

Shoalhaven Traffic Committee

Meeting Date: Tuesday, 14 February, 2023
Location: Manyana Meeting Room, City Administrative Centre, Bridge Road, Nowra
Time: 9:30 am

Please note: Council's Code of Meeting Practice permits the electronic recording and broadcast of the proceedings of meetings of the Council which are open to the public. Your attendance at this meeting is taken as consent to the possibility that your image and/or voice may be recorded and broadcast to the public.

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5. General Business

TC23.8 TfNSW - Nowra Bridge Project - Traffic Switch

Mr Dan Farrugia, member from the Nowra Bridge Project Team, will address the Committee regarding an up-coming traffic switch on the Nowra Bridge.

Note: The next meeting will be held on Tuesday 14 March 2023.

Membership

Mr David Pieresko – Convenor
Clr Patricia White
Clr Matthew Norris
Ms Nicole Brodie
Sergeant Kelly Thomas
Ms Shelley Hancock MP (or representative)
Mr Stuart Coughlan

The Shoalhaven Traffic Committee is a technical review committee, not a committee of Council under the Local Government Act 1993. Transport for NSW (TfNSW) has delegated certain powers to Council under the Transport Administration Act 1988 (Section 50). A condition of this delegation is that Council must take into account the Traffic Committee recommendations.

There are four formal members of the Traffic Committee, *each of whom has a single vote only*. The members are representatives from:

- NSW Police Force
- TfNSW
- Shoalhaven City Council
- Local State Member of Parliament (for the location of the issue to be voted upon)

If TfNSW or NSW Police Force disagrees with any Traffic Committee recommendation, or Council's resolution (on any Traffic Committee recommendation), they may lodge an appeal with the Regional Traffic Committee for determination. The appeal must be lodged in writing within 14 days of the date of notification in writing. Any action relative to any issue under appeal must cease until the matter is determined. The Regional Traffic Committee is chaired by an independent chairperson and submissions and representations are welcomed from all interested parties.

Council cannot amend a Traffic Committee recommendation. The Council can only: adopt the Traffic Committee recommendation; not adopt the Traffic Committee recommendation, or request the Traffic Committee reconsider the issue.

The full guide to the delegation to Council's for the regulation of traffic can be viewed at [TfNSW Website](#)

MINUTES OF THE SHOALHAVEN TRAFFIC COMMITTEE

Meeting Date: Tuesday, 13 December 2022
Location: Manyana Meeting Room, City Administrative Centre, Bridge Road, Nowra
Time: 9:35am

The following members were present:

Convenor David Pieresko - Senior Civil Engineer (Remotely)
Clr Patricia White
Ms Nicole Brodie - TfNSW (Remotely)
Mr Ankit Bhangale - TfNSW (Remotely)
Sgt Simon Pugh - NSW Police
Mr Stuart Coughlan - Representing Mr Gareth Ward MP
Mr Adam Carney - Representing Ms Shelley Hancock – MP (Remotely)

Others Present:

Mr Micaiah Tipton - Manager Design Services
Mr Ryleigh Bowman - Design Engineer (Remotely)

Apologies / Leave of Absence

Apologies were received from Sgt Ian McManus – NSW Police and Craig Exton - Manager Technical Services.

Confirmation of the Minutes

RESOLVED (Stuart Coughlan / Nicole Brodie)

That the Minutes of the Shoalhaven Traffic Committee held on Tuesday 08 November 2022 be confirmed.

CARRIED

Business Arising from Previous Minutes

Mr David Pieresko - Senior Civil Engineer advised that item TC22.41 - Proposed Centreline Modifications - Bawley Point Road - Bawley Point (PN 3723) from the previous meeting is continuing to be reviewed and an update will be provided once the investigation is completed at a future Shoalhaven Traffic Committee meeting.

REPORTS OF THE CONVENOR

TC22.49 Proposed Roundabout - Burrill Street - Jervis Street - Huskisson (PN 3696)

**HPERM Ref:
D22/229054**

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed roundabout at intersection on Burrill Street and Jervis Street, Huskisson as per Plan No D22/229084;
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

RESOLVED (By consent)

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed roundabout at intersection on Burrill Street and Jervis Street, Huskisson as per Plan No D22/229084;
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

CARRIED

Note: This Recommendation was approved by the Director City Services – 16 December 2022.

