



Redleaf - Redmond Place, Orange



Disclaimer

This letter has been prepared by Colliers for the exclusive use of the client for the specific purpose stated within. The findings, conclusions, and recommendations presented in this letter are based on the information available, assumptions made, and methodologies applied at the time of analysis.

Colliers shall not be held liable for any losses, damages, or reliance placed on this letter beyond the scope of the agreed-upon engagement. Any reproduction or distribution of this letter without Colliers' consent is prohibited.

Revision Record

No.	Author/s	Reviewed/Approved	Description	Date
1.	Richard V Jones, Matt Grierson Mahmud Hasan	Richard V Jones	RSA Report - Final	07/07/2025
2.	Richard V Jones Matt Grierson Mahmud Hasan	Richard V Jones	RSA Report - Update	17/07/2025
3.				
4.				

Contents

1	Introduction	4
1.1	Context.....	4
1.2	Site Location and Study Area.....	4
1.3	Audit Stage and Audit Procedure	6
2	Background for this RSA.....	7
2.1	Scope of Audit	7
2.2	Responding to this Audit Report	7
2.3	The Safe System	8
2.4	Audit Team	9
2.5	Site Inspection	9
2.6	Drawings Reviewed	9
3	Existing Road Environment Review.....	10
3.1	Road Network.....	10
3.2	Crash History	10
4	Road Safety Audit Findings.....	12
4.1	Findings and Recommendations	12
4.2	Risk Assessment Criteria.....	12
4.3	Recommendation Hierarchy.....	14
5	Audit Team Statement	15
Appendix A	Road Safety Audit Findings	16

Table Index

Table 3.1: Existing Road Classifications	10
Table 4.1: Likelihood Profiles (as per Austroads GRS Part 6)	12
Table 4.2: Crash Severity Profiles (as per Austroads GRS Part 6)	13
Table 4.3: RSA Risk Matrix (Replication of Figure 10.2 from Austroads GRS Part 6)	13
Table 4.4: Safe System Treatment Category / Hierarchy	14

Figure Index

Figure 1.1 Site Location – Area view (Google Maps).....	5
Figure 1.2 Site Location – Intersection view (NearMap Aerial).....	5
Figure 3.1 TfNSW 5 Year Crash Data Locations (2019 to 2023)	11

1 Introduction

1.1 Context

Colliers International Engineering & Design (TTMC) Pty Ltd. has been engaged to undertake a Road Safety Audit (RSA) for proposed residential development located at Redmond Place, Orange NSW 2800. This RSA has been commissioned by Colliers International Engineering & Design (NSW) Pty Ltd as part of the design process of the project.

The associated roads within the study area are controlled by TfNSW (Mitchell Highway) and Orange City Council (OCC) as the local road authority for the proposed development roads.

This report summarises the possible road safety issues which have been identified by the audit team using a combination of on-site investigations, review of the existing conditions and a review of the detailed design drawings and background material. Recommendations for potential remedial treatments have been made in response to each safety issue that has been identified as part of this audit process.

A Road Safety Audit is intended to help deliver a safer road system and is not a review of compliance with standards.

1.2 Site Location and Study Area

The audit area comprises of the road area surrounding the site, for the extent as defined below:

- Redmond Place / Mitchel Highway
- Brabham Way / Mitchell Highway
- Brabham Way / Dairy Creek Road
- Lone Pine Avenue / Site Access

A map showing the study area and specific area assessed as part of this audit is included in Figure 1.1.

