

Ref: 18/125

20th December 2021

Crescent Newcastle Pty Ltd
PO Box 262
WICKHAM NSW 2293

Attention: - Richard Anderson

Dear Richard,

**RE: Traffic and Parking Assessment Addendum 1 – Residential Development
– Lot 1 DP 204077 – 11 – 17 Mosbri Crescent, The Hill.**

Following the preparation of the Traffic and Parking Assessment Report dated 14th January 2019 (*Intersect Traffic TPA Report (2019)*) prepared for DA2019/00061 at 11 – 17 Mosbri Crescent, The Hill, the development application has been amended. Intersect Traffic has reviewed the amended application and prepared the following addendum to the *Intersect Traffic TPA Report (2019)*.

It is noted that the design changes within the amended application relate to the on-site car parking layout design on levels lower ground floor, ground floor and level 1. These amended plans are provided in **Attachment 1**

Regarding the amended development the important design features for traffic, parking and access assessment are as follows;

- The number of apartments within the development has not changed from the development plans submitted with the DA i.e. 172 apartments.
- The car parking layout has changed the total number of on-site car parks remains at 242, however the split of designated parking has changed to 207 resident car parks including 3 accessible spaces plus 35 visitor car parks.
- No changes are proposed for the access to the car parking areas off Mosbri Crescent however the internal parking layout has been amended to improve manoeuvrability through the site whilst still complying with the requirements of Australian Standard AS2890.1 – 2004 – *Parking facilities – Part 1 Off-street car parking facilities*;
- More storage areas are available within the car park for resident use and 6 visitor bicycle parks are provided with the lower ground floor car parks;
- The traffic assessment includes consideration of the mine grouting works to be undertaken as part of the site preparation works for the development; and
- An additional option for waste collection has been identified, should a private contractor not be used by the future residents, i.e. Council collection.

The aim of this traffic addendum is to report on the traffic, parking and access impacts of the changes to the development. It also provides additional information on matters, including further analysis of sightlines, access for fire trucks using Mosbri Crescent and construction traffic management.

Traffic Generation and Impacts

With the same number of apartments traffic generation from the site will remain the same i.e.

- 74 vtpd in the AM peak; and
- 53 vtpd in the PM peak.

Trip distribution will remain the same as **Figure 3** of the *Intersect Traffic TPA Report (2019)*. Therefore the proposed changes to the development will not negatively impact on the traffic impacts of the proposed development as reported within the *Intersect Traffic TPA Report (2019)*.

Access

As the proposed changes do not change the originally proposed vehicular access to Mosbri Crescent, the amended development will still have a satisfactory vehicular access to the local road network within a suitable driveway compliant with the requirements of Australian Standard *AS2890.1 – 2004 – Parking facilities – Part 1 Off-street car parking facilities*. Reference is made to the Vehicular Turning Movement Plan prepared by Fisher Consulting Engineers dated 08.12.18 (SK01-05 Rev 2), and the Site Lines Diagram prepared by Marchese Partners dated May 2019 shown in **Attachment 2**.

Internally, additional clearances are provided within the internal ramps and aisles such that the proposed amended development has a positive impact on the manoeuvrability of vehicles through the site with forward entry and exit from the site more convenient.

Overall it is still considered that the proposed vehicular access arrangements to the development are satisfactory and compliant with Australian Standard *AS2890.1 – 2004 – Parking facilities – Part 1 Off-street car parking facilities* and Newcastle Council's DCP (2012).

Car Parking

The proposed new car parking supply remains consistent with the original application, at 242 on-site car parking spaces with 207 resident car parks and 35 visitor car parks (inclusive of 3 accessible spaces). Under the Newcastle Council DCP (2012) the development is required to provide a minimum of;

- Resident car parks – 1 space per unit i.e. 172 car spaces; and
- Visitor car parks – 1 space per 5 units i.e. 35 visitor car spaces.

Therefore, the proposed development is compliant with the Newcastle DCP (2012) providing an excess of 35 resident car parks. In this regard, it is considered an excess of resident car parking is a positive outcome, due to the current function of Mosbri Crescent and the existing on-street car parking demand in the area.

Additional storage space and visitor bicycle parking is provided, particularly within the garages on the lower ground level.

