

## **STAGE 2 ROAD SAFETY AUDIT**

## PROPOSED MIXED USE DEVELOPMENT 68 – 80 0'CONNELL STREET CADDENS

#### PREPARED FOR HOLDMARK PROPERTY GROUP OUR REF: 24-041-RSA-1



5 APRIL 2024

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## **APPENDICES**

- 1. Architectural Plans
- 2. Corrective Action Requests

### 1. INTRODUCTION

#### 1.1 Background

A Development Application (DA23/0281) was lodged with Penrith City Council On 14<sup>th</sup> April 2023 for the staged construction of a mixed-used development at 68 – 80 O'Connell Street, Caddens (hereafter referred to as the 'subject site').

An Updated Traffic and Parking Impact Assessment (dated February 2024) was prepared by Transport and Traffic Planning Associates in support of the Development Application.

Following an initial assessment of the Application, Penrith City Council provided correspondence requesting additional information dated 8<sup>th</sup> March 2024. This correspondence provided the following request for additional information, amongst other things, with respect to the suitability or otherwise of the site:

A Stage 2 Road Safety Audit shall be submitted in support of the application.

Given the restricted sightlines, safety concerns are raised with the four-way intersection at O'Connell Street (south) and the proposed Avenue. A Road Safety Audit is to be submitted that includes a review of this intersection.

The Road Safety Audit is also required to demonstrate there is no adverse impact on the adjoining road network associated with the proposal.

This Practice has subsequently been engaged by Holdmark Property Group to undertake a Stage 2 Road Safety Audit associated with the proposed development to assist Council in the assessment of the suitability or otherwise of the subject application.

#### 1.2 Project Description

The subject application seeks Council's approval to a mixed-use development at 69 – 80 O'Connell Street, Caddens, comprising of the following:

- 18 Residential buildings, comprising of 545 dwellings; and
- 1,110m² of retail floor space, including 227m² of food and beverage floor space.

The development is to be serviced by a series of internal roads, connecting with the existing public road network as follows:

- The creation of a fourth northern approach to the existing T-junction of the east-west aligned section of O'Connell Street and Starline Drive; and
- The extension of an existing east-west aligned access road servicing an existing neighbourhood shopping centre (known as Caddens Corner), intersecting with the north-south aligned section of O'Connell Street.

Vehicular access is also proposed to be sought via a modified at-grade car parking area servicing Cadden's Corner Shopping Centre.

Further to the above, pedestrian connectivity between the site and the surrounding road network is proposed via:

- Footpaths within the abovementioned vehicular access road connections;
- A pedestrian refuge within the east-west aligned section of O'Connell Street, to the west of Foaud Way; and
- A series of pedestrian paths connecting with Cadden's Corner Shopping Centre.

#### 1.3 Surrounding Road Network

The following provides a description of the local road network surrounding the subject site:

 The east-west aligned section of O'Connell Street performs a collector road function under the care and control of Penrith City Council providing an eastwest alignment between Sunflower Drive in the east and the north-south aligned section of O'Connell Street in the west.

The east-west aligned section of O'Connell Street provides an approximate pavement width of 13m, primarily facilitating one lane of traffic in both directions in conjunction with marked parking lanes catering for unrestricted kerb-side parallel parking. Traffic flow within the east-west aligned section of O'Connell Street is governed by a sign posted speed limit of 50km/h.

To the east, O'Connell Street forms a T-junction with Sunflower Drive operating under a single lane circulating roundabout control.

To the west and adjacent to the south-western corner of the Caddens Corner Shopping Centre, the east-west aligned section of O'Connell Street forms an intersection with the north-south aligned section of O'Connell Street, O'Connell Lane and the Western Sydney University access road, operating under a single lane circulating roundabout control.

In the immediate vicinity of the subject site, the east-west aligned section of O'Connell Street forms a series of T-junctions with Starline Drive, Fouad Way and Midnight Avenue, each operating under 'Give-Way' signage control with O'Connell Street performing the priority route in each instance.

• The north-south aligned section of **O'Connell Street** north-south aligned section performs a collector road function under the care and control of Penrith City Council providing a north-south alignment between Great Western Highway / French Street in the north and O'Connell Lane in the south.

In the vicinity of the Caddens Corner Shopping Centre, the north-south aligned section of O'Connell Street north-south aligned section provides an approximate pavement width of 13m facilitating one lane of traffic in both directions in conjunction with marked parking lanes catering for unrestricted kerb-side parallel parking. To the north, the O'Connell Street pavement width reduces to approximately 7m, facilitating one through lane of traffic in each direction between unsealed shoulders. To the north of Second Avenue, O'Connell Street returns to an urban 13m wide pavement construction. Traffic flow within O'Connell Street north-south aligned section is governed by a sign posted speed limit of 50km/h.

To the north of the Caddens Corner Shopping Centre, the north-south aligned section of O'Connell Street forms a T-junction with Second Avenue operating under single lane circulating roundabout control.

Further to the north, the north-south aligned section of O'Connell Street forms an intersection with Great Western Highway / French Street operating under traffic signal control.

• O'Connell Lane performs a local access function under the care and control of Penrith City Council providing a north-south alignment between O'Connell Street adjacent to Caddens Corner Shopping Centre in the north and Caddens Road in the south.

O'Connell lane provides an approximate pavement width of 12m facilitating one lane of traffic in both directions in conjunction with unrestricted parking between both kerb alignments. Traffic flow within O'Connell Lane is governed by a sign posted speed limit of 50km/h.

#### 1.4 Road Safety Audit Aim

The aim of the Road Safety Audit is to identify any potential safety hazards for development and adjoining road users associated with the proposal and to ensure that measures to eliminate or reduce safety problems are fully considered.

#### 1.5 Reference Material

The Traffic Safety Audit has been undertaken in accordance with the following publications:

- Transport for New South Wales's (TfNSW) *Guidelines for Road Safety Audit Practices*; and
- Austroads' Guide to Road Safety Part 6: Road Safety Audit.

Key material referenced during the Road Safety Audit is as follows:

 Architectural plans provided by Turner Studio, reduced copies of a selection of which are contained within Appendix 1;

- Civil plans prepared by Northrop, reduced copies of a selection of which are contained within **Appendix 2**;
- Penrith City Council's Penrith Development Control Plan 2014 (PDCP 2014);
   and
- Australian Standard for *Parking Facilities Part 1: Off-Street Car Parking* (AS2890.1:2004).

Key elements examined during the Road Safety Audit included the following:

- Internal development road design and vehicular access connection thereto;
- Public road connections; and
- External pedestrian considerations.

## ROAD SAFETY AUDIT CHARACTERISTICS

#### 2.1 Road Safety Audit Team

Morgan Stanbury: Stanbury Traffic Planning

Accreditation: Level 3 Auditor ID: RSA 02-0252

Peter Carruthers: Transport for New South Wales

Accreditation: Level 3 Auditor ID: RSA 02-1283

Laura Van Putten: Transport for NSW

Accreditation: Level 2 Auditor ID: RSA 02-1342

Chris Nguyen: Stanbury Traffic Planning

Accreditation: Trainee

#### 2.2 Road Safety Audit Procedure

#### 2.2.1 Commencement Meeting

A commencement meeting via telephone and email correspondence was held between representatives of Holdmark Property Group and Morgan Stanbury, Stanbury Traffic Planning on Wednesday the 20<sup>th</sup> of March 2024. During this discussion, all referenced Development Application plans, traffic reports and correspondence from Council listed within Section 1.2.3 of the report was tabled.

#### 2.2.2 Site and Field Audits

Site inspections were carried out by all audit members on the 25<sup>th</sup> March 2024 during day and night time conditions. The weather during this inspection period was fine.

#### 2.2.3 Completion Meeting

A completion meeting was held on the 5<sup>th</sup> of April in the form of telephone and email correspondence between Morgan Stanbury, Stanbury Traffic Planning and Holdmark Property Group, to discuss the audit findings.

#### 2.3 Road Safety Audit Scope

This Audit covers the physical features of the internal roads servicing the proposed development and the connections of these roads to the adjoining public road network with respect particular respect to the movement of road users to and from the site. The Audit examines the compliance of the existing and proposed traffic and pedestrian management measures with the relevant reference material and the suitability of the traffic and pedestrian management measures with respect to the proposed development.

#### 2.4 Deficiency Risk Rating

The findings for the Audit have been presented as a list of noted deficiencies within Section 3 of this report. Deficiencies identified during the Road Safety Audit have been allocated a risk rating of High, Medium or Low in accordance with Austroads' *Guide to Road Safety Part 6: Road Safety Audit*, repeated as **Table 1**.

TABLE 1 RISK LEVEL MATRIX									
Severity									
			Insignificant	Minor	Moderate	Serious	Fatal		
		Property Damage	Mirror first aid	Major first aid and/or presents to hospital	Admitted to hospital	Death within 30 days of the crash			
<b>D</b> ,	Almost Certain	auguston C		High	High	Extreme	Extreme		
Likelihood (includes	Likely	Quarter to 1 year	Medium	Medium	High	Extreme	Extreme		
inc	Possible	1 to 3 years	Low	Medium	High	High	Extreme		
	Unlikely	3 to 7 years	Negligible	Low	Medium	High	Extreme		
	Rare	7 years+	Negligible	Negligible	Low	Medium	High		

#### 2.5 Responding to the Road Safety Audit

All potential safety risks identified by the Road Safety Audit have been issued with a Corrective Action Request (CAR) included within **Appendix 3**.

TfNSW's *Guidelines for Road Safety Audit Practices* specifies that responsibility for the road design always rests with the project sponsor (in this case, Holdmark Property Group), and not with the Road Safety Auditor. Holdmark Property Group is under no obligation to accept any or all of the Road Safety Audit findings. It is not the role of the Road Safety Auditor to agree to or approve of Rayland Developments Pty. Ltd. responses to the Road Safety Audit. The Road Safety Audit provides the opportunity to highlight potential problems and have them formally considered by Holdmark Property Group in conjunction with all other relevant considerations.

This formal Road Safety Audit should generate a written response, which includes reasons for non-action in response to any CAR. Acceptance of a finding may require no further comment, but an explanation of how or when the action will be taken may be useful, and should be provided where possible.

### ROAD SAFETY AUDIT FINDINGS

#### 3.1 General Findings

The following sub-sections provide a summary of the key issues with respect to the proposed development observed during the audit inspections / investigations.

#### 3.1.1 Internal Development Design

The following concerns are raised in regard to the internal development roadway design servicing the proposed development:

- The north-western internal road T-junction is provided at the inside of a horizontal curve within the east-west aligned internal road therefore resulting in restricted sight distance;
- The north-western development driveway is situated approximately 10m to the west of the abovementioned internal road junction;
- The central northern development driveway is situated approximately 15m to the east of the abovementioned north-western internal road junction;
- The east-west aligned internal access road forms an extension of but does not
  provide a pavement width consistent with Corrs Road, with the pavement
  reduction occurring in the vicinity of the abovementioned north-western
  internal road junction;
- The north-eastern development driveway is situated approximately 15m to the west of a 90-degree curve in the primary internal development access roadway;
- The "L" shaped internal development access road provides a pavement width
  of 8m including, with cross section plans specifying two parking lanes a single
  3m wide travel lane (suggesting one-way traffic flow). Swept path plans
  contained within the development traffic report do not account for kerb-side
  parking; and
- Some swept path plans contained within the development traffic report illustrate vehicles travelling on the incorrect side of primary development access road.

Individual CARs are provided within Section 3.2 with respect to these items.

#### 3.1.2 Public Road Connections

The development proposes to provide a public road connection to an existing intersection at O'Connell Street and Starline Drive. The following general findings are provided in this regard:

- Whilst the existing vertical and horizontal alignment of O'Connell Street facilitates an appropriate extent of sight distance, the occupation of an existing bus stop on the northern side of O'Connell Street approximately 50m to the east of the intersection, may potentially impede sight distance to / from the proposed development access road;
- The proposed development access road is slightly off-set from Starline Drive;
- The development access road pavement reduces on immediate approach to intersection;
- The pedestrian path on the northern side of O'Connell Street discontinues at the development access roadway;
- An existing pram ramp on the northern side of O'Connell Street to the west of the intersection is not included in the development plans;
- Intersection control is not formally provided at the intersection (Stop control is recommended due to sight distance limitations); and
- There is no formal connection of the proposed shared path on the western side of the internal access road to the existing shared path on the southern side of O'Connell Street.

#### 3.1.3 External Pedestrian Considerations

The development proposes to provide a pedestrian refuge within O'Connell Street approximately equidistant between the Caddens Corner Shopping Centre access driveway and Fouad Way. The following general findings are provided in this regard:

- A guardrail is provided along the northern side of O'Connell Street between the existing Shopping Centre access driveway and a position approximately 75m west of Fouad Way. The abovementioned guardrail is not documented on the development plans and restricts access to the pedestrian refuge; and
- The prevailing vertical alignment of O'Connell Street limits sight distance between approaching westbound vehicles and the pedestrian refuge.

## 3.2 Specific Findings

**Table 2** provides a list of specific findings that were identified as a result of the Road Safety Audit. The deficiencies have been categorised specific to the respective subheadings of section 3.1 of this Review to assist in identification. All deficiencies included within **Table 2** have been issued with a CAR included within **Appendix 3**.

	TABLE 2 SPECIFIC FINDINGS OF ROAD SAFETY AUDIT								
CAR No.	Description of Risk in Road Safety	Likelihood of Risk	Severity of Risk	Risk Rating	Recommendation				
INTERN	IAL DEVELOPMENT DESIGN								
1	<u>Pedestrian refuge</u> O'Connell St (east-west) 195 metres east of O'Connell Lane.	Likely	Serious	Extreme (FSI)	Consider relocating refuge where approach sight lines are improved and in accordance with Austroads Approach Sight Distance requirements.				
	The refuge is located over a vertical curve on the western side of the crest which results in limited site distance for vehicles heading west approaching the refuge. Additionally pedestrian sight lines to the east of the crossing are restricted, due to the vertical				Prohibit kerb-side parking to maximise sight lines.  Install No Stopping adjacent to the guard rail.				
	curve.  This may result in a collision between a vehicle and a pedestrian crossing at the refuge.				Provide advanced refuge signs in accordance with TfNSW pedestrian refuge technical direction (TDT 2011/01a) and further delineation or engineering treatments to narrow the road pavement and reduce travel speeds.				
	There is parking permitted on the northern side of the road (and southern side of the road to the east) which further reduces the sight distance and visibility of the refuge. A plan showing the signs and line marking was not provided for review.				Confirm status of guardrail at end state.  Lighting to be installed in accordance with Australian Standards.				
	There is existing guardrail on the north side of the road that is not shown on the plans.								