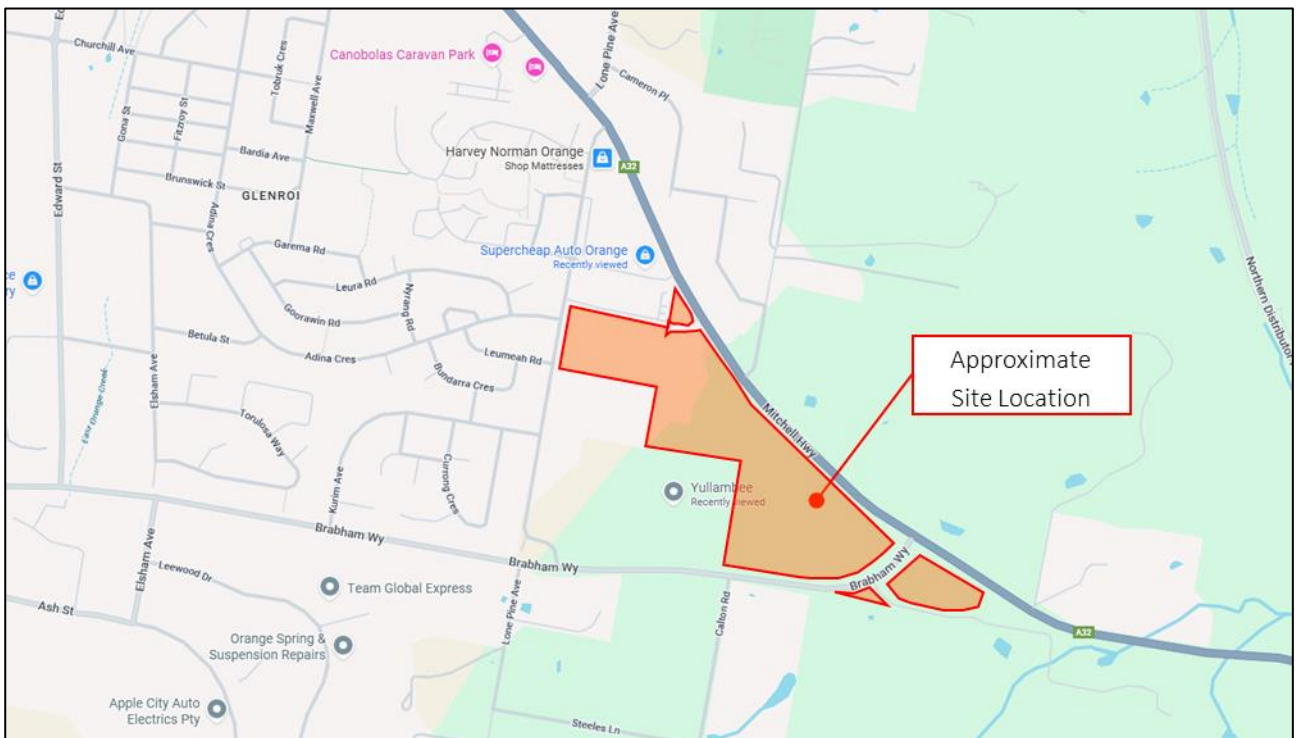


Figure 1.1 Site Location – Area view (Google Maps)



Figure 1.2 Site Location – Intersection view (NearMap Aerial)

1.3 Audit Stage and Audit Procedure

This report results from a Design Stage Road Safety Audit (RSA), which has been undertaken in accordance with the requirements of Austroads *Guide to Road Safety - Part 6 Road Safety Audit* (2022) (GRS Part 6). This audit has considered the various aspects of the road environment that may result in potential safety issues, generally in line with the elements/topics outlined in the Prompt Lists contained within Appendix H of the Austroads GRS Part 6.

This audit covers only the study area and has sought to identify potential safety hazards. However, the auditors would like to point out that no guarantee is made that every deficiency or hazard has been identified. Further, if all recommendations in this report were to be followed, this would not guarantee that the study area is 'safe'; rather, adoption of the recommendations should improve the level of safety at this location.

2 Background for this RSA

2.1 Scope of Audit

The audited area covers the following TfNSW and OCC controlled road intersections:

- Redmond Place / Mitchel Highway
- Mitchell Highway / Brabham Way
- Lone Pine Avenue / Western Site Access (proposed intersection)
- Brabham Way / Southern Site Access (proposed intersection)

In addition to a review of the internal local road network of the proposed Redleaf residential development.

The location of this intersection is shown in Figure 1.1 and Figure 1.2.

This report summarises the possible road safety issues which have been identified by the audit team within the audit area, using a combination of on-site investigations and a review of drawings and background material. Recommendations for potential remedial treatments have been made in response to each safety issue that has been identified as part of this audit process.

The audit team notes that no guarantee is made that every potential road safety issue within the audit area has been identified. Further, if all recommendations in this report were to be followed, this would not guarantee that the study area is 'safe'. Rather, adoption of the recommendations to treat the road safety issues identified should improve the overall level of safety for the roads in question.

2.2 Responding to this Audit Report

As noted in Austroads GRS Part 6, the client team (i.e. designer/project manager/road authority) is responsible for considering the findings of this RSA and deciding on the most appropriate response. The client team is under no obligation to accept all the recommendations detailed in this report. Also, it is not the role of the audit team to agree or approve the client team's response to the audit.

Rather, the RSA process provides the opportunity for the audit team (which includes independent and appropriate qualified/experienced persons) to identify potential road safety issues that may not have been apparent to the client team. This in turn allows the client team to consider actions to improve overall road safety of a road/design whilst weighing up all other relevant matters (i.e. cost, time, constraints, perceived benefit). In the case of a design stage audit, an action may include a design change to a certain element to resolve the issue. In the case of an existing road stage audit, this may include planning or scheduling proactive/reactive road improvements to resolve the issue.

This audit report should be responded to in writing by the client team. If any recommendations in this report are rejected by the client team, then in each case reasons for this rejection should be included in the written

response. Acceptance of a recommendation 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. To assist the client team with this process, the table of findings and recommendations contains an area for a formal response.

2.3 The Safe System

The Safe System philosophy is an internationally recognised approach in terms of dealing with the issue of road safety. This is underpinned by four key elements ('pillars') that influence safety outcomes. This includes:

- Safe Roads
- Safe Speeds
- Safe Vehicles
- Safe People

The Safe System approach recognises that all people make mistakes which lead to road crashes. Recognising this fact, the above four elements should work together in order to reduce the likelihood of Fatal and Serious Injuries (FSIs) on the road network. Working in harmony, if all elements are strengthened they result in a multiplying effect to eliminate FSIs. However, if one element fails there is redundancy in the system so road users are still protected. Further details covering the Safe System is included in the Austroads *Guide to Road Safety Part 1: Introduction and the Safe System* (GRS Part 1).

The Safe System philosophy has been considered as part of this RSA in the following ways:

1. Identifying road safety issues likely to result in FSI crashes.
2. Relating possible crash severity/forces to levels likely to result in FSIs and giving these a heightened priority.
3. Considering recommendations/treatments in alignment with the Safe System elements with the aim to eliminate FSIs.

With regards to Item 2 above, an understanding of the kinetic energy in crashes is important to estimating likely crash severity. The Austroads GRS Part 6 suggests the following are the predominant crash types in Australia and New Zealand that typically result in FSIs:

- Head on crashes
- Intersection crashes
- Run-off road crashes
- Vulnerable road user crashes (pedestrians, cyclists, motorcycles, children/elderly).

