

Shoalhaven Local Transport Forum

Meeting Date: Tuesday, 09 December, 2025
Location: Manyana Meeting Room, City Administrative Centre, Bridge Road, Nowra
Time: 9.30am

Agenda

1. Apologies
2. Confirmation of Minutes
 - Shoalhaven Local Transport Forum - 11 November 2025.....1
3. Business Arising from Previous Minutes
4. Reports of the Convenor
 - TF25.46 Huskisson - Marine Rescue Jervis Bay Duck Derby (2026) - (PN 3875).....5
 - TF25.47 Mollymook/Ulladulla - Rotary Club Fun Run (2026) - Various Locations (PN 3876)8
 - TF25.48 Berry - Red Hot Summer Concert - February 2026 - (PN 3877)42
 - TF25.49 Signage & Linemarking - Residential Subdivision (51 lots) - Suncrest Avenue - Sussex Inlet - SF10916 - (PN 3878).....55
5. Reports of the Convenor

Note: The next meeting will be held on Tuesday 10 February 2026

Membership

Mr David Pieresko – Convenor
Clr Patricia White
Clr Matthew Norris
Transport for NSW Representative
NSW Police Representative
MP for South Coast (or Representative)
MP for Kiama (or Representative)

The Shoalhaven Local Transport Forum is a technical review forum, not a committee of Council under the Local Government Act 1993. The Forum provides advice, technical review, and coordination of works and events. It does not vote, issue approvals, or make decisions.

The Local Transport Forum is convened by Council. Council's role is that of both proponent and decision-maker. Council is the representative for all community interests (residents, businesses, etc.) and responsible for all road users – including public transport – and road safety. There are three further mandatory invitees to every meeting of the Local Transport Forum:

- Transport for NSW
- NSW Police Force
- Local State Members of Parliament

It is also mandatory to invite the operator of any public passenger service likely to be affected by a proposal to carry out traffic control work to any meeting where that proposal is being reviewed.

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

MINUTES OF THE SHOALHAVEN LOCAL TRANSPORT FORUM

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

The following members were present:

Convenor David Pieresko - Coordinator Engineering Design
Ms Heather Marshall - TfNSW
Mr Jack Khourey – MP for South Coast Representative (remotely)
Mr Hunter Meaney – MP for Kiama Representative (remotely)

Others present:

Ms Simone King - Premier Buses (remotely)
Mr Will Lewis – Civil Engineer
Mr Adrian Vaquera – Civil Engineer (remotely)
Mr Craig Exton – Manager Technical Services
Ms Lisa Brown – Business and Events Coordinator
Ms Melinda Grobe – Road Safety Officer
Ms Peta Fuller – Governance Officer (minute taker)

Apologies / Leave of Absence

An apology was received from Mayor White.

Confirmation of the Minutes

RESOLVED

That the Minutes of the Shoalhaven Local Transport Forum held on Tuesday 14 October 2025 be confirmed.

CARRIED

Business Arising from Previous Minutes

Nil

REPORTS OF THE CONVENOR

TF25.41 Huskisson - Santa Ride (2025) - (PN 3869)

HPERM Ref:
D25/508013

Ms Simone King - Premier Buses noted that signage is required if the bus stop in Owen Street will need to be bypassed.

Staff advised that there is a rolling closure along Owen Street and will get an estimate of the times that buses will be going through.

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Local Transport Forum has reviewed the proposed Traffic Management Plans (TMP) & Traffic Guidance Schemes (TGS) for the Huskisson Santa Ride 2025 as per the TMP & TGS No. D25/443544 as per the above attachments, and recommends the following amendments:
 - a. Update the TMP and TGS to reflect the timing of the proposed road closures.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

RECOMMENDATION

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Local Transport Forum has reviewed the proposed Traffic Management Plans (TMP) & Traffic Guidance Schemes (TGS) for the Huskisson Santa Ride 2025 as per the TMP & TGS No. D25/443544 as per the above attachments, and recommends the following amendments:
 - a. Update the TMP and TGS to reflect the timing of the proposed road closures.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

This recommendation was approved by the Director City Services 18 November 2025

TF25.42 Roadworks TGS - 75 Greenwell Point Rd GREENWELL POINT - Lot 1 DP 869305 - (PN 3870)

HPERM Ref:
D25/508724

Ms Heather Marshall - TfNSW asked to ensure that buses are aware of possible impacts from traffic arrangements. It was further suggested that Council consider removing the 50km sign on Greenwell Point Road within the school zone and just leave the 'End Road Work' sign to avoid confusion.

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Local Transport Forum has reviewed the Traffic Guidance Scheme (TGS) for the proposed road works, as per the above attachments.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

RECOMMENDATION

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Local Transport Forum has reviewed the Traffic Guidance Scheme (TGS) for the proposed road

works, as per the above attachments.

