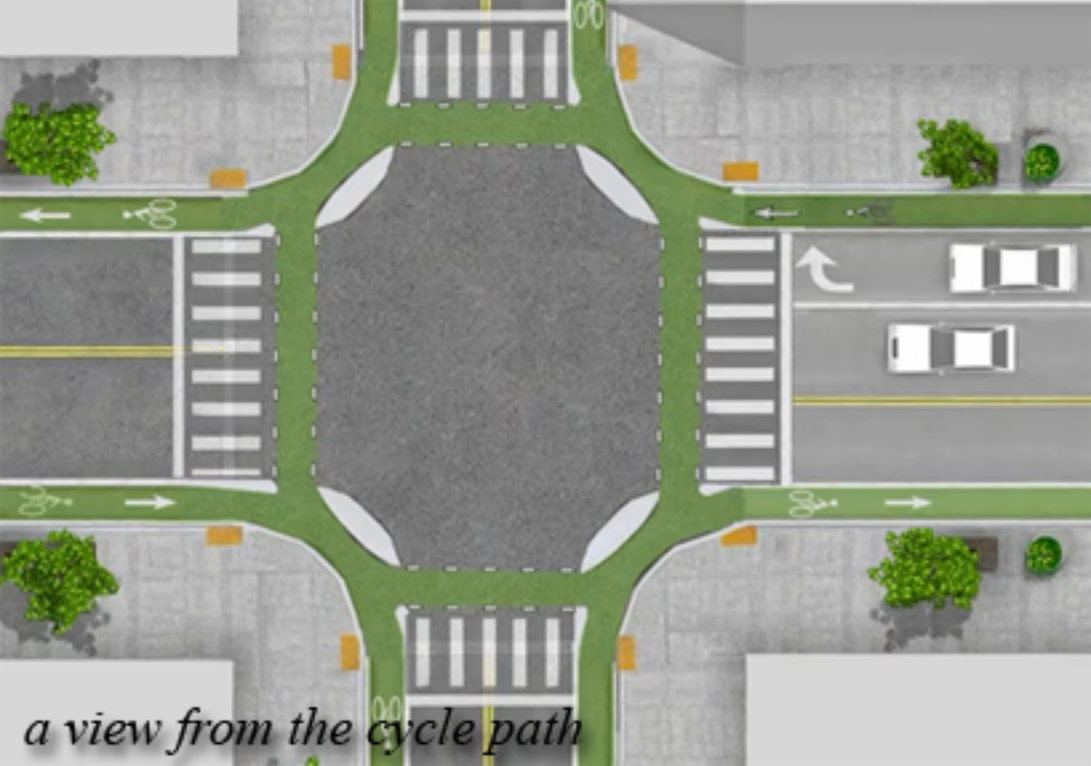
Note: footpath, pavement and cycle path are mentioned 1 time each. If the goal is to prioritise this travel mode let's swamp the DCP with these words.

