



Ref 11.260I02

19 July 2012

Gosford City Council  
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Gosford NSW 22506

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Attention: Dianne Spithill; Senior Town Planner

Re: Proposed Educational Establishment at 2964 Wisemans Ferry Road, Mangrove Mountain  
DA 42013/2012

Dear Dianne,

We refer to your email dated 28<sup>th</sup> June 2012 concerning the proposed educational establishment at 2964 Wisemans Ferry Road, Mangrove Mountain, which we note has been the subject of detailed assessment by Council officers. In this regard, we have reviewed all relevant plans and documentation provided to us and we now advise as follows in response to the additional information requested by Council:

➤ 1. Turning Area

*The Applicant shall submit revised plans detailing the proposed turning area, parallel parking area and access driveway to ensure compliance with AS/NZS 2890.1 (2004) - "Off-street car parking". Additional manoeuvring templates for the required Heavy Rigid Vehicle shall also be provided through this turning area.*

The plans have been amended to incorporate dimensions and superimposed swept paths, which demonstrates compliance with AS 2890.1 (2004) and AS2890.2, as appropriate. The revised plans are included in **Attachment 1**.

➤ Roads and Maritime Service

*The Applicant shall submit revised plans which incorporate all the RMS recommendations in their correspondence dated 23/5/2012. In particular, the Basic Right Turn Treatment (BAR - refer Austroads Guide to Road Design Pt 4) in Wisemans Ferry Road.*

*In addition to the above, Council will require a formalised Basic Left Turn Treatment (BAL) and acceleration lane (northbound vehicles) along the western side of Wisemans Ferry Road. The Applicant shall also demonstrate that these required traffic safety measures will also result in 'zero impact' on the water quality in the Mangrove Weir Catchment (particularly during the construction phase).*

The developer will provide a rural BAR treatment at the Wisemans Ferry Road access in accordance with RMS recommendations. The development will also provide a rural BAL treatment

at the Wisemans Ferry Road access, as requested by Council. Both these treatments will be designed in accordance the requirements of Austroads Guide to Road - Design Part 4. A Concept Plan of these treatments has been superimposed on the Site Plan, which is included in **Attachment 2**. The detailed design of the BAR and BAL will be provided at a later stage.

In regard to the acceleration lane requested by Council, the Austroads Guide to Road Design - Part 4 states that acceleration lanes are usually only provided where:

- Insufficient gaps exist for vehicles to enter a traffic stream
- Turning volumes are high (e.g. 300 to 500 vph)
- The observation angle falls below the requirements of the minimum gap sight distance model (for example, inside of horizontal curves)
- Heavy vehicles pulling into the traffic stream would cause excessive slowing of major road vehicles.

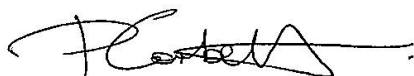
We note that none of the above warrants have been met and therefore, the provision of an acceleration lane is considered onerous and unnecessary. An acceleration lane is therefore not proposed by the development.

It is also noted that Council have raised concerns in relation to the impact the provision of the BAL and BAR treatments will have on water quality in the Mangrove Weir Catchment, especially during construction. This concern has been noted by the client, who has advised that they are happy for a suitable condition of consent to be imposed by Council, to ensure these construction works / treatments are undertaken carefully and to the satisfaction of Council. In this regard, a suitable management plan can be developed by a stormwater / civil consultant at a later stage, prior to the commencement of any works. These arrangements will ensure that the works will have 'zero impact' on the water quality in the Mangrove Weir Catchment.

We trust the above resolves all of the concerns raised by Council in relation to the access and internal design arrangements. It would be appreciated if you could confirm Council's 'in principle' support for the proposed arrangements and contact the undersigned should you have any queries or require any further information regarding the above.

