

Shoalhaven Traffic Committee

Meeting Date: Tuesday, 12 August, 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**
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3. **Business Arising from Previous Minutes**
4. **Reports of the Convenor**
 - TC25.29 Berry - Red Hot Summer Concert - October 2025 - (PN 3856).....4
 - TC25.30 Signage and Linemarking - Lot 150 DP 9289 - 120 Woollamia Road,
Falls Creek - PN(3854) 17
 - TC25.31 Signs, Lines & CHR/AUL Intersection - Lot 3 DP 846470 - 48 Jervis
Bay Road - Falls Creek - SF10637 (PN 3857).....22
5. **General Business**

Note: The next meeting will be held on Tuesday 9 September 2025.

Membership

Mr David Pieresko – Convenor
Clr Peter Wilkins
Clr Patricia White
Mr Brad Ross - TfNSW
Ms Donna Bins - 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](#)

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 nuisance 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

TC25.29 Berry - Red Hot Summer Concert - October 2025 - (PN 3856)

HPERM Ref: D25/337647

Convenor: David Pieresko

Attachments: 1. D25/292739 – Traffic Management Plan (TMP) [↓](#)
2. D25/296229 – Traffic Guidance Scheme (TGS) [↓](#)

Reason for Report:

The reason for this report is to seek Shoalhaven Traffic Committee approval for the proposed event Red Hot Summer Concert (October 2025) at Berry as per Traffic Management Plan (TMP) No. **D25/292739**.

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed traffic management plan (TMP) and associated traffic guidance schemes (TGS) for the Red Hot Summer Concert (October 2025) in Berry as per Plan No. **D25/292739**, and **D25/296229**; subject to the following
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

Background:

The Red Hot Summer Concert (October 2025) at Berry Showground is proposed to be held on the 26 October 2025. According to the Guide to Traffic and Transport Management for Special Events, this event is classified as a 'Class 2' event that will require altered traffic arrangements throughout the duration of its activities with multiple local road traffic restrictions and closures. As such, the proposed Management Plan (TMP) and Traffic Guidance Schemes (TGS) are attached for the committees' consideration.

This event has run previously with minimal feedback from businesses, residents and the community over the last five years.

Details of Submission:

1. Road Closures

26 October 2025

Required road closures and restrictions for 26 October 2025:

- **Alexandra Street** from Victoria Street to Station Road: **6:00am – 11:00pm**

2. Event Infrastructure

Toilet Facilities: There will be 85 general toilets, 7 urinals and two accessible toilets within the showground.

TC25.29

Waste Management: Facilities will be provided throughout the site and the exterior areas for the collection of general waste. Collection of waste will primarily be wheeled bins. These will allow movement to collection points and mechanised emptying.

Traffic Management: Traffic Marshalls will be positioned along closed road Alexandra Street and adjacent to the Berry Train Station monitoring pedestrians crossing Station Road. Drop off/pick up in Victoria Street will be monitored by traffic marshals.

NSW Ambulance, Police and Fire Brigade: Notification and copy of event plan including TGS has been supplied to the Police, whilst Fire brigade and NSW Ambulance have been notified.

3. Transportation, Awareness of Event and Access

Public Transport: The event organisers will advise public transport companies about the event, and they will make necessary adjustments to their regular routes, ensuring safety and minimal delays.

Additional Transport Service: Buses will be organised to and from various locations across the region to reduce traffic and ensure patrons leave the area promptly.

Parking: There is no dedicated on-site parking available for this event.

Access/Awareness: Event organiser to deliver letterbox notices to the residents and businesses in and around Berry, providing them with at least 21 days' notice. The notice will contain information regarding road restrictions and alternative contingency routes. Resident access will be ensured throughout the day, if it is safe to do so. All traffic is to yield to cyclists, pedestrians and adhere to designated speed limits.

Risk Implications:

1. Parking Limitations and Potential Congestion:

- The event is proposed to take place over the last weekend of October and is in Spring when there is typically a high volume of day trippers and visitors to the region. With the higher vehicle and pedestrian demand and combination of event patrons, there is the potential for traffic flow issues, parking constraints and delays throughout Berry.

2. Local Business, Resident and Public Impact:

- Large events can impact local businesses and residents negatively. Road closures and increased traffic may make it challenging for customers to reach businesses, and residents may experience noise disturbances, limited access to their properties, or inconvenience due to traffic restrictions.
- The festival will be conducted by Face to Face Touring Pty Ltd, Public Liability insurance has been arranged. 2025 Certificate from Evolution Traffic and Face to Face Touring Pty Ltd has been supplied.

Financial Implications:

The event is funded by the event organiser (Face to Face Touring Pty Ltd) and there will be no financial implications to Council.

Red Hot Summer Concert – Berry Showgrounds

Traffic Management Plan

1. Event Details

1.1 Event Name Red Hot Summer Concert – Berry Showgrounds

1.2 Event is (check all that apply)

- ☒ offstreet ☐ on street moving ☐ on street non-moving
☐ held regularly throughout the year (calendar attached)

1.3 Brief description of the route the event will be taking including where it impacts on roads or road-related areas such as footpaths, shared paths or public carparks.

The concert is a non-moving event to be held within the grounds of the Berry Showgrounds.

We will request that the NSW Police assist with crowd dispersal at the conclusion of the event which will be assisted by security on site from 9:45 pm.

Traffic Marshalls will be positioned along closed road Alexandra Street and adjacent to the Berry Railway Station on Station Road monitoring crossover. Drop off/pick up in Victoria Street monitored by traffic marshal.

Buses will be organised to and from various locations across the region to reduce traffic and ensure patrons leave the area promptly.

Date of Event	<u>26/10/2025</u>	time	<u>12:00pm</u>	Event finish date	<u>26/10/2025</u>	time	<u>10.00pm</u>
Estimated number of participants	<u>200</u>	Estimated number of spectators	<u>7500</u>				

2. Traffic Risk Management

2.1 Workplace Health and Safety – Event Control

- ☒ Risk Assessment/Management Plan
A Risk Assessment of the event including hazards associated with traffic, roads, pedestrians and cyclists must be undertaken. These control measures have been documented detailing how they will be managed.
- ☒ Traffic Guidance Scheme (TGS) is attached as supplied by Evolution Traffic.