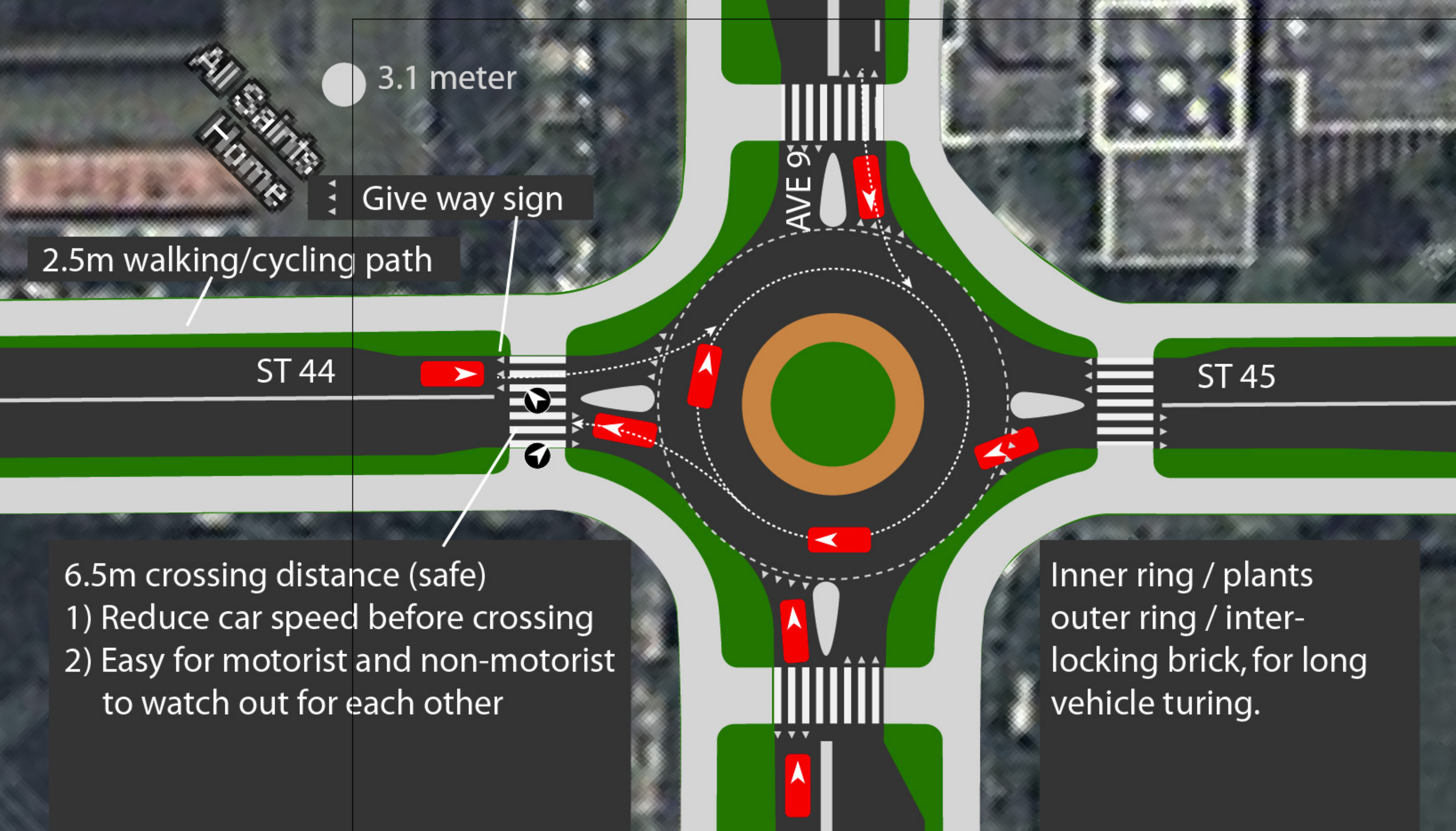
Built Form - Performance Outcomes (5.1.4.2)

- Especially on larger development sites the human scale will be completely forgotten. The render in the masterplan suggests a whole heap of innovation offices with trees around it. A little like Canberra. Where are the continuous awnings going? Should there not be at least continuous shading structures in all centres even if they are not build with party walls, considering we're dealing with the occasional 50 degrees? The difference between walking in the shade and sun is exceptional.

Community Facilities

- Please include additional community uses on 5 minute walking distance including local retail spot (centre), community facility, plaza and pocket park with children play space, casual dog walk and casual bench (if any activated creek space is further away). Play spaces are essential and the critical difference between living in the west compared to the harbor city.