Austroads GRS Part 1 also suggests the critical crash speeds for the above crash types is as follows:

- Head-on vehicle-to-vehicle (equal mass) crash: 70 km/h.
- Side impact vehicle-to-vehicle crash: 50 km/h

- Vehicle striking a pole or tree: 40 km/h
- Pedestrian /motorcyclists struck by vehicle: 30 km/h

This information has been considered when completing the risk assessment and ranking of road safety issues identified as part of this RSA. Further details on this are provided in Section 4.2.

2.4 Audit Team

The Audit Team comprised the following members:

- Richard V Jones – Road Safety Auditor (Team Leader), Colliers International Engineering & Design Pty Ltd
- Matthew Grierson – Road Safety Auditor, Colliers International Engineering & Design Pty Ltd
- Mahmud Hasan – Road Safety Auditor, Colliers International Engineering & Design Pty Ltd

2.5 Site Inspection

A site inspection of the audit area was conducted on Monday, 23rd June 2025. The inspection was conducted in the *day / night* to assess the existing road network conditions. The weather condition during the inspection was clear and dry during the day and at night. The inspection was carried out both on foot and in a vehicle.

2.6 Drawings Reviewed

The drawings reviewed as part of the Road Safety Audit are listed below.

Civil set of drawings (75% Detailed Design Issue):

DRAWING No.	DRAWING TITLE	REV.
24-1057C-DA-0001	COVER SHEET, LOCALITY PLAN AND INDEX SHEET	A
24-1057C-DA-0002	GENERAL NOTES	A
24-1057C-DA-0003	LEGEND AND ABBREVIATIONS	A
24-1057C-DA-0004	KEY AND STAGING PLAN	A
24-1057C-DA-0101	ROAD AND DRAINAGE PLAN SHEET 1 OF 5	A
24-1057C-DA-0102	ROAD AND DRAINAGE PLAN SHEET 2 OF 5	A
24-1057C-DA-0103	ROAD AND DRAINAGE PLAN SHEET 3 OF 5	A
24-1057C-DA-0104	ROAD AND DRAINAGE PLAN SHEET 4 OF 5	A
24-1057C-DA-0105	ROAD AND DRAINAGE PLAN SHEET 5 OF 5	A
24-1057C-DA-0551	TURNING PATH PLAN	A
24-1057C-DA-0552	TURNING PATH PLAN	A
24-1057C-DA-0553	TURNING PATH PLAN	A
24-1057C-DA-0554	TURNING PATH PLAN	A
24-1057C-DA-0555	TURNING PATH PLAN	A
24-1057C-DA-0556	TURNING PATH PLAN	A
24-1057C-DA-0601	SIGNAGE AND LINEMARKING PLAN SHEET 1 OF 5	A
24-1057C-DA-0602	SIGNAGE AND LINEMARKING PLAN SHEET 2 OF 5	A
24-1057C-DA-0603	SIGNAGE AND LINEMARKING PLAN SHEET 3 OF 5	A
24-1057C-DA-0604	SIGNAGE AND LINEMARKING PLAN SHEET 4 OF 5	A
24-1057C-DA-0605	SIGNAGE AND LINEMARKING PLAN SHEET 5 OF 5	A

3 Existing Road Environment Review

3.1 Road Network

This RSA was carried out within the Orange City Council (OCC) local government area. The hierarchy and characteristics of roads within the study area are shown in Table 3.1.

Table 3.1: Existing Road Classifications

Road	Speed Limit	Lanes	Classification	Management
Mitchell Highway	80km/h and 50km/h	2 (undivided, sealed)	State Road	TfNSW
Brabham Way	80km/h	2 (undivided, sealed)	Local Road	OCC
Redmond Place	50km/h	2 (undivided, sealed)	Local Road	OCC
Lone Pine Avenue	50km/h	2 (undivided, sealed)	Local Road	OCC
Adina Crescent	50km/h	2 (undivided, sealed)	Local Road	OCC
Leumeah Road	50km/h	2 (undivided, sealed)	Local Road	OCC
Calton Road	50km/h	2 (undivided, sealed)	Local Road	OCC
Diary Creek Road	50km/h	2 (undivided, sealed)	Local Road	OCC

3.2 Crash History

Colliers have sourced all available crash data from Transport for NSW (TfNSW) for the last 5 years (2019 – 2023) which occurred on the road segments within the study area of this RSA. A graphical summary of the general crash locations and details on the roads are shown in Figure 3.1.

