



Road Safety Audit

Anambah Road, Gosford – Existing Conditions

PREPARED FOR:

Thirdi Communities

REFERENCE:

25.224r01v01

DATE:

12/09/2025



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Revision History

VERSION	DATE	PREPARED	REVIEWED	APPROVED	SIGNED
01	12/09/2025	Hayden Calvey	Julius Boncato	Hayden Calvey	

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1. Project Summary

A summary of the project, client and audit team details is provided in **Table 1**.

Table 1: Project Summary

PROJECT DETAILS	
Job No.:	25.224
Title of Audit:	Existing Conditions Road Safety Audit
Location of Audit:	Anambah Road, Gosforth
Project Description:	A residential subdivision has been proposed at 559 Anambah Road, Gosforth under Development Application (DA) 2024/763. The DA has been lodged and subsequently refused by the Local Planning Panel. It is understood that of the reasons for refusal, the conditions and road safety of Anambah Road was raised.
Purpose of Audit:	The RSA is to assess the existing conditions of Anambah Road from the northern extent of the proposed site at 599 Anambah Road to the intersection with New England Highway, presenting as a study corridor approximately 5.5 kilometres in length. The RSA is to identify relevant road safety hazards and risks to all road users.
State:	NSW
Audit Stage:	Existing Conditions
Audit Date:	19/03/2024
CLIENT DETAILS	
Client Name:	Thirdi Communities c/- Vara Consulting
Client Contact:	Jason McIntosh
Client Phone:	0417 689 270
Client Email:	jason@varaconsulting.com.au
AUDIT TEAM DETAILS	
Hayden Calvey (Level 3) – RSA-02-0754	hayden@pdccconsultants.com.au
Julius Boncato (Level 2) – RSA-02-1420	
AUDIT PROGRAM	
Opening Meeting	27/08/2025
Site Inspection	11/09/2025
Draft Report	15/09/2025
Completion Meeting	tbc
Final Report	tbc

2. Introduction

2.1. Project Description

A residential subdivision has been proposed at 559 Anambah Road, Gosforth under DA 2024/763. The DA has been lodged and subsequently refused by the Local Planning Panel. ~~The DA has been lodged and subsequently refused by the Local Planning Panel.~~ It is understood that of the reasons for refusal, the conditions and road safety of Anambah Road was raised.

The DA is proposed to yield 900 lots with a single vehicular access point onto Anambah Road. The proposed intersection connection will provide a Channelised Right Turn and Auxiliary Left Turn into the site.

The RSA is to assess the existing conditions of Anambah Road, between the northern extent of the proposed subdivision to the intersection with New England Highway, to identify relevant road safety hazards and risks to all road users.

2.2. Audit Stage

This report presents findings of an Existing Conditions Road Safety Audit Report of Anambah Road. A site inspection was undertaken on 11 August 2025. The weather conditions during the inspection were good. A summary of the audit stage is provided in **Table 2**.

Table 2: Audit Stages

PROJECT PHASE	RSA TYPE	PROJECT STAGE DESCRIPTION	TYPICAL CONSIDERATIONS
Post-Construction	Existing Road	Conducted on an existing road, path or road network where no recent construction works were undertaken	<ul style="list-style-type: none"> • General road layout and alignment • Intersection layouts • Signage and linemarking • Drainage and lighting • Roadside furniture

This RSA was generally undertaken in accordance with TfNSW's Guidelines for Road Safety Audit Practices (2011) and the Austroads Guide to Road Safety Part 6: Road Safety Audit (2022). To the best of the auditors ability, the audit has taken into consideration traffic volume, classification, climatic impacts and all road user groups where applicable.

2.3. Study Area

The study area is along the length of Anambah Road between the northern extent of the proposed subdivision to the intersection with New England Highway, as shown in **Figure 1** and **Figure 2**.

The study area is an existing road, in a generally rural area to its northern extent and urban area at its southern extent. The following features along Anambah Road are noted:

- Anambah Road is sign posted as 60 km/h to 100 km/h, with the speed change approximately 550-metres north of Niven Parade.
- Two-lanes, two-way with kerbside parking generally permitted in its southern section, south of Niven Parade.
- Street lighting is provided in the urban setting between Niven Parade and New England Highway.
- Centreline double barrier lines (BB-lines) or dashed centrelines are generally provided for the entirety of the study area.
- Floodway signage within the study area generally indicates low-level areas which may be impacted by water over the road resulting from flooding or other similar rain events.

2.4. Exclusions

Crash data is not considered as part of this Audit, as per the TfNSW Guidelines, however can be located here [Centre for Road Safety Crash Map](#).

Crashes associated with vehicles entering flood waters has been excluded.