TC22.50 Parking Restrictions - Leonard Street - Bomaderry (PN 3727)

**HPERM Ref:
D22/472266**

Recommendation (Item to be determined under delegated authority)

That

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed parking restrictions at Leonard Street, Bomaderry as per Plan No. D22/472273;
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

RESOLVED (By consent)

That

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed parking restrictions at Leonard Street, Bomaderry as per Plan No. D22/472273;
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

CARRIED

Note: This Recommendation was approved by the Director City Services – 16 December 2022.

TC22.51 Parking Restrictions - Cavan Road - Barrengarry (PN 3728)**HPERM Ref:
D22/476124****Recommendation (Item to be determined under delegated authority)**

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed parking restrictions at Cavan Road, Barrengarry as per Plan No. D22/476126;
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

RESOLVED (By consent)

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed parking restrictions at Cavan Road, Barrengarry as per Plan No. D22/476126;
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

CARRIED

*Note: This Recommendation was approved by the Director City Services – 16 December 2022.***TC22.52 Proposed Mid Block Pedestrian Crossing - Junction St Nowra (PN3729)****HPERM Ref:
D22/508565**

- The Crossing will be lit to Design Standards
- Ms Nicole Brodie – TfNSW recommended that information regarding the changes to the Crossing be made available to the wider public via media release. Mr Micaiah Tipton - Manager Design Services agreed this was a very good idea and could definitely be managed by Council.
- Mr Micaiah Tipton - Manager Design Services advised that this Crossing is subject to funding. If funding is secured, Council can start the information release to the public.
- Sgt Simon Pugh asked if Council had considered monitoring the Crossing during busy periods in relation to traffic banking up on Kinghorne and Berry Streets. Mr Micaiah Tipton - Manager Design Services advised that traffic modelling has been undertaken however, monitoring will be addressed by Council if banking up of traffic occurs.

Recommendation (Item to be determined under delegated authority)

That

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed mid-block pedestrian crossing in Junction Street, Nowra as per Plan No. D22/509009.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

RESOLVED (By consent)

That

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed mid-block pedestrian crossing in Junction Street, Nowra as per Plan No. D22/509009.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

CARRIED

Note: This Recommendation was approved by the Director City Services – 16 December 2022.

**TC22.53 Signage and Linemarking Plans - Lot 51 DP 1047471 -
169 Princes Highway - Ulladulla (PN 3730)****HPERM Ref:
D22/509113****Recommendation**

That

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed signage and line marking related to the development at Lot 51 DP 1047471, 169 Princes Highway, Ulladulla (per development consent conditions 26,30 and 33), as per Plan No: D22/509196.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411.

RESOLVED (By consent)

That

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed signage and line marking related to the development at Lot 51 DP 1047471, 169 Princes Highway, Ulladulla (per development consent conditions 26,30 and 33), as per Plan No: D22/509196.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411.

CARRIED

Note: This Recommendation was approved by the Director City Services – 16 December 2022.

**TC22.54 Proposed No Stopping Zone - No. 9 Beach St, Huskisson
(PN 3731)****HPERM Ref:
D22/509520****Recommendation**

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed No Stopping Zone at No. 9 Beach St, Huskisson as per Plan No D22/509626.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

RESOLVED (By consent)

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed No Stopping Zone at No. 9 Beach St, Huskisson as per Plan No D22/509626.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

CARRIED

Note: This Recommendation was approved by the Director City Services – 16 December 2022.

TC22.55 Shared User Path & Parking Restrictions - Thomson Street - Sussex Inlet (PN 3726)**HPERM Ref:
D22/509633**

Clr White advised that she has met with Sussex Inlet Public School P&C in relation to this proposal. The following comments were provided as feedback:

- The P & C are overall happy with the proposed Shared User Path however, there are safety concerns as parents currently parallel park all the way along Thomson Street.
- Clr White will contact Council to consider a drop off zone adjacent to the School, at the Thomson St Complex behind the Ambulance and Fire Station.
- The school buses are currently using the Fire & Ambulance Station driveway to conduct illegal U-turns to turn around on Thomson Street to return along Springs Road.
- Clr White suggests that Council contact the bus company to advise of the legality of the U-turns and recommend using the Thomson Street Community Carpark as a safer space to turn around.

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed parking restrictions at Thomson Street, Sussex Inlet as per Plan No. D22/470242;
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

RESOLVED (By consent)

That;

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed parking restrictions at Thomson Street, Sussex Inlet as per Plan No. D22/470242;
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

CARRIED

Note: This Recommendation was approved by the Director City Services – 16 December 2022

GENERAL BUSINESS

TC22.56 Additional Item - Stop Sign - Sussex Inlet Turnoff

Clr White advised the Committee that the Stop Sign has been removed at the intersection of Sussex Inlet Road and Princes Highway. In addition the white hold line has worn off the road. This requires urgent action prior to the holiday period.