O'Connell Street, Caddens 24-041-rsa-1

Night time inspection noted limited lighting in area, with street lighting only provided on the northern side of O'Connell Street. A lighting plan was not provided as part of the review.

The auditors note that the speed limit of the road is signposted at 50km/h however it was observed that multiple vehicles were exceeding the speed limit.

Due to the east-west alignment the Auditors noted in the PM there was considerable sun glare for westbound vehicles.



O'Connell Street, Caddens 24-041-rsa-1

2	Guardrail - O'Connell Street between the western	Possible	Minor	Medium	Install No Stopping adjacent to the guard rail.
	entrance to Caddens Corner Shopping Centre and				
	Foaud Way.				Confirm if guardrail is to be retained.
	·				Consideration of end treatments and sight lines for
	There are currently no parking restrictions along the				pedestrians in line with the correct standards
	length of the guardrail.				where refuge is proposed should the guard rail be
					retained.
	This would result in a motorist parking and				
	attempting to jump the guard rail to access the				
	pedestrian footpath.				
	The Auditors note that the existing guard rail is not				
	shown on the plans.				
<u> </u>	Cight distance Association CIC and U.C.	Danaible	Madaust	I I i ala	Describe advanced interception single (1977)
3	Sight distance – 4-way intersection O'Connell St,	Possible	Moderate	High	Provide advanced intersection signage within
	Starline Dr and development access road.				O'Connell Street.
	The intersection is located over a vertical curve which				Drahihit karh sida parking within O'Cannall Street
1					Prohibit kerb-side parking within O'Connell Street
	results in compromised sight distance for vehicles				in the vicinity of the intersection to improve
	heading westbound on O'Connell Street approaching the intersection.				visibility on approach to the intersection.
	the intersection.				Consider Stone signed on the side read-
					Consider Stop signage on the side roads.
					Consider the relocation of his stone away from
					Consider the relocation of bus stops away from

	Vehicles approaching this intersection from the side streets also have limited sight distance in both directions.  The intersection approaches are further obscured by existing kerb parking and bus stops.  This could result in potential intersection type crashes.  No plans for signage and linemarking were provided.  Eastbound from access road				decision points.
4	Bus Stops – 4-way intersection O'Connell St, Starline Dr and development access road.  There are Bus Stops located on the westbound approach and eastbound departure of the proposed 4 way intersection. When a bus is servicing these stops the limited sight distance to the intersection will be further obscured.	Possible	Serious	High (FSI)	Consider relocation of Bus Stops away from decision points and where pedestrian desire lines can be achieved with adequate safe sight distance.  Prohibit parking with the vicinity of the intersection to improve visibility on approach to the intersection.

	There are currently no crossing facilities for pedestrians within the vicinity of these stops. The pedestrian desire line would be to cross at the earliest convenience, in this instance it is located on a crest				
	with limited sight distance.				
	This could result in intersection type crashes and crashes with vehicles and pedestrians				
5	Pedestrian crossing point – 4-way intersection O'Connell St, Starline Dr and development access	Unlikely	Serious	High (FSI)	Prohibit parking with the vicinity pram ramps.
	road.				Alternatively remove or relocate the pram ramps to a more appropriate location.
	Pram ramps exist to the west of Starline Drive and development access road on both sides of the road (north & south). These pram ramps are located on the				Confirm the intention of the 2.5 metre footpath, should this be a shared path, linkage to the existing
	crest of a vertical curve within the vicinity of but not at the intersection.				southern shared path on O'Connell Street should be considered (this may include wider pram ramps etc)
	There is parking permitted on the northern side of the road across the existing pram ramps which could restrict access to the ramps.				
	In addition, there is parking on the southern side of the road to the west of the ramps which further reduces the sight distance and visibility.				
	This may result in a collision between a vehicle and a pedestrian crossing the road.				
	The typical cross section on the outer access road connecting to the intersection of O'Connell St and Starline Dr shows a 2.5 metre footpath. The Councils DCP indicates a shared path facility along this length				
	which should link to the existing shared path located		1		

	on the southern side of O'Connell Road. Details of any shared path links is not shown on the plans.  A plan showing the signs and line marking was not provided for review.				
6	Narrow road entrance – 4-way intersection O'Connell St, Starline Dr and development access road.	Possible	Minor	Medium	Confirm the longest vehicle servicing this area can achieve the turn safely without crossing into oncoming vehicles within the access road.
	The development access road (north approach)				oncoming vernoles within the access rough
	narrows on approach to O'Connell Street.				Restriction of vehicle length or alternatively a wider footprint at the intersection could be
	The geometry of the road may result in a vehicle				considered.
	attempting to make the turn crossing into opposing				
	vehicles approaching the intersection resulting in a potential head on collision.				
	The lateral shift further exacerbates the issues.				
	Turning paths were not provided for this intersection.				

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7	Pedestrian footpath - O'Connell Street at the western entrance to Caddens Corner Shopping Centre.  Visibility to a pedestrian attempting to cross the existing access driveway from the east (to west) is obscured due to the geometry of the access, fencing and signage.  This may result in a collision between a vehicle and a pedestrian crossing the access.  The Auditors note that this is already an existing situation and out of scope.  In addition the horizontal geometry of the access road reduces vehicles to very low speeds.	NOTE	NOTE	NOTE	Consider Watch For Pedestrians signage on the access road on approach to O'Connell Street.  Consider convex mirrors for pedestrians to view oncoming vehicles.
8	<u>Sight Distance</u> - Driveway 1 (north-west) on the development outer ring road.	Possible	Minor	Medium	Consider parking restrictions on approach to the driveway and limiting vegetation on the verge to improve sight distance.

	A vehicle exiting the driveway has limited sight distance to vehicles approaching from the east due to the adjacent horizontal curve.  This could result in potential intersection type crashes.  No plans for signage and linemarking were provided for this access.				
9	Sight Distance - Intersection (north-west) of the development outer ring road and inner road.  A vehicle turning right from the inner road onto the outer ring road has limited sight distance to vehicles approaching from the west due to the adjacent horizontal curve.  This could result in potential intersection type crashes.	Possible	Minor	Medium	Consider parking restrictions on approach to the intersection and limiting vegetation on the verge to improve sight distance.  Consider Stop signage on the inner road.

	No plans for signage and linemarking or swept paths were provided for this access.				
	ETIOS  O CONNELL STREET				
10	<u>Swept path - Driveway 2</u> (north-west) on the development outer ring road.	Note	Note	Note	
	Swept paths provided show a vehicle performing turns on the incorrect side of the road				

	SHEET OF				
c T v c I r t	Swept Path - Driveway 3 (north-east) on the development outer ring road.  The swept path plans indicate that a 10.5 metre vehicle is required to cross the centreline to exit the driveway.  It is noted that the typical cross sections indicate parking along this length which would further restrict this movement.  This may result in a potential head on crash.  No plans for signage and linemarking were provided	Possible	Minor	Medium	Consider parking restrictions on approach to the driveway and limiting vegetation on the verge to improve sight distance.  Consider widening the driveway to accommodate for the design vehicle to safely exit the driveway.

	SHE DE CONNELL STREET				
12	Swept Path - Driveway 4 (south) on the development inner road.  The cross section of the road shows a 3 metre wide bi-directional carriageway with 2.5 metre parking on both sides of the road. The swept path plans indicate that a 10.5 metre vehicle is required to utilise the whole carriageway for a long distance when exiting the driveway.  This may result in a potential head on or sideswipe crashes.	Likely	Minor	Medium	Consider parking restrictions on approach to the driveway and limiting vegetation on the verge to improve sight distance.  Consider widening the driveway to accommodate for the design vehicle to safely exit the driveway.  Consider whether the road should be a one-way directional road to minimise conflicts.

	ETIOS  CONNELL STREET				
13	Road Width - Development Inner road between outer ring road.  The cross section of the road shows a 3 metre wide bi-directional carriageway with 2.5 metre parking on both sides of the road. There is no indication if passing points are provided along the length of the road.  This may result in side swipe type crashes due to the narrow lane width and limited passing opportunities.  No plans for signage and linemarking were provided	Likely	Minor	Medium	Consider parking restrictions on approach along one side of the road or staggered no parking to allow for passing of bi-directional vehicles.  Consider whether the road should be a one-way directional road to minimise conflicts.

### 4. FORMAL STATEMENT

We, the undersigned declare that we have reviewed the material and data listed in this report, undertaken inspections of the subject site / surrounding road network and available design material and identified the safety and operational deficiencies contained within Section 3 of this report. We recommend that CARs provided within **Appendix 3** of this report be considered for action / implementation.

The Road Safety Auditors however specify that no guarantee is made that every safety risk has been identified. Further, if the risks identified within this Road Safety Audit were to be corrected, this would not guarantee that the traffic management arrangements associated development are 'safe'; rather, correction of the risks should improve the level of safety.

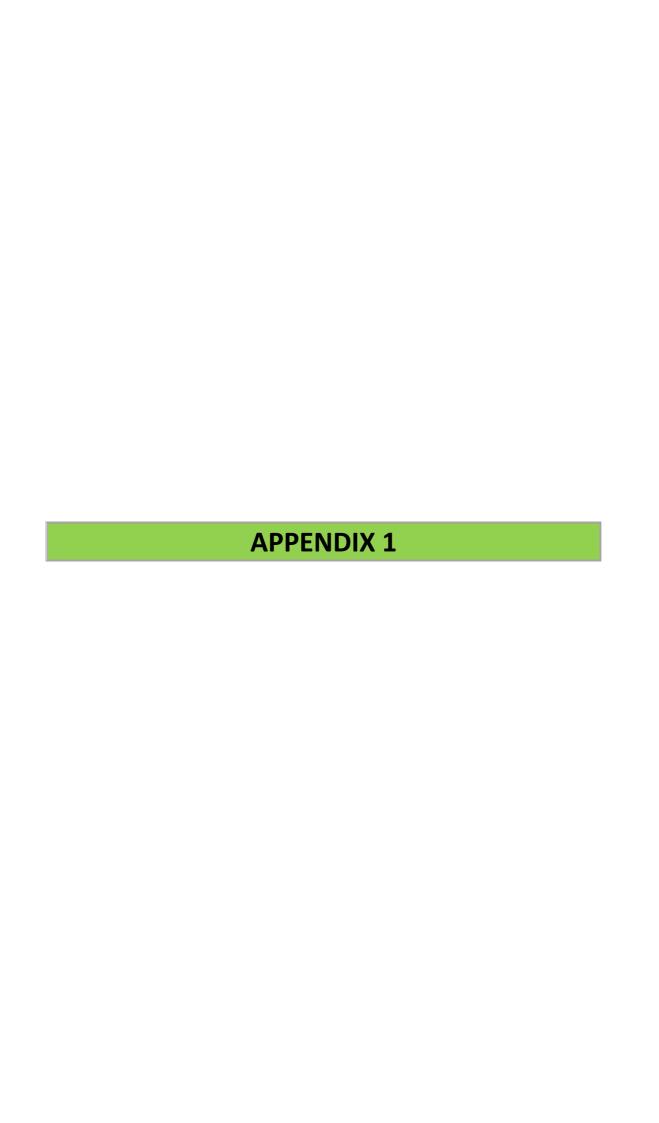
Morgan Stanbury

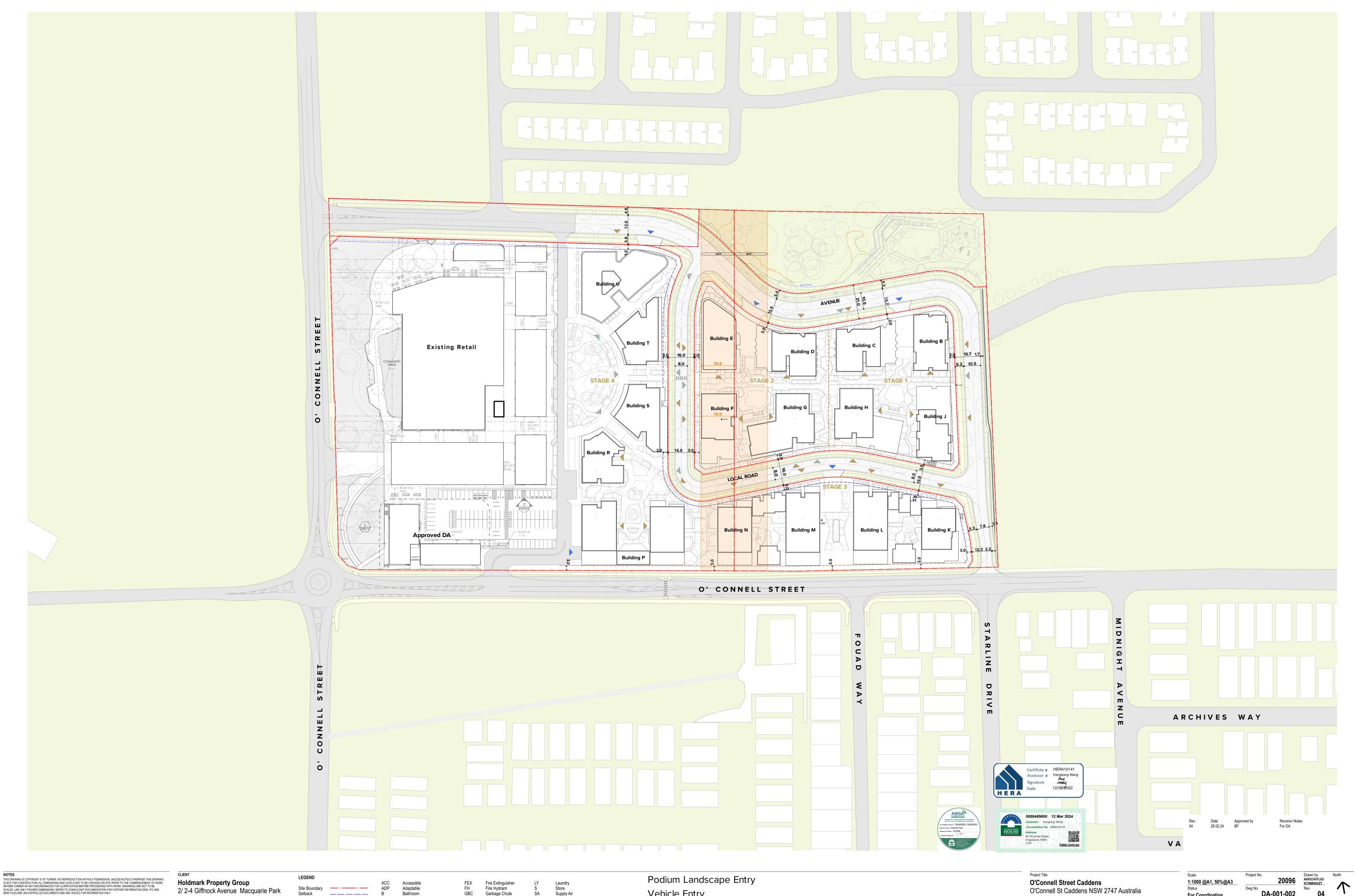
**Peter Carruthers** 

Laura Van Putten

Chris Nguyen

Date: 5 April 2024





DLCS Quality Endorsed Company ISO 9001:2015, Registration Number 20476 Nominated Architect: Nicholas Turner 6695, ABN 86 064 084 911