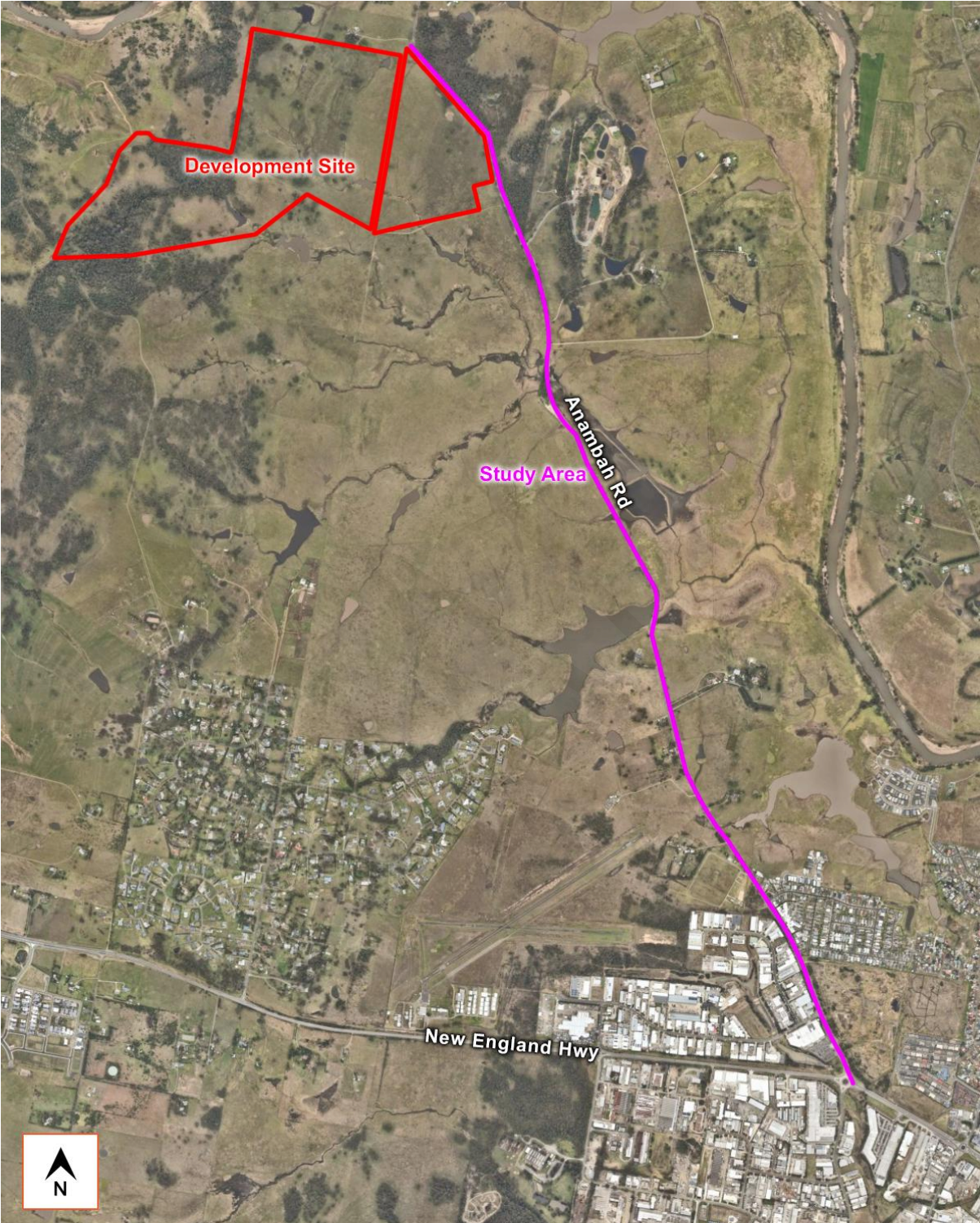


Figure 1: Site Location

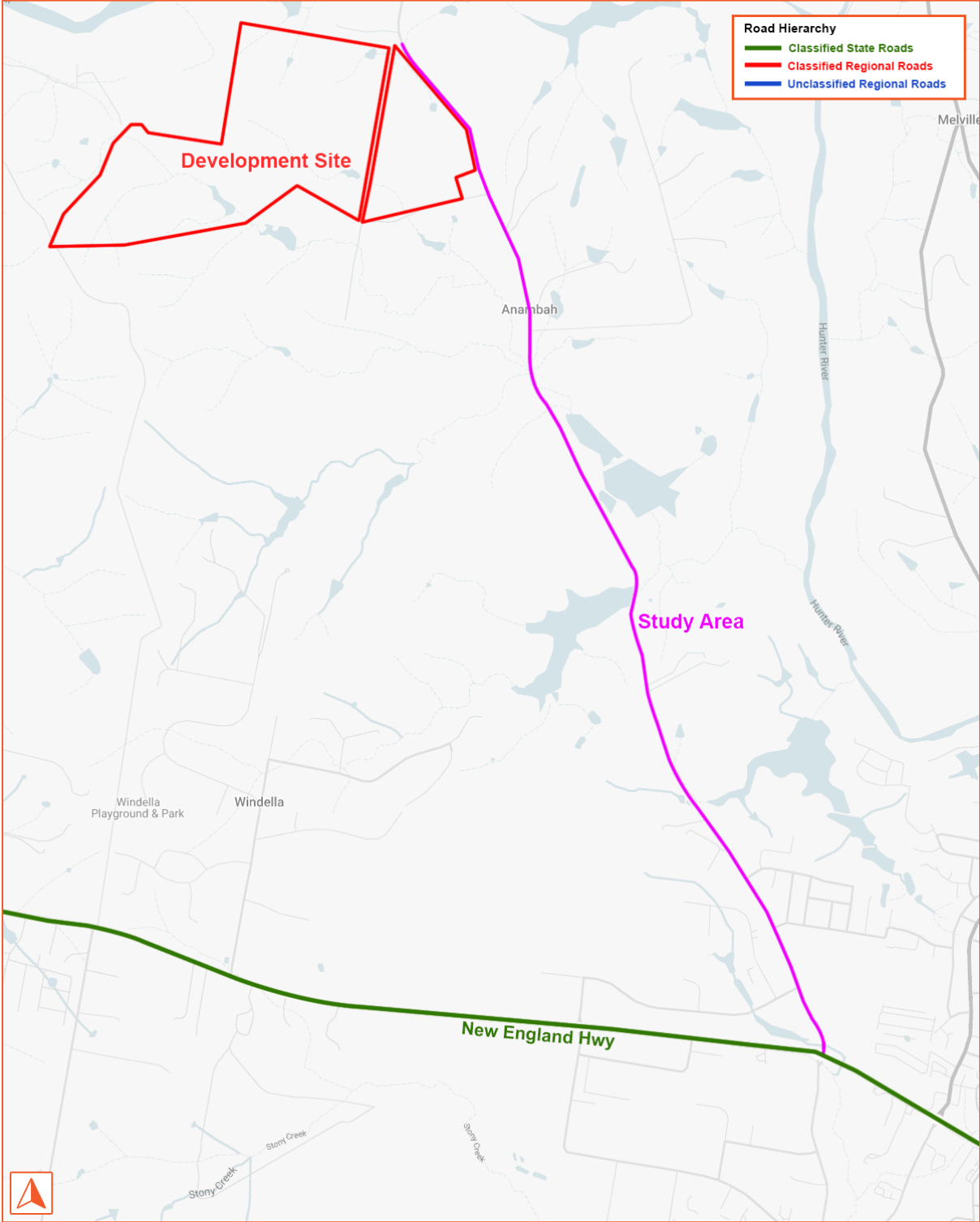


Figure 2: Road Hierarchy

3. Audit Risk Assessment

For each of the safety issues identified, the level of risk with each has been determined. **Table 3** and **Figure 3** are extracted from the Austroads Guide to Road Safety Part 6: Road Safety Audit 2022 (Austroads 2022) and have been used in the assessment of risk for this audit.