Red Hot Summer Concert – Berry Showgrounds

- ☒ Traffic Guidance Scheme (TGS) attached further in this application. These have be designed and signed off by a suitably qualified person at Evolution Traffic (please refer to Event Guidelines).

2.2 Public Liability Insurance

- ☒ Public Liability insurance arranged and attached. 2025 Certificate from Evolution Traffic and Face to Face Touring Pty Ltd has been supplied.

2.3 Police

- ☒ Notification and copy of event plan including TGS has been supplied to the Police.

- ☒ Fire Brigades notified

- ☒ Ambulance notified

3. Traffic and Transport Management

3.1 The route or location

- ☒ Map attached.

3.2 Parking

- ☒ Parking not required

3.3 Closing and Reopening of roads for the events

- ☒ Temporary road closures required

- ☒ This is a non-moving event i.e. festival

Exact times are required – Alexandra Street only:

Start time of road closure	6.00am	Event start time	11.00 pm	Road reopening time	
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3.4 Impact on/of Public Transport

- ☒ Public transport not impacted or will not impact event.

Local buses will be provided access if required however for the past 5 years no local Buses on the day or issues pertaining to the closure.

Red Hot Summer Concert – Berry Showgrounds

4. Minimising Impact on Non-Event community and Emergency Services

4.1 Access for local residents, businesses, hospitals and emergency vehicles.

- ☐ This event does not impact the non-event community either on the main route (or location) or detour routes.
- ☒ Plans to minimise the impact on non-event community detailed below.

Letter drop to local residents along closed roads and surrounding areas advising of road closures and event operations will be conducted prior to the event.

Parking Marshalls will be positioned within the road closures along Alexandra Street and positioned in front of the Railway Station to provide assistance to patrons access and egress from railway station to event.

Buses will be organised to and from various locations across the region to reduce traffic and ensure patrons leave the area promptly.

4.2 Advertise traffic management arrangements

- ☐ No advertising proposed.
- ☒ Advertising described in detail below:

Event notification will be placed in local community newsletter.

4.3 Special event warning signs

- ☒ This event does not require special event warning signs.
- ☐ Special event warning signs are described in the Traffic Guidance Scheme.

4.4 Advertise road closure arrangements

- ☐ Not applicable.
- ☒ Advertising (additional to Council advertising) is detailed below.

Note: Council is obliged to advertise the temporary road closures in electronic and print media.

Event notification in community newsletter will be conducted.

Red Hot Summer Concert – Berry Showgrounds

Key Contacts:

Event Manager

Deb Alexander

Face to Face Touring

0414857738

deb@facetofacetouring.com.au

Shoalhaven City Council

Lisa Brown | Shoalhaven City Council

0499 723 480 | Lisa.Brown@shoalhaven.nsw.gov.au

Zeah McMillan | Shoalhaven City Council

0458 793 183 | zeah.mcmillan@shoalhaven.nsw.gov.au

Evolution Traffic

02 8785 7654

sydney@evolutiontraffic.com.au

Police

Chief Inspector Nick Hallett | Bay & Basin Police

0458 944 440 | hall1nic@police.nsw.gov.au

Red Hot Summer Concert – Berry Showgrounds

Privacy Notice

The "Personal Information" contained in the completed Traffic Management Plan (TMP) may be collected and held by the NSW Police, the NSW Roads and Maritime Services (RMS), or Local Government.

I declare that the details in this application are true and complete. I understand that:

- The "personal information" is being collected for submission of the Traffic Management Plan for the event described in Section 1 of this document.
- I must supply the information under the Road Transport Legislation (as defined in the Road Transport (General) Act 1999 and the Roads Act 1993).
- Failure to supply full details and to sign or confirm this declaration can result in the event not proceeding.
- The "personal information" being supplied is either my own or I have the approval of the person concerned to provide his/her "personal information".
- The "personal information" held by the Police, RMS or Local Government may be disclosed inside and outside of NSW to event managers or any other person or organisation required to manage or provide resources required to conduct the event, any business, road user or resident who may be impacted by the event.
- The person to whom the "personal information" relates has a right to access or correct it in accordance with the provisions of the relevant privacy legislation.

TC25.29 - Attachment 1

Red Hot Summer Concert – Berry Showgrounds

Authorisation

By checking the “I accept” box below, you confirm that you approve the submitted Traffic Management Plan and agree to be the main traffic contact for the event. If you are not the main traffic contact for this event, please ensure you add a main traffic contact below.

Event Organiser

I accept: ☒

Name: Deb Alexander, Face to Face Touring Pty Ltd

Mobile: 0414857738

Tel:

Email: deb@facetofacetouring.com.au

Main Traffic Event Contact

I accept: ☒

Name: As above

Mobile:

Tel:

Email:

OPS-FORM-026 TRAFFIC GUIDANCE SCHEME (NSW)

BERRY SHOWGROUNDS, BERRY

FACE TO FACE TOURING

PROJECT/SITE OVERVIEW
Project/Site Description: BERRY SHOWGROUNDS

Location of Works: BERRY SHOWGROUNDS, BERRY


Anticipated Commencement Date: 10/26/2025
Estimated Duration of Works: 1 DAY
Working Hours: 07-00-15:00

CLIENT DETAILS
Client Name: FACE TO FACE TOURING PTY LTD
Client Contact Name: DEB ALEXANDER
Client Contact Number: 0414 857 738
PO/Contract Number: BERRY/SS251025

Site Contact: DEB ALEXANDER
Site Contact Number: 0414 857 738

SCOPE OF WORKS
This Traffic Management Plan has been developed to allow the client to conduct works at the above location and to display a commitment to Traffic and Pedestrian Management, Reporting, and Reviewing. These works will include, but not limited to:
EVENT

LOCALITY MAP



THIS DOCUMENT HAS BEEN DEVELOPED IN ACCORDANCE WITH THE INFORMATION SUPPLIED BY OUR CLIENT: FACE TO FACE TOURING PTY LTD. THE SIGNING TMD IS NOT RESPONSIBLE FOR ANY OMISSIONS OR ERRORS IN THE BASE INFORMATION SUPPLIED BY THE ABOVE MENTIONED "CLIENT". WHILE DUE CARE HAS BEEN TAKEN IN THE PREPARATION OF THIS DOCUMENT, TRAFFIC AND ON SITE CONDITIONS AT THE TIME OF THE WORKS MAY VARY FROM THOSE ESTABLISHED WITHIN THIS DOCUMENT. THE PRINCIPAL CONTRACTOR IS RESPONSIBLE FOR UNDERTAKING OF AN EVALUATION OF THE SITE AND TRAFFIC CONDITIONS AGAINST THOSE OUTLINED WITHIN THE TMP AND IN THE TGS'S AS APPROPRIATE. WHERE CONDITIONS VARY FROM THOSE DOCUMENTED, ADDITIONAL INPUT FROM A TMD (TRAFFIC MANAGEMENT DESIGNER) SHOULD BE SOUGHT.

