

Shoalhaven Traffic Committee

Meeting Date: Tuesday, 11 March, 2025
Location: Manyana Meeting Room, City Administrative Centre, Bridge Road, Nowra
Time: 9.30am

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.

Agenda

1. Apologies

2. Confirmation of Minutes

- Shoalhaven Traffic Committee - 11 February 2025

3. Business Arising from Previous Minutes

4. Reports of the Convenor

TC25.2	No Stopping (Intersection) - Host Place - Ford Street - Berry (PN 3828).....	1
TC25.3	No Stopping (Emergency Vehicles Excepted) - Currambene Street - Huskisson (PN 3829)	4
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TC25.5	Signage & Linemarking - Lot 2 DP 24022 - 3-5 Shepherd Street - Mollymook - DA22/1143 (PN 3831).....	10
TC25.6	Give Way Controls (intersection) - Lot 3 DP 609294 - Yanderra / Bangalee Road - Tapitallee - SF10664 (PN 3832)	13
TC25.7	Private Use of Public Car Parking Spaces - Lot 51 DP 625969 - 41 Berry Street - Nowra - (PN 3833)	16
TC25.8	Signs, Lines & Median Island - Lot 6 Sec 9 DP 758530 - 44 Duncan / Keppel St - Huskisson - DA19/1841 (PN 3834)	36

5. General Business

Note: The next meeting will be held on Tuesday 8 April 2025.

Membership

Mr Micaiah Tipton – Convenor
Clr Peter Wilkins
Clr Patricia White
Mr Brad Ross – TfNSW
Ms Donna Binns – TfNSW
Insp. Nathan Atfield – NSW Police
Insp. David Cockram – NSW Police
Sgt Simon Pugh – NSW Police
Ms Liza Butler MP for South Coast (or representative)
Mr Jake Khourey - MP for South Coast Representative
Mr Gareth Ward – MP for Kiama (or representative)
Mr Stuart Coughlan - MP for Kiama Representative

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](#)

TC25.2 No Stopping (Intersection) - Host Place - Ford Street - Berry (PN 3828)

HPERM Ref: D25/82293

Convenor: David Pieresko

Attachments: 1. D25/82301 - Signage Plan/Swept Path

Reason for Report:

The reason for this report is to seek Shoalhaven Traffic Committee approval for the proposed 'No Stopping' signage at the intersection of Host Place and Ford Street, Berry as per Plan No. D25/82301.

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' signage at the intersection of Host Place and Ford Street, Berry as per Plan No. D25/82301;
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

Background:

Shoalhaven City Council was requested by local residents to complete an investigation into potential parking restrictions at the intersection of Host Place / Ford Street, Berry. Council is proposing the installation of regulatory signage to outline 'No Stopping' at any time around the bend. This will allow for unimpeded turning movements and clear roadways along this section. See attached plan for further details.

Details of Submission:

Proposed change to parking conditions:

- 'No Stopping': Proposed 24.50 metres of regulatory 'No Stopping' signage at the intersection of Host Place / Ford Street, Berry.

Consultation:

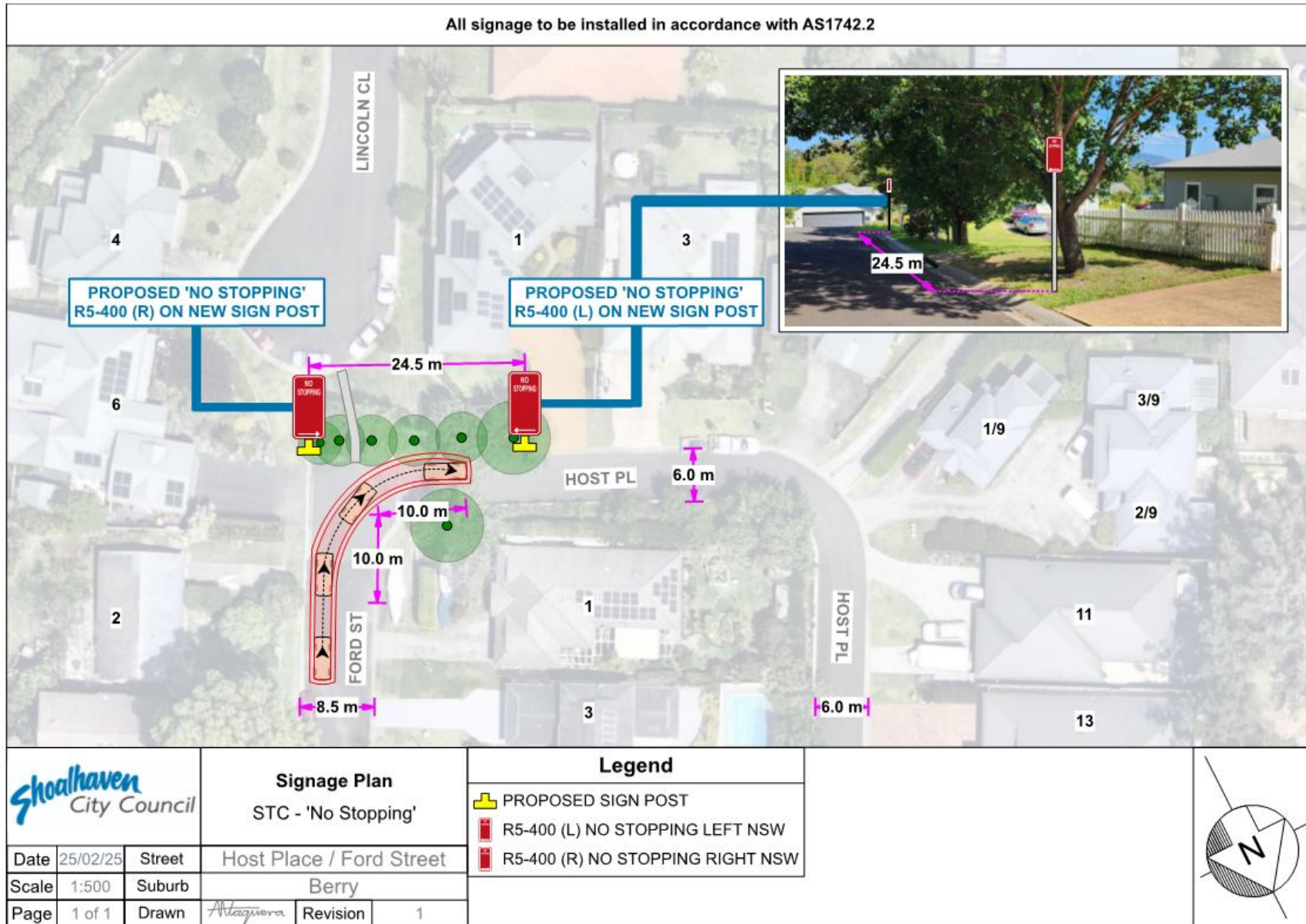
Consultation was undertaken with adjacent residents and the Berry Forum and closed on 28 February 2025. Four submissions were received. Three were in favour of the proposal, and one 'mixed' response to the proposal. The 'mixed' response approved of the length of 'No Stopping' but would like to see parking investigations into Lincoln Close, as a result of this 'loss' of parking (pushing vehicles to park at the cul-de-sac).

Risk Implications:

By installing the recommended 'No Stopping' signage, Council aims to clearly delineate parking restrictions, improve turning movements and create unimpeded roadways at the intersection.

Financial Implications:

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



TC25.3 No Stopping (Emergency Vehicles Excepted) - Currambene Street - Huskisson (PN 3829)

HPERM Ref: D25/82419

Convenor: David Pieresko

Attachments: 1. D25/82442 - Signage Plan

Reason for Report:

The reason for this report is to seek Shoalhaven Traffic Committee approval for the proposed 'No Stopping' (Emergency Vehicles Excepted) in Currambene Street, Huskisson as per Plan No. D25/82442.