**Holdmark Property Group** 2/ 2-4 Giffnock Avenue Macquarie Park NSW 2113 Australia

Site Boundary Setback \_\_\_ \_\_ \_\_ \_\_ ADG Setback — — — — — — —

ACC ADP Adaptable B B1,2... Bathroom Bedroom 1, Bedroom 2, etc. Balcony Dining Entry EN

FEX FH GBC GL K Fire Extinguisher Fire Hydrant Garbage Chute Ground Line Kitchen L\_01,02 Lift No.1, 2, etc. Living Lobby Relief Air

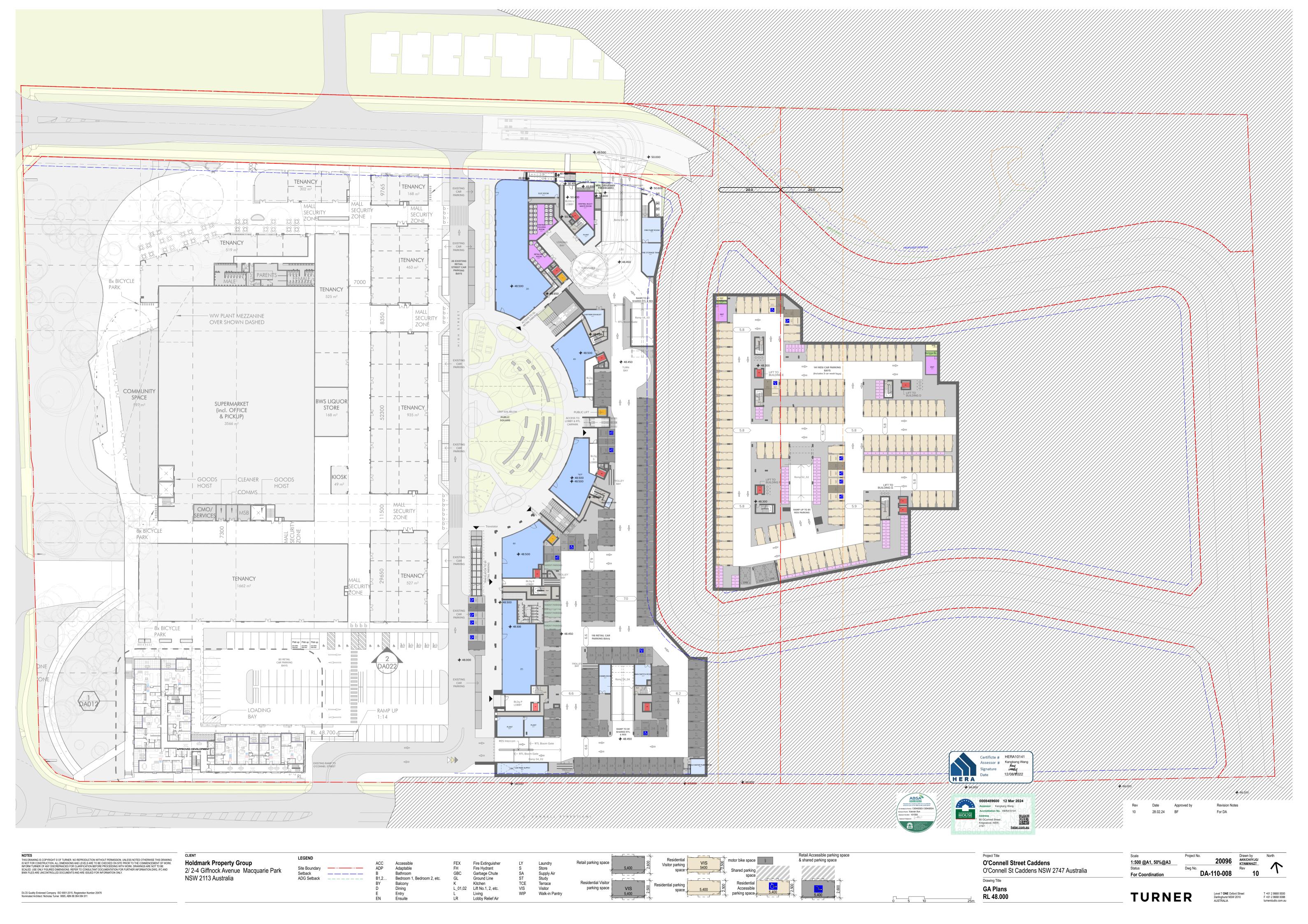
Laundry Store Supply Air Study Terrace ST TCE VIS Visitor WIP Walk-in Pantry

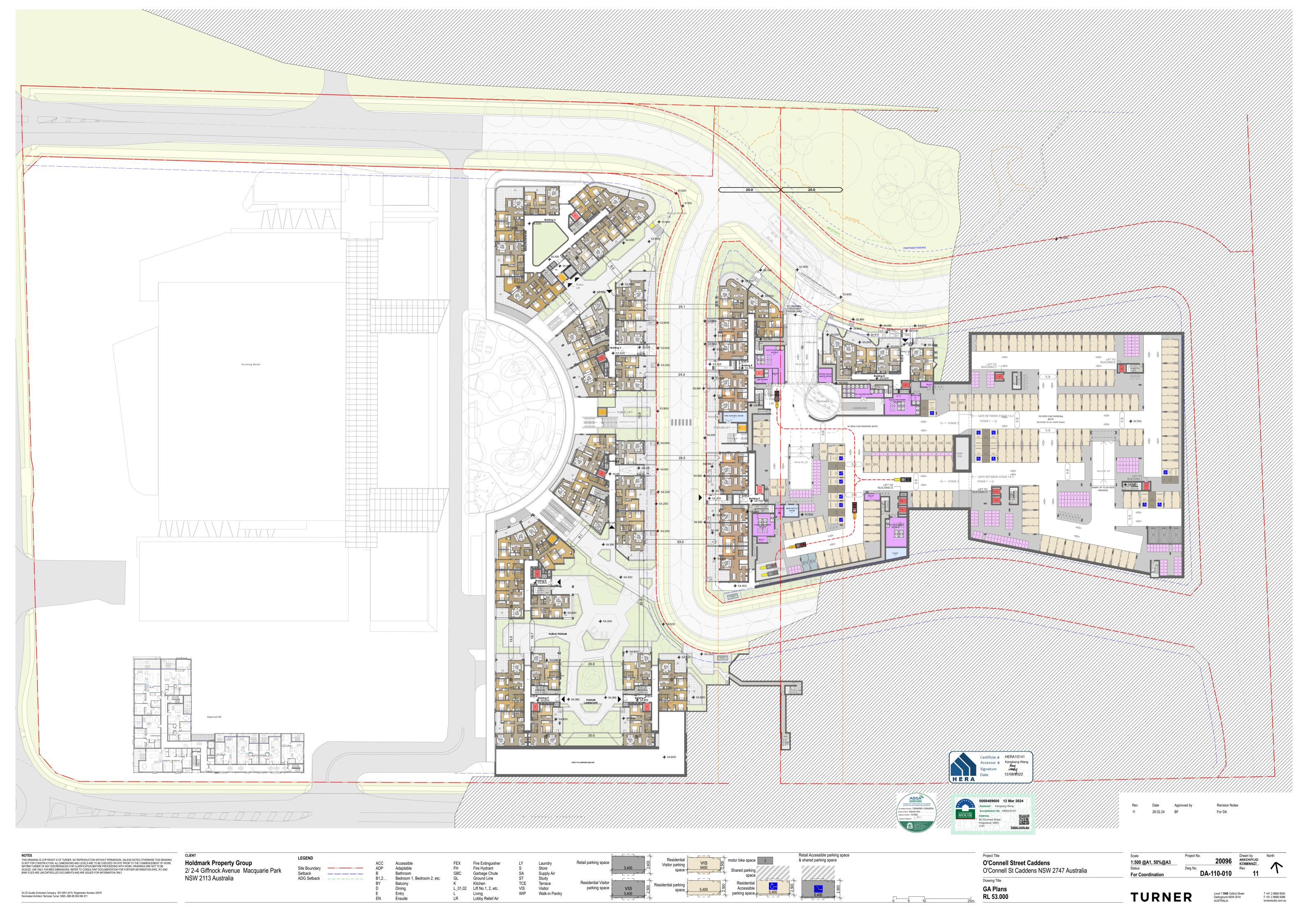
Vehicle Entry Residential Lobby Entry

O'Connell St Caddens NSW 2747 Australia **GENERAL** Site Plan

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Drawn by AKK/CH/IY/JG/ KT/NM/NH/ZT





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VIS 5,400

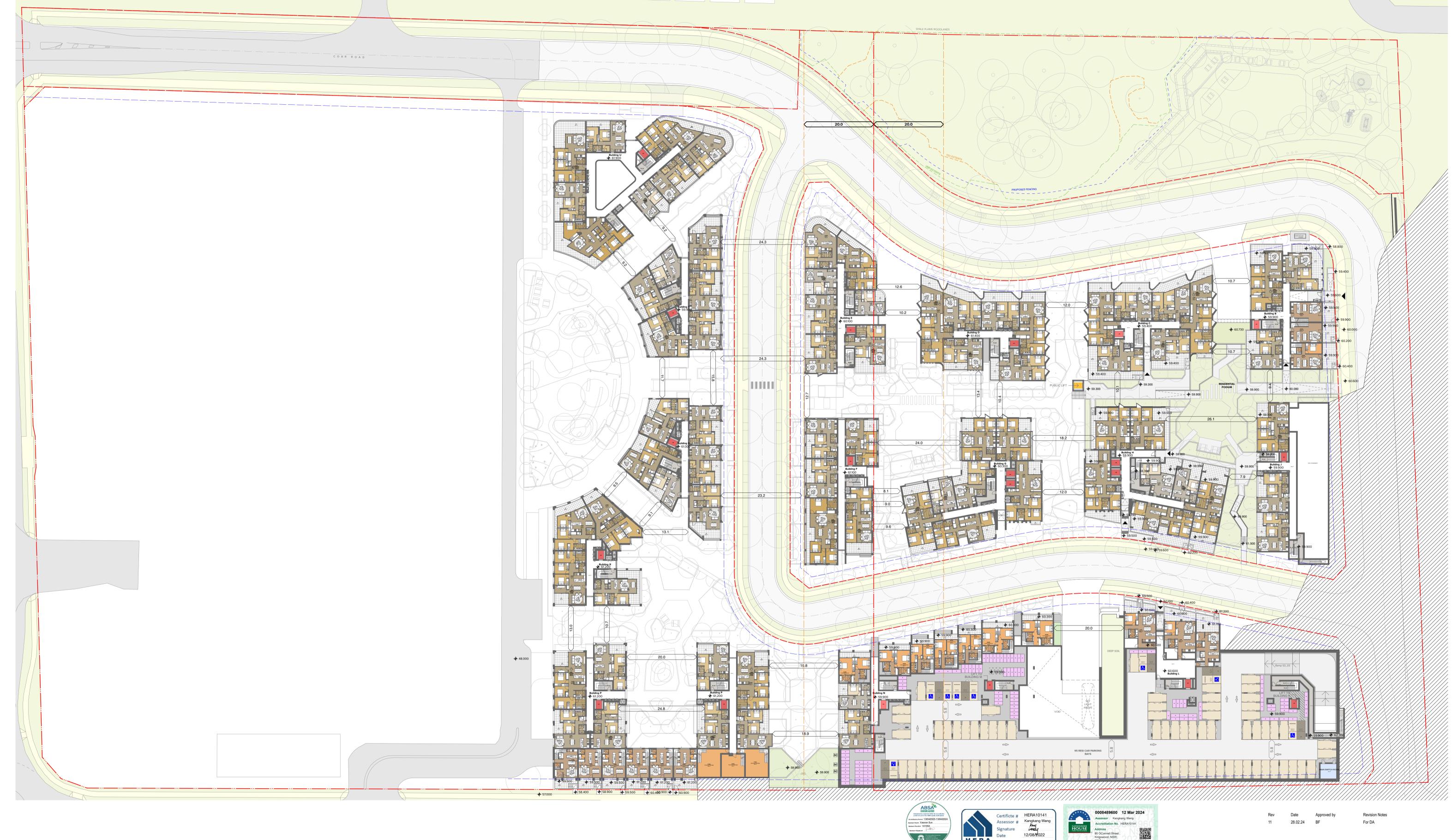
parking space

DLCS Quality Endorsed Company ISO 9001:2015, Registration Number 20476 Nominated Architect: Nicholas Turner 6695, ABN 86 064 084 911

**GA Plans** 

RL 56.200

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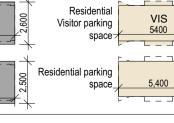
Holdmark Property Group 2/ 2-4 Giffnock Avenue Macquarie Park NSW 2113 Australia

LEGEND 

ACC ADP Adaptable B B1,2... Bathroom Bedroom 1, Bedroom 2, etc. Balcony Dining Entry Ensuite

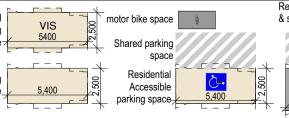
Fire Extinguisher Fire Hydrant Garbage Chute Ground Line K Kitchen
L\_01,02 Lift No.1, 2, etc.
L Living
LR Lobby Relief Air