2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

This recommendation was approved by the Director City Services 18 November 2025

TF25.43 Sussex Inlet - Step Into Summer (2025) - Jacobs Drive - (PN 3872)

HPERM Ref: D25/509009

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven
2. Local Transport Forum has reviewed the proposed Traffic Management Plans (TMP) & Traffic Guidance Schemes (TGS) for the Step Into Summer (2025) event at Sussex Inlet. No. D25/453214 as per the above attachments, and recommends the following amendments:
 - Event times and date being added to the TGS
3. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

RECOMMENDATION

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven
2. Local Transport Forum has reviewed the proposed Traffic Management Plans (TMP) & Traffic Guidance Schemes (TGS) for the Step Into Summer (2025) event at Sussex Inlet. No. D25/453214 as per the above attachments, and recommends the following amendments:
 - Event times and date being added to the TGS
3. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

This recommendation was approved by the Director City Services 18 November 2025

TF25.44 Berry - Christmas Street Parade - Queen Street - Albany Street - (PN 3873)

HPERM Ref: D25/513746

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Local Transport Forum has reviewed the proposed Traffic Management Plans (TMP) & Traffic Guidance Schemes (TGS) for the Berry Christmas Street Parade 2025 as per the TMP & TGS No. D25/513474 and D25/513476.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

RECOMMENDATION

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Local Transport Forum has reviewed the proposed Traffic Management Plans (TMP) & Traffic Guidance Schemes (TGS) for the Berry Christmas Street Parade 2025 as per the TMP & TGS No. D25/513474 and D25/513476.
2. The recommendation be approved by the Director City Services under delegated authority

from Shoalhaven City Council - refer MIN21.411

This recommendation was approved by the Director City Services 18 November 2025

**TF25.45 Milton - Bar Yuki & The Milton Hotel Music Festival
(2026) - Wason Street - (PN 3874)**

**HPERM Ref:
D25/519467**

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Local Transport Forum has reviewed the proposed Traffic Management Plans (TMP) & Traffic Guidance Schemes (TGS) for the Bar Yuki & The Milton Hotel Music Festival (2026) event at Milton, as per plan No. D25/467146, and recommends that:
 - a. Suitable hostile vehicle mitigation measures are implemented for this event.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

RECOMMENDATION

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Local Transport Forum has reviewed the proposed Traffic Management Plans (TMP) & Traffic Guidance Schemes (TGS) for the Bar Yuki & The Milton Hotel Music Festival (2026) event at Milton, as per plan No. D25/467146, and recommends that:
 - a. Suitable hostile vehicle mitigation measures are implemented for this event.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

This recommendation was approved by the Director City Services 18 November 2025

There being no further business, the meeting concluded, the time being 9:50am.

David Pieresko
CONVENOR

TF25.46 Huskisson - Marine Rescue Jervis Bay Duck Derby (2026) - (PN 3875)

HPERM Ref: D25/555832

Convenor: David Pieresko

Attachments: 1. D25/408370 – Traffic Guidance Scheme (TGS) [↓](#)

Reason for Report:

This report is being submitted to the Shoalhaven Local Transport Forum for consideration of the proposed Traffic Guidance Scheme (TGS) for the Marine Rescue Jervis Bay Duck Derby (2026).

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Local Transport Forum has reviewed the proposed Traffic Guidance Schemes (TGS) for the Marine Rescue Jervis Bay Duck Derby (2026) as per the TGS No. D25/408370.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

Background:

The Marine Rescue Jervis Bay Duck Derby (2026) is a community fundraising event aimed at raising funds to help operate and maintain the Marine Rescue fleet and support member training.

The duck races are proposed to be held in Moona Moona Creek, with race times dependent on tidal conditions. The event consists of Amusements – Duck Races in Moona Moona Creek, Hospitality service (food trucks) and Market stalls. The event traffic measures are proposed to take place on Monday 26 January 2026 from approximately 7:00am to 5:00pm.

Local Transport Forum review is required for the temporary traffic management measures required to facilitate the Duck Derby event for community and pedestrian safety.

Details of Submission:

1. Road Closures

26 January 2026

- **Beach Street/Jervis Street** from Burrill Street to Moona Moona Creek Parking Area: approximately **7:00am to 5:00pm**

2. Transportation, Awareness of Event and Access

EMERGENCY SERVICES: Access will be maintained throughout the event. Priority is given to emergency vehicles as per normal traffic management procedure.

FIRST AID: A First Aid post will be set up and manned by Marine Rescue Volunteers who are qualified with a first aid certificate.

TF25.46

PARKING: According to the Duck Derby TGS, there is parking available at Moona Moona Creek parking area. The parking area will close once full at the discretion of Site Specific Traffic Management, with allocation for disabled parking.

Risk Implications:

1. Parking Limitations and Potential Congestion: The event is proposed to take place on 26 January 2026, 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 Huskisson.