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' (Emergency Vehicles Excepted) in Currambene Street, Huskisson as per Plan No. D25/82442
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 been requested to investigate potential parking changes along Currambene Street, Huskisson. Council is proposing the installation of regulatory signage to outline 'No Stopping' (Emergency Vehicles Excepted) parking conditions near the existing Marine Rescue Jervis Bay dispatch point. This will allow Marine Rescue officers to promptly respond to any emergency situations. See attached plan for further details.

Details of Submission:

Proposed change to parking conditions:

- 'No Stopping' (Emergency Vehicles Excepted): Proposed regulatory 'No Stopping' (Emergency Vehicles Excepted) signage to replace **ONE** existing standard timed restricted 2-hour (2P) angled parking space.

Consultation:

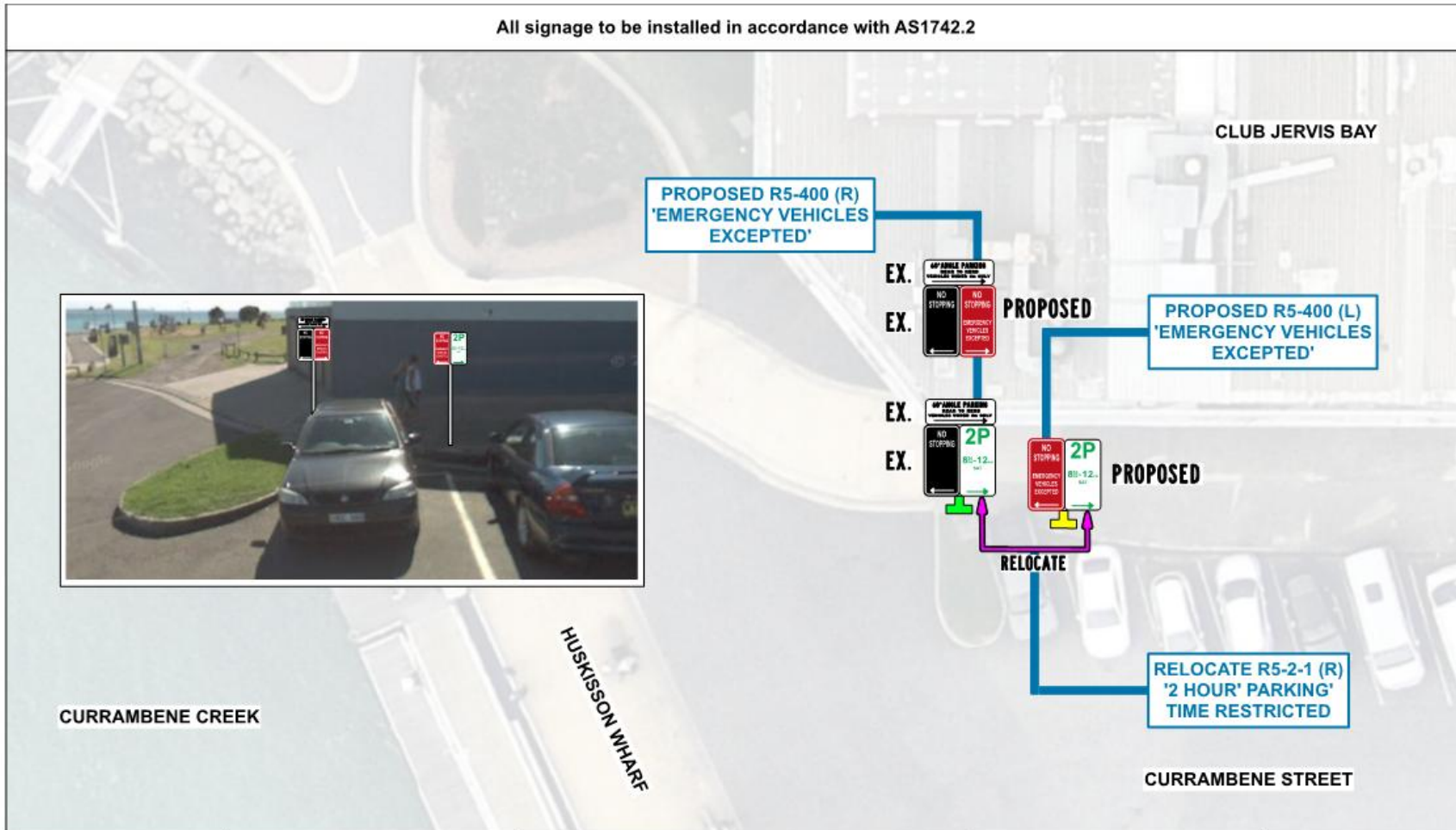
Consultation was undertaken with and the Huskisson Woollamia Community Voice and closed on 21 February 2025. One submission was received. The one response was in favour of the proposal.

Risk Implications:

By installing the recommended 'No Stopping' signs, Council aims to clearly mark a parking area that enables emergency vehicles to respond promptly and effectively in case of an emergency, particular during peak visitor times in Huskisson.

Financial Implications:

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



			Signage Plan			Legend			
			Traffic Committee Plan			<ul style="list-style-type: none"> EXISTING SIGN POST PROPOSED NEW SIGN POST R5-2-1 (R) PARKING 2 HOURS RIGHT + TIME R5-400 (L) 'EMERGENCY VEHICLES EXCEPTED' R5-400 (R) 'EMERGENCY VEHICLES EXCEPTED' 			
Date	25/02/25	Street	Currambene Street						
Scale	1:200	Suburb	Huskisson						
Page	1 of 1	Drawn	<i>Attaguerra</i>	Revision	N/A				

TC25.4 No Stopping (Removal) - Patrina Circuit - St Georges Basin (PN 3830)

HPERM Ref: D25/83326

Convenor: David Pieresko

Attachments: 1. D25/83331 - Signage & Linemarking Plan

Reason for Report:

The reason for this report is to seek Shoalhaven Traffic Committee approval for the proposed removal of 'No Stopping' restrictions along Patrina Circuit, St Georges Basin as per Plan No. D25/83331.

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 'No Stopping' restrictions along Patrina Circuit, St Georges Basin as per Plan No. D25/83331.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

Background:

Shoalhaven City Council was requested to complete an investigation in relation to the potential removal of existing parking restrictions along Patrina Circuit, St Georges Basin. Council is proposing the removal of regulatory signage and linemarking outlining 'No Stopping' at the flat top speed humps. This solution will comply with Australian Standards and allow for unrestricted parking conditions at this location.

Details of Submission:

Proposed change to parking conditions:

- 'No Stopping': Proposed removal of regulatory 'No Stopping' signage and linemarking at the flat top speed humps along Patrina Circuit.

This will result in un-restricted parking areas along and surrounding the existing flat top speed humps.