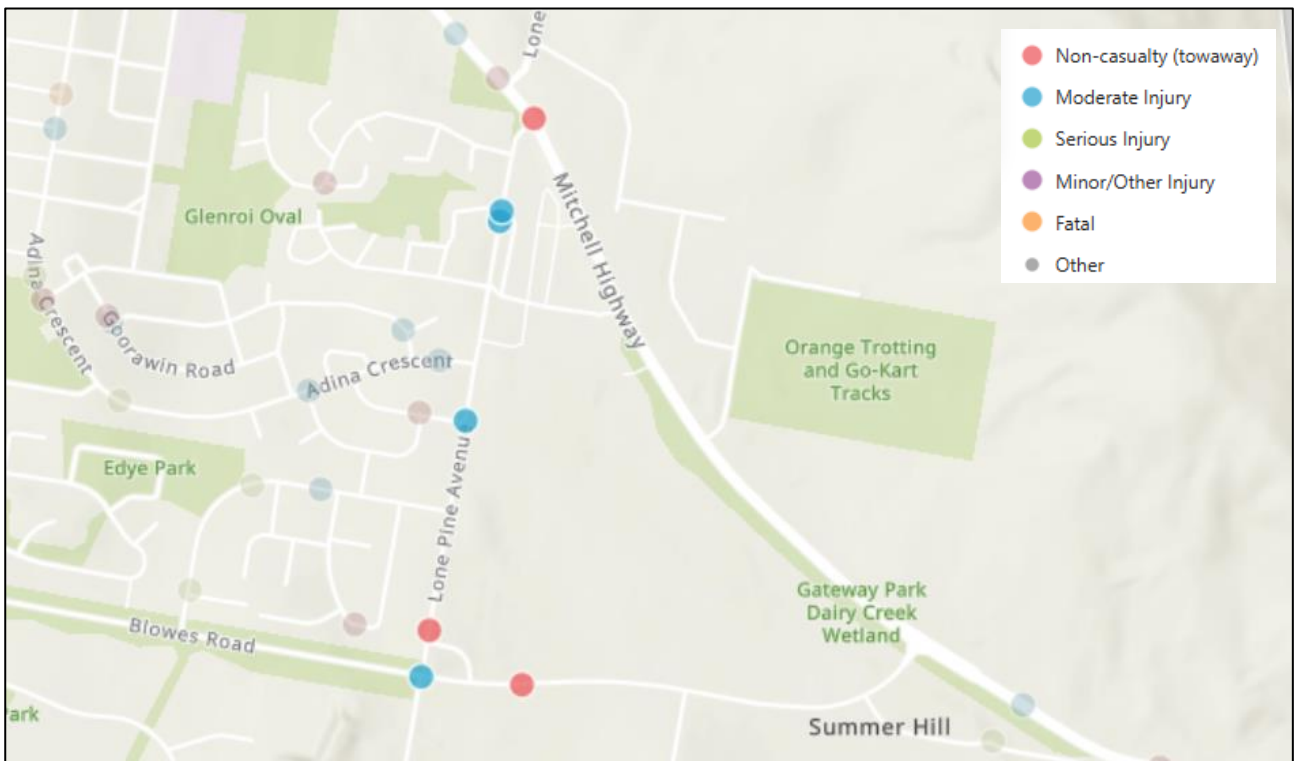


Figure 3.1 TfNSW 5 Year Crash Data Locations (2019 to 2023)

Between 2019 –2023 there has been 7 recorded crashes within the vicinity of the development site, along frontage roads, as shown in Figure 3.1. There were a range of crash types a which ranged from non-casualty to moderate injury crashes.

A number of crashes were reported at intersections for vehicles on adjacent approaches along Lone Pine Avenue. Based on the above crash data, the audit team has not identified any significant trends associated with the recorded crashes.

4 Road Safety Audit Findings

4.1 Findings and Recommendations

A summary of the Road Safety Audit findings along with recommended treatments is provided as appendices to this report.

Appendix A provides the RSA findings table for the intersection.

Further information is also provided in the following sections to assist with understanding the process used in ranking the safety issues identified and providing potential recommended treatments.

4.2 Risk Assessment Criteria

The road safety issues identified as part of this audit have been assigned a ranking, as per the methodology contained within Austroads GRS Part 6, in order to provide an idea of priority for action. The different ranks include:

- Negligible
- Low
- Medium
- High
- Extreme

These rankings were determined through a risk assessment, using a combination of crash likelihood and severity (i.e. consequence of resulting crash).

The crash likelihood profile, severity profile and overall risk matrix adopted for the purposes of ranking the safety issues is summarised Table 4.1, Table 4.2, Table 4.3 respectively. Once again, these are based primarily on the guidance in Austroads GRS Part 6.

Table 4.1: Likelihood Profiles (as per Austroads GRS Part 6)

Frequency	Description
Almost Certain	Occurrence once or more per quarter
Likely	Occurrence once per quarter to once per year
Possible	Occurrence once per year to once every three years
Unlikely	Occurrence once every three years to once every seven years
Rare	Occurrence less than once every seven years

Table 4.2: Crash Severity Profiles (as per Austroads GRS Part 6)

Severity	Description
Fatal	Likely death at scene or within 30 days of the crash
Serious	Admitted to hospital
Moderate	Major first aid and/or presents to hospital (not admitted)
Minor	Minor first aid
Insignificant	Likely trivial injury or property damage only

Table 4.3: RSA Risk Matrix (Replication of Figure 10.2 from Austroads GRS Part 6)

			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 (includes exposure)	Almost Certain	One per quarter	Medium	High	High	Extreme (FSI)	Extreme (FSI)
	Likely	Quarter to 1 year	Medium	Medium	High	Extreme (FSI)	Extreme (FSI)
	Possible	1 to 3 years	Low	Medium	High	High (FSI)	Extreme (FSI)
	Unlikely	3 to 7 years	Negligible	Low	Medium	High (FSI)	Extreme (FSI)
	Rare	7 years +	Negligible	Negligible	Low	Medium (FSI)	High (FSI)

FSI – Denotes where the level of risk also includes Fatal or Serious Injuries.

It is noted that this risk ranking is based on the subjective engineering assessment of the audit team of expected likelihood and severity. With regards to likelihood, guidance has been drawn from any respective crash history related to the identified issue. Where there is no crash history, likelihood has otherwise been assumed based on the audit team judgement.

As for severity, guidance for this used to determine the most suitable crash severity has been considered based on the speed environment and kinetic energy threshold levels (as previously discussed Section 2.3).