Laundry Store Supply Air Study Terrace Visitor Walk-in Pantry Retail parking space Residential Visitor TCE VIS WIP



VIS 5,400

parking space



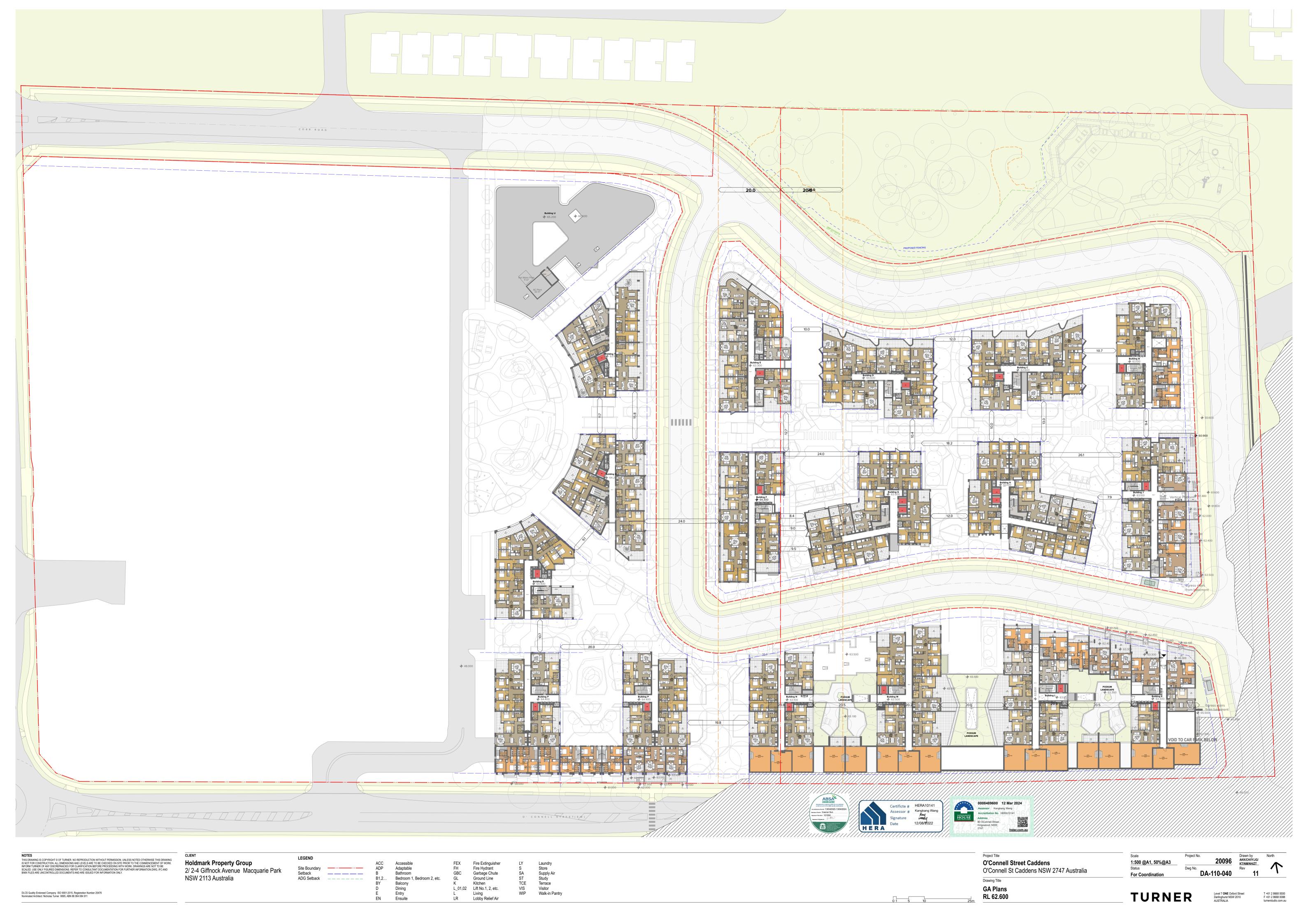


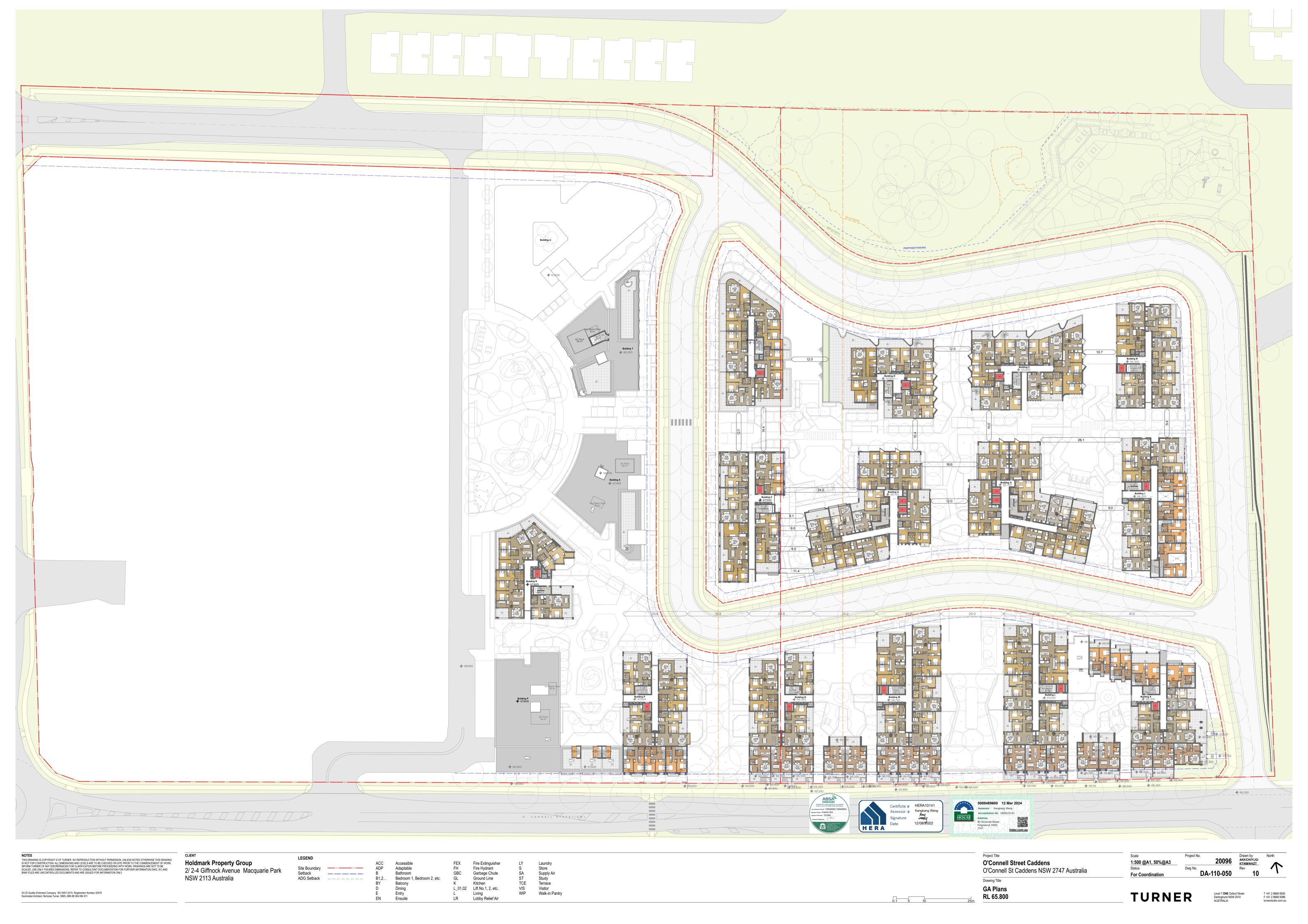
HERA

O'Connell Street Caddens O'Connell St Caddens NSW 2747 Australia **GA Plans** RL 59.400

1:500 @A1, 50%@A3

**TURNER** 







Project Title

O'Connell Street Caddens
O'Connell St Caddens NSW 2747 Australia

Drawing Title

Scale

1:200 @A1, 50%@A3

Status

For Coordination

Project No.

Drawin by AKK/CHIIY/JG/KTINM/NH/ZT

Rev

10

Drawin by AKK/CHIIY/JG/KTINM/NH/ZT

Rev

Drawin by AKK/CHIIV/JG/KTINM/NH/ZT

Rev

Drawin by AKK/CHIIV/JG/KTINM/NH/ZT

Rev

Drawin by AKK/CHIIV/JG/KTINM/NH/ZT

Date Approved by 28.02.24 BF

**TURNER** 

Revision Notes

CADDENS CORNER KEY PLAN

O'Connell Street (E-W)

Penrith DCP and AS2890.1

1. All residential parking spaces have a minimum width of 2.5m in accordance with

2. All retail parking spaces have a minimum

accordance with AS2890.1 User Class 3A

width of 2.6m and aisle width 6.6m in

\*NOTE:

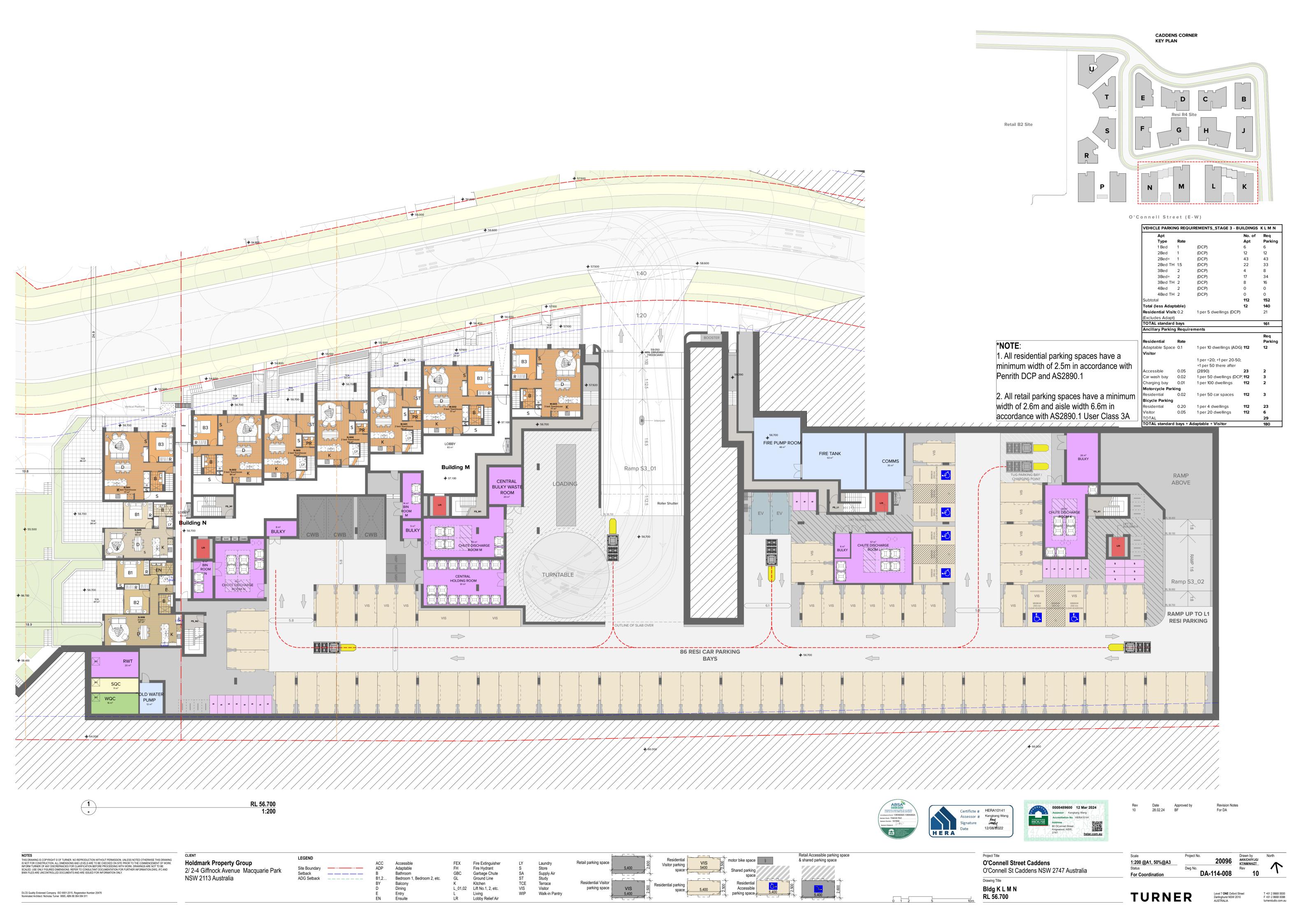
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DLCS Quality Endorsed Company ISO 9001:2015, Registration Number 20476 Nominated Architect: Nicholas Turner 6695, ABN 86 064 084 911





**TURNER** 

O'Connell St Caddens NSW 2747 Australia

Bldg T U RL 48.500 - 53.500

Adaptable

Bedroom 1, Bedroom 2, etc.