EVOLUTION
Evolution Traffic Management
51 Heathcote Road, Moorbank
New South Wales, 2170
Email: nswplans@evolutiongroup.com.au

TNSW REGISTRATION SCHEME
Category G: Provision of Traffic Control
Exp. 13th June 2026
evolution.com.au

DESIGNED BY: STEVE JW ROBERTS
TCT/SS175 PACTMP-REC/00000000
APPROVED BY THE DESIGNER: SAMUEL GEMMILL
TCT/SS175 PACTMP-REC/00000000

REV: 01 PAGE: 01 of 05

OPS-FORM-026 TRAFFIC GUIDANCE SCHEME (NSW)

IMPLEMENTATION INSTRUCTIONS
Before work commences, signs and devices at the approaches to and within the work area SHALL be implemented in accordance with the approved Traffic Guidance Schemes and the Traffic Control Companies Safe Work Method Statements, in the following sequence:
1) Traffic Controllers implementing signage are to ensure all signage is available for implementation prior to shift.
2) Signs & devices in side streets leading into the works are to be implemented first. Where required, detours are to be in place before commencing any closures.
3) All signage on arterial and main road alignments to be implemented with the flow of traffic.
4) Signs are to be implemented in all non affected lane(s) first and all conflicting signs are to be covered.
5) Signs in the affected lane to be implemented; Taper, Speed Reduction, Safety buffer (if applicable), and Delineation to be implemented with the traffic flow. Conflicting signs to be covered in process.
6) Ensure signs & devices are correct before works commence.
7) Once works have finished, Traffic Control are to pick up delineation and taper's in reverse. Then pick up advance warning signs with the flow of traffic.

RECORDING & MONITORING
Regular inspections of traffic control devices SHALL be carried out a minimum of twice daily and recorded in The Daily Traffic Diary. These records SHALL be available for inspection during the project. These records will be held on site by The Client. Details of all changes in traffic movements shall be recorded and maintained throughout the construction period and submitted within 7 days from the date of practical completion. In the event of a traffic related incident with in the site, The Client SHALL immediately notify the principal's representative, the police, and any necessary emergency services.

PEDESTRIAN & CYCLIST MANAGEMENT
All pedestrian & cyclist control measures, for the duration of the construction works will be monitored as required for effectiveness & improvements. Appropriate warning signage and directional signage will be in place and monitored throughout the works as per the provided TGS's attached to this document. Where current documented control measures are ineffective, A TMD qualified person(s) should be contacted to suggest changes.

GENERAL NOTES
- The Designer preparing this plan has ensured it complies with the TCAWS (Version 6.1, 28 February 2022) and/or AGT TM (Sep 2021) with AS 1742 (Dec 2019). Any unapproved variations to the design will negate the Designers liability. Variations and amendments to this TGS are to be recorded on this TGS with the changes noted, along with the date and time of the change and the accreditation details of the TMD making the change.
- The attached TGS's SHALL be read in conjunction with this notes page and the associated risk assessments and an on site risk assessment SHALL be performed before any implementation works takes place.
- It is the Clients responsibility to ensure they have a copy of the permits (in date) for the closure being implemented.
- This TGS SHALL only be implemented by a competent person(s) with a current Traffic Management Implementation (TMI) qualification.
- A toolbox talk is to take place before works commencing.
- Work Site Safety Traffic Management Checklist to be filled out prior to implementation, and upon completion.
- Traffic Controllers to identify and make note of escape routes prior to commencement of works.
- Hand held LHF radios are to be utilised where required to communicate between traffic control & site vehicles.
- Principal Contractor to notify local Emergency Services in advance of commencing works.
- Traffic Controller's to ensure ROLIS has been activated prior to each shift via the TMC website or Mobile App. ROL must also be deactivated once shift has ended.
- Advance signs SHALL be mounted at a minimum height of 200mm displayed as prominently as possible by selecting the longitudinal location of the sign for best sight distance for approaching traffic. Signs continuously required for works which will be in progress for periods longer than 2 weeks should be erected in a permanent manner, e.g. on posts sunk into the ground, and duplicated on the right side of the road.
- 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.

SITE SPECIFIC NOTES
② Where this symbol appears, please refer back to the coinciding note below.
01 - Adjustments to the end of temporary speeds shall be made when school zones are in operation (0800-0930, 1430-1600) school days). Outside the school zone speeds will be reinstated once the traffic has passed the work area.
02 - Speed of the traffic SHALL be reduced to 40kmh when workers on foot will be within 1.5m of traffic. (TCAWS Ver.6.1, 4.5.2 Table 4-8)
03 - Pedestrians to be escorted through the work area when safe, as required.
04 - Access to bus stops to be maintained where possible. If not possible, the client is to consult and gain written approval from Translink.
05 - Access to local businesses and driveways will be maintained during works. Unless otherwise shown on the TGS(s) and site specific notes, it is the Principal Contractors responsibility to seek permission prior to blocking public and private access.
06 - TCAWS must be applied for works on TNSW or State roads and State project roads.
07 - DUPLICATE: At the start of a roadwork speed zone, Speed Limit Roadwork (see RA 212b) signs must be erected on both sides of the carriageway. (TCAWS Ver.6.1, 6.5.10 Table 6-12)
08 - Existing or Conflicting signage SHALL be covered or removed when this TGS is operational. (TCAWS Ver.6.1, 4.5.5 Table 4-9)
09 - Wherever traffic is required to slow significantly or stop, particularly at active traffic control positions, long queues can form, depending on traffic volumes and the length of delay. Depending on the speed of traffic and sight distance to the end of queue, additional advance warning or other mitigation measures should be implemented. (TCAWS Ver.6.1, 4.6.3)

DESKTOP RISK ASSESSMENT

LOCATION OF WORKS BERRY SHOWGROUNDS, BERRY		DATE 04/06/2025	
RISK RATING:	4 = (VERY HIGH)	3 = (HIGH)	2 = (MEDIUM) 1 = (LOW)

IDENTIFIED HAZARDS/RISKS:
1 - Clearance to traffic.
2 - Poor observance by motorists of directions / instructions.
3 - Presence of attendees at the event.
4 - Cyclist / pedestrians through the event area.
5 - High Pedestrian Activity at the event.