Table 3: Risk Matrix

Road Safety Audit Risk Matrix			Severity				
			Insignificant	Minor	Moderate	Serious	Fatal
			Property damage	Minor first aid	Major first aid and/or presents to hospital (not admitted)	Admitted to hospital	Death within 30 days of the crash
Likelihood	Almost certain	Once per quarter	Medium	High	High	Extreme (FSI)	Extreme (FSI)
	Likely	Every quarter to 1 year	Medium	Medium	High	Extreme (FSI)	Extreme (FSI)
	Possible	Every 1 to 3 years	Low	Medium	High	High (FSI)	Extreme (FSI)
	Unlikely	Every 3 to 7 years	Negligible	Low	Medium	High (FSI)	Extreme (FSI)
	Rare	7 years+	Negligible	Negligible	Low	Medium (FSI)	High (FSI)

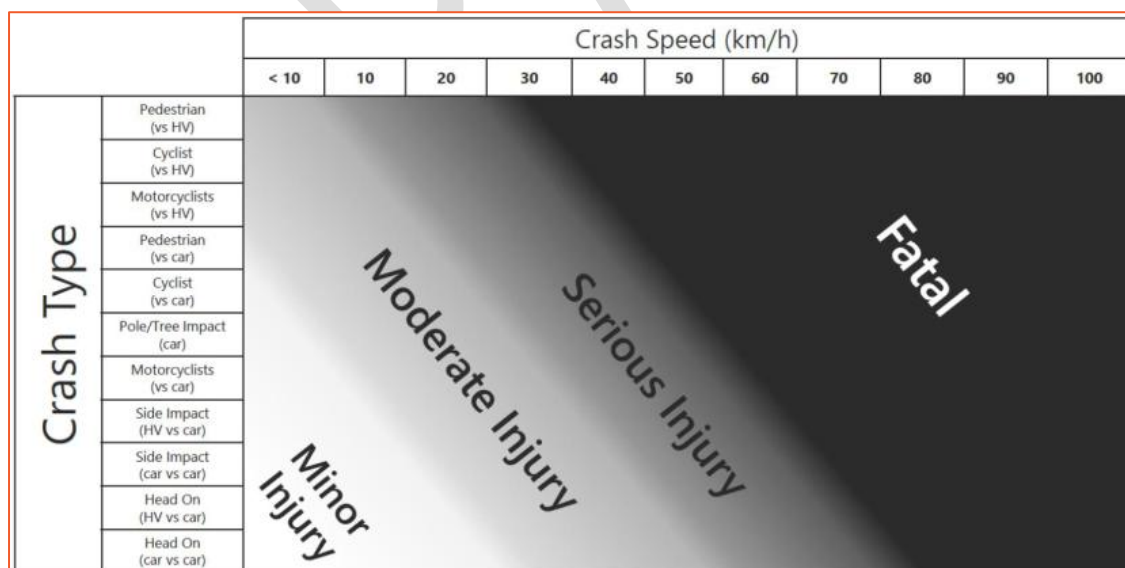




Figure 3: Severity Guidance


4. Audit Findings


The audit findings are provided in **Table 4**.

Table 4: Audit Findings


AUDIT FINDING REFERENCE	ROAD SAFETY AUDIT FINDING	LIKELIHOOD	SEVERITY	LEVEL OF RISK	PROJECT MANAGER RESPONSES
1- Overtaking at Chainage 1800 to 2000	<p>The centreline lane markings between approximate Chainage 1800 to 2000 permits overtaking in the northbound direction.</p> <p>The commencement of overtaking is partially within a horizontal curve with flexible wire barrier on either side of the carriageway. Sight lines through the curve are limited for northbound vehicles on approach to the overtaking area and within the 100 km/h speed zone area. There are no shoulders present and no run-off road area due to the presence of wire rope flexible safety barrier.</p> <p>There is a risk of head-on crashes with opposing vehicles within this Chainage.</p>  <p><i>Northbound view of overtaking centreline marking</i></p>	Rare	Serious	Medium (FSI)	

AUDIT FINDING REFERENCE	ROAD SAFETY AUDIT FINDING	LIKELIHOOD	SEVERITY	LEVEL OF RISK	PROJECT MANAGER RESPONSES
2 – Culvert Location on Straight Alignment	<p>There are unprotected culverts / headwalls located within the straight road alignment of Anambah Road. These headwalls present non-frangible hazards in close proximity to the travel lane.</p> <p>There is a risk that errant vehicles in these locations may impact with the headwall, resulting in increased severity of the crash. The likelihood of these locations are considered to be rare given they are on the straight road alignment.</p> <p>These are located at Chainage 1500, 2800, 4400,</p>  <p><i>Example of culvert in close proximity to travel lanes</i></p>	Rare	Serious	Medium (FSI)	


AUDIT FINDING REFERENCE	ROAD SAFETY AUDIT FINDING	LIKELIHOOD	SEVERITY	LEVEL OF RISK	PROJECT MANAGER RESPONSES
3 – Wire Rope Barrie Point of Need	<p>The position of the flexible wire-rope barrier located at approximate Chainage 1800 to 2000 may not adequately contain errant vehicles and their point of need.</p> <p>The location of the wire-rope barrier is within the horizontal curve with steep embankment and vegetation. The wire-rope does not extend the full length of the horizontal curve such that errant vehicles in this location may still encroach into the embankment or other rigid hazards, increasing the severity of a crash.</p>  <p><i>Northbound view of right-hand curve and wire-rope barrier in foreground. No barrier treatment within the curve.</i></p>	Unlikely	Serious	High (FSI)	


AUDIT FINDING REFERENCE	ROAD SAFETY AUDIT FINDING	LIKELIHOOD	SEVERITY	LEVEL OF RISK	PROJECT MANAGER RESPONSES
4 – Guardrail point of need	<p>There is horizontal curve located between Chainage 3000 to 3200 within a flood prone location. The horizontal curve is provided with guardrail however may not adequately contain errant vehicles are their point of need.</p> <p>An errant vehicle through the curve may not be contained by the barrier and encroach into the embankment area, or impact with the leading terminal of the barrier increasing the severity of a crash in this location. The severity of crash may be increased should their be presence of water nearby.</p>  <p><i>Northbound view of right hand curve with guardrail in foreground. No guardrail in advance of the floodway area.</i></p>	Unlikely	Serious	High (FSI)	
5 – Curve Advisory	<p>Between Chainage 2800 to 3400, there are a series of horizontal curve alignment changes. A motorist proceeding in either the northbound or southbound direction may be unaware of the road alignment and travel through these curves at excess speed. There is a risk that inadequate information may result in increased likelihood of a crash between these Chainages.</p>	Rare	Serious	Medium (FSI)	
6 – Verge vegetation impacts on pavement	<p>There are segments of road where the edge of bitumen has evidence of grass / weed growth. Over time, this growth may impact the structural integrity of the pavement, with the edge of bitumen wearing away resulting in drop-off areas (i.e. pot holes or sizeable difference between the pavement surface level and shoulder level).</p> <p>Drop-offs at the edge of bitumen may impact vehicle stability, particularly through corners and for motorbikes and cyclists, resulting in an array of crash types.</p>	Rare	Moderate	Low	