Overall the amended development is considered superior to the original development submitted with the development application in regard to the provision and design of on-site parking.

Servicing

A suitable mutually agreed treatment, between Council and the developer, has been developed for waste collection and disposal from the site. Further a service bay option has been added to the development to facilitate off-street parking of furniture removalist vans and ever increasing parcel deliveries. This service bay is located to the west of the building within an exist drainage easement running down the boundary of the site. This bay allows the design vehicle (HRV) to reverse into the bay so parcels and furniture can be unloaded to a storage area within the basement for further distribution to residents via the residents themselves and / or the building manager. The vehicles can then exit the site in a forward direction.

Newcastle Council officers have advised short term parking is allowed within the easement subject to water velocities within the easement being at acceptable levels. The construction of the loading bay will improve access to the easement for maintenance vehicles and provides a relative safe environment for the unloading of furniture and parcel deliveries without impeding traffic on Mosbri Crescent thereby minimising the impact of these actions on the local road network.

Mine grouting works and Construction Phase

In terms of the site preparation works, the mine grouting works to be undertaken will require the use of specialised equipment and delivery of cement and ash to the site during the works.

It is anticipated, based on similar projects, that cement and ash will be delivered to the site as follows:

- 1 cement delivery per day
- 10 ash deliveries per day
- A maximum of 1 spoil removal truck movement per day with only 1 to 2 movements required per week

The above estimations are considered to be a relatively small construction loading, equating to at worst 3 deliveries / removals in a peak hour and with 30 minute turnarounds both the inbound and outbound movement will occur in the peak hour. Therefore, in terms of the traffic generation for the grouting operation the peak hour traffic generation will be 6 vtpm with 50 % inbound and 50 % outbound. This is still less than the operational traffic generation from the development (up to 74 vtpm), which has already been assessed as not adversely impacting on the operation of the local road network around the site. It would therefore also be reasonable to conclude that the site preparation works for the development for which traffic generation is less than 10% of the operational traffic for the development would not adversely impact on the operation of the local road network.

The construction route to the site will be as designated in the Construction Traffic Management Plan for the site i.e. via Darby Street, Queen Street, Swan Street and Hillview Crescent to Mosbri Crescent. It is noted that road widths along this route vary from 9 metres wide in Mosbri Crescent to 12 metres wide in Queen Street. These widths are consistent with current Newcastle City Council subdivision standards for the respective road classifications, therefore are considered suitable for resident, servicing and emergency vehicle use, including heavy vehicle use. This route has been assessed as suitable for the short term heavy vehicle loading resulting from the development but is subject to a dilapidation review post construction, to ensure any damage that has resulted to this section of the local road network as a result of the works is repaired. Therefore the works will not result in any long term deterioration of the local road network, as any deteriorated pavement / infrastructure will be required to be repaired / reconstructed by the developer to Newcastle City Council requirements. Overall it can be concluded that the local road network is considered satisfactory to cater for the heavy vehicle traffic generated by the development during the construction of the project.

To ensure access to the site for construction, demolition and grouting works, prior to the commencement of work, a 3m wide all weather vehicle access is to be provided from the kerb and gutter to the building under construction, to reduce the potential for soil erosion. Sand shall not be stockpiled on the all-weather vehicle access.

Noting the above considerations, the construction and grouting phase would be managed in accordance with the Construction Management Plan (CMP), to ensure that no unreasonable impacts would result from the proposal. Further, it is anticipated that a standard condition of consent would be imposed, requiring the preparation of a Construction Traffic Management Plan, prepared by a suitably accredited person with a Design and Audit Traffic Control Plans Certificate issued by Transport for NSW in accordance with Australian Standard 1742.3:2009 - Manual of uniform traffic devices - traffic control for works on roads. The plan would ensure the provision for safe, continuous movement of traffic and pedestrians within the road reserve.

The management of construction vehicle and employee parking forms part of the CMP prepared for the project. The construction workforce requirements would vary over the construction period in response to the activities underway and the number of active work areas. In this regard, it is noted that there is an existing high demand for on street parking surrounding the site, due to the proximity to the city centre. Where and when possible, parking shall be made available on the site or a suitable remote parking area identified in the plan. Any impacts would be short term and can be effectively managed by the future contractor.