Austroads GRS Part 6 suggests the corresponding priorities for mitigation, based on the selected ranking, should be as follows:

- Negligible – no action required.
- Low – should be corrected.
- Medium – should be corrected or the risk significantly reduced, if the treatment cost is moderate, but not high.

- High – should be corrected or the risk significantly reduced, even if the treatment cost is high.
- Extreme – should be corrected regardless of cost.

No definitive guidance can be given as to the respective monetary values of the terms ‘low’, ‘moderate’ or ‘high’ regarding treatment costs, but it is expected that consideration against the total project cost (or total benefit) would be an important factor when categorising mitigation of each risk.

4.3 Recommendation Hierarchy

When considering the recommendations related to each road safety issue identified in this RSA, the audit team has determined this in a manner which aligns with the Safe System philosophy. The audit team has generally followed the treatment category/hierarchy as detailed in Figure 5.3 of Austroads GRS Part 6. This is replicated in Table 4.4.

Table 4.4: Safe System Treatment Category / Hierarchy

Treatment Category	Description
Primary Treatment	Road planning, design and management considerations that practically eliminate the potential of FSIs occurring in association with the foreseeable crash types.
Supporting (Step Towards)	Road planning, design and management considerations that improve the overall level of safety associated with foreseeable crash types, but not expected to virtually eliminate the potential of FSIs occurring. However, this treatment improves the ability for a Primary Treatment to be implemented in the future.
Supporting Treatment	Road planning, design and management considerations that improve the overall level of safety associated with foreseeable crash types, but not expected to virtually eliminate the potential of FSIs occurring. This treatment does not change the ability for a Primary Treatment to be implemented in the future.
Non-Safe System Treatment Other Elements	Road planning, design and management considerations that are not expected to achieve an overall improvement in the level of safety associated with foreseeable crash types occurring. Reduces the ability for a primary treatment to be implemented in the future.

5 Audit Team Statement

We, the undersigned, declare that this RSA has been conducted in accordance with the procedures set out in the Austroads GRS Part 6.

This audit report contains findings and recommendations based on examination of the site and/or relevant documentation. The report is based on the conditions viewed on the day / time of each site inspection/s and it relevant at the time of production of the report. Recommendations have been provided, representing options to improve/resolve the identified safety issues in line with Safe Systems principles.

Whilst every effort has been made to identify potential safety issues, no guarantee can be made that every deficiency has been identified. We recommend that points of concern be investigated, and necessary corrective actions are undertaken.

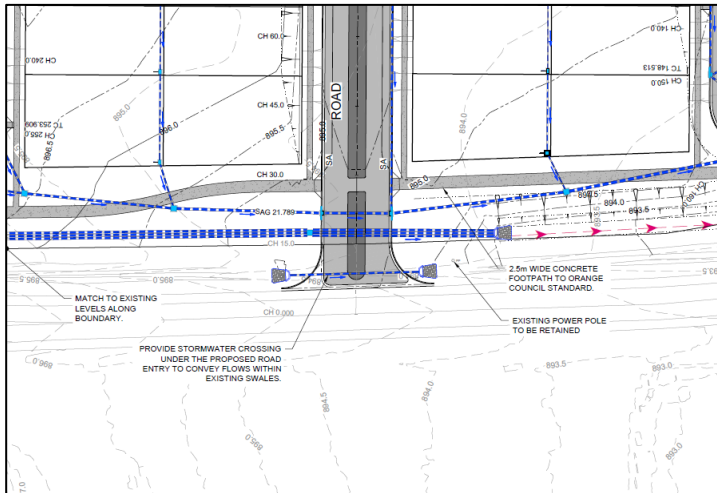
Richard V Jones – Senior Road Safety Auditor (Team Leader)		17/07/25
Matthew Grierson – Road Safety Auditor.....		17/07/25
Mahmud Hasan – Road Safety Auditor.....		17/07/25



Appendix A Road Safety Audit Findings

Reviewers: R V Jones, M Grierson, M Hasan
Date: 17/07/2025

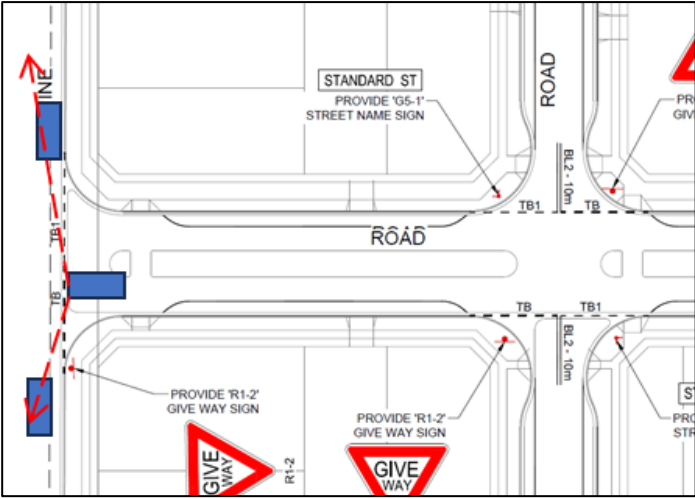
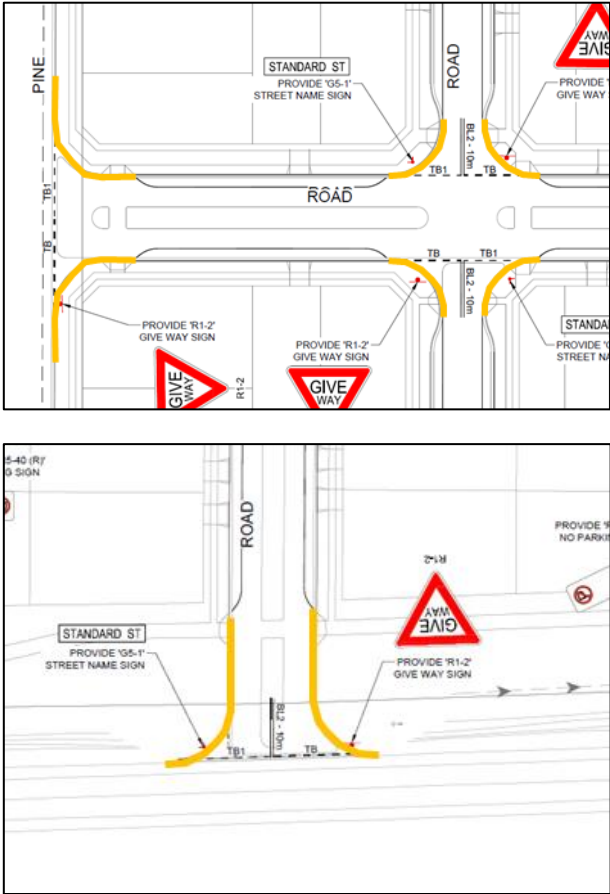
Colliers International Engineering & Design
Responder:
Date:

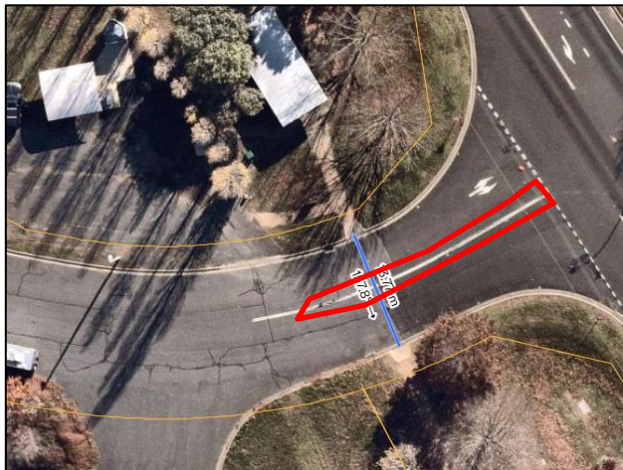
Item	Location	Audit Finding	Risk Level	Recommendation	Client Response	
					Accept Yes/No	Comments
1	Proposed Brabham Way southern site access	The Brabham Way / Southern Site Access intersection does not include turn lane treatments along the major road approach. Increased risk of rear end crashes of vehicles propped or slowing to turn into the new site access road (RUM Code 31, 32). Lack of protected lanes in the could lead to drivers accepting smaller gaps in order to get clear of through lane traffic, increasing potential of opposing vehicle crashes (RUM Code 21). 	<u>Severity:</u> Fatal <u>Likelihood:</u> Possible <u>Outcome:</u> Extreme (FSI)	Consider the inclusion of left and right turn lane treatments for entry movements from Brabham Way into the Southern Site Access. The inclusion of appropriate Auxiliary Left Turn Lane and Channelised Right Turn Lane treatment will help separate out turning movements and provide queue storage area clear of through vehicle movements.	Y	Additional turning lanes are provided in the amended civil plans

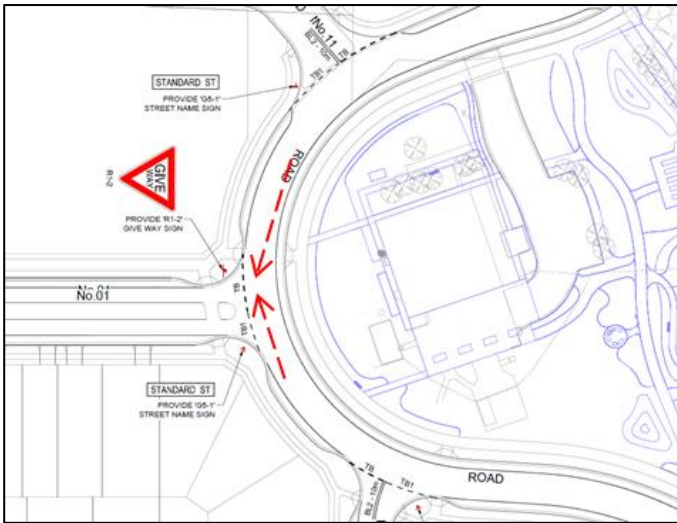
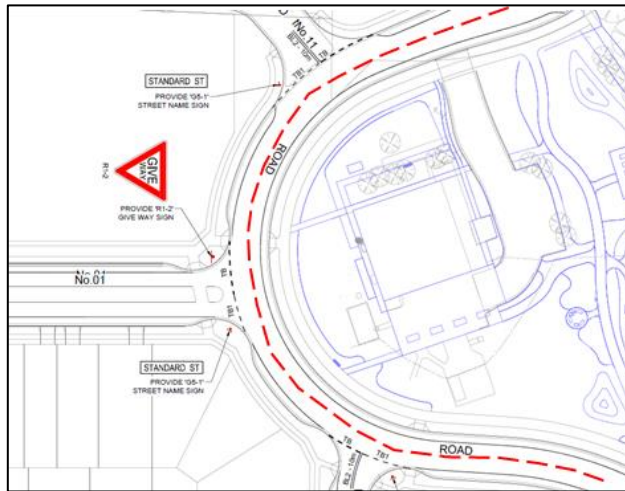
Item	Location	Audit Finding	Risk Level	Recommendation	Client Response	
					Accept Yes/No	Comments
2	Lone Pine Avenue near the southern cul-de-sac and Brabham Way / Lone Pine Avenue intersection.	The 90 degree turn at the southern end of Lone Pine Avenue is not well telegraphed by the road environment from the northern approach. There is also a Give Way sign for the northern approach, which does not seem to be required or appropriate for the road alignment. Risk of motorists misjudging the approaching bend and overrunning the corner, or crossing into the oncoming lane. 	<u>Severity:</u> Serious <u>Likelihood:</u> Possible <u>Outcome:</u> High (FSI)	Consider providing updated edge / continuity line marking treatment and signage (W2-16) on Lone Pine Avenue near the southern cul-de-sac and Brabham Way / Lone Pine Avenue intersection.  Consider reviewing and the updating signage and line marking near the cul-de-sac head to reprioritize the N/E road alignment.	y	Will be considered in the SWC stage