Mr David Pieresko - Senior Civil Engineer advised that this matter would be urgently referred for action to the Southern District Engineer for actioning.

Note: This Recommendation was approved by the Director City Services – 16 December 2022

TC22.57 Additional Item - Reduction of Bus Size - Hyams Beach

Clr White advised that she met with the Hyams Beach Community Association who have written to Council in relation to concerns over 50-seater tourist buses visiting the village.

With the current works being done by Council at Hyams Beach, there is no parking available for the buses so they are double parking to let people off the bus.

Clr White asked whether Council is able to restrict the size of the buses being allowed in to the village.

David Pieresko - Senior Civil Engineer advised that this matter will be referred to the Basin District Engineer for their investigation and consideration.

Note: This Recommendation was approved by the Director City Services – 16 December 2022

- Clr White also raised the following matters under General Business:
 - There is community concern regarding parking and the sight distances at Inasmuch Retirement Village, Iverison Road, Sussex Inlet. Mr David Pieresko – Senior Civil Engineer advised that Council is aware of this issue and it is currently being investigated.
 - The School Crossing Supervisor at Milton has been holding up traffic along Wason Street, Milton which has resulted in gridlocking the Highway. It was suggested that TfNSW speak with the School Crossing Supervisor to retrain them. Sgt Simon Pugh also noted that if this happens again, to notify the Police who can attend to the situation and advise the Crossing Supervisor of the correct way to do it.
- Ms Nicole Brodie - TfNSW will follow up with TfNSW's School Crossing Supervisor Team as a matter of urgency.

- Sgt Simon Pugh asked about the location and source of the trigger point for the lights to come into operation at the Roundabout at the intersection of the Princes Highway and Cambewarra / Moss Vale Road at Bomaderry. Ms Nicole Brodie – TfNSW advised that it operates similarly to the one located at Albion Park Rail with the excess traffic flow trigger.

Ms Nicole Brodie – TfNSW to forward further information to Sgt Simon Pugh.

- There was discussion regarding the temporary speed reductions in Berry and surrounds. Ms Nicole Brodie – TfNSW advised that the best way for reviews to be undertaken by TfNSW is to submit a request via the website [Have your say about speed limits - Safer Roads NSW](#). Nicole further advised that the volume of requests doesn't impact the review process, TfNSW undertakes the review regardless of number of requests.

There being no further business, the meeting concluded, the time being 10:17am.

David Pieresko
CONVENOR

TC22.41 Proposed Centreline Modifications - Bawley Point Road - Bawley Point (PN 3723)

HPERM Ref: D22/459258

Convenor: David Pieresko

Attachments: 1. PN 3723 Plans [↓](#)

Recommendation

That:

1. This report be received for information.
2. The Committee note that, based on discussions with the Southern District Engineer and Transport for NSW, it has been decided to not proceed with the proposed centreline modifications. Additional W2-206 'CAUTION DRIVEWAYS' warning signage on both approaches along Bawley Point Road will be considered to enhance driver awareness and improve road safety at this location.

Background:

Shoalhaven City Council has received concerns regarding road safety issues along Bawley Point Road, Bawley Point. In particular, it has been brought to Council's attention that the section of permitted overtaking between Council Chainage Points (CH) 2.200km – 2.940km presents a potential risk of limited driver awareness with turning vehicles entering and exiting from private properties.

Council staff have recently conducted a sight distance inspection at this location (as per AS2890.1) and a technical assessment of the existing linemarking along this road (as per AS1742.2). As a result, Council is considering the modification of linemarking at this location.

Details of Submission:

The extent of this proposal would be to replace the 740m section of dividing barrier and separation linemarking (BS / S1) with double barrier linemarking (BB) between the above-mentioned chainage points.

The impact of this proposal will remove the opportunity to overtake in both directions along this section of Bawley Point Road. This will eliminate any potential driver confusion or risks to road safety created by vehicles turning into private properties conflicting with another vehicle attempting to overtake. Please note that access to driveways will not be affected by the proposal as residents and visitors are permitted to cross the BB centreline in order to enter and leave driveways (as per s134(3-1) of the NSW Road Rules).

Consultation:

Council commenced consultation with affected residents, businesses and the Bawley Point, Kioloa & Termeil Community Association. To date, Council has received no objections to this proposal.