ACTIONS TAKEN :
1,2,3 - Placement and duplication of advance warning signs.
1,2,3 - Separation of event from road users through delineation (cones).
3 - Placement of advance warning signs for cyclist / pedestrians.
1,2,4 - Elimination of traffic through road closure.
1,2,4 - Elimination of traffic through detour.
5 - Speed reduction to 40kph.

CONTROL LEVEL REQUIRED: 1 - ELIMINATE 2 - SUBSTITUTE 3 - ISOLATE 4 - ENGINEER 5 - ADMIN 6 - PPE

FURTHER ACTION REQUIRED:
- Pedestrians to be escorted through the event area when safe, as required.

RESIDUAL RISK: 4 = (VERY HIGH) 3 = (HIGH) 2 = (MEDIUM) 1 = (LOW)

Risk ratings: Very high High Medium Low		Consequence						
		Insignificant C6	Minor C5	Moderate C4	Major C3	Severe C2	Catastrophic C1	
Likelihood	Almost certain L1	M	H	H	VH	VH	VH	4 Very High [VH]
	Very likely L2	M	M	H	H	VH	VH	3 High [H]
	Likely L3	L	M	M	H	H	VH	
	Unlikely L4	L	L	M	M	H	H	2 Medium [M]
	Very unlikely L5	L	L	L	M	M	H	
	Almost unprecedented L6	L	L	L	L	M	M	1 Low [L]

URGENT - Stop work immediately, the risk requires immediate attention
Continue with supervision and control measures in SWMS or site risk assessment
Use control measures to ensure risk is low as reasonably possible
Manage by routine procedures and safe practices