Yours faithfully

**traffix**



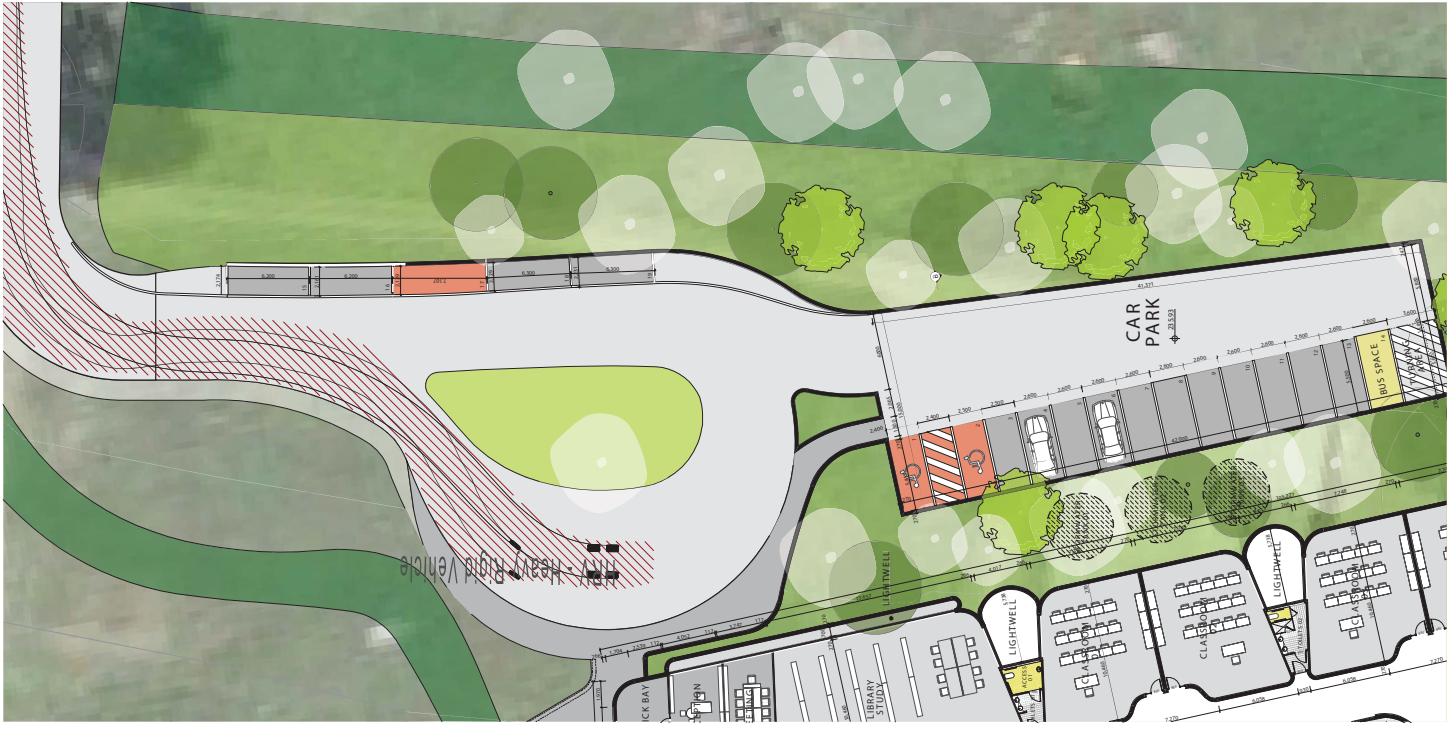
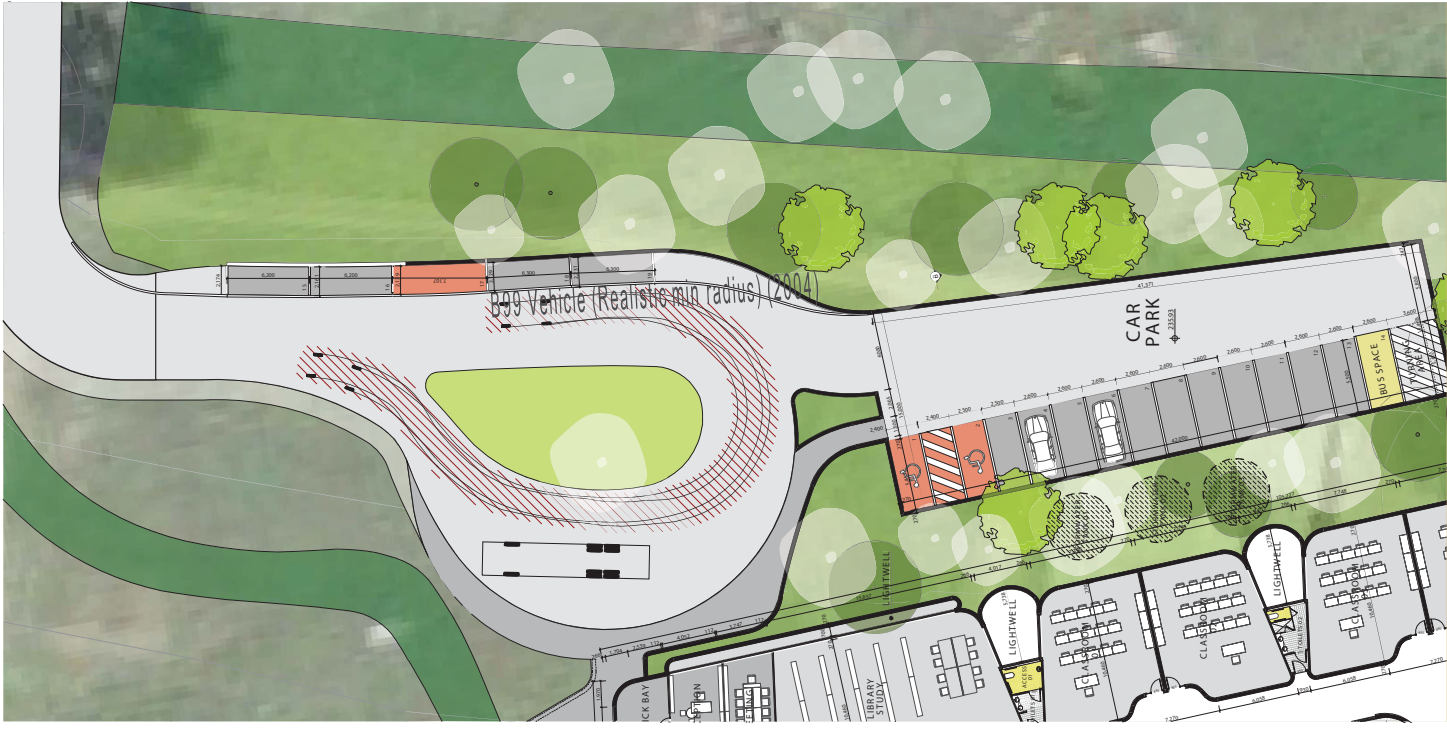