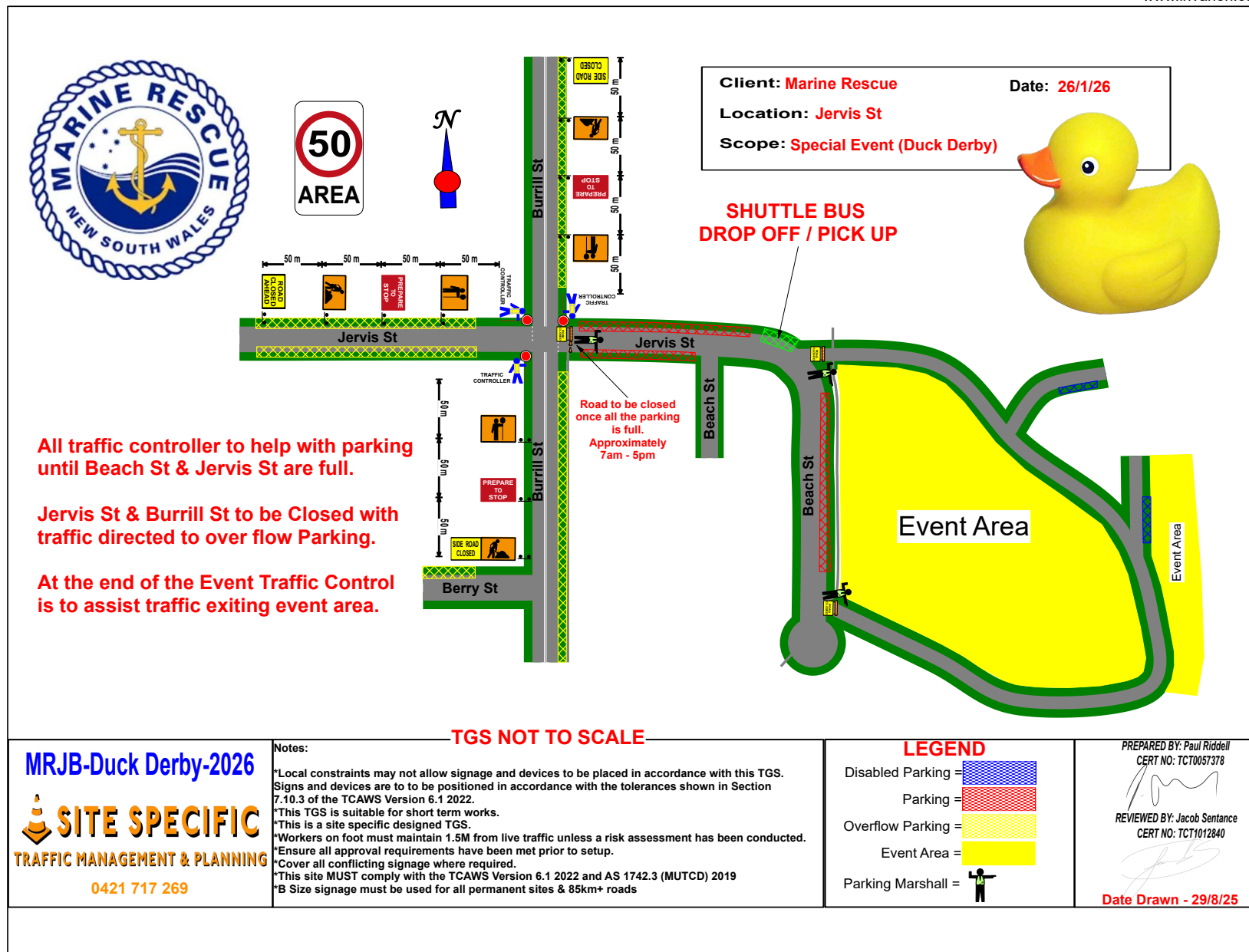
2. Local Business and Resident Impact: Events can impact local businesses and residents both positively and negatively. Road Closures and increased traffic may make it challenging for customers to reach businesses, and residents may experience noise disturbances, or inconvenience due to traffic restrictions. However, access to private properties will be maintained and controlled by traffic controllers when it is safe to enter.

Consultation:

The event organiser has proposed traffic management for the proposed event hours and the document has been prepared following consultation and assessments from the respective stakeholders. A letter box drop (2 weeks prior to the event) will be communicated to approximately 100 impacted residents within the vicinity of affected area. This will ensure that local residents will be made aware of the time frames of the event and associated impacts and how they will be mitigated in the event of any possible complications.

Financial Implications:

This event is funded by the event organiser (Marine Rescue NSW) and there will be no immediate financial implications to Council.



TF25.47 Mollymook/Ulladulla - Rotary Club Fun Run (2026) - Various Locations (PN 3876)

HPERM Ref: D25/557341

Convenor: David Pieresko

Attachments: 1. D25/561846 – Traffic Management Plan (TMP) [↓](#)
2. D25/518772 – Traffic Guidance Scheme (TGS) [↓](#)

Reason for Report:

This report is being submitted to the Shoalhaven Local Transport Forum for consideration of the proposed Traffic Management Plan (TMP) and Traffic Guidance Schemes (TGS) for the Rotary Club of Ulladulla Fun Run (2026).