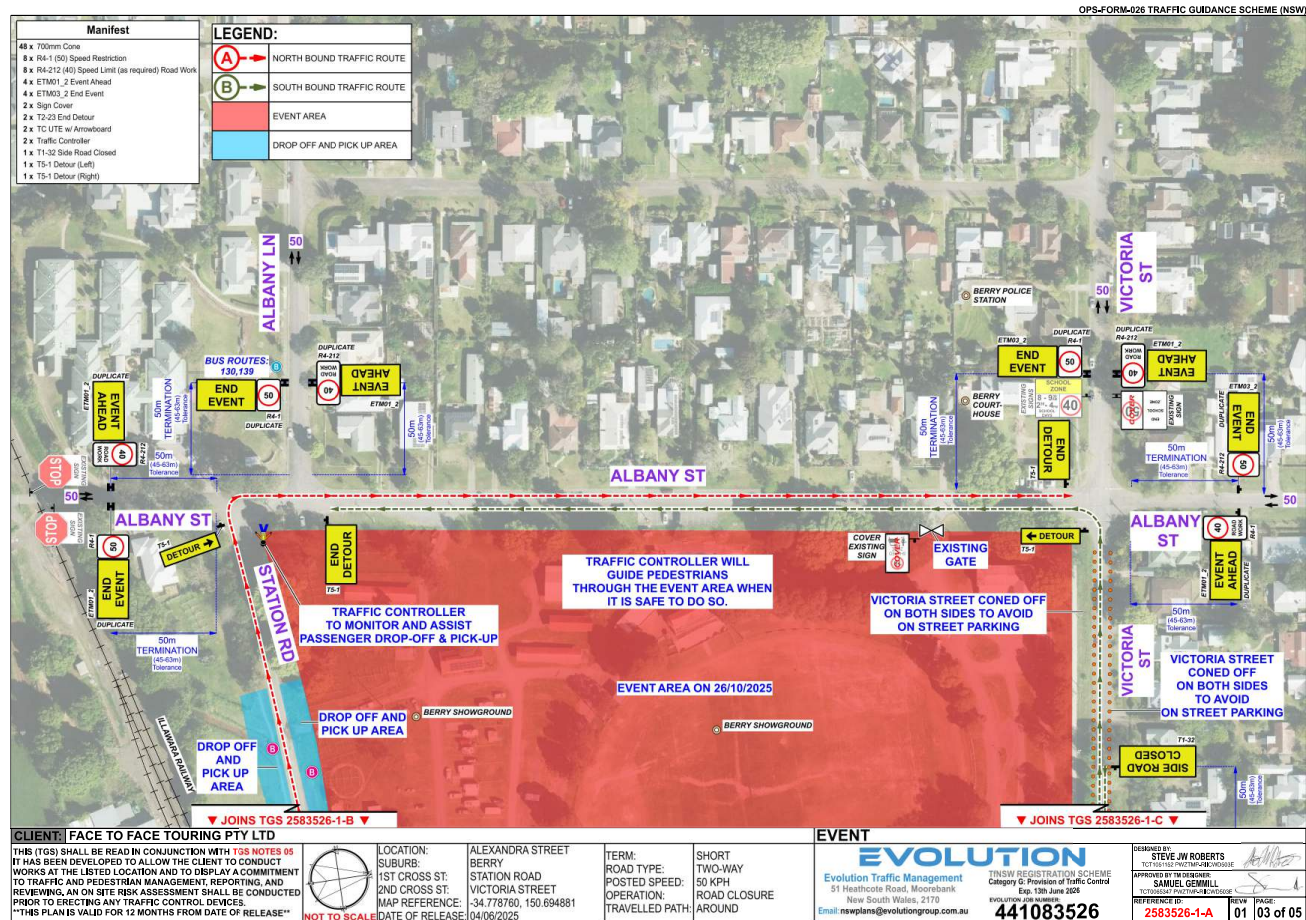
CLIENT: FACE TO FACE TOURING PTY LTD

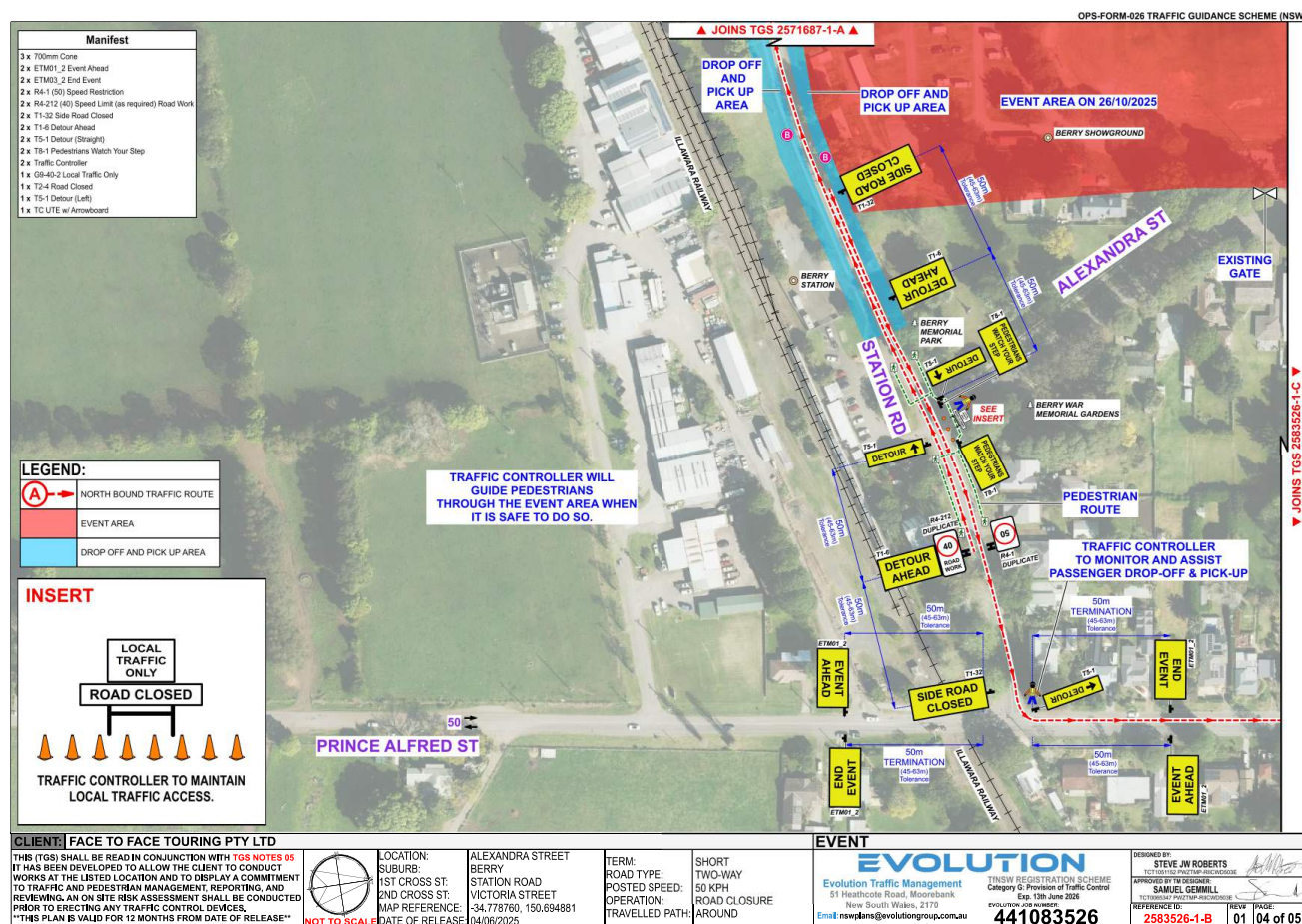
TGS REFERENCE	REV.	DATE	PAGE(S) NO	DESCRIPTION	TMD	INT
2583526-1	00	04/06/2025	ENTIRE DOCUMENT	TRAFFIC MANAGEMENT PLAN DEVELOPED FOR FACE TO FACE TOURING PTY LTD	TCT1051192	SJMR
	01	17/06/2025	03 & 05	REMOVED ROAD CLOSURE ALONG STATION ROAD TO PROVIDE A DROP OFF AND PICK UP AREA	TCT1051192	SJMR
	02					
	03					
	04					

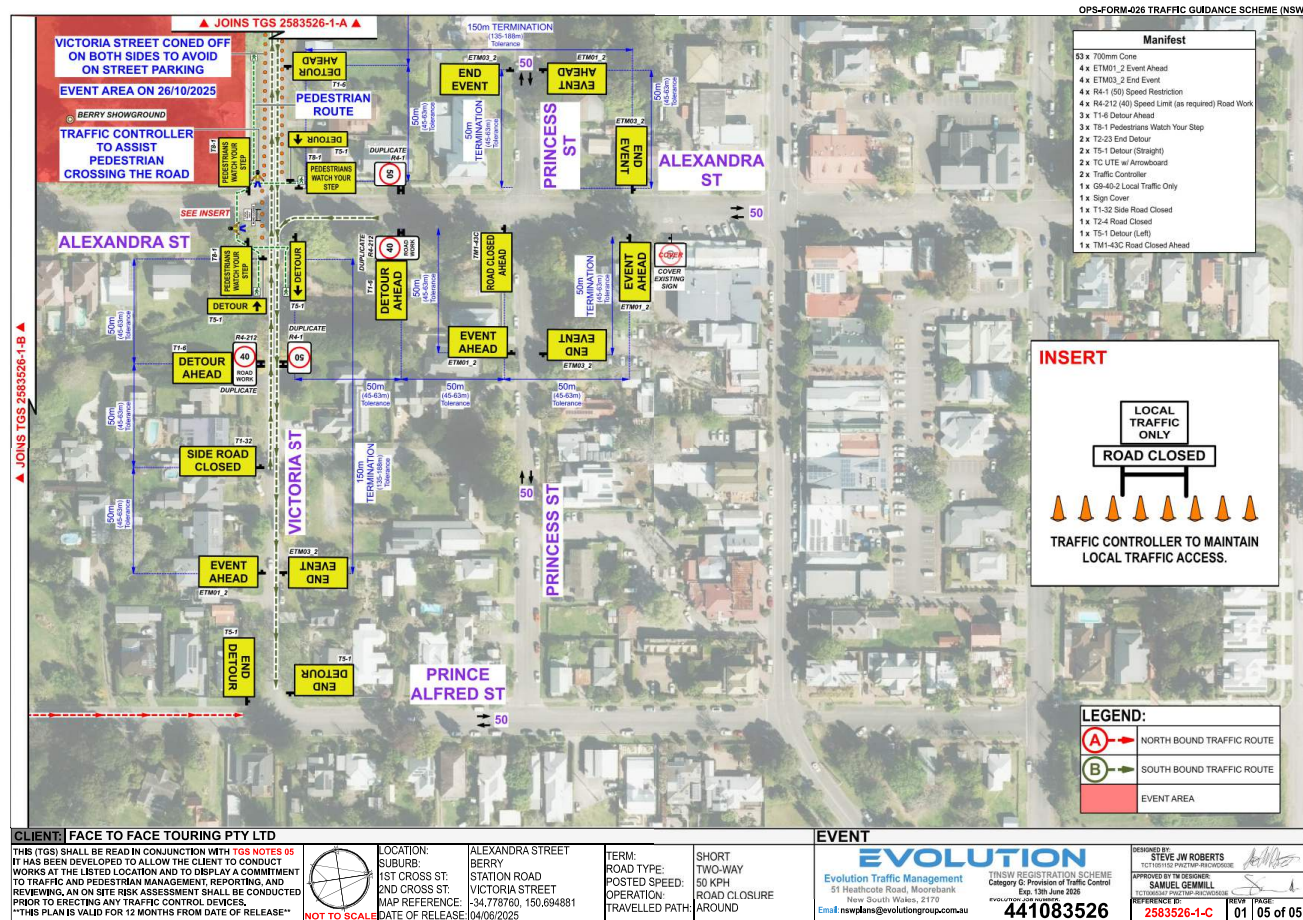
EVOLUTION
Evolution Traffic Management
31 Heathcote Road, Moorbank
New South Wales, 2170
Email: nswplans@evolutiongroup.com.au
441083526