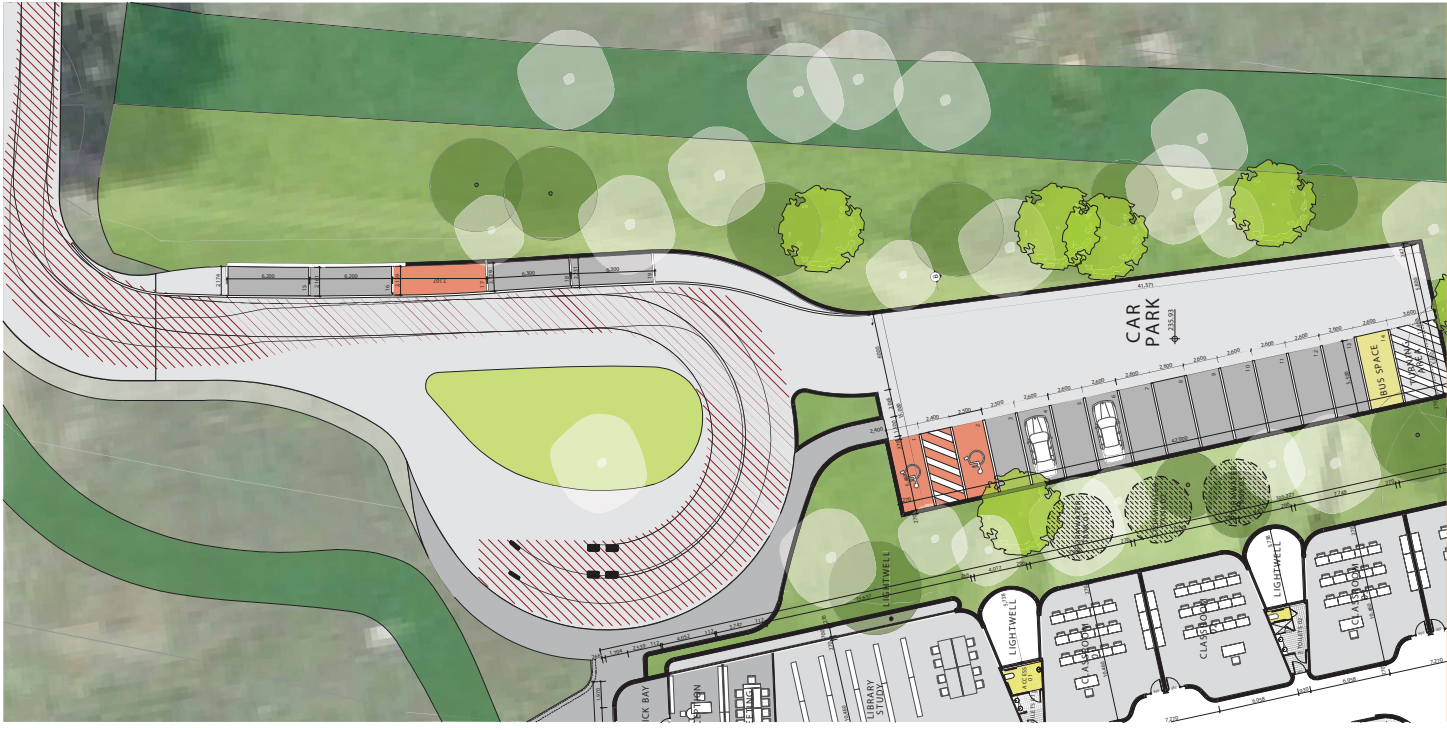
Paul Corbett  
**Traffic Engineer**