Consultation:

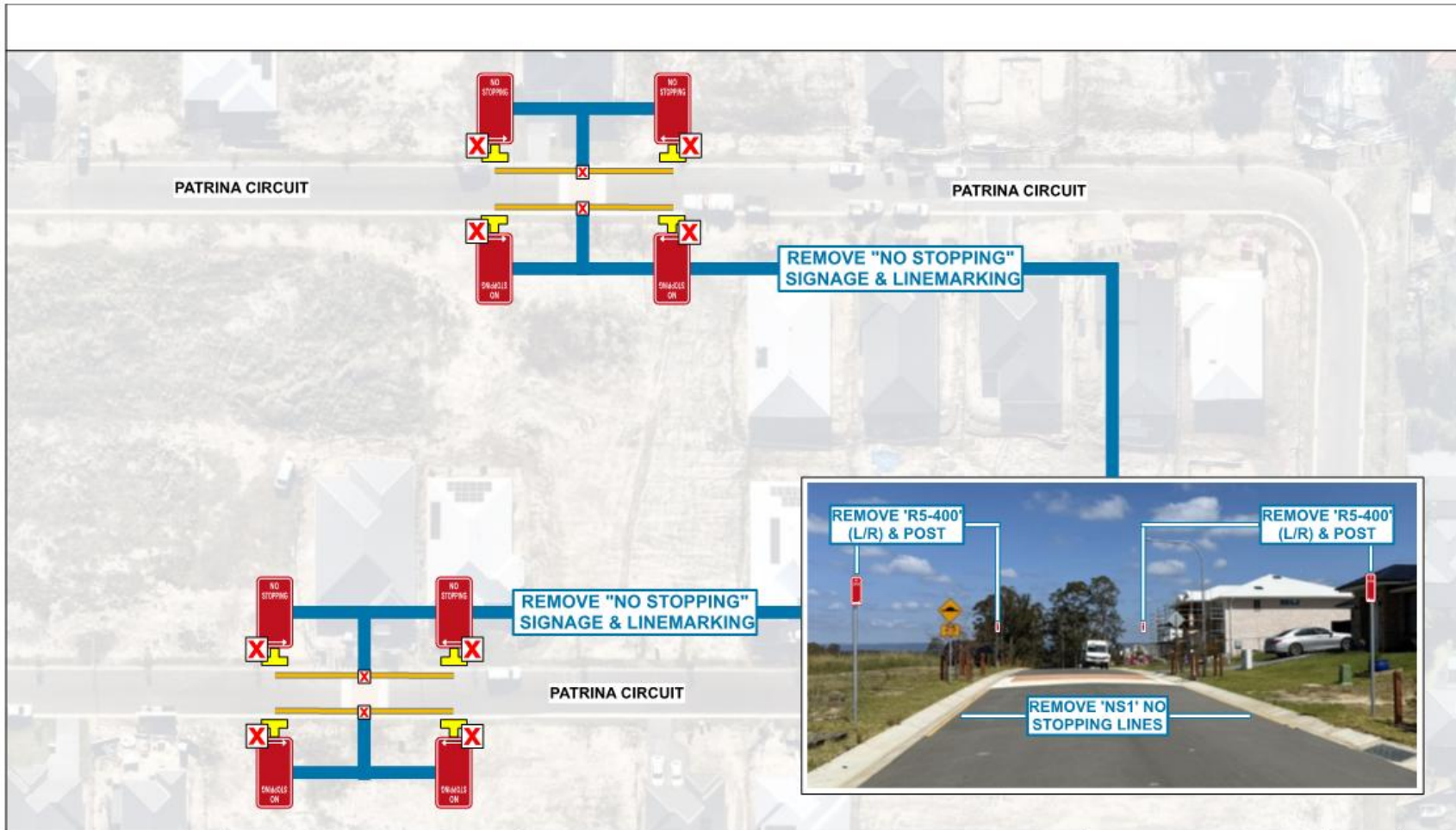
Consultation was undertaken with and the Basin Villages Forum and closed on 28 February 2025. Two submissions were received. Both responses were in favour of the proposal.

Risk Implications:

By removing the recommended 'No Stopping' signage and linemarking, Council aims to increase on-street parking, allowing residents and visitors to park unimpeded along and surrounding the existing flat top speed humps.

Financial Implications:

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



		Signage & Linemarking Plan Removal of 'No Stopping'		Legend ■ REMOVE EX. NO STOPPING LINE (NS1) - GOLDEN YELLOW ■ REMOVE EX. R5-400(L) NO STOPPING LEFT NSW ■ REMOVE EX. R5-400(R) NO STOPPING RIGHT NSW T REMOVE EX. SIGN POST			
Scale 1:750	Suburb St Georges Basin	Drawn <i>Antagniera</i>	Revision	N/A			
Page 1 of 1							

TC25.5 Signage & Linemarking - Lot 2 DP 24022 - 3-5 Shepherd Street - Mollymook - DA22/1143 (PN 3831)

HPERM Ref: D25/83592

Convenor: David Pieresko

Attachments: 1. D25/83599 - Signage & Linemarking Plan

Reason for Report:

The reason for this report is to seek Shoalhaven Traffic Committee approval for the proposed signage and linemarking associated with the development application (DA22/1143) at 3-5 Shepherd Street, Mollymook as per Plan No. D25/83599.

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 associated with the development application (DA22/1143) at 3-5 Shepherd Street, Mollymook as per Plan No. D25/83599.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

Background:

APPLICANT: Ms Lin Zhu

OWNER: Ms Lin Zhu

3-5 Shepherd Street, Mollymook - Lot 2 DP 24022 – Multi Dwelling Housing

Traffic Committee’s approval is being sought for the proposed relocation to regulatory signage, and linemarking associated with development application (DA22/1143) for 9 multi-dwelling units at 3-5 Shepherd Street, Mollymook.

As per Condition(s) (1(b)) of the deferred commencement condition, the following is required:

1. Deferred Commencement

...

(b) An application must be made to Shoalhaven City Council to have the ‘No Stopping Area’ (extending approximately 20 metres along Shepherd Street adjacent to the frontage of site) removed or relocated to accommodate kerbside waste collection for the end use of the approved development in accordance with the approved Waste Management Plan.

If Council does not approve to have the “No Stopping Area” removed or relocated, then a suitable on-site waste servicing arrangement through a

private commercial waste contractor will be required to service the development. If this is the case, a revised Waste Management Plan which includes details of this arrangement must be provided to Council for approval.

Reason: *The proposed Waste Management Plan is totally reliant on Council consenting to the relocation/removal of the No-Stopping Sign. If Council does not consent to this, the Waste Servicing arrangements need to be re-considered.*

Details of Submission:

This proposal involves the relocation of regulatory 'No Stopping' signage and linemarking as per Condition(s) (1(b)) of the deferred commencement condition to assist with delineating on-street parking.

- Relocation of existing 'No Stopping' signage 10 metres north (towards existing roundabout)
- 75 metres of white Edge Line (EL1) linemarking, as per the attached plan.

Consultation:

This Development Application (DA22/1143) was on public exhibition between 18 February 2022 and 5 March 2022 and was extended for an additional four weeks. Revised civil plans were then issued to respondents on 28 February 2023 for further feedback. No submissions regarding signage and linemarking were received. Council approved this application on 23 August 2023.

