
5 CORRECTIVE ACTION REPORT

The following Corrective Action Report (CAR) provides a summary of the audit recommendations. The CAR needs to be reviewed and signed off by the project manager/designer and the asset owner following the submission of the final audit report.

It is suggested that the CAR needs to be signed off and any issues must be resolved before the project is progressed to the next stage.

CAR REPORT

Ref	Finding	Recommendation	Agree/Disagree	Comment
	<p>3.1 Finding – Drainage</p> <p>The supplied drawings do not provide detailed drainage design for the proposed garden centre crossover on Welshpool Road East, adjacent private property crossover or the section of Welshpool Road East fronting the subject site.</p>	<p>Ensure appropriate drainage design with due regard to local climatic conditions is prepared for the proposed garden centre crossover, adjacent private property crossover and the section of Welshpool Road East fronting the subject site to ensure appropriate drainage of all surface water and to minimise the risk of ponding.</p>	<p><input type="checkbox"/>/ <input checked="" type="checkbox"/></p>	<p>Disagree that drainage has not been considered. The design of the crossover and the slip lane has considered drainage and the gradings of the proposed amended roadworks allow the existing road gutter lines to remain as is.</p> <p>The stormwater is collected along the existing gutter line and is captured by the existing stormwater gullies and piped network. The major storm events will be conveyed within the road reverse based on normal practice and requirements.</p> <p>Action: The stormwater systems (internal & External) will be designed and documented in accordance with DA Condition to be issued</p>
	<p>3.2 Finding – Height Clearances</p> <p>Overhead power lines and power poles are currently in place along the northern side (subject site side) of Welshpool Road East at this location. The proposed new crossover to the subject site is located under the power lines.</p>	<p>Ensure that there is sufficient height clearance between the existing overhead power lines and the FFL of the crossover for the highest vehicle expected to use this site.</p>	<p><input checked="" type="checkbox"/>/ <input type="checkbox"/></p>	<p>Noted and will be incorporated in the final design documentation.</p> <p>Action: Design system in accordance with DA Condition to be issued</p>





	<p>3.3 Finding – Crossover Design (Large Vehicles)</p> <p>It is understood that service vehicles of up to 19m in size (i.e., semi-trailers) will be used to deliver material to the site. However, no turn path plans illustrating 19m semi-trailer (service vehicle) entry and exit movements via the proposed Welshpool Road East crossover demonstrating the suitability of the proposed crossover design. Additionally, the proposed splitter island would further restrict the available clearance for the 19m semi-trailer path risking island mounting.</p>	<p>Ensure the proposed site's Welshpool Road West crossover is designed to fully accommodate all ingress and egress movements for all types of passenger vehicles and in particular service vehicles.</p>	<p><input type="checkbox"/>/ <input checked="" type="checkbox"/></p>	<p>Disagree turning path templates have been provided in the TIA drawings inclusions.</p> <p>Design meets requirements currently. No change required.</p>
	<p>3.4 Finding – Crossover Design</p> <p>The proposed new crossover to the garden centre appears to be overlaying the existing crossover for the adjacent property. Ensure that the design of the garden centre crossover maintains adequate accessibility for the adjacent property and that two adjacent crossovers have matching grades in order to ensure seamless ingress/egress operations for users of both crossovers.</p>	<p>Ensure that the design for the proposed garden centre crossover maintains adequate accessibility for the adjacent property crossover.</p>	<p><input checked="" type="checkbox"/>/ <input type="checkbox"/></p>	<p>Noted and is accommodated in current design.</p> <p>Signage and line marking can help to make it clear to facility patrons and users.</p>