TNSW REGISTRATION SCHEME
Category G: Provision of Traffic Control
Exp. 18th June 2026
evolution.tgs@nsw.gov.au

APPROVED BY THE DESIGNER:
STEVE JW ROBERTS
TCT1051192/1051193-1051194-1051195
APPROVED BY THE CLIENT:
SAMUEL GEMMILL
TCT1051192/1051193-1051194-1051195
REFERENCE TO: [REDACTED] DATE: [REDACTED] PAGE: [REDACTED]
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TC25.30 Signage and Linemarking - Lot 150 DP 9289 - 120 Woollamia Road, Falls Creek - PN(3854)

HPERM Ref: D25/330728

Convenor: David Pieresko

Attachments: 1. D25/336485 - Signage and 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 (SF10968) at the intersection of Woollamia Road and the proposed access road (Road 1) as per Plan No. D25/336485.

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 BAR / BAL intersection treatment and signage and line marking associated with the development (per development consent condition(s) 23), as per Plan No. D25/336485.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

Background:

Applicant: SET Engineers Pty Ltd

Owner: McFreddog Investments Pty Ltd

120 Woollamia Road, Falls Creek - Lot 150 DP9289 - 9 Lot Residential Subdivision

Traffic Committee's approval is being sought for the proposed installation of regulatory signage and linemarking associated with development application (SF10968) for the construction of BAL / BAR intersection turning treatments as part of a 9 residential lot subdivision at Woollamia Road and Proposed Road (Road 1), Falls Creek.

As per Condition (23) of the development consent SF10968, the following is required:

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23.	Road - Design Standards (New Rural) Before 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) Councils Engineering Design Specifications Sections D1 – Geometric Road Design and D2 – Flexible Pavement Design. b) AUSTRROADS Design Requirements and Specifications. c) Minor roads, <1,000 AADT including cul-de-sacs are to have a 6m sealed roadway with 0.5m shoulders having the same pavement as the sealed roadway. d) Constructed with pavement of either: i) a minimum 30mm AC10 on a primer seal; or, ii) 2 coat bitumen seal with 14mm & 7mm aggregate. e) A 12m radius cul-de-sac is to be provided at the end of the proposed public road. f) A Basic Right Turn (BAR) A Basic Left Turn (BAL) treatment must be designed to a sealed standard in accordance with Council's Engineering Design Specifications - Section D1.27 – Intersections & Austroads Guide to Road Design Part 4A.	To ensure appropriate design is undertaken
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TC25.30

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

Details of Submission:

Condition (23) of the development consent requires the design and construction of compliant BAL and BAR turning treatments and Give Way signage at the intersection of Woollamia Road and the subdivision access road.

Consultation:

Consultation was undertaken for the original development application in accordance with Council's policies between the 23 November 2022 – 23 December 2022. Concerns were raised regarding sight distance and the 80km/h speed limit on approach to the new driveway intersection (acknowledging speed limit changes are outside of Council's jurisdiction). From the concerns raised, the proposal was modified, and it was conditioned to provide the intersection improvements outlined in condition 23 and shown in the attached plans. Council's Planning and Development Services Team approved this development on 31 May 2024.