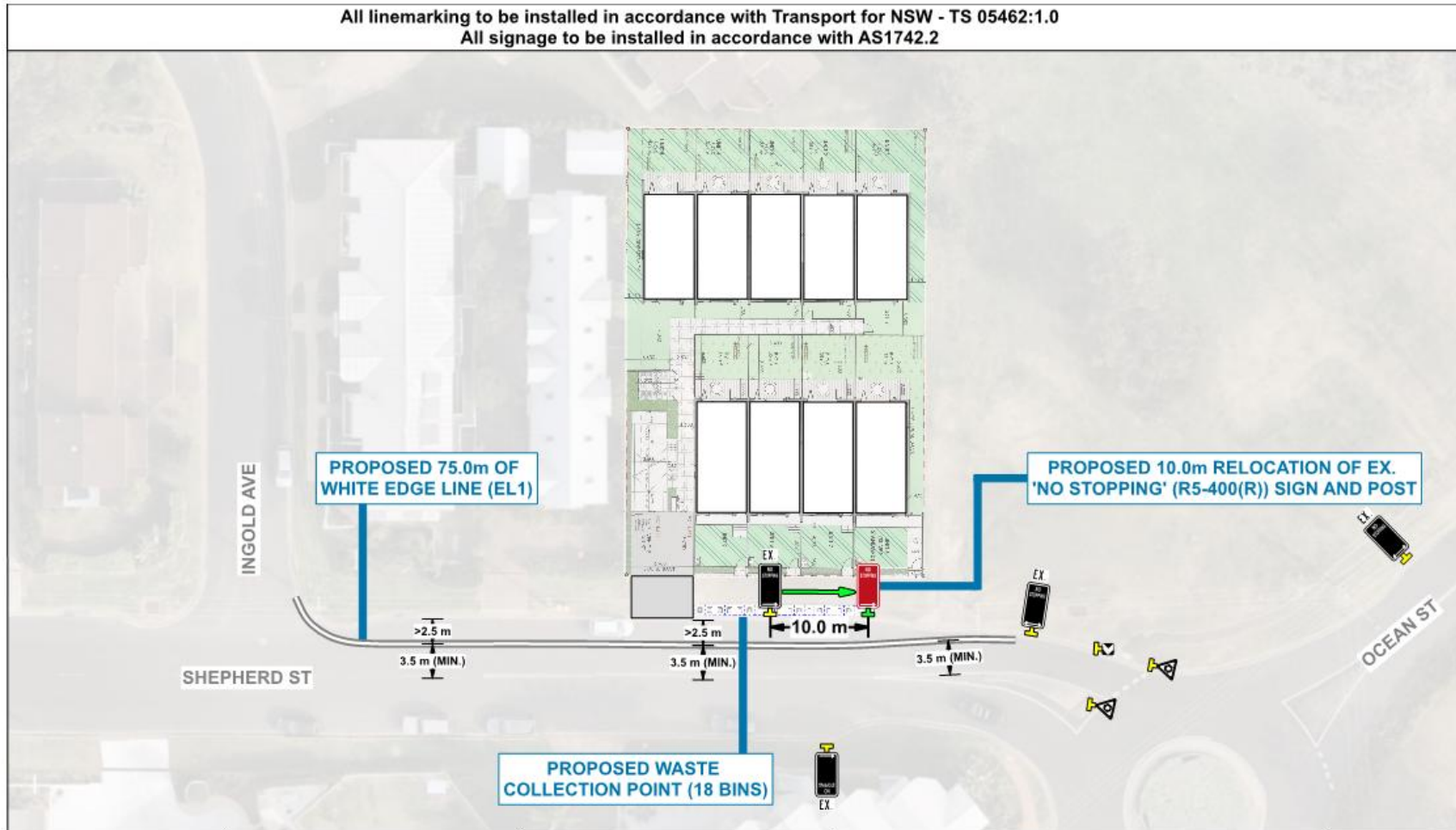
Risk Implications:

This proposal enables kerbside waste collection for the development. This may result in traffic/parking congestion, particularly on waste pick-up days. The signage and linemarking aim to reduce the effect that this will have on the rest of the traffic network.

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 implementation of this proposal will be funded by the private developer and there will be no financial implications to Council for construction. However, Council will be responsible for the ongoing maintenance of these assets.



		Signage & Linemarking Plan DA22/1143 - 'No Stopping'			Legend ■ EDGE LINE (EL1) - WHITE 📍 EXISTING SIGN POST 🚫 R5-400 (L) NO STOPPING LEFT NSW 🚫 R5-400 (R) NO STOPPING RIGHT NSW 🚫 R5-400 NO STOPPING NSW 📍 RELOCATED SIGN POST		DA22/1143 LUCY LUG 3-5 SHEPHERD STREET, MOLLYMOOK CONDITION 1b) APPLICATION		
		Date 14/02/25 Scale 1:500 Page 1 of 1	Street 3-5 Shepherd Street Suburb Mollymook Drawn <i>Antagonera</i>	Revision N/A					

TC25.6 Give Way Controls (intersection) - Lot 3 DP 609294 - Yanderra / Bangalee Road - Tapitallee - SF10664 (PN 3832)

HPERM Ref: D25/86382

Convenor: David Pieresko

Attachments: 1. D25/86390 - Signage & Linemarking Plan

Reason for Report:

The reason for this report is to seek Shoalhaven Traffic Committee approval for the proposed Give Way signage and linemarking associated with the development application (SF10664) at Yanderra Road / Bangalee Road, Tapitallee as per Plan No. D25/86390.

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed Give Way signage and linemarking associated with the development application (SF10664) at Yanderra Road / Bangalee Road, Tapitallee as per Plan No. D25/86390.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

Background:

APPLICANT: Allen Price Pty Ltd

Yanderra Road / Bangalee Road, Tapitallee - Lot 3 DP 609294– Eight Lot Residential Subdivision

As part of SF10664 for the residential subdivision of 8 lots at 1 - 3 Bangalee Rd, Tapitallee Shoalhaven Traffic Committee approval is being sought for the formalisation of Give Way intersection controls (with associated linemarking) at Bangalee Road and Yanderra Road. Additional tree removal and shoulder grading is proposed at the intersection to improve sight distance to compliant levels as per Part 4A of Austroads Guide to Road Design.

As per Condition(s) (27(a,b,c,d)) of the conditions of consent, the following is required:

27. The intersection of Bangalee Road and Yanderra Road must be upgraded to comply with the following:

a) The sight distance for all vehicles utilising the intersection is to comply with relevant Australian Standards and AUSTRROADS guidelines.

b) Include a sign and line marking plan with provisions for a giveaway sign and a yield line with 20 metre barrier line along the centre of Yanderra Road.

c) Generally, in accordance with the Concept Engineering Design, Ref. No: N27275- 404 Rev. P8 by Allen Price and Scarratts Pty Ltd on 19/3/2020.

d) An alternative design as approved by Council.

Details of Submission:

This proposal involves the installation of regulatory 'Give Way' signage and linemarking as per Condition(s) (27(a,b,c,d)) of the conditions of consent,

- Proposed installation of 'Give Way' signage and linemarking.
- Proposed tree removal and shoulder grading at the intersection to improve sight distance to compliant levels.

Consultation:

This Development Application (SF10664) was on public exhibition between 13 March 2018 and 28 March 2018. Submissions were received regarding safe access and the restricted carriageway of Bangalee Road. This enabled Council to re-assess the limited sight distance at the intersection of Yanderra Road. Referral comments between the Council's Traffic and Transport Unit and Development Engineers confirmed the need for this intersection to be improved by 'Give Way' controls or similar. This led to the above condition being imposed in the consent.