Risk Implications:

This proposal will assist in reducing potential driver confusion and associated risks to road safety produced by vehicles turning into private properties conflicting with another vehicle attempting to overtake.

Financial Implications:

This proposal would be funded by Transport for NSW's Block Grant Funding allocated to Council for new signage and linemarking.

TC23.1 Bus Zone / Parking Restrictions - Moss Vale Road - Kangaroo Valley (PN 3732)

HPERM Ref: D23/31575

Convenor: David Pieresko

Attachments: 1. PN 3732 Plan [↓](#)

Recommendation (Item to be determined under delegated authority)

That:

1. TfNSW be advised that the Shoalhaven Traffic Committee has no objection to the proposed parking restrictions at Moss Vale Road, Kangaroo Valley as per Plan No. D23/31582;
2. The recommendation be noted by the Director City Services.

Background:

Council has received concerns from bus operators and residents regarding the safety around the bus stop at 2053 Moss Vale Road in Kangaroo Valley. Moss Vale Road is a TfNSW road and has similarly received the same concerns. Council and TfNSW have worked collaboratively to improve safety however TfNSW has jurisdiction.

Details of Submission:

The extent of this proposal would involve the installation of both “Bus Zone” and “No Parking” restrictions for approximately 24 metres, encompassing the bus shelter on the western side of the roadway outside 2053 Moss Vale Road.

The proposal is to install the following signage containing restrictions:

- R5-20 – “Bus Zone // 6:30 – 9:00AM // 3:00 – 5:30PM // School Days”,
- R5-40 – “No Parking // All Other Times”.

This proposal will allow the area to be safely utilised as a bus stop, without potential conflict with parked vehicles.

Consultation:

Council commenced consultation with affected residents, stakeholders and the Kangaroo Valley Community Consultative Body in December 2022 to discuss the proposal. To date, Council has received two submissions, both in support of the proposal.

Risk Implications:

This proposal will assist in facilitating unimpeded access to the bus stop, removing potential hazards to the safe operation of buses when setting down or picking up passengers. No further risks are associated with this project.

Financial Implications:

The signage for this proposal would be installed by Transport for NSW at their cost.

TC23.2 Signage, Linemarking and Traffic Control Facilities Plans - Lot 3 DP 851823 - 104 Taylors Lane, Cambewarra - MVRS URA Stage 2 - Sub-Stage 1A (PN 3733)

HPERM Ref: D23/38716

Convenor: David Pieresko

Attachments: 1. PN 3733 Plans [↓](#)

Recommendation (Item to be determined under delegated authority)

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed signage, linemarking and traffic control facilities associated with the development at Lot 3 DP 851823 – 104 Taylors Lane, Cambewarra (per development consent condition(s) 39 & 40), as per Plan No. D23/38731.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

Details

Applicant: Watersplash Lane Pty Ltd

Owner: Watersplash Lane Pty Ltd

104 Taylors Lane, CAMBEWARRA – Lot 3 DP 851823 – Residential Subdivision

As per Condition(s) 39 & 40 of the development consent (SF10804), the following is required:

39. Design Standards – Traffic Committee Referral

Prior to the issue of a Subdivision Works Certificate details of proposed traffic management and traffic control devices must be submitted to the satisfaction of Council for referral and endorsement of the Shoalhaven Traffic Committee.

Note: This process can take six to eight weeks.

40. Road Design Standards (Urban) – Greenfield Subdivision (modified by DS21/1301)

Prior to the issue of a Subdivision Works Certificate, certified road design engineering plans must be prepared by a professional engineer, (as defined in the National Construction Code) or surveyor and approved by the Certifier. The road design must comply with the following:

- a) Council's Engineering Design Specifications sections D1 – Geometric Road Design and D2 – Flexible Pavement Design.
- b) AUSTRROADS Design Requirements and Specifications.

