

A division of Monvale Pty Ltd ACN 060 653 125
ABN 44 060 653 125

15 July 2015
Ref: 11121

Mr Greg Piconi
Kuring-Gai Council
818 Pacific Highway
Gordon NSW 2072

Dear Greg

Further to your discussions with W.Gersbach of Macroplan and T.Bitmead of Johnstaff, I understand that you have sought clarification in regard to the length of the proposed left turn lane on the western approach of The Comenarra Parkway as part of the Fox Valley Road intersection upgrade for the Wahroonga Estate redevelopment.

I attach the RMS 'approved' TCS plan for the intersection. The plan denotes a slip lane (C1) of 53m in length. This configuration resulted from protracted discussions with RMS officers regarding the optimum arrangement for the intersection upgrade.

You might recall that the original RTA concept plan for the intersection adopted a longer (150m) left turn lane length but without a 'slip lane'. The alternative intersection arrangement with left turn slip lanes subsequently agreed by RMS will provide a far superior level of service outcome. The shorter left turn lane is a consequence of this optimum intersection arrangement, and, in my professional opinion, provides a preferred outcome for the intersection in that it adequately and safely accommodates for left turning vehicles without impacting on the intersection performance.

Please note that the preferred and approved intersection design has been prepared having regard for the overall efficiency of the intersection in all directions.

I further understand that there is some debate as to whether the shorter approved slip lane solution will impact on existing trees adjacent to the proposed SPD Residential Project. I am informed that separate arrangements are to be made for the 'pegging' of the design to facilitate your inspection of same.

Regards



Ross Nettle
Director
Transport and Traffic Planning Associates

Transportation, Traffic and Design Consultants