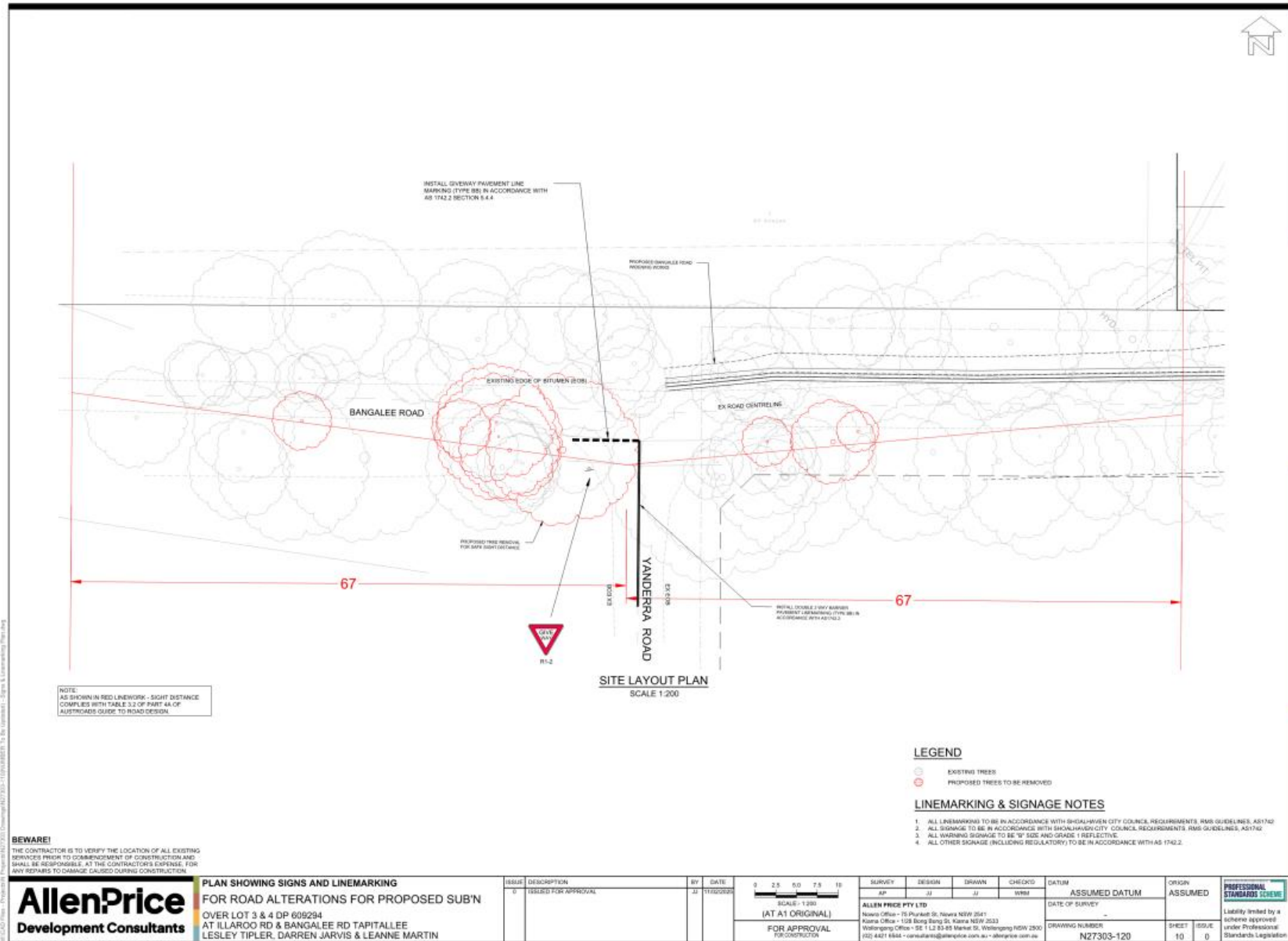
Risk Implications:

The proposed works aim to enhance visibility and safety at the intersection of Yanderra Road and Bangalee Road.

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 implementation of this proposal will be funded by the private developer and there will be no financial implications to Council for construction. However, Council will be responsible for the ongoing maintenance of these assets.



TC25.7 Private Use of Public Car Parking Spaces - Lot 51 DP 625969 - 41 Berry Street - Nowra - (PN 3833)

HPERM Ref: D25/86884

Convenor: David Pieresko

Attachments: 1. D25/86887 - Traffic Management Plan (TMP) & Traffic Guidance Scheme (TGS)

Reason for Report:

The reason for this report is to seek Shoalhaven Traffic Committee approval for the proposed Private Use of Public Car Parking Spaces associated with remediation works at 41 Berry Street, Nowra as per Plan No. D25/86887.

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed Private Use of Public Car Parking Spaces associated with remediation works at 41 Berry Street, Nowra as per Plan No. D25/86887.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

Background:

APPLICANT: Abril Building Solutions Pty Ltd

OWNER: Roxy Enterprises Pty Ltd

41 Berry Street, Nowra - Lot 51 DP 625969 – Private Use of Public Car Parking Spaces

Traffic Committee's approval is being sought for the proposed Private Use of Public Car Parking Spaces associated with remediation works at 41 Berry Street, Nowra. The works are expected to be concluded by end of June 2025.

The proposed construction will require altered traffic arrangements throughout the duration of its activities with the closure of public car parking and traffic restrictions. The proposed Management Plan (TMP) and Traffic Guidance Schemes (TGS) are attached for the committees' consideration.

Details of Submission:

1. Car Park Closure

February 2025 until June 2025

The closure of six public parking spaces at the rear of the Roxy Cinema is requested.

2. Major Features in the Area:

TC25.7

The property is located within Nowra CBD. Several facilities are located within the vicinity of the site which are used by the public, which might be impacted by construction vehicles, trucks, or the use of different construction equipment. Construction vehicles are to follow the guidelines in the TMP/TGS document to minimise the impact on local communities and the required permits are to be obtained from all involved authorities for the use of any construction equipment.

3. Transportation and Access

No impacts to public transport are expected as a result of these measures as the works will not involve any use of trafficable roads.

4. Emergency Services

Access along Berry Street will be maintained throughout the project. Priority will be given to emergency vehicles.

Consultation:

These were unplanned works resulting from unexpected damage to the Roxy Cinema building. As such, no consultation has been undertaken for these emergency works.

Risk Implications:

The proposed TMP/TGS documentation was prepared to provide a safe work procedure for the interaction of this worksite with other carpark users. Pedestrian access is to be maintained throughout all stages with traffic control and traffic control signage to be provided to assist in safely directing pedestrians around the worksite.

Financial Implications:

This construction is funded by the applicant (Abril Building Solutions Pty Ltd) and there will be no financial implications to Council.

ACCREDITED

AFFORDABLE

ASSURANCE

AAA TRAFFIC — CONTROL —

Traffic Management Plan



Transport
for NSW



(creditor)watch
member

AAA Traffic Control Pty Ltd

ABN 53 648 829 994
10 Coventry Pl, Mount Druitt NSW 2770
(02) 9675 7731
info@aaatraficcontrol.com.au

TC25.7 - Attachment 1

Traffic Management Plan

Residential Development at:

41 Berry St, Nowra

Prepared For:

AAA Traffic Control Pty Ltd

Document Number:

TMP13194

RMS Prepare a Work Zone Traffic Management Plan Certificate#:

TCT1049763

Date:

Thursday 27th of February 2025

Prepared by:

Yada Bokany



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ACCREDITED
AFFORDABLE
ASSURANCE

ACCREDITED BY:



Transport
for NSW



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1. Introduction

AAA Traffic Control Pty Ltd has been engaged Abril Building Solutions Pty Ltd to undertake a Traffic Management Plan at the subject site on 41 Berry St, Nowra. This Document is prepared to provide a safe work procedure regarding local traffic, pedestrians and neighbouring residents or businesses which might be impacted by this project. This is a requirement to satisfy the needs of the Local Council.