Bathroom

Balcony Dining Entry Ensuite

SA ST TCE

VIS WIP

Residential Visitor

parking space

Garbage Chute

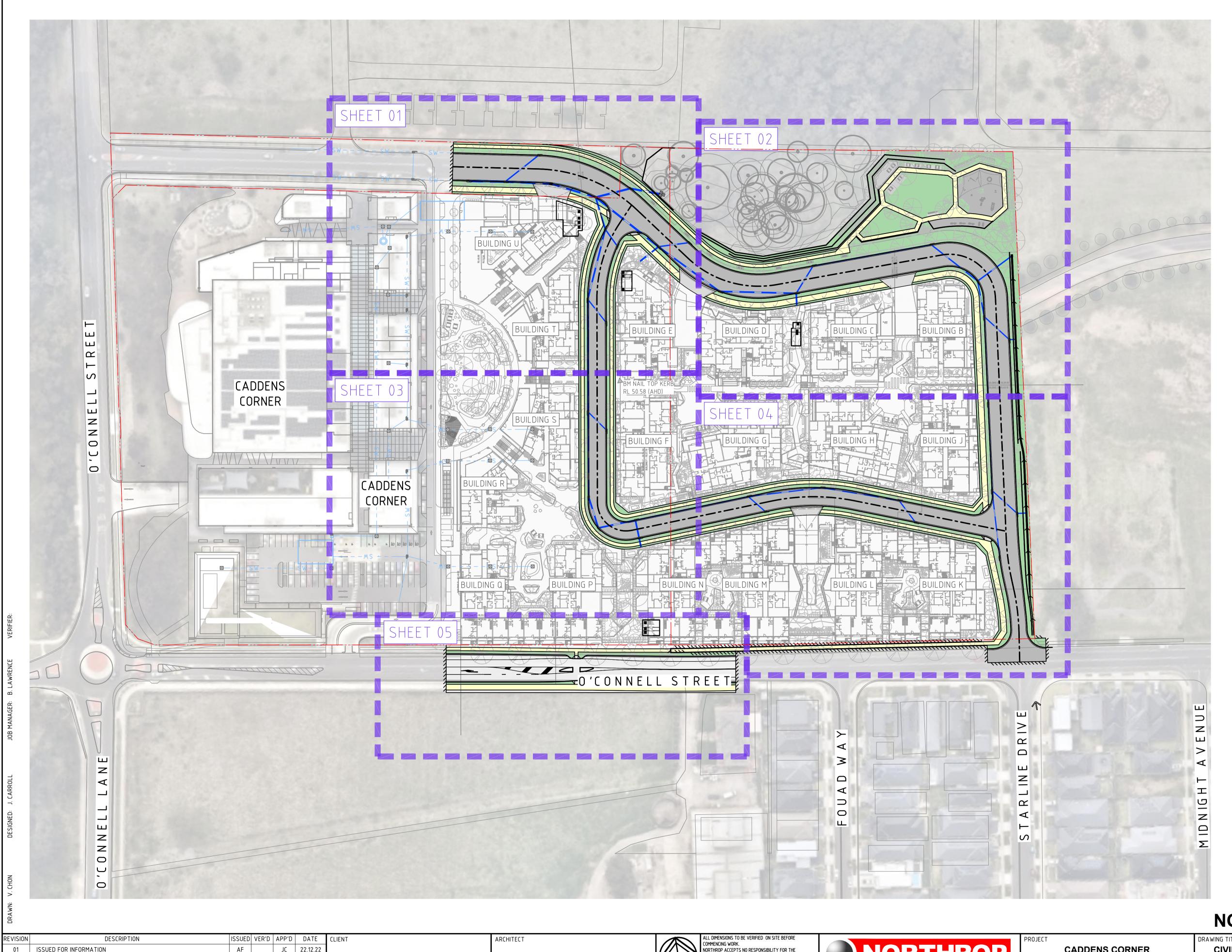
Ground Line

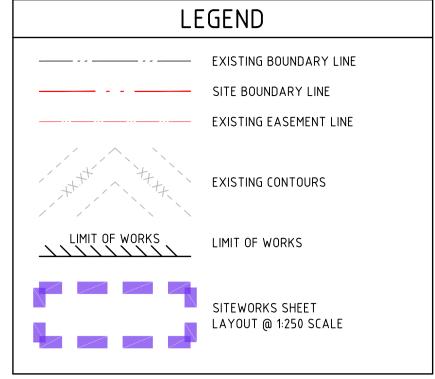
K Kitchen
L\_01,02 Lift No.1, 2, etc.
L Living
LR Lobby Relief Air

2/ 2-4 Giffnock Avenue Macquarie Park

NSW 2113 Australia







#### GENERAL NOTES:

SURVEY SUPPLIED BY: RAMASY SURVEYORS PTY LTD

1.1. REF. NUMBER: 8966 1.2. DRAWING TITLE: PLAN SHOWING DETAIL AND LEVELS

OVER PART LOT 1 & LOT 2 IN DP 1268507 O'CONNELL STREET, CADDENS 1.3. REVISION DATE: 15.10.21

1.4.REVISION DESCRIPTION: BOUNDARIES UPDATED 1.5. GEOCENTRIC DATUM OF AUSTRALIA: 2020

1.6. SURVEY BY: 1.7. DRAWN BY: ALL UTILITY SERVICES INDICATED ON THE DRAWINGS

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NORTHROP TAKE NO RESPONSIBILITY FOR THE ACCURACY AND/OR USE OF THIS SURVEY AND ITS CONTENTS

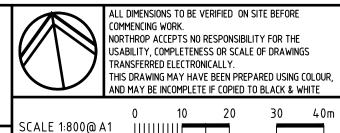
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01	ISSUED FOR INFORMATION	AF	JC	22.12.22	
02	ISSUED FOR DA APPROVAL	UM	JC	08.03.23	
03	ISSUED FOR DA APPROVAL	JC	JC	29.02.24	
					Ļ
					DI

**CADDENS ESTATE DEVELOPMENT PTY LTD** 

VERIFICATION SIGNATURE HAS BEEN ADDED

**TURNER** NORTHROP CONSULTING ENGINEERS PTY LTD





Level 11 345 George Street, Sydney NSW 2000
Ph (02) 9241 4188 Fax (02) 9241 4324
Email sydney@northrop.com.au ABN 81 094 433 100

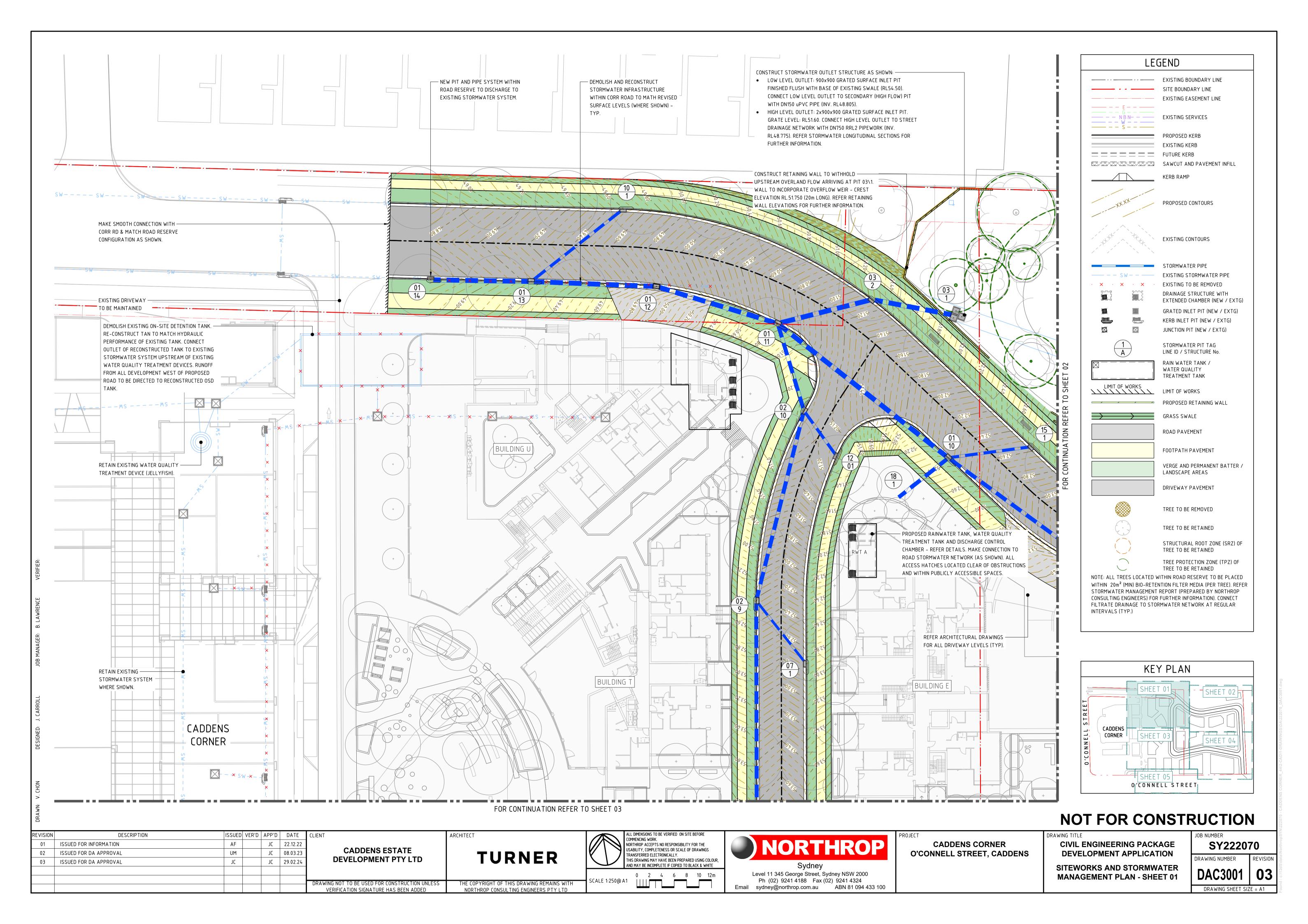
**CADDENS CORNER** O'CONNELL STREET, CADDENS