Waste Management

It is intended that a private waste contractor will be used to manage the site, as this provides the most flexibility with collection methods and timing. However, the Council have requested that an additional collection methodology be provided, should Council be nominated to collect the waste.

Conclusion

Overall having undertaken a review of the amended development plans for the construction of a multiple dwelling development on Lot 1 DP 204077 – 11 – 17 Mosbri Crescent, The Hill it is concluded that the proposed amendments to the development results in no significant changes to the traffic, parking and access impacts of the development. Therefore given the original traffic and parking assessment for the development (*Intersect Traffic TPA Report (2019)*) concluded that the proposed development did not adversely impact on the local and state road network in the vicinity of the site it is reasonable to also conclude that the amended development will not adversely impact on the local and state road network in the vicinity of the site.

Similarly it has been determined that the site preparation works for the project (mine grouting) would generate approximately 6 vtpm during peak periods and as this is less than 10 % of the overall operational traffic generation from the site (post construction) it is also reasonable to conclude this work will not adversely impact on the operation of the local road network.

The provision of a loading area adjacent to the building within an existing easement would improve the road safety environment in the area for the loading and unloading of parcels and other delivered goods as well as improve access to the easement for maintenance vehicles. Therefore, it is considered this loading bay option is a good addition to the development that would not adversely impact on the local road network.

Should you require further information or clarification please do not hesitate to contact me on 0423 324 188.

Yours sincerely



Jeff Garry
Director
Intersect Traffic

IMPORTANT NOTES:

Do not scale from drawings. All dimensions shall be checked
on site before commencement of work. All discrepancies shall
be brought to the attention of the Architect. Larger scale
drawings and written dimensions take precedence. This
drawing has been issued as a preliminary drawing and may
not be relied upon or used without the express authority
of MARCHESE PARTNERS INTERNATIONAL PTY. LTD

FOR APPROVAL

NOT FOR CONSTRUCTION

REVISION	DATE	DESCRIPTION	BY
A	2019.12.21	ISSUED FOR DEVELOPMENT APPLICATION	LH
B	2019.01.16	ISSUED FOR DEVELOPMENT APPLICATION	LH
C	2019.01.17	ISSUED FOR DEVELOPMENT APPLICATION	LH
D	2018.10.11	ISSUED FOR DEVELOPMENT APPLICATION	CA
E	2020.07.20	ISSUED FOR PLANNING SUBMISSION	LP
F	2021.06.23	ISSUED FOR DEVELOPMENT APPLICATION	LP
G	2021.12.16	ISSUED FOR DEVELOPMENT APPLICATION	MSH

KNOWLES PLACE

KNOX PARK

BUILDING A

BUILDING B

BUILDING C

PAVILION

TOWN HOUSES

MARCHESE CRE.

marchesepartners

Marchese Partners International Pty Ltd

Level 1, 53 Walker Street North Sydney, NSW 2060, Australia

F +61 2 9922 4375 F +61 2 9929 5786 E info@marchesepartners.com

www.marchesepartners.com

Sydney · Brisbane · Melbourne · Adelaide
Kuala Lumpur · Auckland · Christchurch · London · Madrid

ABN 20 088 552 151

CLIENT

CRESCENT NEWCASTLE PTY LTD
PO BOX 292
WICKHAM, NSW, 2293

PROJECT

11-17 MOSBRI CRESCENT
THE HILL NSW 2300

SCALE

1:250@A1
1:500@A3

DATE

2019

DRAWING

LP

CHECKED

PS

JOB

17114

DRAWING

DA2.01

REVISION

G

DRAWING TITLE

LOWER GROUND FLOOR PLAN



IMPORTANT NOTES:
Do not scale from drawings. All dimensions shall be checked on site before commencement of work. All discrepancies shall be brought to the attention of the Architect. Larger scale drawings and written dimensions take precedence. This drawing is for planning submission only and shall not be released, copied or used without the express authority of MARCHESA PARTNERS INTERNATIONAL PTY. LTD.