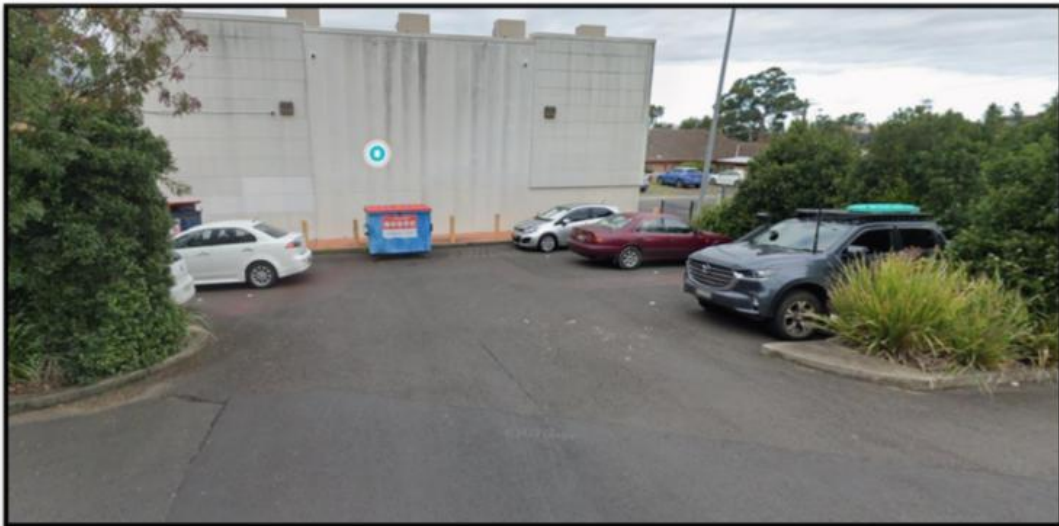
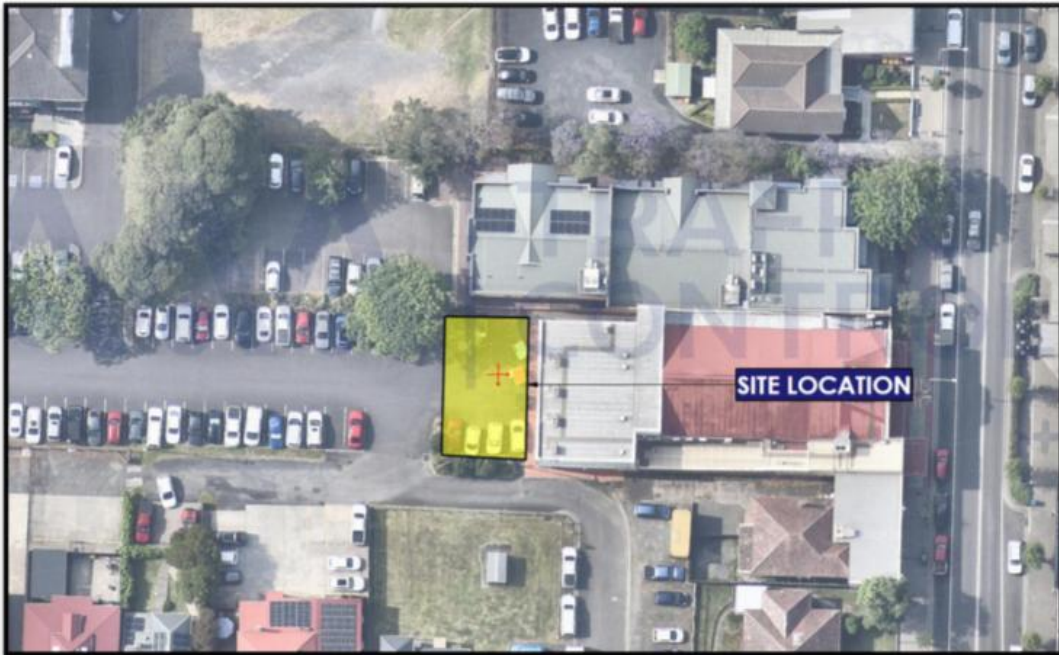
1.1 Site Description

41 Berry St, Nowra is located under the jurisdiction of Shoalhaven City Council and South Coast Police Area Command.

The closest major road leading to the site is Princes Hwy which is governed by Transport for NSW. The site is located on the Western side of Princes Hwy.

Site View





TC25.7 - Attachment 1



1.2 Road(s) Condition:

Berry St is a Council Road which is governed by Shoalhaven City Council. The road consists of 2 lanes (one lane in each direction) and parking is allowed within the shoulder. The works will be completed at the back of 41 Berry St, Nowra and no effect on Berry St itself will incur.

1.3 Major features of the area:

The property is located within a mostly residential area mixed with some businesses. Several facilities are located within the vicinity of the site which are used by the public, which might be impacted by construction vehicles, trucks, or the use of different construction equipment such. Construction vehicles are to follow the guidelines in this document to minimise the impact on local communities and the required permits are to be obtained from all involved authorities for the use of any construction equipment.

Major Public Facilities include:

Roxy Cinema

General Shopping

1.4 Public transport facilities:

Public transport will not be impacted in general by additional traffic caused by construction vehicles or occupation of roads adjacent to bus/ taxi stops or station as works will not involve any use of trafficable roads.

In accordance with this job, no public transport will be affected as the closest bus stops and routes do not interfere with Berry St.



2. Project Details

2.1 Project Summary

Project: Demolition & Construction of a New Property

Hours of Operation: Monday – Friday 7:00AM – 5:00PM
Saturday – 8:00AM – 5:00PM
Sunday & Public Holidays – No Works TBC

Activities generating noise levels greater than 75 DB (A) such as rock breaking and demolition must be limited to:

Monday – Friday 7:00AM – 5:00PM
Saturday – 8:00AM – 5:00PM
Sunday & Public Holidays – No Works TBC

2.2 Revisions

Rev	Date	Description
0	27/02/2025	Initial Submission



3. Proposed Traffic Management

3.1 General

A. Site Vehicles

- Site Vehicles are to enter and exit the site in a forward-facing/reverse direction.
- All drivers will be made aware of the approved routes before commencing work at the site as part of the site induction. All reverse movements are to be supervised by traffic controllers.
- Vehicles will be scheduled in such a manner as to not require queuing on the road network surrounding the site. Drivers are to follow the driver's code of conduct.

B. Road Occupancy

- Approval from Transport for NSW is not required
- All Traffic Control Plans (TGS's) associated with this TMP will comply with relevant Australian Standards and Transport for NSW Traffic Control at Worksites Manual

C. Parking for Site Workers

- Site workers and contractors are strictly advised not to park in neighbouring streets. The use of public transport or car-pooling will be strongly encouraged for all workers and contractors

D. Surrounding Roads

- Site vehicles are to use approved routes only for access to and from the site
- Construction traffic to be scheduled where possible outside of peak times to minimise impact to existing traffic increases
- All vehicular movements associated with this work to avoid School hours



3.2 Construction Vehicle Routes

A. Site Entry & Exit Routes

Entry- Princes Hwy

Vehicles approaching the site from Princes Hwy are to turn left (if travelling northbound) or right (if travelling southbound) onto Worrigee St. Vehicles should follow Worrigee St until reaching the Roxy Cinema Carpark, turning right into the site compound.

Exit – Worrigee St

When exiting the site, vehicles shall turn left onto Worrigee St from the site and follow until reaching Princes Hwy. Vehicles can either turn left and or right onto Princes Hwy.



Entry Route



Exit Route



TC25.7 - Attachment 1



B. Vehicle Movements

Vehicles will enter and exit the site by driving through Berry St, in a forward-moving manner. Movements to occur outside of peak hours.

C. Loading/Unloading Vehicles

All vehicles loading/unloading are to be contained within the site where possible. Alternatively, a work zone will be designated.

D. Road Occupancy

- I. Standing Plant – All plants will be located within the site compound. If occupying public space is needed, a separate stand plant permit will be requested.
- II. Parking for Site Workers – Site workers and contractors are advised not to park in neighbouring streets unless unavoidable. Parking is available within Epping Ave depending on the neighbour's discretion. The use of public transport and car-pooling would be strongly encouraged for all workers and contractors.

E. Storage for Equipment, Materials and Waste

All located within site compound.

F. Pedestrian Management

Pedestrian access is maintained throughout all stages with traffic control and traffic control signage in place to assist pedestrians around worksite safely.



4. Project Impact and Conclusion

4.1 Residents/Surrounding Property Owners

Existing residential driveways and access points will be maintained throughout the project.

4.2 Pedestrians and Cyclists

Existing pedestrian and cyclist access along Berry St is to be maintained throughout the project. Pedestrian access is to be maintained during footpath work via traffic controllers onsite to manage activity as required.

4.3 Emergency Services

Access along Berry St will be maintained throughout the project. Priority is given to emergency vehicles as per normal procedure.

4.4 Local Traffic

Access along Berry St will not be directly impacted due to the works. Site vehicles are to exit using normally occurring gaps in traffic to reduce impact on traffic flows. Construction traffic is to be scheduled as per ANZS12, outside of peak times such as school zone hours to minimise the impact on existing traffic.

4.5 Public Transport

The impact will be minimal as public transport routes will be unaffected by these works.

4.6 Impact on Community and Businesses

Impact on the community will be minimal.