AUDIT FINDING REFERENCE	ROAD SAFETY AUDIT FINDING	LIKELIHOOD	SEVERITY	LEVEL OF RISK	PROJECT MANAGER RESPONSES
7 – Verge vegetation impacts on delineation	<p>There is guardrail located at Chainages 1100 to 1300 that has verge vegetation overgrowth that reduces the visibility of the barrier and its overall delineation, particularly at night and during inclement weather conditions.</p> <p>There is a risk that a driver may be unaware of the roadside conditions and presence of guardrail in close proximity to the travel lane. This may increase the likelihood of inadvertently crashing with the guardrail.</p>	Rare	Minor	Negligible	
8 – Guide post reflectivity	<p>There are numerous guideposts that have been damaged or their reflectivity is non-existent. Poor delineation, particularly where there are no street lights or other supporting delineation features (such as edgelines) provides poor awareness to driveways regarding the road conditions and alignment. There may be a risk that the likelihood of crashes increases due to insufficient delineation resulting from the damage guideposts.</p>	Unlikely	Moderate	Medium	
9 – Speed Signage	<p>There appears to be speed zone signage missing at the speed zone change approximately 520m north of Niven Parade.</p> <p>The missing or lack of speed signage may result in drivers adopting a higher speed, which may increase the severity of a crash should one occur.</p> <p>It is notes that a single sign and pavement markings are provided to identify the speed zone signage, such that the likelihood is considered to be rare.</p>  <p><i>View of speed zone signage and missing sign on passenger (left hand) side</i></p>	Rare	Moderate	Low	

AUDIT FINDING REFERENCE	ROAD SAFETY AUDIT FINDING	LIKELIHOOD	SEVERITY	LEVEL OF RISK	PROJECT MANAGER RESPONSES
10 – Insufficient Acceleration Lane	<p>The vehicular access to the Organics Processing Facility on Anambah Road at approximate Chainage 1200 consists of a channelised right turn for vehicles entering from the south and an acceleration lane for vehicles exiting to the south. On approach to the intersection, a merge lane sign is provided for southbound vehicles to indicate the road conditions at the intersection.</p> <p>Vehicles travelling southbound cannot see the intersection or acceleration lane until approximately 120-metres.</p> <p>Within the 100 km/h zone, there may be insufficient sight distance for southbound vehicles to observe vehicles entering and exiting the Organics Processing Facility, and react to avoid a collision. Furthermore, the acceleration lane appears to be insufficient for the 100 km/h speed zone which may result in abrupt deceleration for vehicles travelling south on Anambah Road resulting in rear-end or run-off road crashes.</p>  <p><i>Southbound view on approach to Organics Processing Facility, approximately 120-metres from intersection. Merge lane located to the left of the power pole not visible.</i></p>	Rare	Moderate	Medium	

AUDIT FINDING REFERENCE	ROAD SAFETY AUDIT FINDING	LIKELIHOOD	SEVERITY	LEVEL OF RISK	PROJECT MANAGER RESPONSES
11 – Basic Axillary Right Turn Lanes	<p>The northbound lane on Anambah Road at the Cagney Road intersection and Niven Parade intersection is widened to facilitate passing of right-turn vehicles. The passing is within the 60 km/h speed zoning segment.</p> <p>Increased through traffic volumes in this location may increase the likelihood of rear-end crashes.</p>  <p><i>View of widening at Cagney Road (left) and Niven Parade (right)</i></p>	Rare	Moderate	Low	

AUDIT FINDING REFERENCE	ROAD SAFETY AUDIT FINDING	LIKELIHOOD	SEVERITY	LEVEL OF RISK	PROJECT MANAGER RESPONSES
12 – Overtaking Near Intersections	<p>There is a short segment of linemarking which permits overtaking in the southbound direction on Anambah Road, north of Niven Parade. The location of overtaking is considered to be relatively close to the intersection and may impact decision making for vehicles entering or exiting Niven Parade.</p> <p>A vehicle entering or exiting Niven Parade may not identify a vehicle undertaking an overtake manoeuvring in the southbound direction of Anambah Road, increasing the likelihood of a near or far-side crash.</p>  <p><i>Northbound view of centreline marking</i></p>	Rare	Moderate	Low	
13 – Stockpile Driveway Sight Lines	<p>There appears to be a Stockpile site and driveway located at approximate Chainage 2000. The driveway is located slightly south of the horizontal curve on Anambah Road. Sight lines for vehicles exiting the Stockpile driveway may be inadequate due to the impacts of the horizontal curve and road side vegetation.</p> <p>There is a risk of far-side crashes between vehicles exiting the Stockpile driveway and southbound vehicles on Anambah Road.</p>	Rare	Serious	Medium (FSI)	

AUDIT FINDING REFERENCE	ROAD SAFETY AUDIT FINDING	LIKELIHOOD	SEVERITY	LEVEL OF RISK	PROJECT MANAGER RESPONSES
14 – Unprotected embankments	<p>There is an unprotected embankment and culvert / headwall located at Chainage 0 to 100. The location of this horizontal curve is downgrade for northbound vehicles. There is a curve advisory sign with 75 km/h advisory speed on approach for northbound vehicle.</p> <p>The location of the curve on a downgrade may result in a run-off road crash, particularly during inclement weather conditions or high travel speed. The presence of vertical drop and headwall near the culvert may increase the severity of a crash in this location.</p>  <p>Northbound view of right-hand curve with embankment on passenger (left-hand) side.</p>	Rare	Serious	Medium (FSI)	

5. Responding to the Audit Report

Road safety audits provide the opportunity to highlight road safety hazards and risks identified by the auditors and have them formally considered by the project manager in conjunction with all other project considerations.

The responsibility for the project rests with the project manager, not with the auditors. The project manager is under no obligation to accept the audit findings. Furthermore, it is not the role of the auditor to agree to, or approve the project manager's responses to the audit.

A formal road safety audit report should be responded to in writing.

5.1. Formal Statement

We the undersigned, declare that we have reviewed the material and data listed in this report and identified the safety and operational deficiencies above.

It should be noted that whilst every effort has been made to identify potential safety hazards, no guarantee could be made that every deficiency has been identified.

We recommend that points of concern be investigated, and necessary corrective actions are undertaken.