REVISION	DATE	DESCRIPTION	BY
A	2018.12.21	ISSUED FOR DEVELOPMENT APPLICATION	LH
B	2019.01.16	ISSUED FOR DEVELOPMENT APPLICATION	LH
C	2019.01.17	ISSUED FOR DEVELOPMENT APPLICATION	LH
D	2019.10.11	ISSUED FOR DEVELOPMENT APPLICATION	CA
E	2020.07.20	ISSUED FOR PLANNING SUBMISSION	LP
F	2021.07.23	ISSUED FOR DEVELOPMENT APPLICATION	LP
G	2021.12.16	ISSUED FOR DEVELOPMENT APPLICATION	MSH

FOR APPROVAL
NOT FOR CONSTRUCTION

CLIENT
CRESCENT NEWCASTLE PTY LTD
PO BOX 292
WICKHAM, NSW, 2293

PROJECT
11-17 MOSBRI CRESCENT
THE HILL NSW 2300

DRAWING TITLE
GROUND FLOOR PLAN

SCALE
1:250@A1
1:500@A3

DATE
2019

DRAWN
LP

CHECKED
PS

JOB
17114

DRAWING
DA2.02

REVISION
G

marchesapartners
Marchesa Partners International Pty Ltd
Level 1, 53 Walker Street, North Sydney, NSW 2060, Australia
P+61 2 9922 4375 F+61 2 9929 5786 E info@marchesapartners.com
www.marchesapartners.com
Sydney · Brisbane · Melbourne · Adelaide
Kuala Lumpur · Auckland · Christchurch · London · Madrid
ABN 20 086 552 151

ARCADIA PARK

BUILDING A
BUILDING B
BUILDING C
PAVILION
TOWNHOUSE
MOSBRI CRESCENT



IMPORTANT NOTES:

Do not scale from drawings. All dimensions shall be checked on site before commencement of work. All discrepancies shall be brought to the attention of the Architect. Larger scale drawings and written dimensions take precedence. This drawing is for information only and is not to be relied upon. It is not to be released, copied or used without the express authority of MARCHESA PARTNERS INTERNATIONAL PTY. LTD.

FOR APPROVAL

NOT FOR CONSTRUCTION

REVISION

DATE

DESCRIPTION

BY

A	2018.12.21	ISSUED FOR DEVELOPMENT APPLICATION	LH
B	2019.01.16	ISSUED FOR DEVELOPMENT APPLICATION	LH
C	2019.01.17	ISSUED FOR DEVELOPMENT APPLICATION	LH
D	2019.10.11	ISSUED FOR DEVELOPMENT APPLICATION	CA
E	2020.07.20	ISSUED FOR PLANNING SUBMISSION	LP
F	2021.07.23	ISSUED FOR DEVELOPMENT APPLICATION	LP
G	2021.12.16	ISSUED FOR DEVELOPMENT APPLICATION	MSH