3.1 meter

Give way sign

2.5m walking/cycling path

ST 44

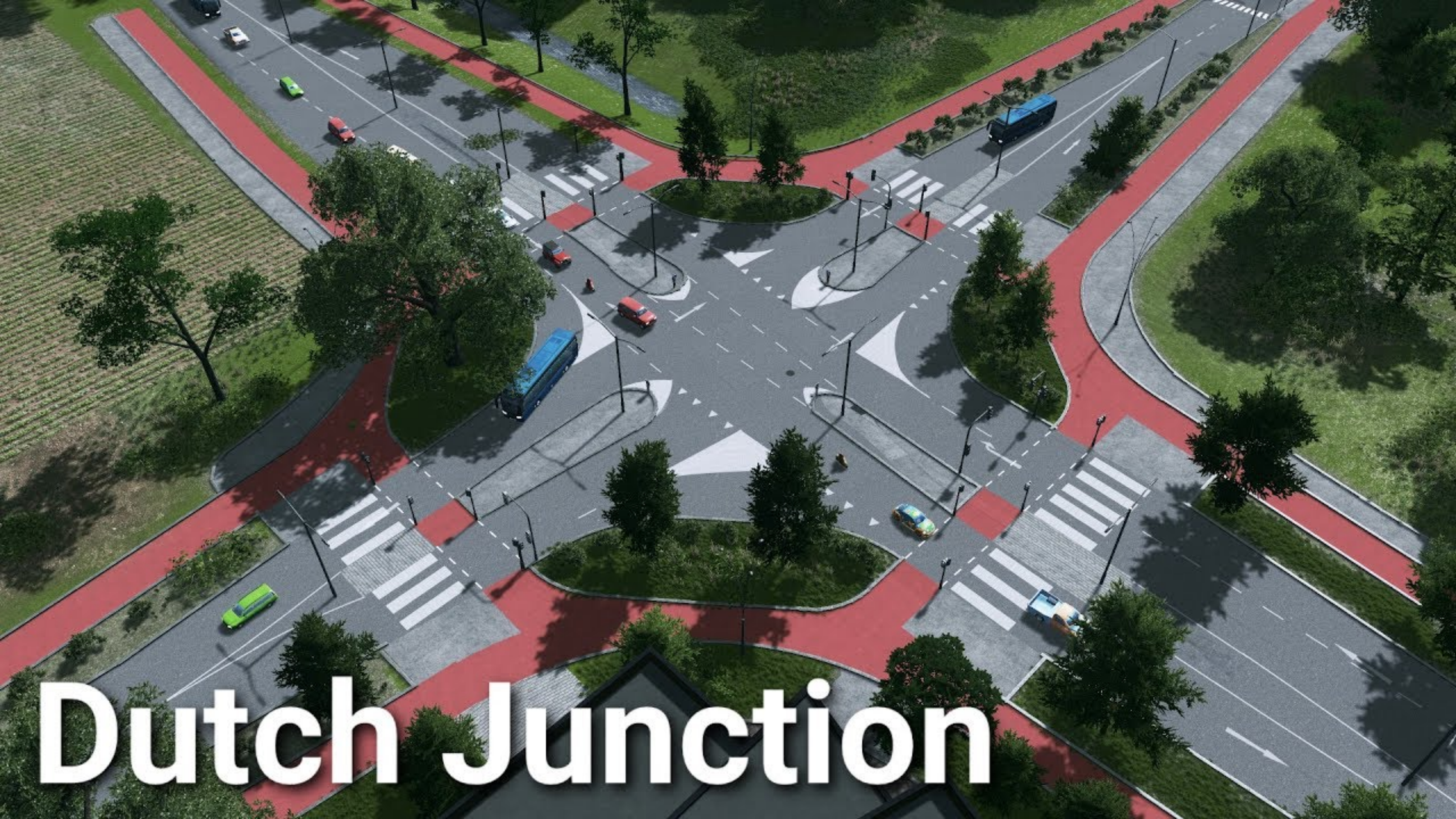
ST 45

AVE 9

6.5m crossing distance (safe)

- 1) Reduce car speed before crossing
- 2) Easy for motorist and non-motorist to watch out for each other

Inner ring / plants
outer ring / inter-
locking brick, for long
vehicle turing.



Dutch Junction