Hayden Calvey
Level 3 Road Safety Auditor
(RSA-02-0754)
Team Leader

Julius Boncato
Level 2 Road Safety Auditor
(RSA-02-1420)
Team Member



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Drawing Prepared By



North



Swept Path Key

- Vehicle Wheel Path
- Vehicle Body Envelope
- 300mm Vehicle Clearance

Project
Anambah Road, Gosforth

Project No
24.224

Drawing Title
Anambah Road / New England Highway
Chainage Plan
Section 1 & 2

Sheet Status
NOT FOR CONSTRUCTION

Drawing No.
001

Drawn By
RM

Scale
NOT TO SCALE

Revision No.
-

Date
12/09/2025



<p>Drawing Prepared By</p> 	<p>North</p> 	<p>Swept Path Key</p> <ul style="list-style-type: none"> ----- Vehicle Wheel Path ----- Vehicle Body Envelope ----- 300mm Vehicle Clearance 	<p>Project Anambah Road, Gosforth</p> <p>Project No 24.224</p>	<p>Drawing Title Anambah Road / New England Highway Chainage Plan Section 3 & 4</p> <p>Sheet Status NOT FOR CONSTRUCTION</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Drawing No. 002</td> <td style="width: 50%;">Revision No.</td> </tr> <tr> <td>Drawn By RM</td> <td>Date 12/09/2025</td> </tr> <tr> <td colspan="2">Scale NOT TO SCALE</td> </tr> </table>	Drawing No. 002	Revision No.	Drawn By RM	Date 12/09/2025	Scale NOT TO SCALE	
Drawing No. 002	Revision No.										
Drawn By RM	Date 12/09/2025										
Scale NOT TO SCALE											



LEGEND	
	SITE BOUNDARY LINE
	EXISTING BOUNDARY LINE
	APPROXIMATE ANAMBAH ROAD CENTRELINE
	APPROXIMATE ANAMBAH ROAD CHAINAGE

NOTE

ITEM 6 - VERGE VEGETATION IMPACTS ON PAVEMENT

THERE ARE SEGMENTS OF ROAD WHERE THE EDGE OF BITUMEN HAS EVIDENCE OF GRASS / WEED GROWTH AND OVER TIME THIS GROWTH MAY IMPACT THE STRUCTURAL INTEGRITY OF THE PAVEMENT THROUGH DEGRADATION OF THE EDGE OF BITUMEN. DETAILED SURVEILLANCE OF THE EAST AND WESTERN SIDES OF ANAMBAH ROAD SHOULD BE UNDERTAKEN AND WHERE VEGETATION IS OBSERVED GROWING IN TO THE EDGE OF THE PAVEMENT THEN IT SHALL BE REMOVED (PHYSICAL REMOVAL, SPRAYING, ETC) TO REDUCE THE POTENTIAL EROSION DEGRADATION PROCESS.

ITEM 8 - GUIDE POST REFLECTIVITY

MISSING OR DAMAGED GUIDE POSTS WERE OBSERVED. DETAILED SURVEILLANCE OF THE EAST AND WESTERN SIDES OF ANAMBAH ROAD SHOULD BE UNDERTAKEN AND WHERE DAMAGE TO EXISTING GUIDE POSTS IS OBSERVED THEY SHALL BE RECTIFIED OR REPLACED, AND WHERE MISSING GUIDE POSTS ARE OBSERVED THEY SHALL BE REPLACED WITH NEW.

REV	DESCRIPTION	ISSD	APP	DATE	PROJECT MANAGER
A	ISSUED FOR REVIEW	AB	AB	10/10/2025	A. BROWN
					DESIGNED C. WALKER-HEALION
					DRAFTED C. WALKER-HEALION
					VERIFIED TBD

CLIENT

ARCHITECT

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1:10000

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SETOUT TBD

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54 HUDSON STREET, HAMILTON NSW 2303

PROJECT TITLE
ANAMBAH RESIDENTIAL COMMUNITY

DRAWING TITLE
ANAMBAH ROAD - ROAD SAFETY AUDIT FINDINGS OVERVIEW PLAN

STATUS
FOR INFORMATION ONLY
NOT TO BE USED FOR CONSTRUCTION

PROJECT - SET - DRAWING - SHEET
250055-SK-009-00

REVISION
A



LEGEND	
	EXISTING BOUNDARY LINE
	EXISTING VEHICULAR BARRIER
	PROPOSED VEHICULAR BARRIER
	PROPOSED ROAD SIGN POST

AUDIT FINDING REFERENCE	ROAD SAFETY AUDIT FINDING (SEE RSA REPORT REPAIRED BY PDC CONSULTANTS FOR FULL DESCRIPTION)	INITIAL RISK (AS IDENTIFIED IN RSA REPORT BY OTHERS)			DESIGN ACTION / REMEDIATION	RESIDUAL RISK			PERSON RESPONSIBLE FOR CONTROLS
		LIKELIHOOD	SEVERITY	LEVEL OF RISK		LIKELIHOOD	SEVERITY	LEVEL OF RISK	
1	OVERTAKING AT CHAINAGE 1800 TO 2000	RARE	SERIOUS	MEDIUM (FSI)	REPLACE BROKEN CENTRELINE MARKINGS WITH UNBROKEN BARRIER LINES	RARE	SERIOUS	MEDIUM (FSI)	DEVELOPER
3	WIRE ROPE BARRIER POINT OF NEED	UNLIKELY	SERIOUS	HIGH (FSI)	EXTEND EXISTING WIRE ROPE BARRIER TO FULL EXTENT OF HORIZONTAL CURVE	RARE	MODERATE	LOW	DEVELOPER
13	STOCKPILE DRIVEWAY SIGHT LINES	RARE	SERIOUS	MEDIUM (FSI)	PROVIDE LEFT ONLY SIGNAGE TO AVOID CONFLICTS WITH SOUTHBOUND TRAFFIC	RARE	SERIOUS	MEDIUM (FSI)	DEVELOPER

TABLE PRODUCED WITH REFERENCE TO AND TO BE READ IN CONJUNCTION WITH ROAD SAFETY AUDIT PREPARED BY PDC CONSULTANTS, REF#25.224R01V02, DATED 18/09/2025

REV	DESCRIPTION	ISSD	APP	DATE	PROJECT MANAGER	CLIENT	ARCHITECT	SCALE	NORTH	PROJECT TITLE	STATUS		
A	ISSUED FOR REVIEW	AB	AB	10/10/2025	A. BROWN			0 6 12 18 24m 1:600		ANAMBAAH RESIDENTIAL COMMUNITY	FOR INFORMATION ONLY NOT TO BE USED FOR CONSTRUCTION		
					DESIGNED C. WALKER-HEALION		<ul style="list-style-type: none"> THIS DRAWING HAS BEEN PREPARED USING COLOUR, AND WILL BE INCOMPLETE IF COPIED TO BLACK AND WHITE. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL CONTRACT DOCUMENTS. THE COPYRIGHT OF THIS DRAWING REMAINS WITH GROUNDSWELL ENGINEERS PTY LTD. GROUNDSWELL ACCEPTS NO RESPONSIBILITY FOR THE USABILITY, COMPLETENESS OR SCALE OF DRAWINGS TRANSFERRED ELECTRONICALLY. ALL UTILITY SERVICES INDICATED ON THE DRAWINGS ORIGINATE FROM SUPPLIED DATA OR DIA. BEFORE YOU DIG SEARCHES, AND THEREFORE THEIR ACCURACY AND COMPLETENESS IS NOT GUARANTEED. 			DRAWING TITLE ANAMBAAH ROAD - ROAD SAFETY AUDIT FINDINGS INSET PLAN 01	PROJECT - SET - DRAWING - SHEET 250055-SK-009-01	REVISION A	
					DRAFTED C. WALKER-HEALION								
					VERIFIED TBD								
 54 HUDSON STREET, HAMILTON NSW 2303													