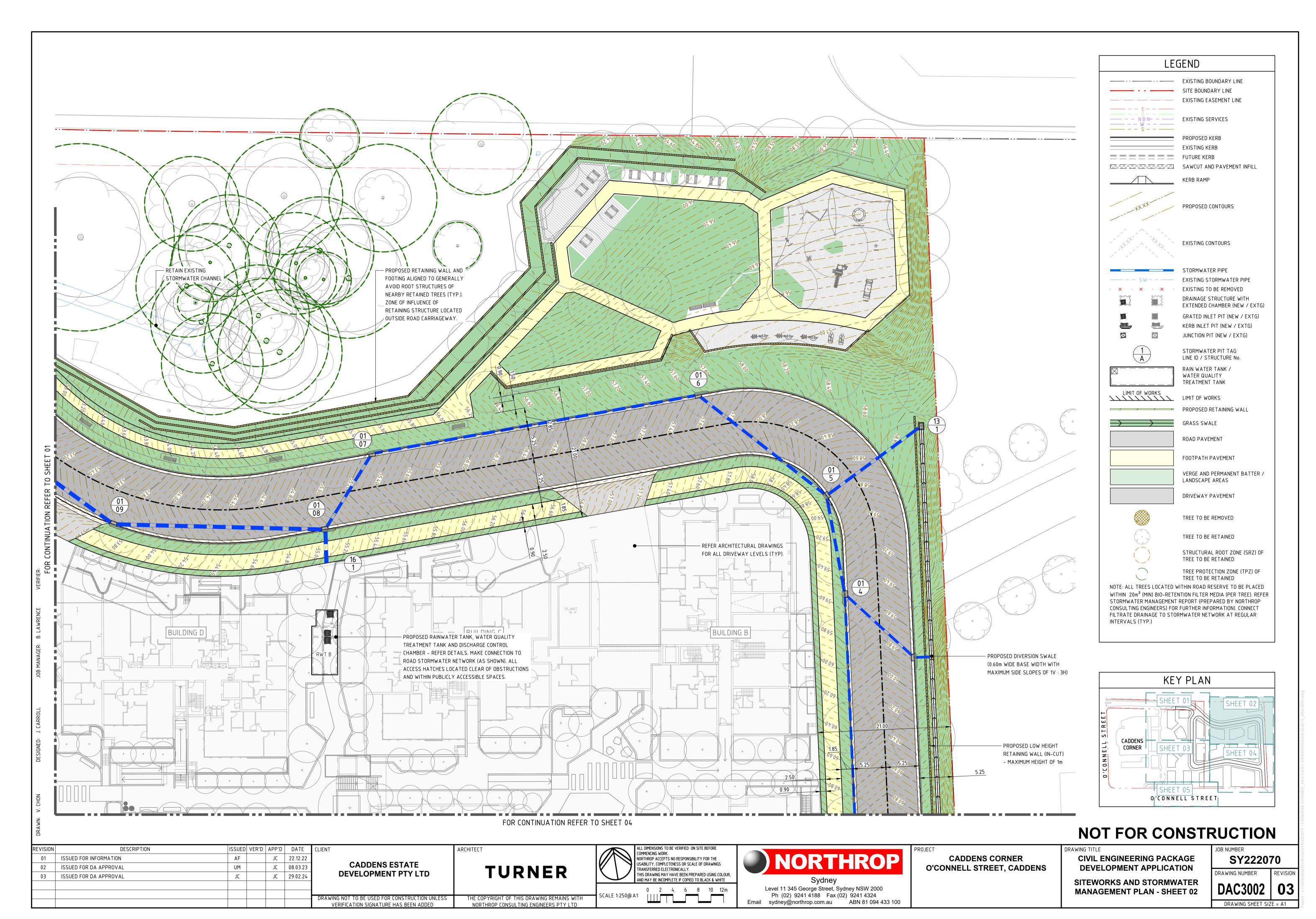
CIVIL ENGINEERING PACKAGE **DEVELOPMENT APPLICATION** GENERAL ARRANGEMENT PLAN

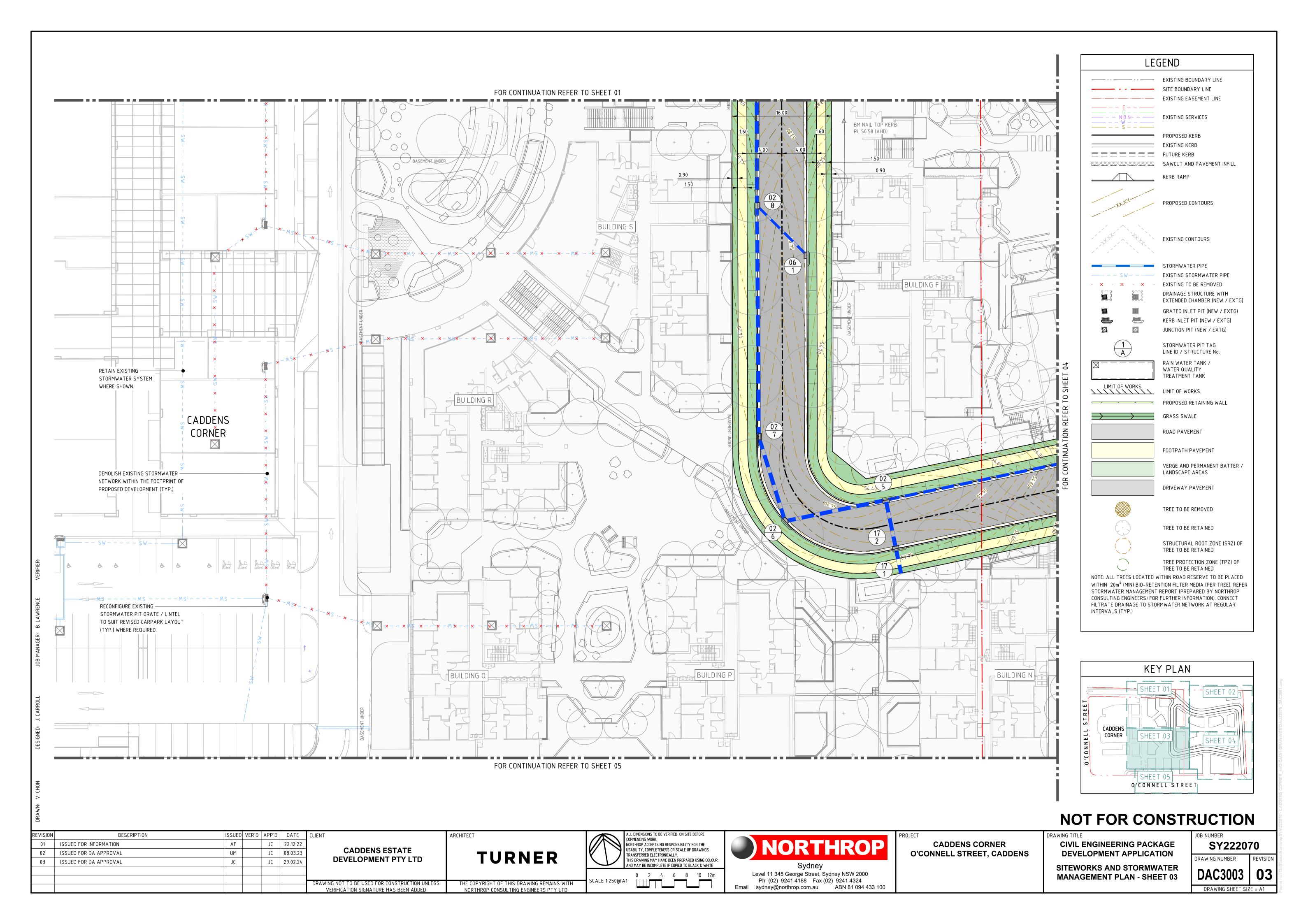
SY222070 DRAWING NUMBER

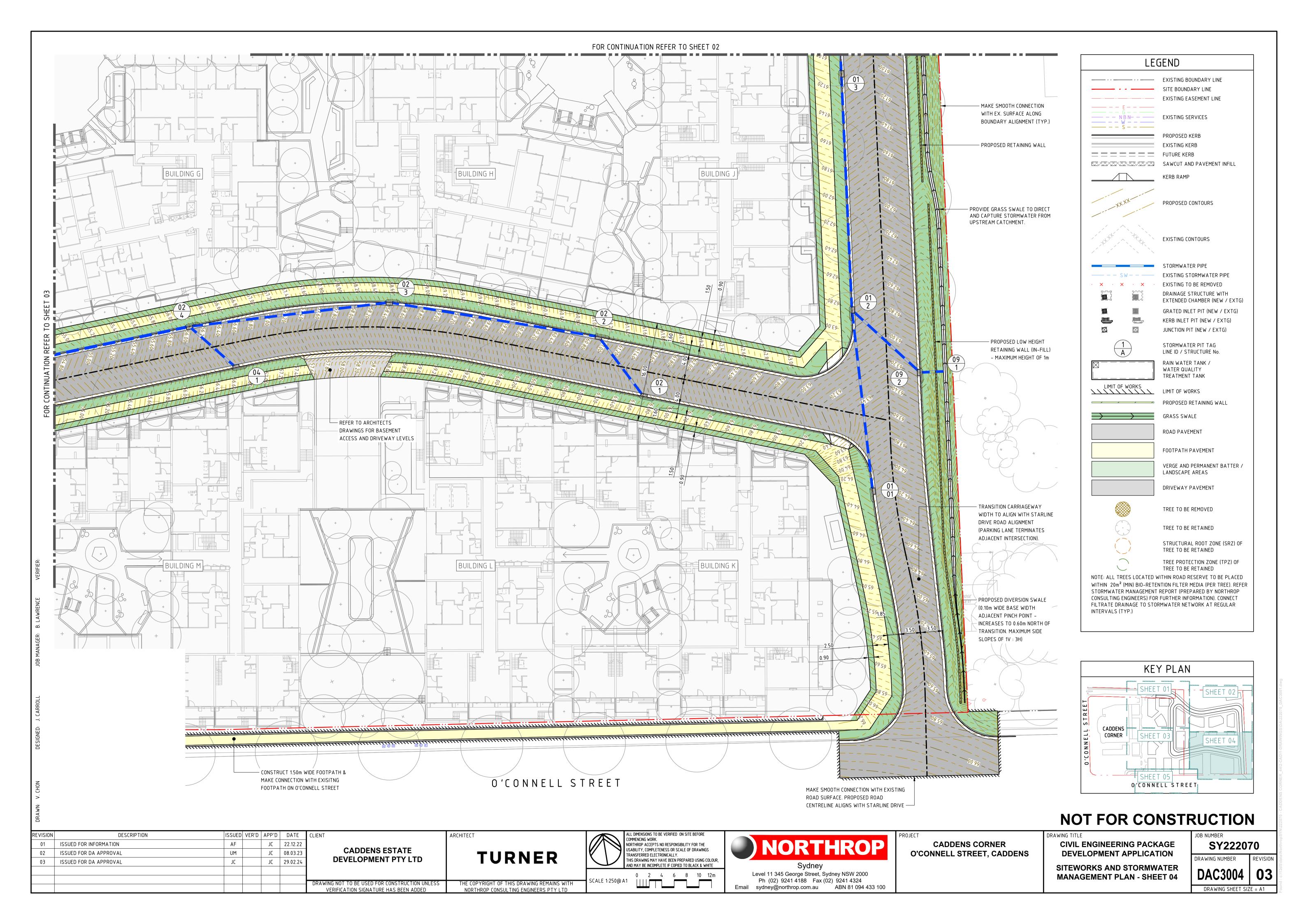
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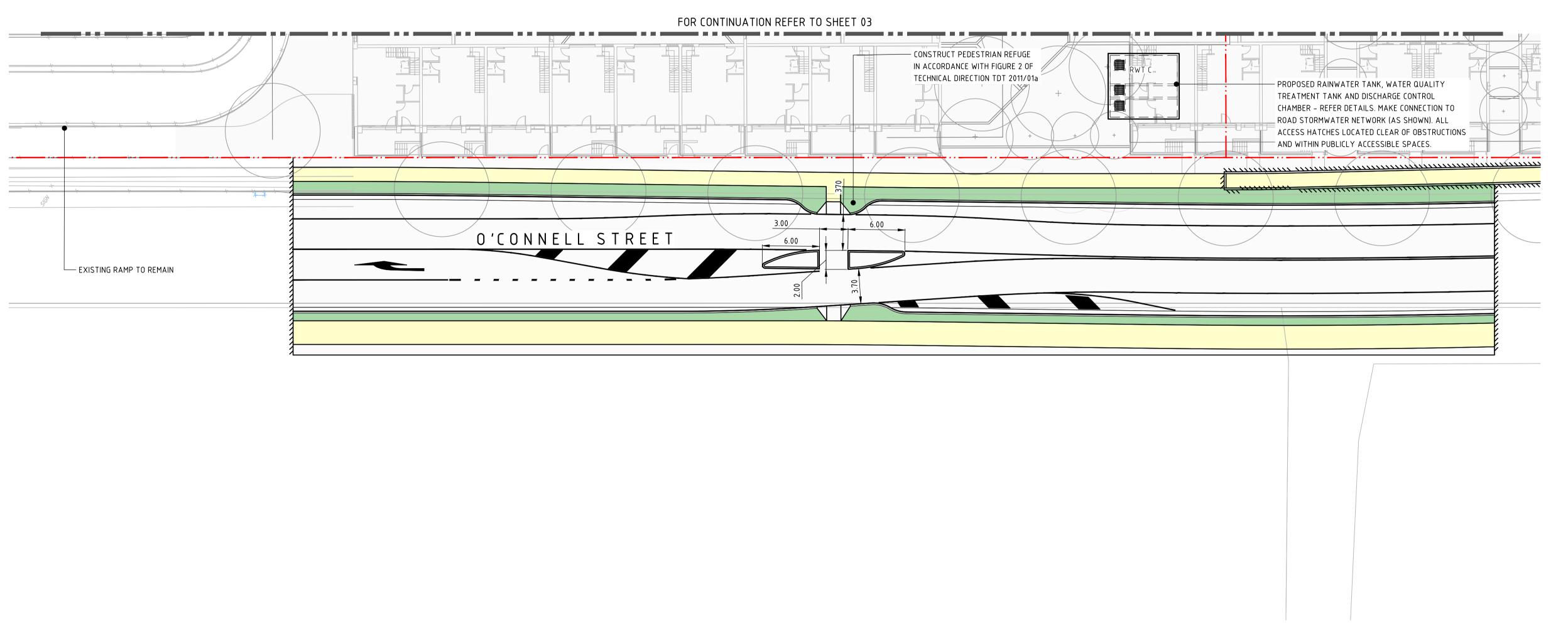
DRAWING SHEET SIZE = A1

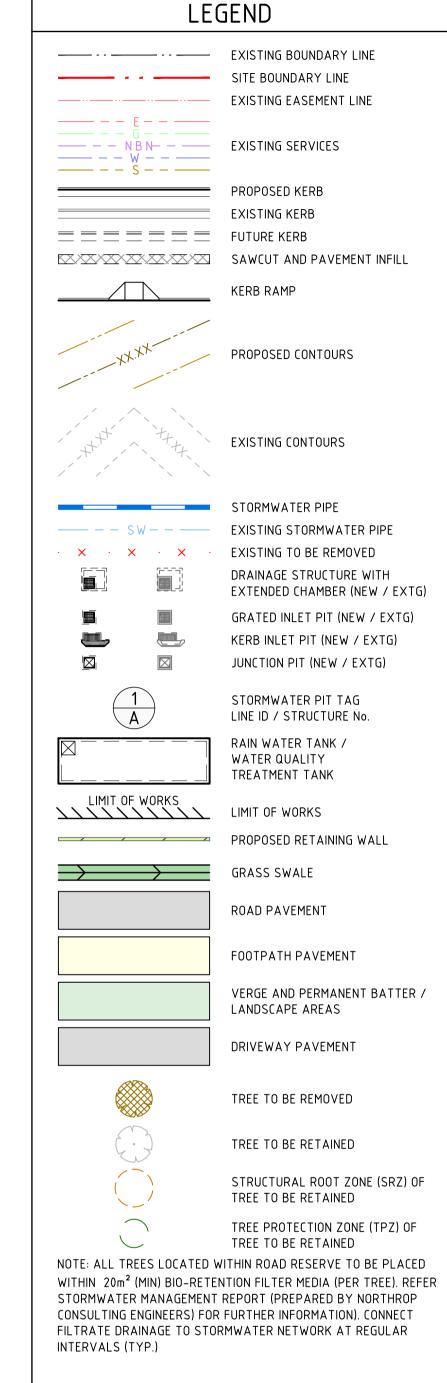


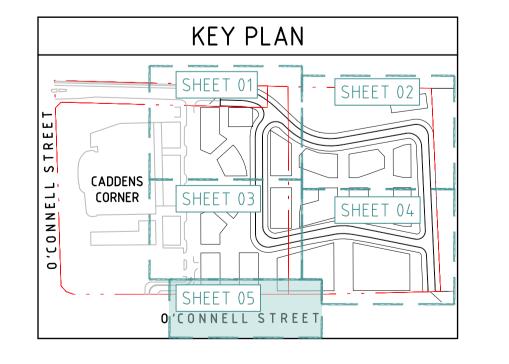












## NOT FOR CONSTRUCTION

REVISION	DESCRIPTION	ISSUED	VER'D	APP'D	DATE	CLIENT
01	ISSUED FOR INFORMATION	AF		JC	22.12.22	
02	ISSUED FOR DA APPROVAL	UM		JC	08.03.23	CADDENS ESTATE
03	ISSUED FOR DA APPROVAL	JC		JC	29.02.24	DEVELOPMENT PTY LTD
		-				DRAWING NOT TO BE USED FOR CONSTRUCTION UNLESS

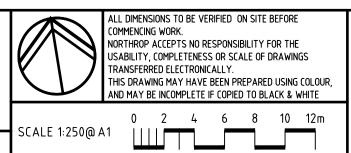
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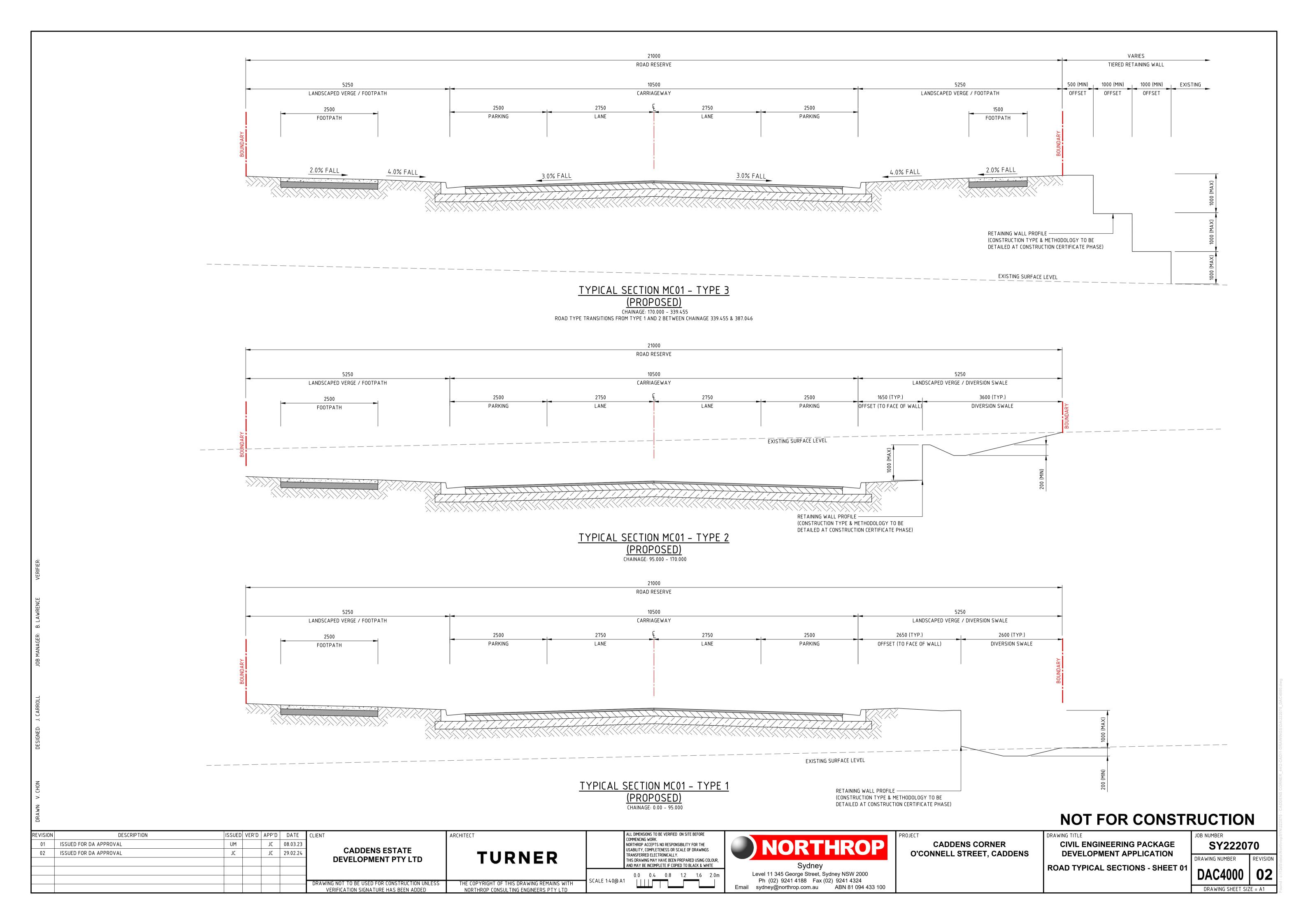
Level 11 345 George Street, Sydney NSW 2000