Email: paul.corbett@traffix.com.au

Attachments: 1) Ground Floor Plan with Superimposed Swept Paths  
2) BAR and BAL Concept Plan

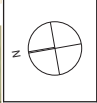
## Attachment 1

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## Attachment 2

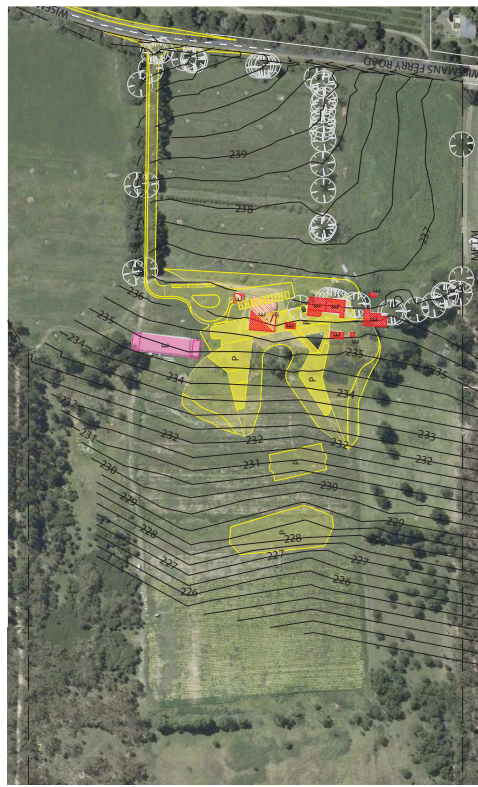
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AERIAL VIEW / SITE CONTEXT  
1:4000



SITE ANALYSIS  
1:4000



DEMOLITION PLAN  
1:2000



CUT AND FILL PLAN  
1:2000