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Local Transport Forum has reviewed the proposed Traffic Management Plan (TMP) and Traffic Guidance Schemes (TGS) for the Rotary Club of Ulladulla Fun Run (2026) as per D25/561846 and D25/518772.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

Background:

The Mollymook/Ulladulla Rotary Club Fun Run (2026) is a community event aimed at all abilities of runners. The Fun Run consists of three different runs and is proposed to be held primarily along Mitchell Parade and Bannisters Head Road, Mollymook/Ulladulla.

The event traffic control measures are proposed to take place on Saturday 14 February 2026 from 6:00am to 11:00am. Local Transport Forum review is required for the temporary traffic management measures required to facilitate the Fun Run for community and pedestrian safety.

Details of Submission:

1. Road Closures

14 February 2026

- **Mitchell Parade** from Ocean Street to Bannister Head Road: **6:00am to 11:00am**

2. Transportation, Awareness of Event and Access

PUBLIC TRANSPORT: There are no predicted impacts to public transportation services.

ACCESS/AWARENESS: There has not been any signage proposed on the TGS to indicate the locations of parking areas. Appropriate signage including detour signage, road closures and additional advanced warning (VMS Boards) will be deployed on the Princes Highway at Matron Porter Road and Golf Avenue for additional warning to motorists.

TF25.47

Risk Implications:

1. Parking Limitations and Potential Congestion: The event is proposed to take place on 14 February 2026, 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 this area.

2. Local Business and Resident Impact: Events can impact local businesses and residents both positively and negatively. Road Closures and increased traffic may make it challenging for customers to reach businesses, and residents may experience noise disturbances, inconvenience due to traffic restrictions. However, access to private properties will be maintained and controlled by traffic controllers when it is safe to enter during the event.


Consultation:

The event organiser has proposed traffic management for the proposed event hours only and the document has been prepared following consultation and assessments from the respective stakeholders.

A letter box drop will be communicated to all impacted residents within the vicinity of affected areas. This will ensure that local residents will be made fully aware of the time frames of the event and associated impacts and how they will be mitigated in the event of any possible complications.

Financial Implications:

This event is funded by the event organiser (Rotary Club of Milton-Ulladulla Inc.) and there will be no immediate financial implications to Council.

	<h2 style="text-align: center;">Traffic Management Plan</h2> <p style="text-align: center;">(TCAWS Manual Appendix A.2.3 checklist)</p>	TCAWS TMP-01
	<p style="text-align: center;">Details the work to be undertaken, identifies the associated traffic management risks and accepted control measures to eliminate or reduce those risks.</p>	

Disclaimer

While care and diligence has been taken to produce the checklists, templates, and example documents (Documents), no responsibility is taken, or warranty made with respect to the accuracy or correctness of the Documents. Transport for NSW expressly disclaim all liability for any omissions, errors, inaccuracy, or incompleteness of any of the Documents and the consequences upon reliance of the Documents.

The Documents are provided for general information purposes only. While every attempt has been made to align these documents with the Traffic control at work sites (TCAWS) Technical Manual, the Documents provided are only examples. The use of these Documents may not fulfill all the relevant requirements in the latest release of the TCAWS Technical Manual. It is the obligation of the user to ensure that appropriate modifications are made to meet the requirements of the TCAWS Technical Manual.

Disclaimer updated on 20 October 2023, 9:00am

Prepared by			
Name:	Phillip Belo	Role:	Traffic Plan Designer
Card number:	TCT0059235	Organisation:	TMPACS
Signature:		Date:	21/10/2025

Location of works	
Project	Rotary Club of Ulladulla Fun Run Various Locations Race Event 14 th February 2026 - 6:00am to 11:00am.
Activity / work	Traffic Management on Mitchell Parade and Bannisters Head Road at various points for footrace
Location	Mitchell Parade and Bannisters Head Road Mollymook Beach

TCAWS TMP-01: Traffic management Plan Rotary Club of Ulladulla Fun Run



Issue No. 1.0

UNCONTROLLED WHEN EDITED OR PRINTED

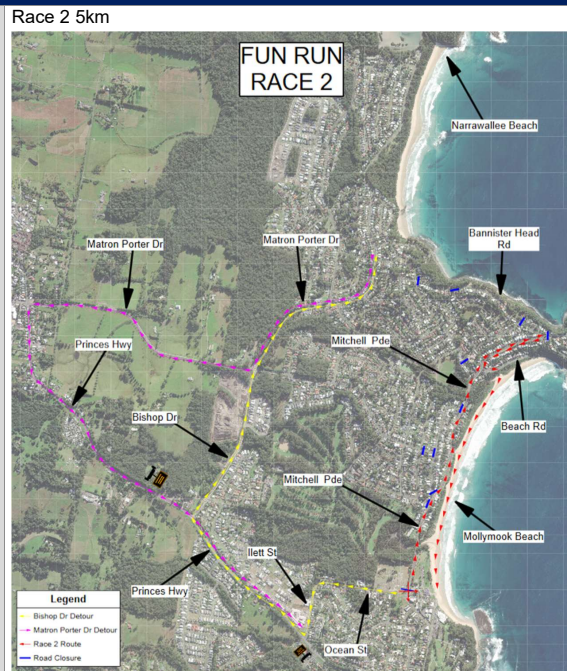
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TF25.47 - Attachment 1