ITEM 14 - UNPROTECTED EMBANKMENT (CH0-100)

SCALE 1:250



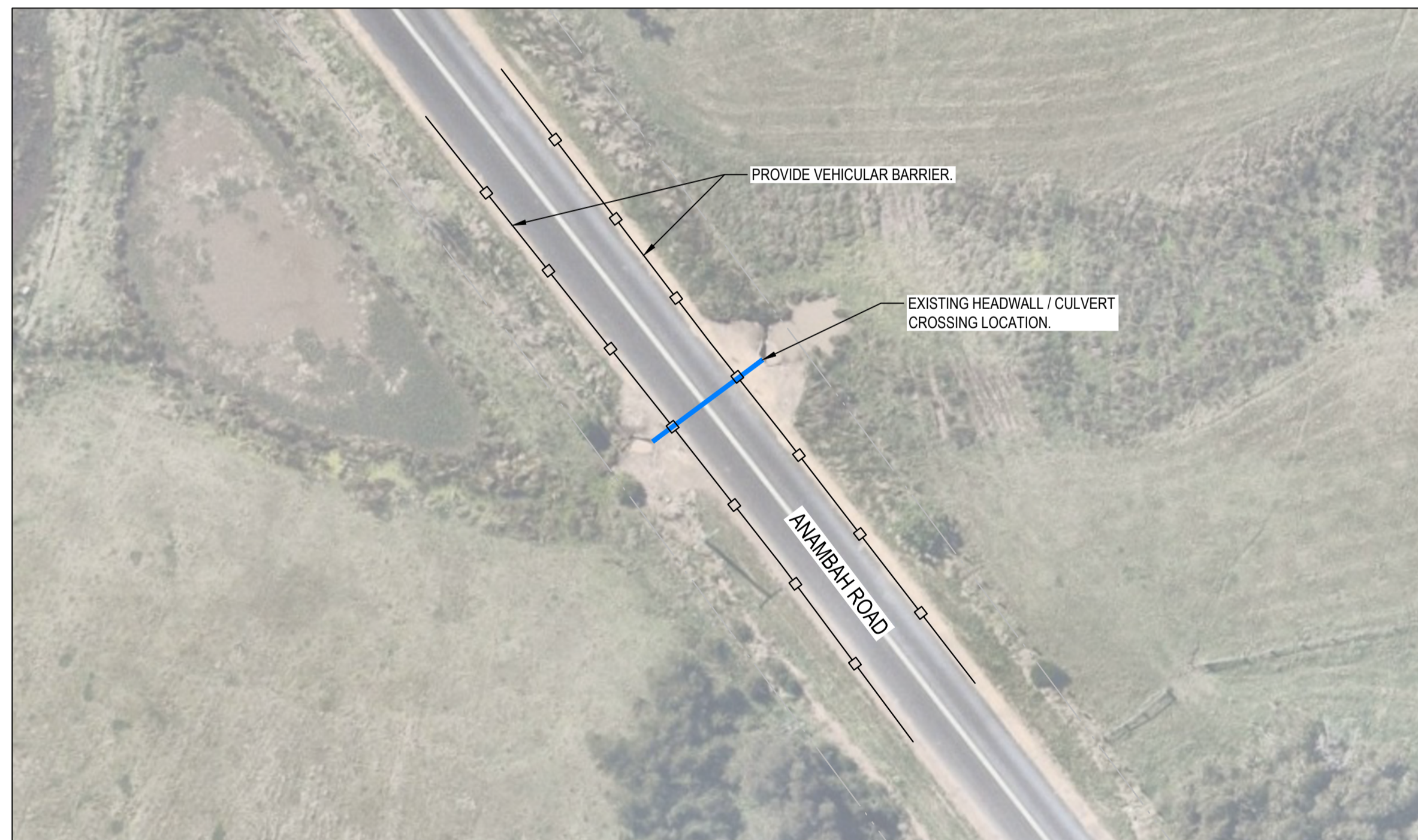
ITEM 2 - CULVERT LOCATION ON STRAIGHT ALIGNMENT (CH1500)

SCALE 1:250



ITEM 2 - CULVERT LOCATION ON STRAIGHT ALIGNMENT (CH2800)

SCALE 1:250



ITEM 2 - CULVERT LOCATION ON STRAIGHT ALIGNMENT (CH4400)

SCALE 1:250

LEGEND	
	EXISTING BOUNDARY LINE
	PROPOSED VEHICULAR BARRIER
	EXISTING CULVERT CROSSING

AUDIT FINDING REFERENCE	ROAD SAFETY AUDIT FINDING (SEE RSA REPORT PREPARED BY PDC CONSULTANTS FOR FULL DESCRIPTION)	INITIAL RISK (AS IDENTIFIED IN RSA REPORT BY OTHERS)			DESIGN ACTION / REMEDIATION	RESIDUAL RISK			PERSON RESPONSIBLE FOR CONTROLS
		LIKELIHOOD	SEVERITY	LEVEL OF RISK		LIKELIHOOD	SEVERITY	LEVEL OF RISK	
2	CULVERT LOCATION ON STRAIGHT ALIGNMENT (CH1500, CH2800, CH4400)	RARE	SERIOUS	MEDIUM (FSI)	PROVIDE VEHICULAR BARRIER AT CULVERT LOCATIONS	RARE	MODERATE	LOW	DEVELOPER
14	UNPROTECTED EMBANKMENTS	RARE	SERIOUS	MEDIUM (FSI)	PROVIDE VEHICULAR BARRIER AT CULVERT LOCATIONS	RARE	MODERATE	LOW	DEVELOPER

TABLE PRODUCED WITH REFERENCE TO AND TO BE READ IN CONJUNCTION WITH ROAD SAFETY AUDIT PREPARED BY PDC CONSULTANTS, REF#25.224R01V02, DATED 18/09/2025