- c) *In accordance with the concept general arrangement plans by GHD (Drawing No. 23-16416-C110 to C113, Revision E, dated 11/03/2021 and Drawing No. 23-16416-C114, Revision D, dated 18/12/2020) except where specified by relevant conditions of consent.*
- d) *Avoid trapped low points and ensure that overland flow is passed safely over public land.*
- e) *Design Vehicles – 14.5m rigid bus for all temporary and permanent bus routes.*
- f) *Local Area Traffic Management (LATM) devices to be provided on all roads that exceed the maximum street leg lengths outlined within Council's DCP Chapter G11. All LATM devices must be designed with consideration of the road's status as a bus route where relevant, and be in accordance with Chapter G11, Shoalhaven Development Control Plan 2014, Austroads Guidelines and/or AS1742.13.*
- g) *Integral kerb and gutter / layback kerb and gutter in accordance with Council's Standard Drawings.*
- h) *Frontages of all open space and linear park lots to be constructed with upright kerb and gutter.*
- i) *Subsoil drainage behind the kerb line on the high side of the road or both side if the cross fall is neutral or the road is in cut.*
- j) *A temporary vehicle turning area must be provided at the end of each terminating road and/or stage. The turning area must be designed to have a 9.5m radius for cul-de-sacs or to accommodate a medium rigid vehicle (MRV) as per AS2890.2 for a T-shaped turning head and be provided with a minimum pavement thickness of 200mm. The turning area is to be delineated by the use of guideposts at maximum 5m spacing with a D4-4A and/or D4-5 traffic signs at the end on the centreline. Access to private land is to be prevented though concrete barriers or similar obstructions. (modified by DS21/1301)*
- k) *Property boundaries at road intersections must have minimum 2m corner splays. The dimensions of splays on local access roads and other roads of a higher hierarchy must be based on the size of kerb returns needed to cater for the appropriate design vehicle. (modified by DS21/1301)*
- l) *A roundabout must be designed at the intersection of Road 15 and Road 20 in accordance with Austroads Guidelines. The roundabout must permit movements of 14.5m rigid buses and include raised concrete splitter islands and pedestrian facilities on all legs in accordance with Austroads Guide to Road Design Part 4B (Clause 4.5.4), and appropriate lighting, signage and line markings.*

A signage and line marking plan has been submitted to the Committee for consideration.

Consultation:

This Development Application had been on Public Exhibition between 25 November 2020 and 9 December 2020 with feedback requested from the community, directly affected residents and local community consultative body. During this period, Council had received **no submissions relating to the infrastructure proposed.**

Council's Planning and Development Services Team approved this development on 11 June 2021.

Risk Implications:

The proposed measures are expected to provide safe traffic management for this proposed subdivision. Furthermore, the works are stipulated in a valid development consent. Undue prevention of, delay to, or alteration to the completion of requirements of the consent may expose Council to legal action.

Access to and from **Road 21**, being a laneway, to be controlled by “No Right Turn” R2-6N(R) signage to ensure safe clearance from adjacent intersections when turning into and out of the laneway.

Financial Implications:

The proposed works are to be funded by the developer in accordance with the development consent. Following this, Council will be responsible for ongoing maintenance after the dedication of roads within the subdivision.

TC23.3 Signage, Linemarking and Traffic Control Facilities Plans - Lot 3 DP 851823 - 104 Taylors Lane, Cambewarra - MVRS URA Stage 2 - Sub-Stage 1B (PN 3734)

HPERM Ref: D23/38814

Convenor: David Pieresko

Attachments: 1. PN 3734 Plans [↓](#)

Recommendation (Item to be determined under delegated authority)

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed signage, linemarking and traffic control facilities associated with the development at Lot 3 DP 851823 – 104 Taylors Lane, Cambewarra (per development consent condition(s) 39 & 40), as per Plan No. D23/38818.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

Details

Applicant: Cambewarra Ventures

Owner: Cambewarra Ventures

104 Taylors Lane, CAMBEWARRA – Lot 3 DP 851823 – Residential Subdivision

As per Condition(s) 39 & 40 of the development consent (SF10804), the following is required:

39. Design Standards – Traffic Committee Referral

Prior to the issue of a Subdivision Works Certificate details of proposed traffic management and traffic control devices must be submitted to the satisfaction of Council for referral and endorsement of the Shoalhaven Traffic Committee.

Note: This process can take six to eight weeks.

40. Road Design Standards (Urban) – Greenfield Subdivision (modified by DS21/1301)

Prior to the issue of a Subdivision Works Certificate, certified road design engineering plans must be prepared by a professional engineer, (as defined in the National Construction Code) or surveyor and approved by the Certifier. The road design must comply with the following:

- a) Council's Engineering Design Specifications sections D1 – Geometric Road Design and D2 – Flexible Pavement Design.
- b) AUSTRROADS Design Requirements and Specifications.