TCAWS TMP-01: Traffic management Plan Rotary Club of Ulladulla Fun Run

Location of works



TCAWS TMP-01: Traffic management Plan Rotary Club of Ulladulla Fun Run

Location of works	
	<p>Race 3 Fun Run</p> <p>Legend</p> <ul style="list-style-type: none"> Bishop Dr Detour Matron Porter Dr Detour Race 3 Footpath Route Road Closure
Dates relevant for TMP work	21 st March 2026

Traffic Management Strategy (TMS) Verification	
Has the TMS been received and attached to this TMP?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <i>If "no" has been selected a TMP should not be developed until TMS information is obtained</i>
Provide updated information regarding TMS if required	
Current existing speed limit/s	<p>Mitchell Parade Mollymook Beach - 50km/hr</p> <p>Bannisters Head Road Mollymook Beach – 50km/h</p> <p>Ocean Street Mollymook Beach – 50km/h</p> <p>Beach Road Mollymook Beach – 50 km/h</p> <p>Bishop Drive Mollymook Beach – 50km/h</p>

TCAWS TMP-01: Traffic management Plan Rotary Club of Ulladulla Fun Run

Traffic Management Strategy (TMS) Verification			
	<i>Tallwood Ave Mollymook Beach – 50km/h</i> <i>Matron Porter Drive Mollymook Beach – 50km/h & 60km/h</i> <i>Princes Highway Mollymook Beach, Milton & Ulladulla – 60km/h & 80km/h</i>		
Updated traffic data	Princes Hwy Traffic volumes (ADT): estimates of 5,000 – 7,000 vpd		Traffic volumes (AADT): if available
	Hourly traffic volumes :N/A		Operating speed: N/A
	Peak times AM:		Peak times PM:
Traffic composition	<input type="checkbox"/> OSOM	<input type="checkbox"/> Heavy vehicles ____>30____ (%)	<input type="checkbox"/> Permit vehicle routes
If yes provide details	Details:		
Site and work specific considerations	Nil		
Additional options available	For additional options identified, the process of assessment outlined in the TMS must be completed		

Decision point: Temporary Traffic Management Method	
Was an options assessment completed by the client?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Safest option to minimise impact on traffic flow would be to set out road closures and detours (See TGS) for any roads dissecting the race area
Summary of TMS options	Appropriate signage including detour signage, road closures and additional advanced warning (VMS Borads) will be deployed on the Princes Highway at Matron Porter Road and Golf Avenue for additional warning to motorists.
TTM method	<input checked="" type="checkbox"/> Around <input type="checkbox"/> Past <input type="checkbox"/> Through Option Selected: <i>nominate option selected from TMS</i>

TCAWS TMP-01: Traffic management Plan Rotary Club of Ulladulla Fun Run

Decision point: Temporary Traffic Management Method	
Justification	Majority of events are within the roadway of the aforementioned roads therefore the decided upon TTM would be safest option. Please see detour and VMS Strategy TGS attached.

Traffic Management Planning				
TTM type	<input type="checkbox"/> Mobile	<input type="checkbox"/> Low impact	<input checked="" type="checkbox"/> Static	
Will lane or shoulder widths need to be modified?	<input type="checkbox"/> Yes		<input checked="" type="checkbox"/> No	
	<i>If yes provide justifications and drawings:</i>			
Specific road users impacted	<input type="checkbox"/> Pedestrians	<input checked="" type="checkbox"/> Cyclists	<input checked="" type="checkbox"/> Motorcyclist	<input type="checkbox"/> OSOM
	<input type="checkbox"/> Freight Industry	<input type="checkbox"/> Persons with disability, prams or children	<input type="checkbox"/> Public transport e.g. bus, tram.	<input type="checkbox"/> Other

	<p><u>Council Consent Requirements:</u></p> <ul style="list-style-type: none"> a) Traffic control planning for each of the various road closure and detour points: <ul style="list-style-type: none"> • Refer to TGSs attached to this TMP. b) Parking arrangements <ul style="list-style-type: none"> • Parking will be as stated in TGS c) Pedestrian and cyclist safety: <ul style="list-style-type: none"> • Pedestrians will be guided around the event. • Cyclists catered for as normal road users
Additional location specific requirements to be considered?	Nil