	<p>3.5 Internal Site Design</p> <p>The internal garden centre driveways need to be designed to accommodate a safe and unobstructed movement of largest vehicles expected to access the site.</p>	<p>Investigate sight lines at the proposed crossover when a bus is parked within the turn lane in accordance with AS2890.1 for a crossover/driveway. If the sight line is not adequate investigate the feasibility of relocation of the existing bus stop further east and downstream of the existing location or deeper within the verge through liaison with PTA in order to avoid impact on sightlines at the proposed garden centre crossover.</p>	<p><input checked="" type="checkbox"/>/□</p>	<p>PTA have examined the proposal to date and have agreed to the configuration with the bus-bay remaining in the current location.</p> <p>Sight lines have been checked for all vehicle movements and are adequate for the safe entry and exit into the facility.</p> <p>It is also expected that vehicles will only exit when safe to do so based on clear sight lines..</p>
	<p>3.6 Finding – Left Turn Deceleration Lane</p> <p>The existing bus stop/embayment on the north side of Welshpool Road East and immediately in front of the subject site is proposed to be incorporated in the design of the proposed left-turn pocket associated with the new site's crossover. According to the Austroads <i>AGRD Part 4a Unsignalised and Signalised Intersections</i> guidelines, a crossover on 80km/h sign-posted speed limit road (i.e., 90km/h design speed) would require a 120m-long deceleration lane (inclusive of taper) to achieve a 20km/h exit curve speed.</p>	<p>It is recommended that, if feasible and practical, the 120m-long left-turn deceleration lane (inclusive of the bus bay and taper) be provided for the proposed new site's crossover on Welshpool Road East.</p>	<p><input checked="" type="checkbox"/>/□</p>	<p>Noted and is accommodated in current design.</p> <p>Action: Design system in accordance with DA Condition to be issued</p>



	<p>3.7 Finding – Bus Stop within Left Turn Deceleration Lane</p> <p>The proposed left-turn deceleration facility for the new garden centre crossover incorporates an existing bus stop embayment. A bus parked within the embayment may impact on the sightlines to the Welshpool Road East traffic incoming from the west.</p>	<p>Investigate sight lines at the proposed crossover when a bus is parked within the turn lane in accordance with AS2890.1 for a crossover/driveway. If the sight line is not adequate investigate the feasibility of relocation of the existing bus stop further east and downstream of the existing location or deeper within the verge through liaison with PTA in order to avoid impact on sightlines at the proposed garden centre crossover.</p>	<p><input checked="" type="checkbox"/>/□</p>	<p>PTA have examined the proposal to date and have agreed to the configuration with the bus-bay remaining in the current location.</p> <p>Sight lines have been checked for all vehicle movements and are adequate for the safe entry and exit into the facility.</p> <p>It is also expected that vehicles will only exit when safe to do so based on clear sight lines..</p>
	<p>3.8 Finding – Pedestrian Safety</p> <p>The internal garden centre driveway system would be shared by pedestrians and vehicles. In order to secure safe environment for pedestrians it is recommended that the speed limit on internal site's driveways be limited to 10km/h and sign-posted.</p>	<p>It is recommended that speed-limit of 10km/h be introduced for internal garden centre driveway system which should be communicated to all patrons by appropriate signage at the entry and throughout the subject site.</p>	<p><input checked="" type="checkbox"/>/□</p>	<p>Noted and can be incorporated in the final design & Documentation. To be issued as a DA condition.</p> <p>Action: Design system in accordance with DA Condition to be issued</p>



	<p>3.9 Finding – Shared Path Integration</p> <p>The proposed scheme proposes realignment of section of existing shared path along the northern side of Welshpool Road East which is intended to interface with the existing section of shared path at this location. It is important to maintain shared path consistency with seamless integration of existing and new sections.</p>	<p>Ensure consistency in path width, colour, alignment and gradient between the existing and new sections of the shared path at the northern side of Welshpool Road East is maintained throughout the scheme.</p> <p>Provide appropriate drop kerb on the western shared path approach to the site's crossover to match the proposed drop kerb on the eastern side, as shown in relevant plans.</p>	<p><input checked="" type="checkbox"/>/ <input type="checkbox"/></p> <p><input checked="" type="checkbox"/>/ <input type="checkbox"/></p>	<p>Current Design Meets requirements.</p> <p>Action: Design system in accordance with DA Condition to be issued</p> <p>Current Design Meets requirements.</p> <p>Action: Design system in accordance with DA Condition to be issued</p>
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- This CAR must be read in conjunction with the full Road Safety Audit Report.
- The asset owner(s) must be notified of the findings and recommendations of this report.

Project Manager/Designer  Date 18/11/2022

Asset Owner  Date 18/11/2022

(if different from above)