- c) *In accordance with the concept general arrangement plans by GHD (Drawing No. 23-16416-C110 to C113, Revision E, dated 11/03/2021 and Drawing No. 23-16416-C114, Revision D, dated 18/12/2020) except where specified by relevant conditions of consent.*
- d) *Avoid trapped low points and ensure that overland flow is passed safely over public land.*
- e) *Design Vehicles – 14.5m rigid bus for all temporary and permanent bus routes.*
- f) *Local Area Traffic Management (LATM) devices to be provided on all roads that exceed the maximum street leg lengths outlined within Council's DCP Chapter G11. All LATM devices must be designed with consideration of the road's status as a bus route where relevant, and be in accordance with Chapter G11, Shoalhaven Development Control Plan 2014, Austroads Guidelines and/or AS1742.13.*
- g) *Integral kerb and gutter / layback kerb and gutter in accordance with Council's Standard Drawings.*
- h) *Frontages of all open space and linear park lots to be constructed with upright kerb and gutter.*
- i) *Subsoil drainage behind the kerb line on the high side of the road or both side if the cross fall is neutral or the road is in cut.*
- j) *A temporary vehicle turning area must be provided at the end of each terminating road and/or stage. The turning area must be designed to have a 9.5m radius for cul-de-sacs or to accommodate a medium rigid vehicle (MRV) as per AS2890.2 for a T-shaped turning head and be provided with a minimum pavement thickness of 200mm. The turning area is to be delineated by the use of guide posts at maximum 5m spacing with a D4-4A and/or D4-5 traffic signs at the end on the centreline. Access to private land is to be prevented though concrete barriers or similar obstructions. (modified by DS21/1301)*
- k) *Property boundaries at road intersections must have minimum 2m corner splays. The dimensions of splays on local access roads and other roads of a higher hierarchy must be based on the size of kerb returns needed to cater for the appropriate design vehicle. (modified by DS21/1301)*
- l) *A roundabout must be designed at the intersection of Road 15 and Road 20 in accordance with Austroads Guidelines. The roundabout must permit movements of 14.5m rigid buses and include raised concrete splitter islands and pedestrian facilities on all legs in accordance with Austroads Guide to Road Design Part 4B (Clause 4.5.4), and appropriate lighting, signage and line markings.*

A signage and line marking plan has been submitted to the Committee for consideration.

Consultation:

This Development Application had been on Public Exhibition between 25 November 2020 and 9 December 2020 with feedback requested from the community, directly affected residents and local community consultative body. During this period, Council had received **no submissions relating to the infrastructure proposed.**

Council's Planning and Development Services Team approved this development on 11 June 2021.

Risk Implications:

The proposed measures are expected to provide safe traffic management for this proposed subdivision. Furthermore, the works are stipulated in a valid development consent. Undue prevention of, delay to, or alteration to the completion of requirements of the consent may expose Council to legal action.

Access to and from **Road 18**, being a laneway, to be controlled by “No Right Turn” R2-6N(R) signage to ensure safe clearance from adjacent intersections when turning into and out of the laneway.

Financial Implications:

The proposed works are to be funded by the developer in accordance with the development consent. Following this, Council will be responsible for ongoing maintenance after the dedication of roads within the subdivision.

TC23.4 Signage, Linemarking and Traffic Control Facilities Plans - Lot 6 DP 1256748 - 126 Taylors Lane, Cambewarra - MVRS URA Stage 4 (PN 3735)

HPERM Ref: D23/39374

Convenor: David Pieresko

Attachments: 1. PN 3735 Plans [↓](#)

Recommendation (Item to be determined under delegated authority)

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed signage, linemarking and traffic control facilities associated with the development at Lot 6 DP 1256748 – 126 Taylors Lane, Cambewarra (per development consent condition(s) 42 & 44), as per Plan No. D23/39388.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

Details

Applicant: MAKER Eng Pty Ltd

Owner: Newquest Property Pty Ltd

126 Taylors Lane, CAMBEWARRA – Lot 6 DP 1256748 – Residential Subdivision

As per Condition(s) 42 & 44 of the development consent (SF10895), the following is required:

42. Design Standards – Traffic Committee Referral

Prior to the issue of a Subdivision Works Certificate, details of proposed traffic management and traffic control devices must be submitted to the satisfaction of Council for referral and endorsement of the Shoalhaven Traffic Committee.

Note: This process can take six to eight weeks.

44. Road Design Standards (Urban) – Greenfield Subdivision

Prior to the issue of a Subdivision Works Certificate, certified road design engineering plans must be prepared by a professional engineer, (as defined in the National Construction Code) or surveyor and approved by the Certifier. The road design must comply with the following:

- a) Council's Engineering Design Specifications sections D1 – Geometric Road Design and D2 – Flexible Pavement Design.
- b) AUSTRROADS Design Requirements and Specifications.

