

Request No.	Request for information	Reason for request	Review comments:
T3 – Confirmation of complying gradients	Please confirm that new roads and transport connections within the subdivision can achieve compliance with appropriate Standards for vertical alignment, e.g., a maximum longitudinal footpath gradient of 12.5%, as stipulated in AT's Transport Design Manual (TDM).	<p>Gap in the information lodged</p> <p>Indicative vertical alignments and gradients of subdivision roads</p> <p>The ITA and accompanying information do not confirm indicative gradients and vertical alignments along the subdivision roads, while it is notable that the site comprises undulating terrain.</p> <p>Reason for request</p> <p>The information is needed in order to confirm convenient access within the subdivision for all road users, particularly active mode users, for whom steep gradients are likely to reduce attractiveness and the likelihood of uptake of these modes.</p>	<p>The response refers to the Birch Consultants Infrastructure Response – however, the Appendix A entitled Engineering Plans appears to be missing from the information that was sent through to us via the URL links.</p> <p>Please can the Engineering plans be sent to us.</p>

<p>T4 - Visibility Assessment at Site access intersection off Lisle Farm Drive</p>	<p>Please provide a further assessment of vehicle intervisibility at the currently proposed site access point, with confirmation that vertical alignments of the approaches to the access have been fully taken into account and consideration of mitigatory measures to address shortfalls in vehicle intervisibility.</p>	<p>Gap in the information lodged</p> <p>Assessment of Safe Intersection Sight Distance (SISD) at proposed Site Access Intersection on Lisle Farm Drive</p> <p>While the ITA undertakes an assessment of Safe Intersection Sight Distance (SISD) available at the proposed site access intersection location on Lisle Farm Drive and evaluates sight distance to the west as 73 metres, in compliance with the Austroads requirement for an operating speed of 40km/hr, I consider this to be an over-estimate of the available sight distance.</p> <p>While I consider the adopted operating speed of 40km/hr to be representative of a typical vehicle speed on site, it is not clear as to whether the assessment appropriately takes account of the uphill ascent of Lisle Farm Drive from the west, on the approach to the intersection location. Based on my own photos, observations and assessment of the intersection location, I would consider the SISD to be 45 metres from the west, based on the uphill ascent of the approach from Lisle Farm Drive.</p> <p>Reason for request</p> <p>The information is needed in order to confirm that as the principal access to the subject site is able to function safely and efficiently, noting constraints both in terms of the horizontal road layout (adjacent to a 90-degree bend) and the vertical profile of the approach roads to the intersection location.</p>	<p>The applicant's assessment of SISD indicates that vehicle intervisibility of at least 70 metres is available, based on intervisibility from drivers' eye heights. However, Austroads Guide to Road Design Part 4A requires intervisibility with the driver on the minor road approach, whilst situated a distance of 7.0 metres (minimum of 5.0 metres) from the nearest conflict point on the major road. The presence of a retaining wall adjacent to the accessway location limits this intervisibility, insofar as it prevents a full car length from being visible at a point 7 metres upstream of the vehicle conflict point on the southbound side of Lisle Farm Drive.</p> <p>The retaining wall additionally hinders pedestrian-vehicle intervisibility for a vehicle exiting onto Lisle Farm Drive, thus a complying visibility splay cannot be provided in accordance with the requirements of 'Australia / New Zealand Standard for Parking facilities Part 1: Off-street car parking'.</p> <p>I therefore request further assessment to confirm whether improved intervisibility upstream of the intersection conflict point can be achieved, i.e. through removal of the retaining wall and earth behind it.</p> <p>I also note that Attachment 5 of the Urban Design Assessment illustrates some alternative concept plans for a future connection to Lisle Farm Drive, as discussed in paragraph 5.6 in the body of the report. In particular, Option D within Attachment 5 considers the potential for an alternative vehicle access point emerging further to the north on Lisle Farm Drive, which may provide opportunity to overcome the vehicle intervisibility constraint, due</p>
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			<p>to its intersection point on Lisle Farm Drive being on a straight section of road.</p> <p>It might be useful to therefore consider and provide further assessment:</p> <ul style="list-style-type: none">• Revisiting the assessment for vehicle intervisibility at the currently proposed site access point, with confirmation that vertical alignments of the approaches to the access have been fully taken into account and consideration of mitigatory measures to address shortfalls in vehicle intervisibility.• A comparative assessment of vehicle intervisibility at a more northerly access point, as shown in Option D of Attachment 5 of the Urban Design Assessment.
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