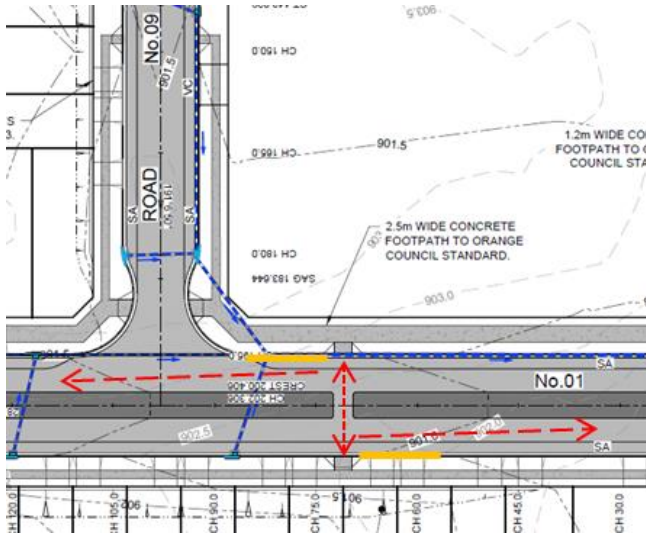
Item	Location	Audit Finding	Risk Level	Recommendation	Client Response	
					Accept Yes/No	Comments
						

Item	Location	Audit Finding	Risk Level	Recommendation	Client Response	
					Accept Yes/No	Comments
3	Lone Pine Avenue Site Access Intersection	Lone Pine Avenue frontage does not include a centreline or lane edge line marking Increased risk of head on and intersection crashes due to motorists wandering within roadway or not positioning a vehicle on the roadway correctly. 	<u>Severity:</u> Serious <u>Likelihood:</u> Possible <u>Outcome:</u> High (FSI)	Consider including edge and centrelines along Lone Pine Avenue in proximity to the site access intersections to better delineate through lanes and parking shoulder areas. The perceived narrowing of the roadway should help manage speeds in proximity to the site access, potentially reducing crash severity and likelihood.	Y	Additional linemarking is provided in the amended civil plans

Item	Location	Audit Finding	Risk Level	Recommendation	Client Response	
					Accept Yes/No	Comments
4	External and Internal intersections	Parking in proximity to the intersections (external and internal) may restrict sight lines leading to increased likelihood of crashes between vehicles. 	<u>Severity:</u> Serious <u>Likelihood:</u> Possible <u>Outcome:</u> High (FSI)	Consideration should be given to more directly restrict parking in proximity to intersections. Yellow edge line marking near the intersections to help open up sight lines. 	Y	Additional linemarking is provided in the amended civil plans

Item	Location	Audit Finding	Risk Level	Recommendation	Client Response	
					Accept Yes/No	Comments
5	Redmond Place intersection pedestrian crossing	The major pedestrian connection requires pedestrians to cross Redmond Place ~14m without a refuge area. Risk of pedestrians being struck by a vehicle, especially when noting the increased vehicle movements entering / exiting the new residential catchment. Redmond Place / Road No.10 is expected to be a higher order collect road in function. 	<u>Severity:</u> Fatal <u>Likelihood:</u> Rare <u>Outcome:</u> High (FSI)	Consider including a centre median at the Redmond Place (Road No.10) Mitchell Highway intersection extending to the N/S pedestrian crossing point. To allow for a staged pedestrian crossing to occur. Consider restricting parking near this pedestrian crossing point to improve sight lines to/from the crossing location. 	Y	A raised pedestrian refuge island is provided to address the risk for pedestrians. Refer amended civil plans.