- c) *In accordance with the concept general arrangement plans by Maker ENG (Drawing No. MKR00273-10-C010 to C011, Revision 6, dated 13/10/2022) except where specified by relevant conditions of consent.*
- d) *The Taylors Lane frontage for the development must be designed and constructed as part of Stage 1 of the development in accordance with DCP Chapter NB3 and adjoin the alignment from other stages of the URA. The design must include the half carriageway width, parking bays, footpath, verge embellishments, etc.).*
- e) *Design Vehicles – 14.5m rigid bus for all temporary and permanent bus routes (as identified under Council's DCP Chapter NB3) and 8.8m service vehicle for all other roads.*
- f) *Local Area Traffic Management (LATM) devices to be provided on all roads that exceed the maximum street leg lengths outlined within Council's DCP Chapter G11. All LATM devices must be designed with consideration of the road's status as a bus route where relevant, and be in accordance with Chapter G11, Shoalhaven Development Control Plan 2014, Austroads Guidelines and/or AS1742.13. All LATM devices require a specialised pavement design for the approaches.*
- g) *Integral kerb and gutter / layback kerb and gutter in accordance with Council's Standard Drawings.*
- h) *Frontages of all open space lots to be constructed with upright kerb and gutter.*
- i) *Subsoil drainage behind the kerb line on the high side of the road or both side if the cross fall is neutral or the road is in cut.*
- j) *A temporary vehicle turning area must be provided at the end of each stage. The turning area must be designed to have a 9.5m radius and a minimum pavement thickness of 200mm. The turning area is to be delineated by the use of guide posts at maximum 5m spacing with a D4-4A sight board at the end on the centreline. The western termination of Road 03 and the southern termination of Road 12 are to be terminated by concrete barriers and D4-4A signage to prevent unauthorised access.*
- k) *Property boundaries at road intersections must have minimum 2m x 2m corner splays. The dimensions of splays on local access roads and other roads of a higher hierarchy must be based on the size of kerb returns needed to cater for the appropriate design vehicle.*

A signage and line marking plan has been submitted to the Committee for consideration.

Consultation:

This Development Application had been on Public Exhibition between 6 October 2021 and 20 October 2021 with feedback requested from the community, directly affected residents and local community consultative body. During this period, Council had received **no submissions relating to the infrastructure proposed.**

Council's Planning and Development Services Team approved this development on 22 December 2022.

Risk Implications:

The proposed measures are expected to provide safe traffic management for this proposed subdivision. Furthermore, the works are stipulated in a valid development consent. Undue prevention of, delay to, or alteration to the completion of requirements of the consent may expose Council to legal action.

Financial Implications:

The proposed works are to be funded by the developer in accordance with the development consent. Following this, Council will be responsible for ongoing maintenance after the dedication of roads within the subdivision.

TC23.5 Proposed Parking Signage Modifications - Princes Highway - Milton (PN 3737)

HPERM Ref: D23/40070

Convenor: David Pieresko

Attachments: 1. PN 3737 Plans [↓](#)

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed removal of the redundant 'Mail Zone' signage and replacement with equivalent time restricted parking signage on the Princes Highway, Milton as per Plan No. D23/40154
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

TC23.5

Background:

Shoalhaven City Council has received concerns regarding parking restrictions along the Princes Highway, Milton. As the Post Office has been relocated to Wason Street, the existing 'Mail Zone' parking signage along the Princes Highway is no longer required.

As such, Council is considering the modification of parking signage at this location.

Details of Submission:

The extent of this proposal would be to remove the existing 'Mail Zone' parking restrictions on the north-eastern side of the Princes Highway and replace with 1P timed parking signage. This would be an extension of the existing parking restrictions along this side of the Princes Highway and would be active during the same hours of operation (i.e. 8:30am – 5:30pm on Monday – Friday and 8:30am – 12:30pm on Saturday).

As a result of this proposal, there will be an increase of three time restricted parallel parking spaces provided along the Princes Highway, in place of the redundant Mail Zone.

Consultation:

Council commenced consultation with affected residents, businesses and the Milton 2538 Community Consultative Body between December 2022 and January 2023 to discuss the proposal. To date, Council has received two submissions in favour of the proposal.

Risk Implications:

This proposal would improve parking efficiency through the removal of the redundant 'Mail Zone' signage and replacement with equivalent timed parking signage.

Financial Implications:

This proposal would be funded by Transport for NSW's Block Grant Funding allocated to Council for new signage and linemarking.