**CADDENS CORNER** O'CONNELL STREET, CADDENS DRAWING TITLE CIVIL ENGINEERING PACKAGE **DEVELOPMENT APPLICATION** SITEWORKS AND STORMWATER

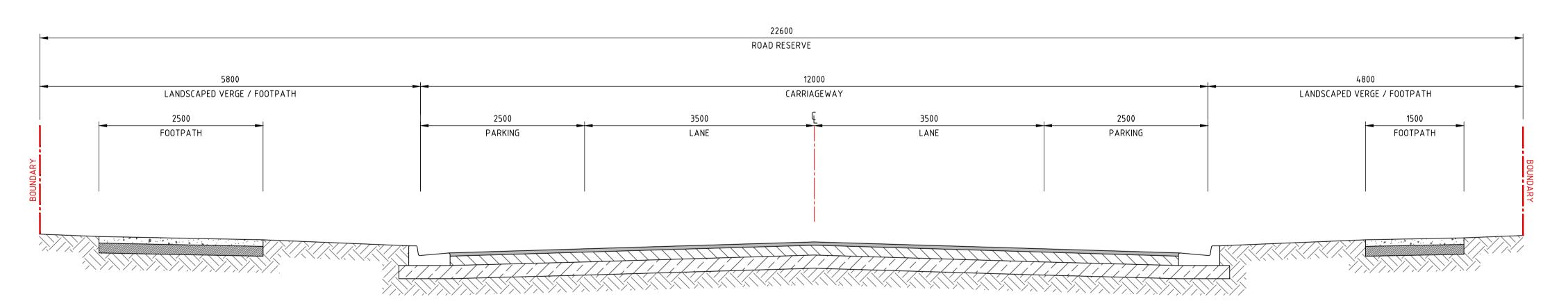
**MANAGEMENT PLAN - SHEET 05** 

SY222070 DRAWING NUMBER REVISION DAC3005

DRAWING SHEET SIZE = A1



### TYPICAL SECTION MC02



# TYPICAL SECTION MC01 - TYPE 4 (CORR ROAD EXTENSION)

CHAINAGE: 387.046 - LIMIT OF WORKS
ROAD TYPE TRANSITIONS BETWEEN TYPE 1 AND 2 BETWEEN CHAINAGE 339.455 & 387.046

#### NOT FOR CONSTRUCTION

DESCRIPTION ISSUED VER'D APP'D DATE ARCHITECT DRAWING TITLE NORTHROP ACCEPTS NO RESPONSIBILITY FOR THE
USABILITY, COMPLETENESS OR SCALE OF DRAWINGS
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THIS DRAWING MAY HAVE BEEN PREPARED USING COLOUR,
AND MAY BE INCOMPLETE IF COPIED TO BLACK & WHITE **CADDENS CORNER** CIVIL ENGINEERING PACKAGE SY222070 01 ISSUED FOR DA APPROVAL JC 29.02.24 **CADDENS ESTATE** O'CONNELL STREET, CADDENS **DEVELOPMENT APPLICATION TURNER DEVELOPMENT PTY LTD** DRAWING NUMBER Sydney **ROAD TYPICAL SECTIONS - SHEET** Level 11 345 George Street, Sydney NSW 2000 Ph (02) 9241 4188 Fax (02) 9241 4324 Email sydney@northrop.com.au ABN 81 094 433 100 0.0 0.4 0.8 1.2 1.6 2.0m SCALE 1:40@ A1 THE COPYRIGHT OF THIS DRAWING REMAINS WITH DRAWING NOT TO BE USED FOR CONSTRUCTION UNLESS VERIFICATION SIGNATURE HAS BEEN ADDED NORTHROP CONSULTING ENGINEERS PTY LTD DRAWING SHEET SIZE = A1





ROAD SAFETY AUDIT						
CORRECTIVE ACTION REQUEST No. 1						
PROJECT INFORMATION						
Title Proposed Mixed Use Development at 68 – 80 O'Connell Street, Caddens						
Audit Stage	Stage 2 - Design					
Audit Start Date	25 <sup>th</sup> March 2024					
Audit Completion Date	5 <sup>th</sup> April 2024					
Project Sponsor	Holdmark Property Group					
Road Safety Auditors	Morgan Stanbury	lorgan Stanbury Peter Carruthers				
	Level 3 Auditor	vel 3 Auditor Level 3 Auditor				
	Laura Van Putten	Chris Nguyen				
	Level 2 Auditor	Trainee Auditor				
	ROAD SAFETY AUDIT FIN					
Location	68 – 80 O'Connell Street, Caddo					
Description of Risk	_	t (east-west) 195 metres east of O'Connell				
	Lane.	a ventical arms on the constant side of the				
	_	a vertical curve on the western side of the				
		ted site distance for vehicles heading west dditionally pedestrian sight lines to the east				
		ed, due to the vertical curve.				
	_	sion between a vehicle and a pedestrian				
	· · · · · · · · · · · · · · · · · · ·	sion between a venicle and a peacstrian				
	<ul> <li>crossing at the refuge.</li> <li>There is parking permitted on the northern side of the road (and</li> </ul>					
	• There is parking permitted on the northern side of the road (and southern side of the road to the east) which further reduces the sight					
	distance and visibility of the refuge. A plan showing the signs and line					
	marking was not provided for review.					
	There is existing guardrail on the north side of the road that is not shown on the plans.					
	Night time inspection noted limited lighting in area, with street lighting					
	only provided on the northern side of O'Connell Street. A lighting plan					
	<ul> <li>was not provided as part of the review.</li> <li>Due to the east-west alignment the Auditors noted in the PM there was</li> </ul>					
	considerable sun glare for westbound vehicles.					
Category of Risk	Pedestrian Refuge					
Likelihood of Risk	Likely					
Severity of Risk	Serious					
Risk Rating	Extreme					
Recommendation	Consider relocating refuge where approach sight lines are improved					
		th Austroads Approach Sight Distance				
	requirements.					
	Prohibit kerb-side parking to maximise sight lines.					
	Install No Stopping adjacent to the guard rail.					
	Provide advanced refuge signs in accordance with TfNSW pedestrian					
	refuge technical direction (TDT 2011/01a) and further delineation or					
	engineering treatments to narrow the road pavement and reduce					
	travel speeds.					
	Confirm status of guardrail	at end state.				
	Lighting to be installed in a	ccordance with Australian Standards.				



ACTION ON ROAD SAFETY AUDIT FINDING			
Corrective Action			
Reason for Action			
Completion Date for Action			



ROAD SAFETY AUDIT						
	CORRECTIVE ACTION REQUEST No. 2					
PROJECT INFORMATION						
Title	Proposed Mixed Use Development at 68 – 80 O'Connell Street, Caddens					
Audit Stage	Stage 2 - Design					
Audit Start Date	25 <sup>th</sup> March 2024					
Audit Completion Date	5 <sup>th</sup> April 2024					
Project Sponsor	Holdmark Property Group	Holdmark Property Group				
Road Safety Auditors	Morgan Stanbury	Morgan Stanbury				
	Level 3 Auditor	Level 3 Auditor				
	Laura Van Putten	Laura Van Putten				
	Level 2 Auditor	Level 2 Auditor				
	ROAD SAFETY AUDIT FINDIN					
Location	68 – 80 O'Connell Street, Caddens					
Description of Risk		ween the western entrance to Caddens				
	Corner Shopping Centre and Foau					
	There are currently no park	ing restrictions along the length of the				
	guardrail.					
	This would result in a motorist parking and attempting to jump the					
	guard rail to access the pedestrian footpath.					
	The Auditors note that the existing guard rail is not shown on the plans.					
Category of Risk	Pedestrian refuge					
Likelihood of Risk	Possible					
Severity of Risk	Minor					
Risk Rating	Medium					
Recommendation	<ul> <li>Install No Stopping adjacent t</li> </ul>	motan ito otopping adjacent to the gaara ram				
	Confirm if guardrail is to be retained. Consideration of end treatments					
	and sight lines for pedestrians	s in line with the correct standards where				
	refuge is proposed should the guard rail be retained.					
	ACTION ON ROAD SAFETY AUDIT	FINDING				
Corrective Action						
Reason for Action						
Completion Date for Action						



ROAD SAFETY AUDIT					
CORRECTIVE ACTION REQUEST No. 3					
PROJECT INFORMATION					
Title	Proposed Mixed Use Development at 68 – 80 O'Connell Street, Caddens				
Audit Stage	Stage 2 - Design				
Audit Start Date	25 <sup>th</sup> March 2024				
Audit Completion Date	5 <sup>th</sup> April 2024				
Project Sponsor	Holdmark Property Group				
Road Safety Auditors	Morgan Stanbury	Morgan Stanbury			
	Level 3 Auditor	Level 3 Auditor			
	Laura Van Putten	Laura Van Putten			
	Level 2 Auditor	Level 2 Auditor			
	ROAD SAFETY AUDIT FINDIN	IG			
Location	68 – 80 O'Connell Street, Caddens				
Description of Risk	<u>Sight distance</u> – 4-way interse	ection O'Connell St, Starline Dr and			
	development access road.				
		over a vertical curve which results in			
	,	for vehicles heading westbound on			
	O'Connell Street approaching the intersection.				
Category of Risk	Public road connections				
Likelihood of Risk	Possible				
Severity of Risk	Moderate				
Risk Rating	High				
Recommendation	Provide advanced intersection signage within O'Connell Street.				
	Prohibit kerb-side parking within O'Connell Street in the vicinity of the				
	intersection to improve visibil	ity on approach to the intersection.			
	Consider Stop signage on the	side roads.			
	Consider the relocation of bus	s stops away from decision points.			
	ACTION ON ROAD SAFETY AUDIT F	FINDING			
Corrective Action					
Reason for Action					
Completion Date for Action					



ROAD SAFETY AUDIT					
	CORRECTIVE ACTION REQUEST No. 4				
PROJECT INFORMATION					
Title	Proposed Mixed Use Development at 68 – 80 O'Connell Street, Caddens				
Audit Stage	Stage 2 - Design	,			
Audit Start Date	25 <sup>th</sup> March 2024				
Audit Completion Date	5 <sup>th</sup> April 2024				
Project Sponsor	Holdmark Property Group				
Road Safety Auditors	Morgan Stanbury	Morgan Stanbury			
	Level 3 Auditor	Level 3 Auditor			
	Laura Van Putten	Laura Van Putten			
	Level 2 Auditor	Level 2 Auditor			
	ROAD SAFETY AUDIT FINDIN	G			
Location	68 – 80 O'Connell Street, Caddens				
Description of Risk		intersection O'Connell St, Starline Dr and			
	development access road.				
		of Starline Drive and development access			
		d (north & south). These pram ramps are			
		cal curve within the vicinity of but not at			
	the intersection.	., ., ., ., ., .,			
		the northern side of the road across the			
		uld restrict access to the ramps.			
	In addition, there is parking on the southern side of the road to the southern side of the sou				
	<ul> <li>of the ramps which further reduces the sight distance and visibility.</li> <li>This may result in a collision between a vehicle and a pedestri</li> </ul>				
	crossing the road.				
	The typical cross section on the outer access road connecting to the				
	intersection of O'Connell St and Starline Dr shows a 2.5 metre footpath.				
	The Councils DCP indicates a shared path facility along this length which				
	should link to the existing shared path located on the southern side of				
	_	y shared path links is not shown on the			
	plans.				
	A plan showing the signs and li	ine marking was not provided for review.			
Category of Risk	Public road connection	-			
Likelihood of Risk	Possible				
Severity of Risk	Serious				
Risk Rating	High (FSI)				
Recommendation	Prohibit parking with the vicinity pram ramps.				
	Alternatively remove or relocate the pram ramps to a more appropriate				
	location.				
	Confirm the intention of the 2.5 metre footpath, should this be a shared				
	path, linkage to the existing southern shared path on O'Connell Street				
	should be considered (this may include wider pram ramps etc)				
	ACTION ON ROAD SAFETY AUDIT FINDING				
Corrective Action					