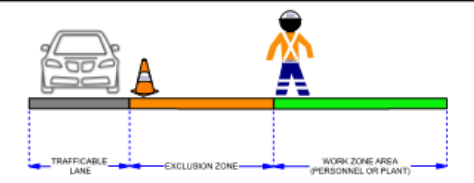


Appendix A – Traffic Control Plans & Vehicle Routes

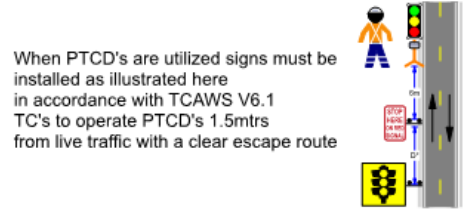
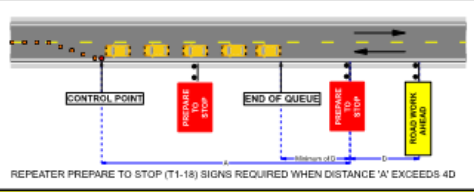
TGS YB282



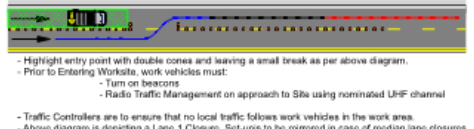
<p>Legend</p> <ul style="list-style-type: none"> ■ HOARDING ■ SKIP BIN ▲ TRUC EXIT ROUTE ▲ TRUC REVERSAL ROUTE ■ TRUCK ▲ TRUCK ENTRY ROUTE ■ WORK AREA 						
<p>TRAFFIC CONTROL EST. 2003</p> <p>Email: info@aacfc.com.au Website: www.aacfc.com.au A.B.N.: 53 648 829 994 Address: 10 Coventry Pl Mount Druitt Phone: 02 9675 7731</p>	<p>NSW Transport for NSW</p>	<p>CLIENT: ABRIL BUILDING SOLUTIONS PTY LTD CONTACT: CHRIS PH: 0408 976 495 PROJECT: TRUCK ENTRY & EXIT PO: AB5033214 LOCATION: 41 BERRY ST, NOWRA</p>	<p>MANAGEMENT:</p> <ul style="list-style-type: none"> <input type="radio"/> STOP / SLOW <input type="radio"/> LANE MERGE <input type="radio"/> CONTRA FLOW <input type="radio"/> DETOUR <input type="radio"/> ROAD CLOSURE <input type="radio"/> SHOULDER WORKS 	<ul style="list-style-type: none"> <input checked="" type="radio"/> PEDESTRIAN MGMT. <input checked="" type="radio"/> INTERMITTENT <p>ROAD CLASSIFICATION:</p> <ul style="list-style-type: none"> <input type="radio"/> STATE (RTA/RMS) <input type="radio"/> REGIONAL (COUNCIL & RTA/RMS) <input checked="" type="radio"/> LOCAL (COUNCIL) 	<p>JOB NO.: 13194 PLAN NO.: Y8282 DATE: 27/02/2025 AUTHOR: Yada Bokany TCT1049763 CHECKED BY: Tyrone Pritchard TCT1028313</p>	



When PTCD's are utilized signs must be installed as illustrated here in accordance with TCAWS V6.1 TC's to operate PTCD's 1.5mtrs from live traffic with a clear escape route

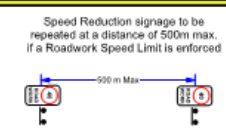



REPEATER PREPARE TO STOP (T1-18) SIGNS REQUIRED WHEN DISTANCE 'A' EXCEEDS 4D





- Highlight entry point with double cones and leaving a small break as per above diagram.
- Prior to Entering Worksite, work vehicles must:
 - Turn on beacons
 - Radio Traffic Management on approach to Site using nominated UHF channel
- Traffic Controllers are to ensure that no local traffic follows work vehicles in the work area.
- Above diagram is depicting a Lane 1 Closure. Set-ups to be mirrored in case of median lane closure.

Speed Reduction signage to be repeated at a distance of 500m max. If a Roadwork Speed Limit is enforced



Existing Speed Signs to be covered with opaque material, if Roadwork Speed Limit is Enforced





TAPER TYPES		
Purpose and usage	Speed zone of device location (km/h)	Maximum spacing (m)
On approach to a traffic control position (centerline or edge line)	All Cases	4
Merge Tapers	55 to 75	9
	Greater than 75	12
Lateral Shift Tapers	55 to 75	12
	Greater than 75	18
Protecting Freshly Painted Lines	55 to 75	24
	Greater than 75	60
All Other Purposes	Less than 55	4
	55 to 75	12
	Greater than 75	18

SPACING OF CONES / DEVICES			
Speed (km/h)	Traffic Control Taper	Lateral Shift Taper	Merge Taper
45 or Less	15	15	15
46 to 55	15	15	30
56 to 65	30	30	60
66 to 75	N/A	70	115
76 to 85	N/A	80	130
86 to 95	N/A	90	145
96 to 105	N/A	100	160
Greater than 105	N/A	110	180

GENERAL NOTES

- All Traffic Control works; signs and devices to comply with Australian Standard AS 1742.3.
- The designer preparing this plan has ensured it complies with the TNSW TCAWS Version 6.1, latest issue. Any unapproved variations to the design will negate the designers liability. Any required changes to the setup on-site that is deemed necessary due to safety reasons, MUST be recorded on this TGS with the changes, risk assessments and risk managements noted, along with the date and time of the change, and the accreditation details of the individual carrying out the change.
- The attached TGS' SHALL be read in conjunction with this notes page and the associated risk assessments and an on site risk assessment MUST be performed before any implementation of works takes place.
- This TGS MUST only be implemented by a competent person(s) with a current Implement Traffic Control Plans (ITCP) qualification.
- Traffic Controllers to ensure ROLS has been activated prior to each shift via the TMC website. ROL must also be deactivated once shift has ended.
- Traffic volumes should be monitored throughout the implementation of the TGS(s). In the event queue lengths become unmanageable, works should cease if possible and traffic cleared before recommencing.
- AAA Traffic Control does not accept liability for the implementation of this TGS, when not directly involved in carrying out the subject works.
- Emergency Services and Transport Services MUST be given priority in all situations where physically possible. Works should not take place if such work will delay Emergency Services and Transport Services without prior appropriate concurrence from relevant services.
- Traffic Controllers managing a continuous stop/slow setup, must be relieved for a minimum period of 15 minutes every two hours. As per Australian Standards and the WH&S Act.

Manifest

4 x sign single
1 x EXCAVATOR
1 x T1-18 prepare to stop
1 x T1-5 WORKERS AHEAD
1 x T8-1 pedestrians watch your step
1 x TRUCK

Appendix B – Drivers Code of Conduct



- Driver Code of Conduct -

Objectives of the Drivers Code of conduct

- To minimise the impact of the construction on the local and regional road network;
- Minimise conflict with other road users;
- Minimise road traffic noise; and
- Ensure truck drivers use specified routes

Code of Conduct

All vehicle drivers must:

- Take care for his or her own personal health and safety.
- Consider the impact on the health and safety of other persons.
- Notify their employer if they are not fit for work prior to commencing their shift.
- Obey all applicable road rules and laws at all times.
- In the event an emergency vehicle behind your vehicle, pull over and allow the emergency vehicle to pass immediately.
- Obey the applicable driving hours in accordance with legislation and take all reasonable steps to manage their fatigue and not drive with high levels of drowsiness.
- Obey all on-site signposted speed limits and comply with directions of traffic control supervisors in relation to movements in and around temporary or fixed work areas.
- Ensure all loads are safely restrained, as necessary.
- Operate their vehicles in a safe and professional manner, with consideration for all other road users.
- Hold a current Australian State or Territory issued driver's licence.
- Notify their employer or operator immediately should the status or conditions of their driver's license change in any way.
- Comply with other applicable workplace policies, including a zero tolerance of driving while under the influence of alcohol and/or illicit drugs.
- Not use mobile phones when driving a vehicle or operating equipment.
- Drinking or eating is not allowed while operating the vehicle.
- Advise management of any situations in which you know, or think may, present a threat to workplace health and safety.
- Drive according to prevailing conditions (such as during inclement weather) and reduce speed, if necessary.
- Have necessary identification documentation at hand and ready to present to security staff on entry and departure from the site.