TC23.6 Proposed Relocation of Parking Spaces - Camden Street - Ulladulla (PN 3738)

HPERM Ref: D23/40196

Convenor: David Pieresko

Attachments: 1. PN 3738 Plans [↓](#)

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed signage and linemarking modifications to Camden Street, Ulladulla as per Plan No D23/40547.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411.

Background:

Shoalhaven City Council has received concerns regarding emergency access to the Ulladulla High School's northern ovals from Camden Street, Ulladulla. In the event of an emergency, where Ambulances may be required to access the northern ovals on site, there is currently no dedicated parking spaces or restricted zone to provide this access. Council staff have recently inspected this location, taking note of the existing condition and signage along the road.

From these investigations, Council is considering the modification of parking spaces at this location.

Details of Submission:

The extent of this proposal would be to relocate the 'No Stopping' parking restrictions on the eastern side of Camden Street by two parking spaces south of the kerb blister at this location. This restricted parking area will then be delineated with yellow hatched linemarking to highlight the clearance area. Future works will remove the existing upright kerb and replace with a 3m wide layback driveway to provide direct access to the High School's gate into the northern ovals.

As a result of this proposal, there will be a reduction of two parking spaces on the eastern side of Camden Street.

Consultation:

Council commenced consultation with affected residents, the Ulladulla High School, bus companies and the Ulladulla and Districts Community Forum between December 2022 and January 2023 to discuss the proposal. To date, Council has received two submissions in favour of the proposal.

Risk Implications:

The impact of this proposal will remove two angled parking spaces on the eastern side of Camden Street, to ensure permanent access to the High School's ovals for emergency purposes.

Financial Implications:

This proposal would be funded by Transport for NSW's Block Grant Funding allocated to Council for new signage and linemarking.

TC23.7 Proposed Intersection Improvements - McArthur Drive & Jervis Bay Road - Falls Creek (PN 3739)

HPERM Ref: D23/40742

Convenor: David Pieresko

Attachments: 1. PN 3739 Plans [↓](#)

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed intersection improvements at McArthur Drive and Jervis Bay Road, Falls Creek, as per Plan No D23/41158.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411.

Background:

Shoalhaven City Council has received concerns regarding road safety at the intersection of McArthur Drive and Jervis Bay Road, Falls Creek. Council staff have recently inspected this location, taking note of the existing condition, signage and linemarking at the intersection.

From these investigations, Council is considering road safety improvements to this intersection.

Details of Submission:

The extent of this proposal would be to upgrade the intersection with a Channelised Right-turn treatment (CHR) for southbound vehicles along Jervis Bay Road to access McArthur Drive. An Auxiliary Left- turn treatment (AUL) will also be considered for northbound vehicles along Jervis Bay to access McArthur Drive. Modifications to the centreline and installation of chevron pavement markings will also be considered for this proposal.

Consultation:

Council commenced consultation with affected residents and the Huskisson Woollamia Community Voice between January and February 2023 to discuss the proposal. To date, Council has received three submissions, consisting of two in favour and one opposed to this proposal.

The submissions received raised concerns regarding vehicle speeds along Jervis Bay Road and limited sight distance at the intersection. From this, there were requests made for Council to consider the reduction of the existing 80km/h speed limit along Jervis Bay Road and the installation of speed cameras and convex mirrors at the intersection.

Residents who raised these concerns as part of the consultation were notified that the responsibility of reviewing and modifying speed zones on all roads within New South Wales comes under the control of Transport of NSW (TfNSW). Subsequently, it was suggested to

make a separate submission to request a speed zone investigation with TfNSW via the Safer Roads NSW website.

Similarly, residents were notified that TfNSW is responsible for the deployment of mobile speed cameras on all roads. Residents were directed to make a separate submission to request a mobile speed camera at this location via the Safer Roads NSW website.

Residents were also notified that Council does not support the installation of new convex mirrors. This is due to several inherent problems with convex mirrors, such as distorting the image, speed and distance of an object being viewed. With these concerns in mind, the installation of a convex mirror at this location would potentially be more detrimental than beneficial.

Lastly, residents raised concerns regarding the scope of the works impacting private property and limiting access to No. 3 Stapleton St (No. 3 Lot 49 on the plan). No impact is foreseen as per the proposed plan, but this will be investigated and addressed in the detailed design to ensure access is maintained.

Risk Implications:

The impact of this proposal will improve road safety and provide dedicated turning lanes for vehicles wishing to access McArthur Drive on both northbound and southbound approaches along Jervis Bay Road. As indicated above, this design will not restrict access to properties with driveways fronting Jervis Bay Road.

Financial Implications:

This proposal is subject to the acquisition funding for the intersection improvement works.

