

## MINUTES OF THE SHOALHAVEN TRAFFIC COMMITTEE

**Meeting Date:** Tuesday, 8 July 2025  
**Location:** Email Meeting

The following members participated:

Convenor David Pieresko - Coordinator Engineering Design  
Insp. David Cockram  
Mr Justin Miles - TfNSW  
Ms Liza Butler – MP for South Coast  
Mr Stuart Coughlan - MP for Kiama Representative

### Apologies / Leave of Absence

Nil

### Confirmation of the Minutes

**RESOLVED** (By consent)

That the Minutes of the Shoalhaven Traffic Committee held on Tuesday 10 June 2025.

CARRIED

### Business Arising from Previous Minutes

Nil

## REPORTS OF THE CONVENOR

**TC25.27 Signage, Linemarking and Traffic Management Facilities**  
- Lot 11 DP1264810 & Lot 38 DP829129 - Bishop Drive -  
Mollymook Beach - MA24/1205 - PN(3852)

**HPERM Ref:**  
**D25/273861**

In relation to this item, Mr Justin Miles – TFNSW noted the following:

- A landing area the same width of the path should be included behind the eastern kerb to improve sight lines for people wanting to cross the road and meet accessibility requirements.
- It is unclear how the proposed eastern edge line will tie in with the existing edge line north of intersection.
- The design appears to introduce a pinch point (south bound) at the northern taper. There is little warning of this for vehicles or people cycling on the approach.
- The proposed No Parking is inappropriate and encourages vehicles to stop in lane

increasing the risk of a rear end type crashes. The No Stopping signage should be extended to cover the CHR intersection at a point where the shoulder width is suitable for street parking. This should be supported by edge line marking on the approach to the intersection to encourage lane conformance and further delineate parking areas.

- The southbound edge line directs traffic slightly into pedestrian refuge. Recommend adjusting the line to reduce potential conflict pedestrians and nuance strikes with the kerb.
- Preference is to have more median island on approach as an additional protective measure for people waiting in the island. An extension will improve alignment with Austroads Guidelines for similar cost.
- The no stopping sign is facing the wrong direction on 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 line marking associated with the development (per development consent condition(s) 27), as per Plan No. D25/257009.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

### **RECOMMENDATION (By consent)**

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee recommends that this item for the proposed signage and line marking associated with the development (per development consent condition(s) 27) be deferred to a future meeting to receive an updated copy of the plans, addressing the following feedback from TfNSW:
  - a. A landing area the same width of the path should be included behind the eastern kerb to improve sight lines for people wanting to cross the road and meet accessibility requirements.
  - b. It is unclear how the proposed eastern edge line will tie in with the existing edge line north of intersection.
  - c. The design appears to introduce a pinch point (south bound) at the northern taper. There is little warning of this for vehicles or people cycling on the approach.
  - d. The proposed No Parking is inappropriate and encourages vehicles to stop in lane increasing the risk of a rear end type crashes. The No Stopping signage should be extended to cover the CHR intersection at a point where the shoulder width is suitable for street parking. This should be supported by edge line marking on the approach to the intersection to encourage lane conformance and further delineate parking areas.
  - e. The southbound edge line directs traffic slightly into pedestrian refuge. Recommend adjusting the line to reduce potential conflict pedestrians and nuisance strikes with the kerb.
  - f. Preference is to have more median island on approach as an additional protective measure for people waiting in the island. An extension will improve alignment with Austroads Guidelines.
  - g. The no stopping signs south of the intersection are facing the wrong direction on plans.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

Note: This Recommendation was approved by the Director City Services 23 July 2025.

CARRIED

**TC25.28 Give Way Signage & Linemarking - Lot 162 - DP1211301  
- 12 Ballina Street - South Nowra - DA18/1588 (PN 3853)**

**HPERM Ref:  
D25/289610**

**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 treatment associated with the development application (DA18/1588) along Ballina Street, South Nowra, as per Plan No. D25/222907.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

**RECOMMENDATION (By consent)**

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed Give Way treatment associated with the development application (DA18/1588) along Ballina Street, South Nowra, as per Plan No. D25/222907.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

Note: This Recommendation was approved by the Director City Services 23 July 2025.

CARRIED