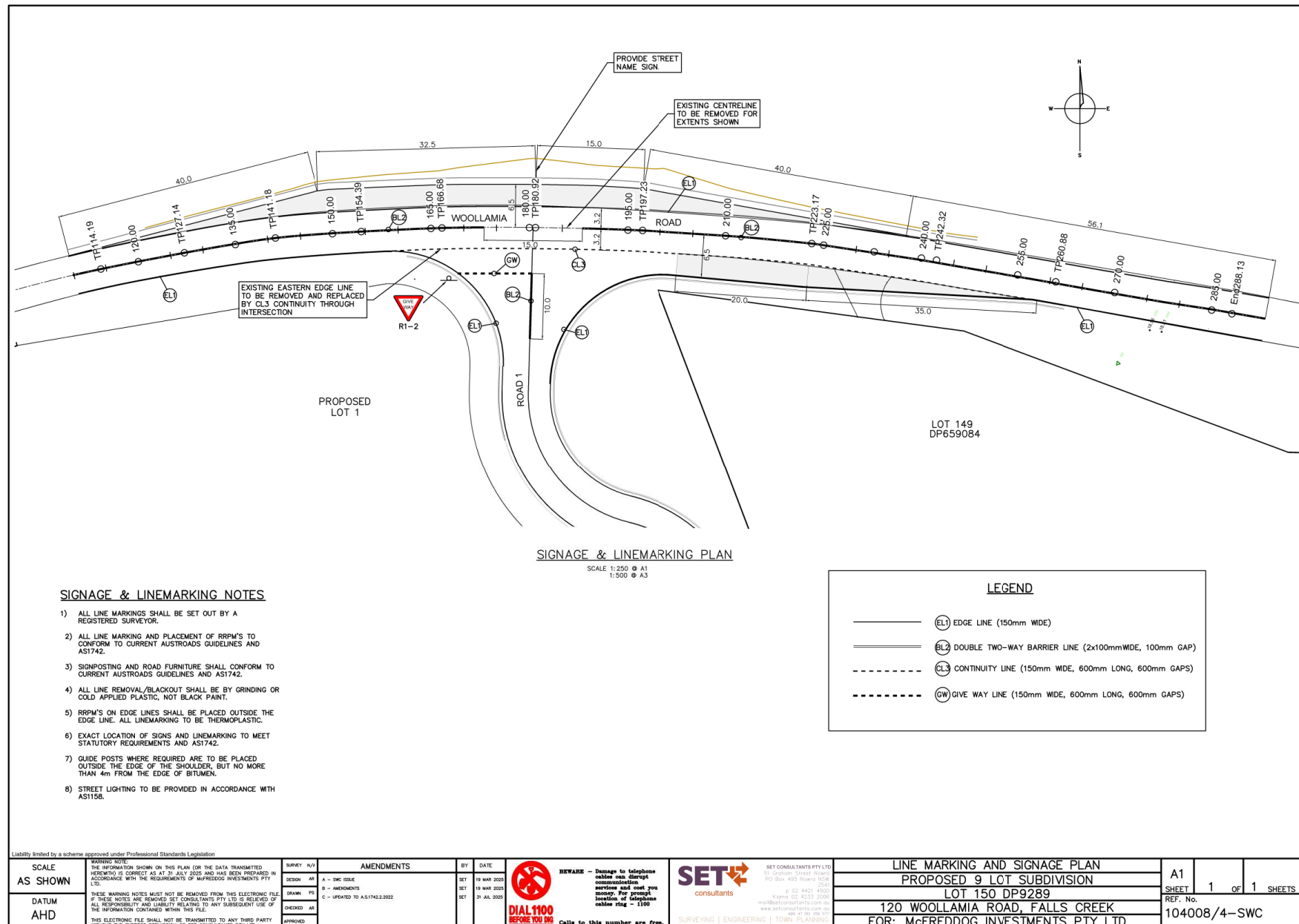
Risk Implications:

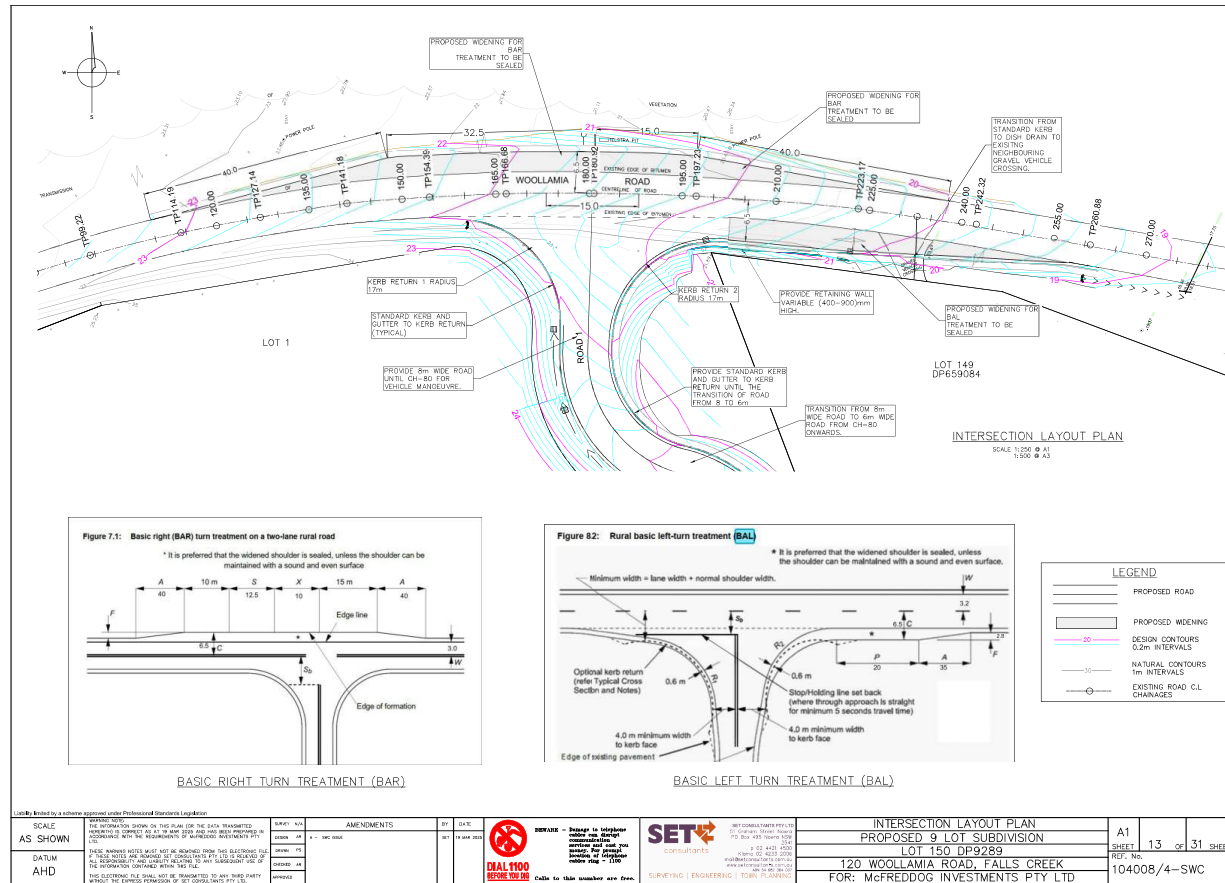
The proposed measures are expected to assist in improving traffic safety on Woollamia Road and the intersection with the subdivision access road. No further risks are associated with this proposal.

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 immediate financial implications to Council. However, Council will be responsible for the ongoing maintenance of these assets.