CLIENT

CRESCENT NEWCASTLE PTY LTD

PO BOX 292

WICKHAM, NSW, 2293

PROJECT

11-17 MOSBRI CRESCENT

THE HILL NSW 2300

SCALE

1:250@A1

1:500@A3

DRAWN

LP

CHECKED

PS

DRAWING TITLE

LEVEL 1 FLOOR PLAN

DATE

2019

JOB

17114

REVISION

DA2.03

G

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

0

0 1 2 3 4 5

BB

DA3.08

10

9

8

7

6

5

4

3

2

1

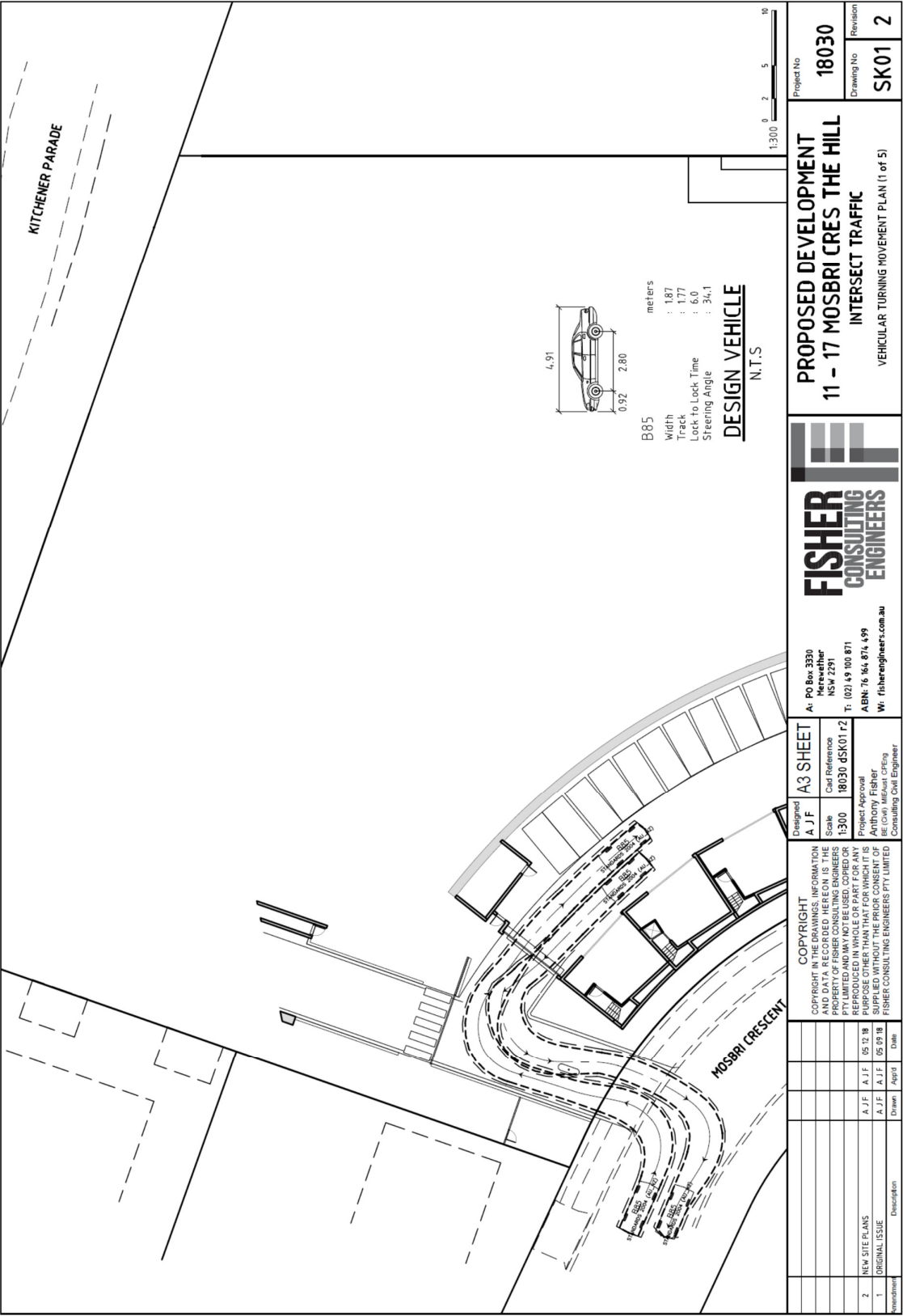
0

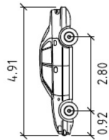
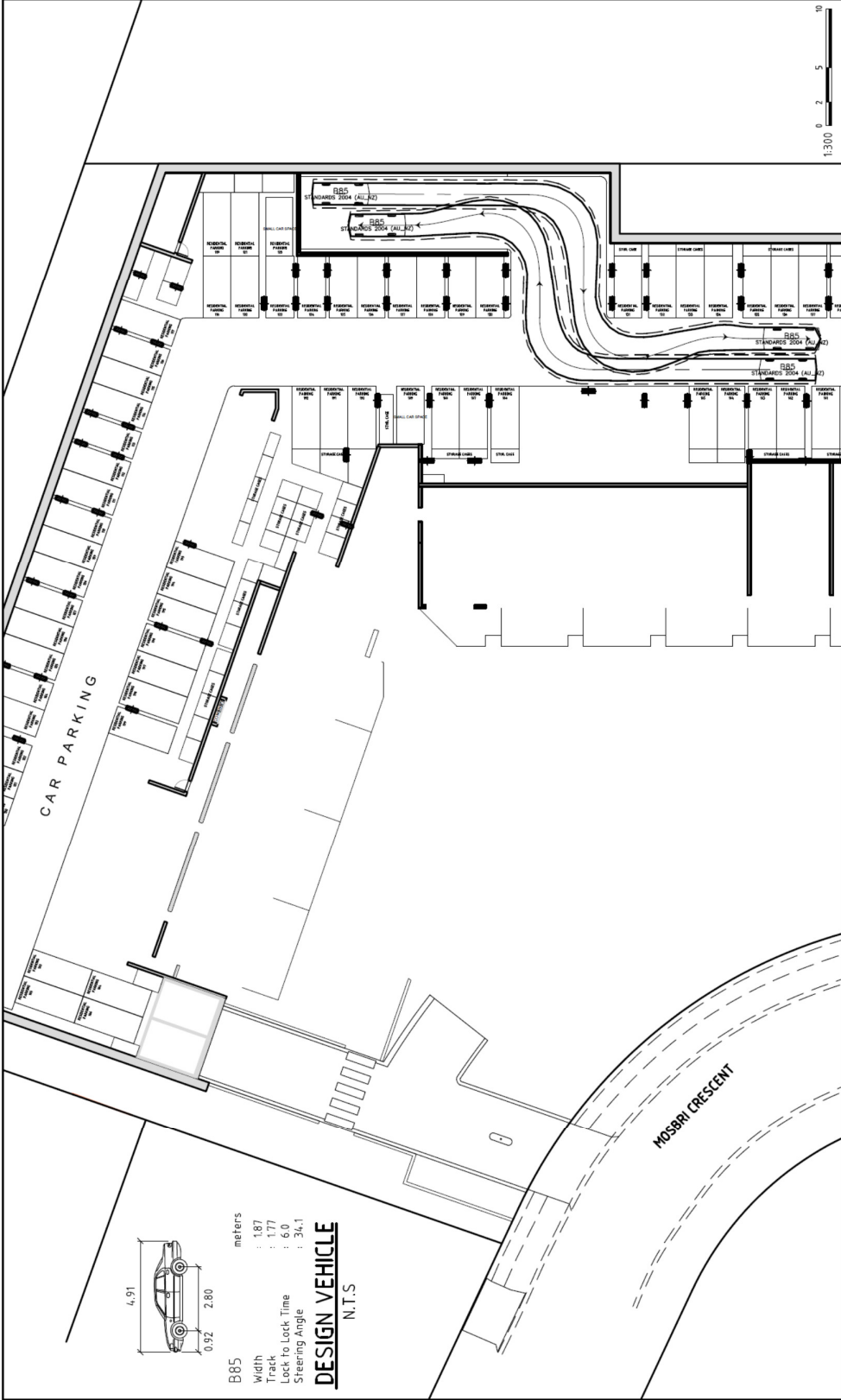
0 1 2 3 4 5

BB

DA3

Attachment 2 – Swept Turning Paths & Access Sight Lines





B85 meters
Width : 1.87
Track : 1.77
Lock to Lock Time : 6.0
Steering Angle : 34.1

DESIGN VEHICLE
N.T.S

COPYRIGHT AND DATA RECORDED HEREON IS THE PROPERTY OF FISHER CONSULTING ENGINEERS PTY LIMITED AND MAY NOT BE USED, COPIED OR REPRODUCED IN ANY MANNER WITHOUT THE PURPOSE OTHER THAN THAT FOR WHICH IT IS SUPPLIED WITHOUT THE PRIOR CONSENT OF FISHER CONSULTING ENGINEERS PTY LIMITED		Designed A J F	A3 SHEET	A: PO Box 3330 Hersewater NSW 2291 T: (02) 49 100 871 ABN: 76 664 874 499 W: fisherengr.com.au		Project No 18030	
Card Reference 18030 4SK05 r2		Scale 1:300	Project Approval Anthony Fisher BE (Civil), Licentiate (Engg) Consulting Civil Engineer	Drawing No SK05 2		Revision	
2 ORIGINAL ISSUE		A J F	05/12/18	Date		Project No 18030	
Description		Drawn	App'd	Date		Drawing No SK05 2	



PROPOSED DEVELOPMENT
11 - 17 MOSBRI CRES THE HILL
INTERSECT TRAFFIC
VEHICULAR TURNING MOVEMENT PLAN (5 of 5)