Reason for Action	
Completion Date for Action	



ROAD SAFETY AUDIT						
	CORRECTIVE ACTION REQUEST No. 5					
	PROJECT INFORMATION					
Title	Proposed Mixed Use Development at 68 – 80 O'Connell Street, Caddens					
Audit Stage	Stage 2 - Design					
Audit Start Date	25 <sup>th</sup> March 2024					
Audit Completion Date	5 <sup>th</sup> April 2024					
Project Sponsor	Holdmark Property Group					
Road Safety Auditors	Morgan Stanbury Morgan Stanbury					
	Level 3 Auditor	Level 3 Auditor				
	Laura Van Putten	Laura Van Putten				
	Level 2 Auditor	Level 2 Auditor				
	ROAD SAFETY AUDIT FINDIN	-				
Location	68 – 80 O'Connell Street, Caddens					
Description of Risk		Connell St, Starline Dr and development				
	access road.					
		ed on the westbound approach and				
	1	proposed 4 way intersection. When a bus				
	•	ited sight distance to the intersection will				
	be further obscured.	ing facilities for padastrians within the				
	There are currently no crossing facilities for pedestrians within the visibity of these stars. The pedestrian desire line would be to cross at					
	vicinity of these stops. The pedestrian desire line would be to cross at the earliest convenience, in this instance it is located on a crest with					
	limited sight distance.					
	This could result in intersection type crashes and crashes with vehicles					
	and pedestrians					
Category of Risk	Public road connection					
Likelihood of Risk	Possible					
Severity of Risk	Serious					
Risk Rating	High (FSI)					
Recommendation		ops away from decision points and where				
		be achieved with adequate safe sight				
	distance.					
	Prohibit parking with the vicin	ity of the intersection to improve visibility				
	<ul> <li>Prohibit parking with the vicinity of the intersection to improve visibility on approach to the intersection.</li> </ul>					
ACTION ON ROAD SAFETY AUDIT FINDING						
Corrective Action						
Reason for Action						
Completion Date for Action						



ROAD SAFETY AUDIT						
	CORRECTIVE ACTION REQUEST No. 6					
PROJECT INFORMATION						
Title	Proposed Mixed Use Development at 68 – 80 O'Connell Street, Caddens					
Audit Stage	Stage 2 - Design	·				
Audit Start Date	25 <sup>th</sup> March 2024					
Audit Completion Date	5 <sup>th</sup> April 2024					
Project Sponsor	Holdmark Property Group					
Road Safety Auditors	Morgan Stanbury	Morgan Stanbury				
-	Level 3 Auditor	Level 3 Auditor				
	Laura Van Putten	Laura Van Putten				
	Level 2 Auditor	Level 2 Auditor				
	ROAD SAFETY AUDIT FINDIN	G				
Location	68 – 80 O'Connell Street, Caddens					
Description of Risk	Narrow road entrance – 4-way in	tersection O'Connell St, Starline Dr and				
	development access road.					
	<ul> <li>The development access road</li> </ul>	(north approach) narrows on approach				
	to O'Connell Street.					
		y result in a vehicle attempting to make				
		ng vehicles approaching the intersection				
	resulting in a potential head on collision.					
	The lateral shift further exacerbates the issues.					
	Turning paths were not provided for this intersection.					
Category of Risk	Public road connections					
Likelihood of Risk	Possible					
Severity of Risk	Minor					
Risk Rating	Medium					
Recommendation	Confirm the longest vehicle servicing this area can achieve the turn					
	safely without crossing into oncoming vehicles within the access road.					
	Restriction of vehicle length o	r alternatively a wider footprint at the				
	intersection could be considered.					
ACTION ON ROAD SAFETY AUDIT FINDING						
Corrective Action						
Reason for Action						
-						
Completion Date for Action						



ROAD SAFETY AUDIT						
CORRECTIVE ACTION REQUEST No. 7						
PROJECT INFORMATION						
Title	Proposed Mixed Use Development at 68 – 80 O'Connell Street, Caddens					
Audit Stage	Stage 2 - Design					
Audit Start Date	25 <sup>th</sup> March 2024					
Audit Completion Date	5 <sup>th</sup> April 2024					
Project Sponsor	Holdmark Property Group					
Road Safety Auditors	Morgan Stanbury	Morgan Stanbury				
	Level 3 Auditor	Level 3 Auditor				
	Laura Van Putten	Laura Van Putten				
	Level 2 Auditor	Level 2 Auditor				
	ROAD SAFETY AUDIT FINDIN					
Location	68 – 80 O'Connell Street, Caddens					
Description of Risk	Corner Shopping Centre.	treet at the western entrance to Caddens				
	<ul> <li>Visibility to a pedestrian attempting to cross the existing access driveway from the east (to west) is obscured due to the geometry of the access, fencing and signage.</li> <li>This may result in a collision between a vehicle and a pedestrian crossing the access.</li> <li>The Auditors note that this is already an existing situation and out of scope.</li> <li>In addition the horizontal geometry of the access road reduces vehicles to very low speeds.</li> </ul>					
Category of Risk	Internal development design					
Likelihood of Risk						
Severity of Risk						
Risk Rating						
Recommendation  • Consider Watch For Pedestrians signage on the access r approach to O'Connell Street.						
	Consider convex mirrors for pedestrians to view oncoming vehicles.					
Corrective Action	ACTION ON ROAD SAFETY AUDIT FINDING					
Corrective Action						
Reason for Action						
Completion Date for Action						



ROAD SAFETY AUDIT					
CORRECTIVE ACTION REQUEST No. 8					
Tial -	PROJECT INFORMATION				
Title		t at 68 – 80 O'Connell Street, Caddens			
Audit Stage	Stage 2 - Design				
Audit Start Date	25 <sup>th</sup> March 2024				
Audit Completion Date	5 <sup>th</sup> April 2024				
Project Sponsor	Holdmark Property Group				
Road Safety Auditors	Morgan Stanbury	Morgan Stanbury			
	Level 3 Auditor	Level 3 Auditor			
	Laura Van Putten	Laura Van Putten			
	Level 2 Auditor	Level 2 Auditor			
	ROAD SAFETY AUDIT FINDIN	IG			
Location	68 – 80 O'Connell Street, Caddens				
Description of Risk	Sight Distance - Driveway 1 (nort	h-west) on the development outer ring			
	road.				
	A vehicle exiting the driveward	y has limited sight distance to vehicles			
	approaching from the east due to the adjacent horizontal curve.				
	This could result in potential intersection type crashes.				
	No plans for signage and linemarking were provided for this access.				
Category of Risk	Internal development design				
Likelihood of Risk	Possible				
Severity of Risk	Minor				
Risk Rating	Medium				
Recommendation	Consider parking restrictions of the control o	on approach to the driveway and limiting			
	vegetation on the verge to im				
	ACTION ON ROAD SAFETY AUDIT F	INDING			
Corrective Action					
Reason for Action					
Completion Date for Action					



ROAD SAFETY AUDIT				
CORRECTIVE ACTION REQUEST No. 9				
PROJECT INFORMATION				
Title	Proposed Mixed Use Development at 68 – 80 O'Connell Street, Caddens			
Audit Stage	Stage 2 - Design			
Audit Start Date	25 <sup>th</sup> March 2024			
Audit Completion Date	5 <sup>th</sup> April 2024			
Project Sponsor	Holdmark Property Group			
Road Safety Auditors	Morgan Stanbury	Morgan Stanbury		
	Level 3 Auditor	Level 3 Auditor		
	Laura Van Putten	Laura Van Putten		
	Level 2 Auditor	Level 2 Auditor		
ROAD SAFETY AUDIT FINDING				
Location	68 – 80 O'Connell Street, Caddens			
Description of Risk	<ul> <li>Sight Distance - Intersection (north-west) of the development outer ring road and inner road.</li> <li>A vehicle turning right from the inner road onto the outer ring road has limited sight distance to vehicles approaching from the west due to the</li> </ul>			
	adjacent horizontal curve.			
	This could result in potential i	ntersection type crashes.		
	<ul> <li>No plans for signage and linent this access.</li> </ul>	narking or swept paths were provided for		
Category of Risk	Internal development design			
Likelihood of Risk	Possible			
Severity of Risk	Minor			
Risk Rating	Medium			
Recommendation	<ul> <li>Consider parking restrictions on approach to the intersection and limiting vegetation on the verge to improve sight distance.</li> <li>Consider Stop signage on the inner road.</li> </ul>			
	ACTION ON ROAD SAFETY AUDIT I	INDING		
Corrective Action				
Reason for Action				
Completion Date for Action				



ROAD SAFETY AUDIT				
CORRECTIVE ACTION REQUEST No. 10				
PROJECT INFORMATION				
Title	Proposed Mixed Use Development at 68 – 80 O'Connell Street, Caddens			
Audit Stage		Stage 2 - Design		
Audit Start Date		25 <sup>th</sup> March 2024		
Audit Completion Date	5 <sup>th</sup> April 2024			
Project Sponsor	Holdmark Property Group			
Road Safety Auditors	Morgan Stanbury	Morgan Stanbury		
	Level 3 Auditor	Level 3 Auditor		
	Laura Van Putten	Laura Van Putten		
	Level 2 Auditor	Level 2 Auditor		
ROAD SAFETY AUDIT FINDING				
Location	68 – 80 O'Connell Street, Caddens			
Description of Risk	Swept path - Driveway 2 (north-west) on the development outer ring road.			
	1 ' ' '	cle performing turns on the incorrect side		
	of the road	of the road		
Category of Risk				
Likelihood of Risk				
Severity of Risk				
Risk Rating				
Recommendation	Provide swept path plans showing	vehicle performing turns on the correct		
	side of the road.			
	ACTION ON ROAD SAFETY AUDIT F	INDING		
Corrective Action				
Reason for Action				
Completion Date for Action				



ROAD SAFETY AUDIT				
CORRECTIVE ACTION REQUEST No. 11				
PROJECT INFORMATION				
Title	Proposed Mixed Use Development at 68 – 80 O'Connell Street, Caddens			
Audit Stage	Stage 2 - Design			
Audit Start Date	25 <sup>th</sup> March 2024			
Audit Completion Date	5 <sup>th</sup> April 2024			
Project Sponsor	Holdmark Property Group			
Road Safety Auditors	Morgan Stanbury	Morgan Stanbury		
	Level 3 Auditor	Level 3 Auditor		
	Laura Van Putten	Laura Van Putten		
	Level 2 Auditor	Level 2 Auditor		
	ROAD SAFETY AUDIT FINDIN	G		
Location	68 – 80 O'Connell Street, Caddens			
Description of Risk	· · · · · · · · · · · · · · · · · · ·	st) on the development outer ring road.		
		that a 10.5 metre vehicle is required to		
	cross the centreline to exit the driveway.			
		oss sections indicate parking along this		
	length which would further re			
	This may result in a potential l	head on crash.		
	No plans for signage and linemarking were provided for this access.			
Category of Risk	Internal development design			
Likelihood of Risk	Possible			
Severity of Risk	Minor			
Risk Rating	Medium			
Recommendation	Consider parking restrictions on approach to the driveway and limiting vegetation on the verge to improve sight distance.			
		ay to accommodate for the design vehicle		
	to safely exit the driveway.	by to accommodate for the design vehicle		
	ACTION ON ROAD SAFETY AUDIT F	INDING		
Corrective Action	ACTION ON ROAD SALETT AGDITT	III/DIIII/G		
Corrective Action				
Reason for Action				
Completion Date for Action				



ROAD SAFETY AUDIT				
CORRECTIVE ACTION REQUEST No. 12				
PROJECT INFORMATION				
Title	Proposed Mixed Use Development at 68 – 80 O'Connell Street, Caddens			
Audit Stage	Stage 2 - Design			
Audit Start Date	25 <sup>th</sup> March 2024			
Audit Completion Date	5 <sup>th</sup> April 2024			
Project Sponsor	Holdmark Property Group			
Road Safety Auditors	Morgan Stanbury	Morgan Stanbury		
	Level 3 Auditor	Level 3 Auditor		
	Laura Van Putten	Laura Van Putten		
	Level 2 Auditor	Level 2 Auditor		
	ROAD SAFETY AUDIT FINDIN	G		
Location	68 – 80 O'Connell Street, Caddens			
Description of Risk	Swept Path - Driveway 4 (south) or	n the development inner road.		
	• The cross section of the roa	d shows a 3 metre wide bi-directional		
	carriageway with 2.5 metre	parking on both sides of the road. The		
	swept path plans indicate that	a 10.5 metre vehicle is required to utilise		
	the whole carriageway for a lo	ng distance when exiting the driveway.		
	This may result in a potential head on or sideswipe crashes.			
Category of Risk	Internal development design			
Likelihood of Risk	Likely			
Severity of Risk	Minor			
Risk Rating	Medium			
Recommendation	Consider parking restrictions on approach to the driveway and limiting			
	vegetation on the verge to improve sight distance.			
	Consider widening the driveway to accommodate for the design vehicle			
	to safely exit the driveway.			
	Consider whether the road should be a one-way directional road to			
	minimise conflicts.	,		
ACTION ON ROAD SAFETY AUDIT FINDING				
Corrective Action				
Reason for Action				
Completion Date for Action				



ROAD SAFETY AUDIT				
CORRECTIVE ACTION REQUEST No. 13				
PROJECT INFORMATION				
Title	Proposed Mixed Use Development at 68 – 80 O'Connell Street, Caddens			
Audit Stage	Stage 2 - Design			
Audit Start Date	25 <sup>th</sup> March 2024			
Audit Completion Date	5 <sup>th</sup> April 2024			
Project Sponsor	Holdmark Property Group			
Road Safety Auditors	Morgan Stanbury	Morgan Stanbury		
	Level 3 Auditor	Level 3 Auditor		
	Laura Van Putten	Laura Van Putten		
	Level 2 Auditor	Level 2 Auditor		
	ROAD SAFETY AUDIT FINDIN	G		
Location	68 – 80 O'Connell Street, Caddens			
Description of Risk	Road Width - Development Inner r	oad between outer ring road.		
	The cross section of the roa	d shows a 3 metre wide bi-directional		
	carriageway with 2.5 metre pa	arking on both sides of the road. There is		
	no indication if passing point	s are provided along the length of the		
	road.			
	<ul> <li>This may result in side swipe ty</li> </ul>	pe crashes due to the narrow lane width		
	and limited passing opportuni	ties.		
	No plans for signage and linemarking were provided			
Category of Risk	Internal development design			
Likelihood of Risk	Likely			
Severity of Risk	Minor	·		
Risk Rating	Medium			
Recommendation	Consider parking restrictions on approach along one side of the road or			
	staggered no parking to allow for passing of bi-directional vehicles.			
	Consider whether the road sl	hould be a one-way directional road to		
	minimise conflicts.	,		
ACTION ON ROAD SAFETY AUDIT FINDING				
Corrective Action				
Reason for Action				
Completion Date for Action				