TC25.31 Signs, Lines & CHR/AUL Intersection - Lot 3 DP 846470 - 48 Jervis Bay Road - Falls Creek - SF10637 (PN 3857)

HPERM Ref: D25/340458

Convenor: David Pieresko

Attachments: 1. D25/340461 - Signage and Linemarking Plan [↓](#)

Reason for Report:

The reason for this report is to seek Shoalhaven Traffic Committee approval for the proposed signs, lines & CHR/AUL Intersection associated with the development application (SF10637) at 48 Jervis Bay Road, Falls Creek as per Plan No. D25/340461.

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed signs, lines & CHR/AUL Intersection associated with the development application (SF10637) at 48 Jervis Bay Road, Falls Creek as per Plan No. D25/340461.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

Background:

APPLICANT: MI Engineers Pty Ltd

OWNER: Cowman Stoddart Pty Ltd

48 Jervis Bay Road, Falls Creek - Lot 3 DP 846470 – 13 Lot Residential Subdivision

Traffic Committee's approval is being sought for the proposed signs, lines & CHR/AUL Intersection associated with development application (SF10637) the proposed 13 lot residential subdivision at 48 Jervis Bay Road, Falls Creek.

As per Condition(s) (30, 35, 36) of the related conditions of consent, the following is required:

30. Traffic Design Requirements

The following is to be demonstrated with any application for a Subdivision Works Certificate:

- a) Considerations on the CHR/AUL turning treatment to be compliant with the AUSTROADS GTRD part 4A (min lane widths 3.5m given the location of the intersection, southern chevron to be 3.5m wide with additional width on the southbound lane to be provided as shoulder widening, min 1m shoulder provided along the extent of the turning treatment) to be captured in the detailed design plans
- b) Revision of the transition values relative to the requisite lane widths of 3.5m on both turning treatments to be captured in the detailed design plans

35. Design Standards – Secondary Access Road

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 secondary access / fire trail design must comply with the following:

- a) Flexible pavement designed to support the load of a 23-ton fire appliance (200mm compacted thickness minimum) with two-coat 14/7 bitumen seal.
- b) Minimum 5.5m carriageway width.
- c) Level with the existing ground levels where possible.
- d) Avoid or make allowance to ensure stormwater runoff is not concentrated on to adjoining lots.
- e) Provide sight distances in accordance with AUSTROADS requirements at the intersection with Jervis Bay Rd.
- f) Provided with signs to AS1742 requirements stating 'Emergency Access Only- Keep Clear' at both ends.

Note: The secondary access roadway must be sealed to comply with the recommendations of the Bushfire Protection Assessment.

36. Road Design Standards – 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) Generally, the Preliminary Civil Design Plans by MI Engineers, DN18003 rev. F dated 02/02/2023.
- b) Council's Engineering Design Specifications sections D1 – Geometric Road Design and D2 – Flexible Pavement Design.
- c) AUSTROADS Design Requirements and Specifications.
- d) Avoid trapped low points and ensure that overland flow is passed safely over public land.
- e) Use an 8.8m Service Vehicle as the Design Vehicle and a 14.5m truck/bus as the checking vehicle.
- f) 8m wide bitumen sealed / AC pavement bordered by concrete edge strip in accordance with Council's Standard Drawings.
- g) 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.
- h) A fully sealed & linemarked CHR/AUL treatment at the proposed intersection with Jervis Bay Rd.
- i) Roadside batters to have a maximum slope of 1V:4H. Steeper batters up to 1V:2H may be accepted where vehicular access is not required, subject to a design incorporating stabilised vegetation, accompanied by geotechnical certification.

Details of Submission:

This proposal involves the installation of 'Give Way' and CHR/AUL signage and linemarking treatments as per Condition(s) (30, 35, 36):

- Signage and linemarking associated with the CHR/AUL intersection turning treatments.
- x4 'Give Way' (R1-2) signs and corresponding linemarking intersection treatments
- x2 'No Stopping' (R5-400) restriction signs
- x2 'Emergency Access' (GE9-24-1) signs

Consultation:

This Development Application (SF10637) was on public exhibition between 3 September 2023 and 19 September 2021. Then additionally between 25 May 2022 and 10 June 2022. No responses were received relating to the signage, linemarking or intersection treatments.

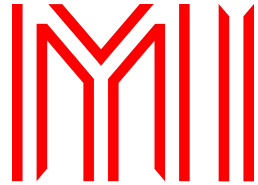
Risk Implications:

The works are proposed to improve sight distance and intersection safety at Jervis Bay Road and the new 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 implementation of this proposal will be funded by the private developer and there will be no immediate financial implications to Council. However, Council will be responsible for the ongoing maintenance of these assets.



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JERVIS BAY ROAD COMMUNITY TITLE SUBDIVISION

CIVIL DESIGN

48 JERVIS BAY ROAD, FALLS CREEK, NSW, 2540



LOCALITY PLAN
N.T.S.

DRAWING INDEX

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DN180003 C002 NOTES SHEET
DN180003 C011 TYPICAL DETAILS SHEET
DN180003 C020 TYPICAL SECTIONS SHEET
DN180003 C050 OVERALL SITE PLAN
DN180003 C080 LOT LAYOUT PLAN
DN180003 C070 EARTHWORKS PLAN
DN180003 C080 CATCHMENT PLAN
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REVISION	AMENDMENTS	DATE	CKD	APP	SURVEYOR	CLIENT
5	ISSUED FOR CONSTRUCTION CERTIFICATE	30.07.25	MW	MW	LESLIE & THOMPSON SURVEYORS	
4	ISSUED FOR CONSTRUCTION CERTIFICATE	23.07.25	MW	MW	DATE OF SURVEY	
3	ISSUED FOR CONSTRUCTION CERTIFICATE	19.06.25	MW	MW	05.05.22	
2	ISSUED FOR CONSTRUCTION CERTIFICATE	30.05.25	MW	MW	ORIGIN	
1	ISSUED FOR CONSTRUCTION CERTIFICATE	31.03.25	MW	MW	PA 57398	
A	ISSUED FOR REVIEW	24.01.25	MW	MW	HEIGHT OF DATUM:	
					AHD	
					HORIZONTAL DATUM:	
					MDA-66	



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DRAWING NAME:
COVER SHEET



DESIGNED: NG	DRAWN: NG	SCALE: -	SHEET SIZE: A1
DRAWING STATUS: CONSTRUCTION CERTIFICATE		DRAWING NO: C001	
PROJECT NO: DN180003		REVISIONS: 5	