TCAWS TMP-01: Traffic management Plan Rotary Club of Ulladulla Fun Run

Risk assessment				
Undertake and attach to this TMP a risk assessment of the proposed works with the determined strategy.				
List of sources of information used in risk assessment	TCAWS Version 6.1 2022			
Has the risk assessment considered?	<input checked="" type="checkbox"/> Proximity of traffic	<input checked="" type="checkbox"/> Queued traffic	<input checked="" type="checkbox"/> High traffic volume	<input type="checkbox"/> Traffic speed and compliance behaviour
	<input type="checkbox"/> Traffic composition	<input checked="" type="checkbox"/> Exposure and proximity of workers to live traffic	<input checked="" type="checkbox"/> Length of delays for road users	<input type="checkbox"/> Traffic generating land use (hospital, mine, school)
	<input type="checkbox"/> Non-compliance with temporary speed limits	<input type="checkbox"/> Reduced lane and shoulder widths	<input checked="" type="checkbox"/> Compromised access points	<input type="checkbox"/> Site vehicle access and egress points
	<input type="checkbox"/> Horizontal (curves) and vertical (crests/sags) alignment	<input type="checkbox"/> Utilities including above and below services	<input type="checkbox"/> Crash history	<input type="checkbox"/> Topographical constraints
	<input checked="" type="checkbox"/> Sight distances	<input checked="" type="checkbox"/> Emergency services	<input checked="" type="checkbox"/> Car parking impacted	<input type="checkbox"/> Transport services (bus stops etc)
	<input checked="" type="checkbox"/> Access to private and commercial properties	<input checked="" type="checkbox"/> Local road access	<input type="checkbox"/> Special events or high risk venues	<input type="checkbox"/> Other _____
Key risks identified as a result of works:	Workers/Runners on foot, members of the public, vehicle movements			
Specific controls required:				
Protection of workers	<input checked="" type="checkbox"/> Barriers	<input checked="" type="checkbox"/> Delineation	<input checked="" type="checkbox"/> Other	
<p><i>Road Closures and detours. Traffic Control on all closure points to guide members of the public. The implementation of Hostile Vehicle Mitigation (HVM) is essential for safeguarding public spaces and critical infrastructure against evolving threats. By assessing vulnerabilities and deploying appropriate measures, it can significantly reduce the risk of vehicle related attacks. In this case traffic control vehicles will be deployed at HVM points at critical junctions of the event. Please see attached TGSS' for positioning of road closures, detours and HVM points.</i></p>				

TCAWS TMP-01: Traffic management Plan Rotary Club of Ulladulla Fun Run


Risk assessment	
Will a speed restriction be required?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
End queue management strategy:	<i>No stopping of traffic required for this event.</i>
Delineation of site	<i>Delineation will be as described in TGSs</i>
Emergency service access and notification	<i>Emergency Services access will not be impeded at any time. Should emergency vehicles need to pass the site when under traffic control, Traffic Controllers will provide priority access through the site for the emergency vehicle or direct vehicles to alternative routes available to the other side of the worksite.</i>

Relevant Documentation		
Have the following mandatory documents been provided as part of the overall TMP?		
<input checked="" type="checkbox"/> All approved TGS required	<input type="checkbox"/> Road Occupancy Licence	<input type="checkbox"/> Plans showing access to local properties or side roads
<input type="checkbox"/> WHS documentation	<input type="checkbox"/> Approved list of TTM personnel and contacts	<input checked="" type="checkbox"/> Vehicle movement plans
<input type="checkbox"/> Traffic incident plans		
STOP: If one of the above documents has not been selected the TTMP cannot be approved		
Other documents provided		
<input type="checkbox"/> Traffic staging arrangements including Traffic Staging Plans	<input type="checkbox"/> Speed Zone Authorisation	
<input checked="" type="checkbox"/> Design drawings	<input type="checkbox"/> Council permits	
<input type="checkbox"/> Pedestrians and cyclists movement plans	<input type="checkbox"/> Consultation with public transport operator	
<input type="checkbox"/> Other:	<input checked="" type="checkbox"/> VMS and Detour Strategy	

TCAWS TMP-01: Traffic management Plan Rotary Club of Ulladulla Fun Run

Monitoring activities required			
Person responsible for monitoring <i>daily</i> TTM work activities			
Name:		Role:	Traffic Control Auditor
Unit:		Division:	
Qualification:	PWZTMP	Card Number:	
Comments:			
Person responsible for TTM works			
Name:	TBC	Role:	Traffic Control Team Leader
Unit:		Division:	
Qualification:	PWZTMP	Card Number:	
Comments:			
Review activities required			
Activity	Required		Frequency or details
Shift inspections	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Sign checks every 2 hours
Weekly Inspections	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
TMP review	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	As required if changes are needed
Road safety audit	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Other:	<input type="checkbox"/> Yes	<input type="checkbox"/> No	
Other:	<input type="checkbox"/> Yes	<input type="checkbox"/> No	
Comments:			
Endorsed by (when a Principal Contractor undertaking the work)			
Name:	Phillip Brown		
Role:		Organisation	Rotary Club of Ulladulla
Signature:		Date:	