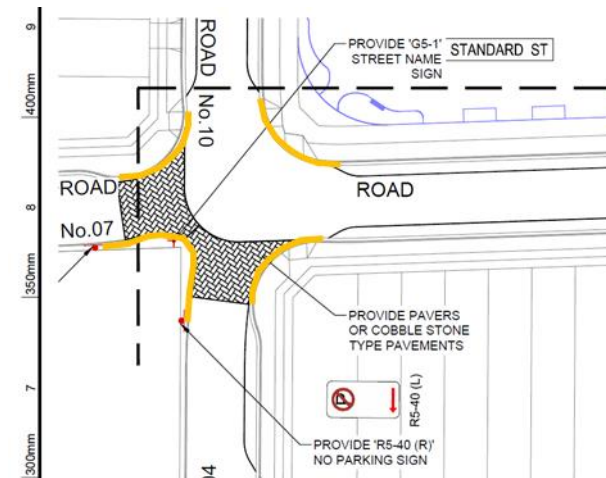
Item	Location	Audit Finding	Risk Level	Recommendation	Client Response	
					Accept Yes/No	Comments
6	Redmond Place (Road No.10)	The current Road No.10 does not show a centreline, combined with the curved entry road, there is a potential for vehicles to more readily cross the centreline, colliding with oncoming vehicles (RUM Code 20). 	<u>Severity:</u> Fatal <u>Likelihood:</u> Rare <u>Outcome:</u> High (FSI)	Consider including centreline along Road No.10 to help guide motorists along the curved roadway. 	y	Additional linemarking is provided in the amended civil plans

Item	Location	Audit Finding	Risk Level	Recommendation	Client Response	
					Accept Yes/No	Comments
7	Road No. 1 and No.3 Internal mid-block pedestrian crossing	There is potential for vehicles to park close to the internal mid-block pedestrian crossing. Parked cars might limit visibility to/from the crossing point. Increasing risk of pedestrian/vehicle impacts.	<u>Severity:</u> Fatal <u>Likelihood:</u> Rare <u>Outcome:</u> High (FSI)	Consider restricting parking in proximity to the mid-block pedestrian crossings. Crossing sight Distance needs to be achieved for uncontrolled intersections. 	Y	Additional linemarking is provided in the amended civil plans

**FOR CONTINUATION SEE DRG.
No.24-1057C-DA-0102**

This plan view shows the proposed intersection improvements at the intersection of Road No. 07 and Road No. 10. The drawing includes stationing along both roads, existing and proposed lane markings, and various engineering notes.

- Road No. 07:** Stationing ranges from CH 600.0 to CH 800.0. A red arrow indicates the proposed travel direction towards the intersection.
- Road No. 10:** Stationing ranges from CH 600.0 to CH 800.0. A blue arrow indicates the proposed travel direction towards the intersection.
- Intersection Area:** The intersection is shown with proposed lane markings and stationing. Key features include:
 - A red arrow pointing south-southwest labeled "ROAD No. 07".
 - A blue arrow pointing north-northeast labeled "ROAD No. 10".
 - Stationing points: CH 600.0, CH 650.0, CH 700.0, CH 750.0, CH 800.0.
 - Notes: "BATTER 1:6 MAX.", "SA", "15.7m", "5.5mm x 5.5mm", "4519-672", "10' APX", "CH 603.682", "CH 600.0", "CH 650.0", "CH 700.0", "CH 750.0", "CH 800.0", "CT 588.426", "CT 583.353", "TC 673.187", "CH 670.0", "CH 680.0", "CH 690.0", "CH 700.0", "CH 710.0", "CH 720.0", "CH 730.0", "CH 740.0", "CH 750.0", "CH 760.0", "CH 770.0", "CH 780.0", "CH 790.0", "CH 800.0", "CH 810.0", "CH 820.0", "CH 830.0", "CH 840.0", "CH 850.0", "CH 860.0", "CH 870.0", "CH 880.0", "CH 890.0", "CH 900.0", "CH 910.0", "CH 920.0", "CH 930.0", "CH 940.0", "CH 950.0", "CH 960.0", "CH 970.0", "CH 980.0", "CH 990.0", "CH 1000.0".
- Other Notes:**
 - "FOR CONTINUATION SEE DRG. No.24-1057C-DA-0102"
 - "BATTER 1:6 MAX."
 - "SA"
 - "15.7m"
 - "5.5mm x 5.5mm"
 - "4519-672"
 - "10' APX"
 - "CH 603.682"
 - "CH 600.0"
 - "CH 650.0"
 - "CH 700.0"
 - "CH 750.0"
 - "CH 800.0"
 - "CT 588.426"
 - "CT 583.353"
 - "TC 673.187"
 - "CH 670.0"
 - "CH 680.0"
 - "CH 690.0"
 - "CH 700.0"
 - "CH 710.0"
 - "CH 720.0"
 - "CH 730.0"
 - "CH 740.0"
 - "CH 750.0"
 - "CH 760.0"
 - "CH 770.0"
 - "CH 780.0"
 - "CH 790.0"
 - "CH 800.0"
 - "CH 810.0"
 - "CH 820.0"
 - "CH 830.0"
 - "CH 840.0"
 - "CH 850.0"
 - "CH 860.0"
 - "CH 870.0"
 - "CH 880.0"
 - "CH 890.0"
 - "CH 900.0"
 - "CH 910.0"
 - "CH 920.0"
 - "CH 930.0"
 - "CH 940.0"
 - "CH 950.0"
 - "CH 960.0"
 - "CH 970.0"
 - "CH 980.0"
 - "CH 990.0"
 - "CH 1000.0"

Item	Location	Audit Finding	Risk Level	Recommendation	Client Response	
					Accept Yes/No	Comments
9	Road No. 7 and Road No.10 intersection	The four way intersection does not show any yellow line marking or signage to restrict parking at the intersection. Vehicles parked close to the intersection might restrict sight lines leading to increased risk of vehicle crashes due to limited sight lines.	<u>Severity:</u> Serious <u>Likelihood:</u> Possible <u>Outcome:</u> High (FSI)	Include yellow no parking line marking to restrict kerbside parking closer to the intersection to increase intersection visibility. 	Y	Additional linemarking is provided in the amended civil plans