Crash or incident Procedure

- Stop your vehicle as close to it as possible to the scene, making sure you are not hindering traffic. Ensure your own safety first, then help any injured people and seek assistance immediately if required.
- Ensure the following information is noted:
 - Details of the other vehicles and registration numbers
 - Names and addresses of the other vehicle drivers
 - Names and addresses of witnesses
 - Insurers details
- Give the following information to the involved parties:
 - Name, address and company details
- If the damaged vehicle is not occupied, provide a note with your contact details for the owner to contact the company.
- Ensure that the police are contacted should the following circumstances occur:
 - If there is a disagreement over the cause of the crash.
 - If there are injuries.
 - If you damage property other than your own.
- As soon as reasonably practical, report all details gathered to your manager.

TC25.8 Signs, Lines & Median Island - Lot 6 Sec 9 DP 758530 - 44 Duncan / Keppel St - Huskisson - DA19/1841 (PN 3834)

HPERM Ref: D25/87634

Convenor: David Pieresko

Attachments: 1. D25/87659 - Signage & Linemarking Plan

Reason for Report:

The reason for this report is to seek Shoalhaven Traffic Committee approval for the proposed signage, linemarking and median island associated with the development application (DA19/1841) at 44 Duncan Street / Keppel Street, Huskisson as per Plan No. D25/87659.

Recommendation

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 median island associated with the development application (DA19/1841) at 44 Duncan Street / Keppel Street, Huskisson as per Plan No. D25/87659, subject to;
 - a. The proposed signage and linemarking for the “No Stopping (Emergency Vehicles Excepted)” bay being changed to “No Parking (Emergency Vehicles Excepted)” to allow for waste collection.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

Background:

APPLICANT: Design Workshop Australia

OWNER: Realta Pty Ltd

44 Duncan Street / Keppel Street, Huskisson - Lot 6 Sec 9 DP 758530 – Construction of 17 Units and Strata Subdivision

As part of DA19/1841 for the construction of 17 residential units and strata subdivision at 44 Duncan Street / Keppel Street, Huskisson Shoalhaven Traffic Committee approval is being sought for the formalisation of signage, linemarking and a median island.

As per Condition(s) (27(a) & 28) of the conditions of consent, the following is required:

27. Local Area Traffic Management

Engineering design plans and specifications for civil works within the road reserve must be submitted to Council for approval, prior to the issue of a Construction Certificate to outline the following Local Area Traffic Management (LATM) design for the local road network surrounding the development site:

a) A median island and associated linemarking generally in accordance with TfNSW TDT2011/01a (without pedestrian cut-out) and the proposed kerb and gutter layout plan, dwgno. OCE13406/C101/DA/A by Optima Consulting Engineers dated 09/08/2023; located in Keppel Street in front of the driveway access point, to limit access to the development to left in / left-out.

Reason: There is insufficient sight distance at the access point for right-turning traffic in to and out of the development.

28. Warning and regulatory signage will require referral to the Shoalhaven Traffic Committee for acceptance. Six (6) to eight (8) weeks should be allowed for this process, acceptance and approval.

Details of Submission:

This proposal involves the installation of regulatory 'Give Way' signage and linemarking as per Condition(s) (27(a,b,c,d)) of the conditions of consent. This includes the following measures:

- Construction of a median island (designed in accordance with TfNSW TDT 2011/01a, without a pedestrian cut-out) along Keppel Street, with associated signage and linemarking.
- 'No Stopping' regulatory signage and supplementary yellow NS1 linemarking.
- 'No Stopping' dedicated Emergency Vehicle Excepted Parking Bay.
- 'Give Way' controls at the site exit, with associated signage and linemarking to enforce a left in / left out access.

In order to allow for waste collection, the proposed signage and linemarking for the "No Stopping (Emergency Vehicles Excepted) bay, will need to be changed to "No Parking (Emergency Vehicles Excepted).

Consultation:

This Development Application (DA19/1841) was on public exhibition between 18 September 2019 and 3 October 2019, and was extended for an additional four weeks. Additional consultation was then undertaken between 1 September 2023 to 19 September 2023 with revised civil plans.

Throughout this period, Council received submissions relating to safe access and the increased traffic generation of this development. Council included conditions to the consent to address these concerns.

Risk Implications:

The proposed works aim to provide roadside improvements and facilitate safe access for the development site along Keppel Street.

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:

This proposal will be funded by the private developer and there will be no financial implications to Council for construction. Council will be responsible for the ongoing maintenance of these assets.

Regulated Design Record			
Project Address:	44 DUNCAN STREET, HUSKIBSON		
Project Title:	UNIT DEVELOPMENT		
Contract Title:	ROADS 1463	Body Corporate Reg No.:	N/A
Drawing Title:	UNIT PLANS	Drawing No.:	PROJ004-CC-008
Rev.:	Date	Description	Prepared By
1	16/12/24	ISSUE FOR CONSTRUCTION - CC	SHANE WOOD
2	16/12/24	ISSUE FOR CONSTRUCTION - CC	SHANE WOOD
3	16/12/24	ISSUE FOR CONSTRUCTION - CC	SHANE WOOD

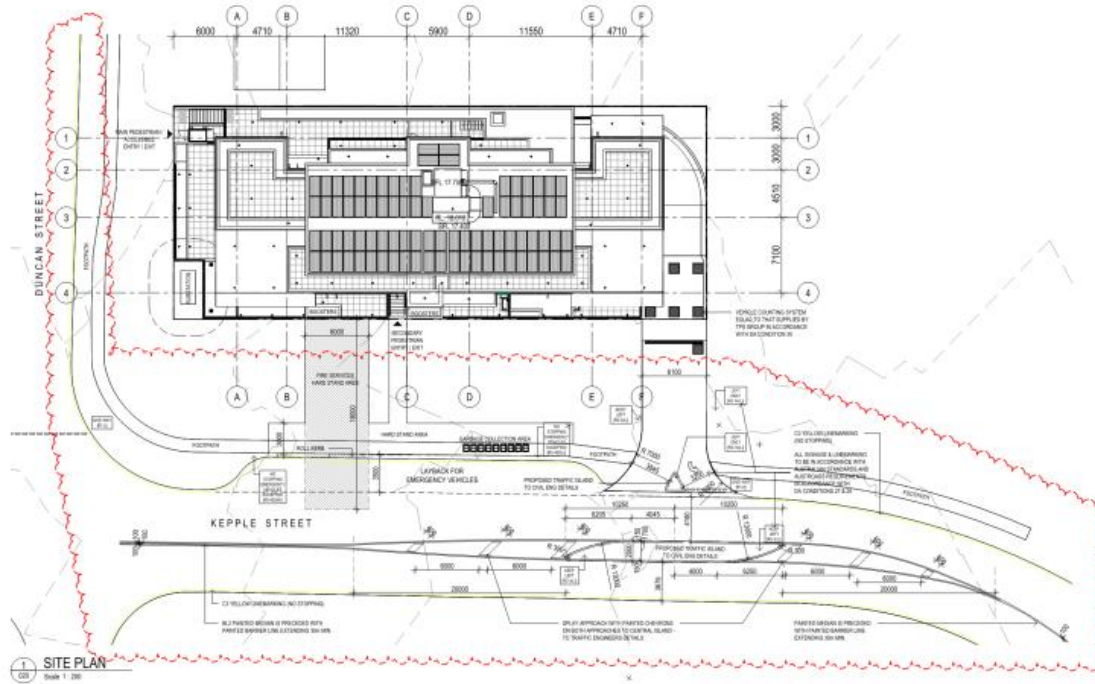


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