TCAWS TMP-01: Traffic management Plan Rotary Club of Ulladulla Fun Run

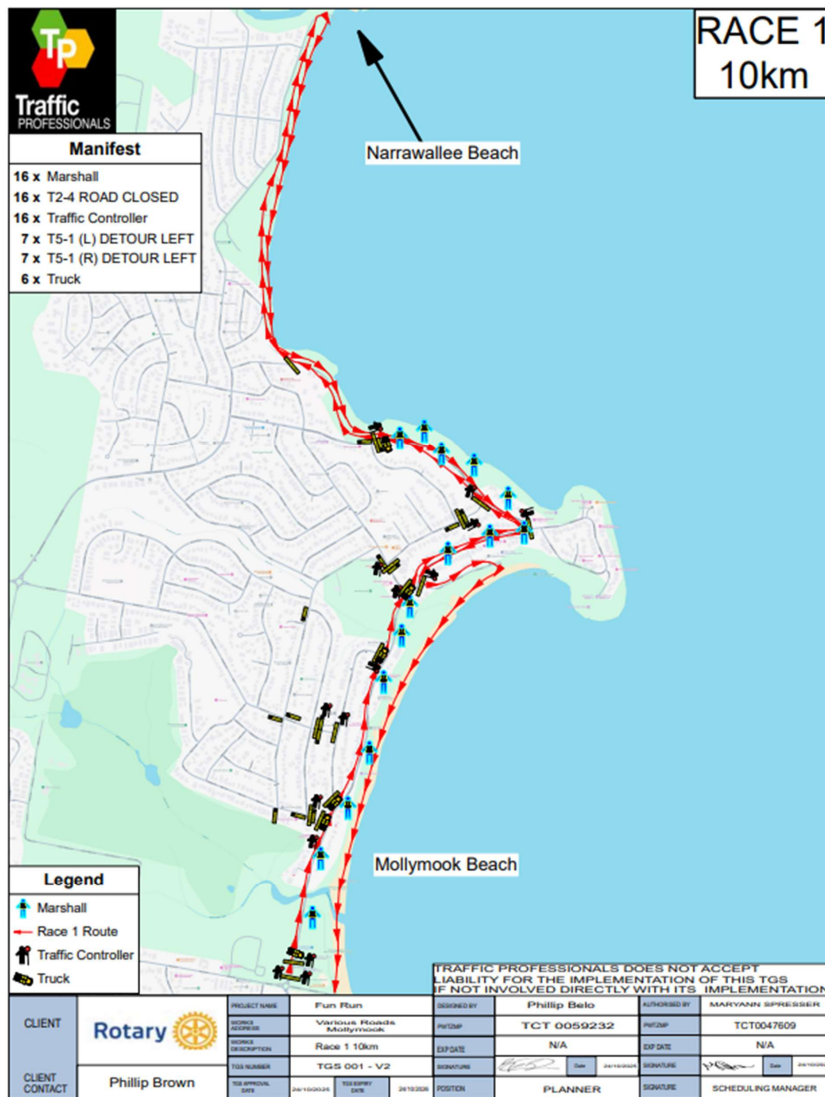
Approval			
<i>I have reviewed the relevant documents for the works and approve works to be completed in accordance with the TTM Plan.</i>			
Name:	David Del Tufo		
Qualification:	PWZTMP	Card Number:	TCT1056039
Unit:		Division:	Managing Director
Signature:		Date:	21/10/2025