REV	DESCRIPTION	ISSD	APP	DATE	PROJECT MANAGER	CLIENT	ARCHITECT	SCALE	NORTH	<p>GROUND SWELL ENGINEERS 54 HUDSON STREET, HAMILTON NSW 2303</p>	PROJECT TITLE	STATUS
A	ISSUED FOR REVIEW	AB	AB	10/10/2025	A. BROWN			1:250			ANAMBAAH RESIDENTIAL COMMUNITY	FOR INFORMATION ONLY NOT TO BE USED FOR CONSTRUCTION
					DESIGNED C. WALKER-HEALION						DRAWING TITLE	PROJECT - SET - DRAWING - SHEET
					DRAFTED C. WALKER-HEALION						ANAMBAAH ROAD - ROAD SAFETY AUDIT FINDINGS INSET PLAN 07	250055-SK-009-02
					VERIFIED TBD							REVISION
												A



LEGEND	
	EXISTING BOUNDARY LINE
	EXISTING VEHICULAR BARRIER
	PROPOSED VEHICULAR BARRIER
	PROPOSED ROAD SIGN POST

ITEM 4:
 GUARD RAIL AT POINT OF NEED FROM CH3000 - CH3200
 REMOVE EXISTING TERMINAL END AND TIE INTO EXISTING VEHICULAR BARRIER.
 EXTEND VEHICULAR BARRIER THROUGH HORIZONTAL CURVE.
 PROVIDE TERMINAL END.

ITEM 5:
 CURVE ADVISORY CH2800 - CH3400

AUDIT FINDING REFERENCE	ROAD SAFETY AUDIT FINDING (SEE RSA REPORT PREPARED BY PDC CONSULTANTS FOR FULL DESCRIPTION)	INITIAL RISK (AS IDENTIFIED IN RSA REPORT BY OTHERS)			DESIGN ACTION / REMEDIATION	RESIDUAL RISK			PERSON RESPONSIBLE FOR CONTROLS
		LIKELIHOOD	SEVERITY	LEVEL OF RISK		LIKELIHOOD	SEVERITY	LEVEL OF RISK	
4	GUARDRAIL POINT OF NEED	UNLIKELY	SERIOUS	HIGH (FSI)	EXTEND GUARDRAIL TO FULL EXTENT OF HORIZONTAL CURVE	RARE	MODERATE	LOW	DEVELOPER
5	CURVE ADVISORY	RARE	SERIOUS	MEDIUM (FSI)	PROVIDE WARNING SIGNAGE AHEAD OF HORIZONTAL CURVES IN BOTH DIRECTIONS OF TRAVEL	RARE	SERIOUS	MEDIUM (FSI)	DEVELOPER

TABLE PRODUCED WITH REFERENCE TO AND TO BE READ IN CONJUNCTION WITH ROAD SAFETY AUDIT PREPARED BY PDC CONSULTANTS, REF#25.224R01V02, DATED 18/09/2025

REV	DESCRIPTION	ISSD	APP	DATE	PROJECT MANAGER	CLIENT	ARCHITECT	SCALE	NORTH	PROJECT TITLE	STATUS		
A	ISSUED FOR REVIEW	AB	AB	10/10/2025	A. BROWN			0 10 20 30 40m 1:1000		ANAMBAAH RESIDENTIAL COMMUNITY	FOR INFORMATION ONLY NOT TO BE USED FOR CONSTRUCTION		
					DESIGNED C. WALKER-HEALION		<ul style="list-style-type: none"> THIS DRAWING HAS BEEN PREPARED USING COLOUR, AND WILL BE INCOMPLETE IF COPIED TO BLACK AND WHITE. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL CONTRACT DOCUMENTS. THE COPYRIGHT OF THIS DRAWING REMAINS WITH GROUNDSWELL ENGINEERS PTY LTD. GROUNDSWELL ACCEPTS NO RESPONSIBILITY FOR THE USABILITY, COMPLETENESS OR SCALE OF DRAWINGS TRANSFERRED ELECTRONICALLY. ALL UTILITY SERVICES INDICATED ON THE DRAWINGS ORIGINATE FROM SUPPLIED DATA OR DIA. BEFORE YOU DIG SEARCHES, AND THEREFORE THEIR ACCURACY AND COMPLETENESS IS NOT GUARANTEED. 			DRAWING TITLE ANAMBAAH ROAD - ROAD SAFETY AUDIT FINDINGS INSET PLAN 03	PROJECT - SET - DRAWING - SHEET 250055-SK-009-03	REVISION A	
					DRAFTED C. WALKER-HEALION					SHEET SIZE A1	54 HUDSON STREET, HAMILTON NSW 2303		
					VERIFIED TBD					SETOUT TBD			



ITEM 7:
 VERGE VEGETATION IMPACTS ON
 DELINEATION FROM CH1100 - CH1300
 PROVIDE GENERAL VERGE MAINTENANCE
 TO CLEAR UNWANTED VEGETATION

ANAMBAH ROAD

ITEM 10:
 INSUFFICIENT ACCELERATION LANE
 SPEED LIMIT TO BE REDUCED TO 80km/h ALONG
 ANAMBAH ROAD REDUCING RISK OF CONFLICT
 WITH SOUTHBOUND TRAFFIC

LEGEND	
	EXISTING BOUNDARY LINE

AUDIT FINDING REFERENCE	ROAD SAFETY AUDIT FINDING (SEE RSA REPORT PREPARED BY PDC CONSULTANTS FOR FULL DESCRIPTION)	INITIAL RISK (AS IDENTIFIED IN RSA REPORT BY OTHERS)			DESIGN ACTION / REMEDIATION	RESIDUAL RISK			PERSON RESPONSIBLE FOR CONTROLS
		LIKELIHOOD	SEVERITY	LEVEL OF RISK		LIKELIHOOD	SEVERITY	LEVEL OF RISK	
7	VERGE VEGETATION IMPACTS ON DELINEATION	RARE	MINOR	NEGLIGIBLE	GENERAL VERGE MAINTENANCE TO CLEAR UNWANTED VEGETATION	RARE	MINOR	NEGLIGIBLE	DEVELOPER
10	INSUFFICIENT ACCELERATION LANE	RARE	MODERATE	MEDIUM	SPEED LIMIT TO BE REDUCED TO 80km/h ALONG ANAMBAH ROAD REDUCING RISK OF CONFLICT WITH SOUTHBOUND TRAFFIC	RARE	MODERATE	MEDIUM	DEVELOPER

TABLE PRODUCED WITH REFERENCE TO AND TO BE READ IN CONJUNCTION WITH ROAD SAFETY AUDIT PREPARED BY PDC CONSULTANTS, REF#25.224R01V02, DATED 18/09/2025

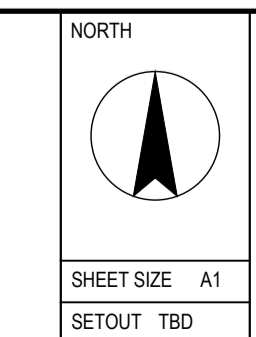
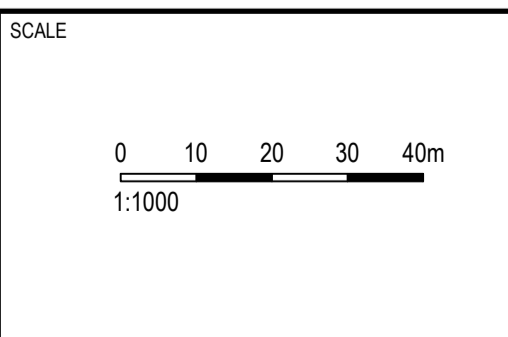
REV	DESCRIPTION	ISSD	APP	DATE
A	ISSUED FOR REVIEW	AB	AB	10/10/2025

PROJECT MANAGER
A. BROWN

CLIENT
Third.i COMMUNITIES

ARCHITECT
DESIGNED C. WALKER-HEALION DRAFTED C. WALKER-HEALION VERIFIED TBD

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54 HUDSON STREET, HAMILTON NSW 2303

PROJECT TITLE
ANAMBAH RESIDENTIAL COMMUNITY

DRAWING TITLE
ANAMBAH ROAD - ROAD SAFETY AUDIT FINDINGS INSET PLAN 04

STATUS	
FOR INFORMATION ONLY NOT TO BE USED FOR CONSTRUCTION	

PROJECT - SET - DRAWING - SHEET	REVISION
250055-SK-009-04	A



LEGEND	
	EXISTING BOUNDARY LINE
	PROPOSED ROAD SIGN POST

AUDIT FINDING REFERENCE	ROAD SAFETY AUDIT FINDING (SEE RSA REPORT PREPARED BY PDC CONSULTANTS FOR FULL DESCRIPTION)	INITIAL RISK (AS IDENTIFIED IN RSA REPORT BY OTHERS)			DESIGN ACTION / REMEDIATION	RESIDUAL RISK			PERSON RESPONSIBLE FOR CONTROLS
		LIKELIHOOD	SEVERITY	LEVEL OF RISK		LIKELIHOOD	SEVERITY	LEVEL OF RISK	
9	SPEED SIGNAGE	RARE	MODERATE	LOW	PROVIDE SPEED SIGNAGE ON LEFT HAND SIDE OF NORTHBOUND LANE AT SPEED LIMIT CHANGE	RARE	MODERATE	LOW	DEVELOPER

TABLE PRODUCED WITH REFERENCE TO AND TO BE READ IN CONJUNCTION WITH ROAD SAFETY AUDIT PREPARED BY PDC CONSULTANTS, REF#25.224R01V02, DATED 18/09/2025

REV	DESCRIPTION	ISSD	APP	DATE	PROJECT MANAGER	CLIENT	ARCHITECT	SCALE	NORTH	PROJECT TITLE	STATUS
A	ISSUED FOR REVIEW	AB	AB	10/10/2025	A. BROWN			0 2.5 5 7.5 10m 1:250		ANAMBAH RESIDENTIAL COMMUNITY	FOR INFORMATION ONLY NOT TO BE USED FOR CONSTRUCTION
					DESIGNED C. WALKER-HEALION			54 HUDSON STREET, HAMILTON NSW 2303		DRAWING TITLE ANAMBAH ROAD - ROAD SAFETY AUDIT FINDINGS INSET PLAN 05	PROJECT - SET - DRAWING - SHEET 250055-SK-009-05
					DRAFTED C. WALKER-HEALION						
					VERIFIED TBD						
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<p>SHHEET SIZE A1 SETOUT TBD</p>											



LEGEND	
	EXISTING BOUNDARY LINE

ITEM 12:
OVERTAKING NEAR INTERSECTIONS
PROVIDE UNBROKEN CENTRELINE MARKINGS TO RESTRICT OVERTAKING MOVEMENTS 100m NORTH OF ANAMBDAH ROAD / NIVEN PARADE INTERSECTION.

ITEM 11:
BASIN AUXILIARY RIGHT TURN LANES
FORMALISE RIGHT TURN LANE LINE MARKING
PROVIDE ADVANCED WARNING SIGN FOR RIGHT TURN CONDITION.



AUDIT FINDING REFERENCE	ROAD SAFETY AUDIT FINDING (SEE RSA REPORT PREPARED BY PDC CONSULTANTS FOR FULL DESCRIPTION)	INITIAL RISK (AS IDENTIFIED IN RSA REPORT BY OTHERS)			DESIGN ACTION / REMEDIATION	RESIDUAL RISK			PERSON RESPONSIBLE FOR CONTROLS
		LIKELIHOOD	SEVERITY	LEVEL OF RISK		LIKELIHOOD	SEVERITY	LEVEL OF RISK	
11	BASIC AUXILIARY RIGHT TURN LANES	RARE	MODERATE	LOW	FORMALISE RIGHT TURN LANE LINEMARKING, PROVIDE ADVANCED WARNING SIGNAGE	RARE	MODERATE	LOW	DEVELOPER
12	OVERTAKING NEAR INTERSECTIONS	RARE	MODERATE	LOW	PROVIDE UNBROKEN CENTRELINE MARKINGS TO RESTRICT OVERTAKING MOVEMENTS 100m NORTH OF ANAMBDAH ROAD / NIVEN PARADE INTERSECTION	RARE	MODERATE	LOW	DEVELOPER

TABLE PRODUCED WITH REFERENCE TO AND TO BE READ IN CONJUNCTION WITH ROAD SAFETY AUDIT PREPARED BY PDC CONSULTANTS, REF#25.224R01V02, DATED 18/09/2025

REV	DESCRIPTION	ISSD	APP	DATE	PROJECT MANAGER	CLIENT	ARCHITECT	SCALE	NORTH	<p>GROUNDSWELL ENGINEERS 54 HUDSON STREET, HAMILTON NSW 2303</p>	PROJECT TITLE	STATUS
A	ISSUED FOR REVIEW	AB	AB	10/10/2025	A. BROWN			0 5 10 15 20m 1:500			ANAMBDAH RESIDENTIAL COMMUNITY	FOR INFORMATION ONLY NOT TO BE USED FOR CONSTRUCTION
					DESIGNED C. WALKER-HEALION						DRAWING TITLE	PROJECT - SET - DRAWING - SHEET
					DRAFTED C. WALKER-HEALION						ANAMBDAH ROAD - ROAD SAFETY AUDIT FINDINGS INSET PLAN 06	REVISION
					VERIFIED TBD						250055-SK-009-06	A