TCAWS TMP-01: Traffic management Plan Rotary Club of Ulladulla Fun Run

Approved TGSs

Race Overview TGS

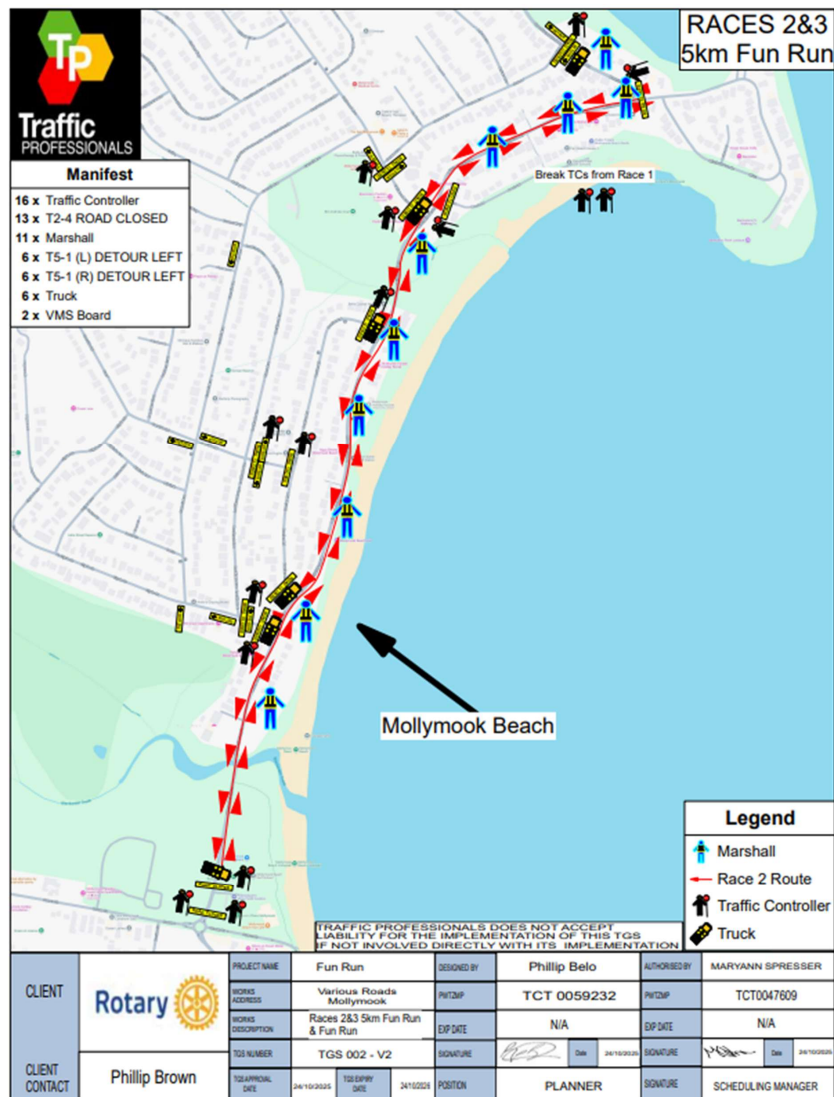
TGS-001- Race 1 10km



TF25.47 - Attachment 1

TCAWS TMP-01: Traffic management Plan Rotary Club of Ulladulla Fun Run

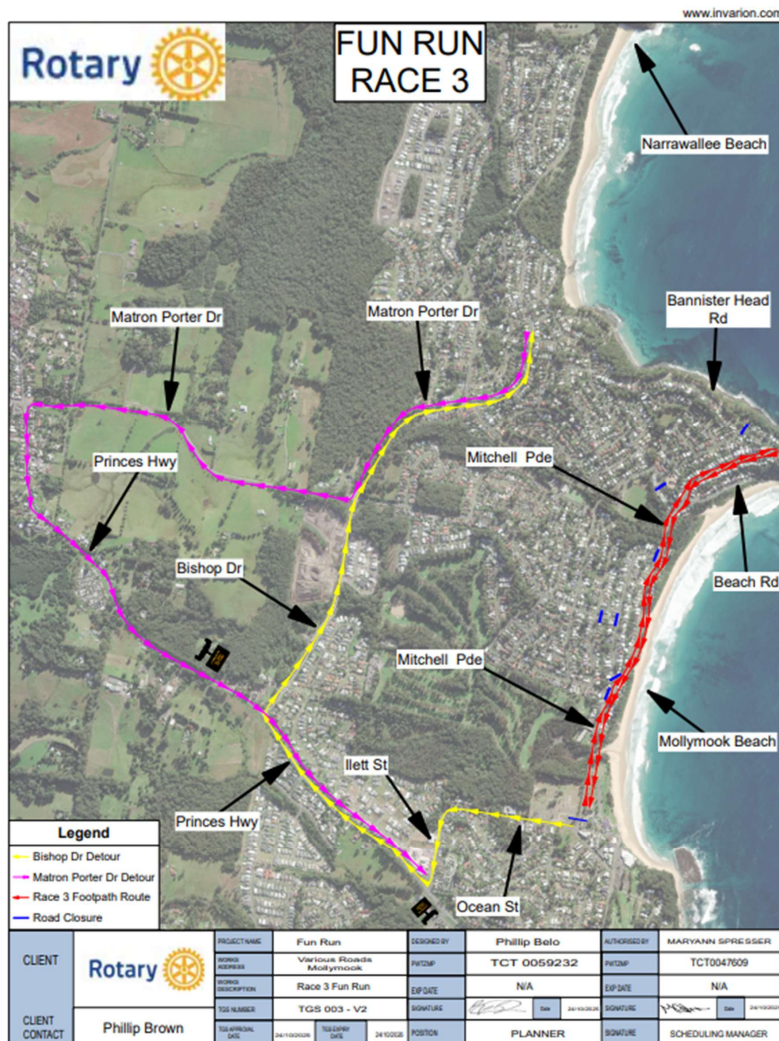
TGS-002 – Race 2 & 3 5km Fun Run and Fun Run



TF25.47 - Attachment 1

TCAWS TMP-01: Traffic management Plan Rotary Club of Ulladulla Fun Run

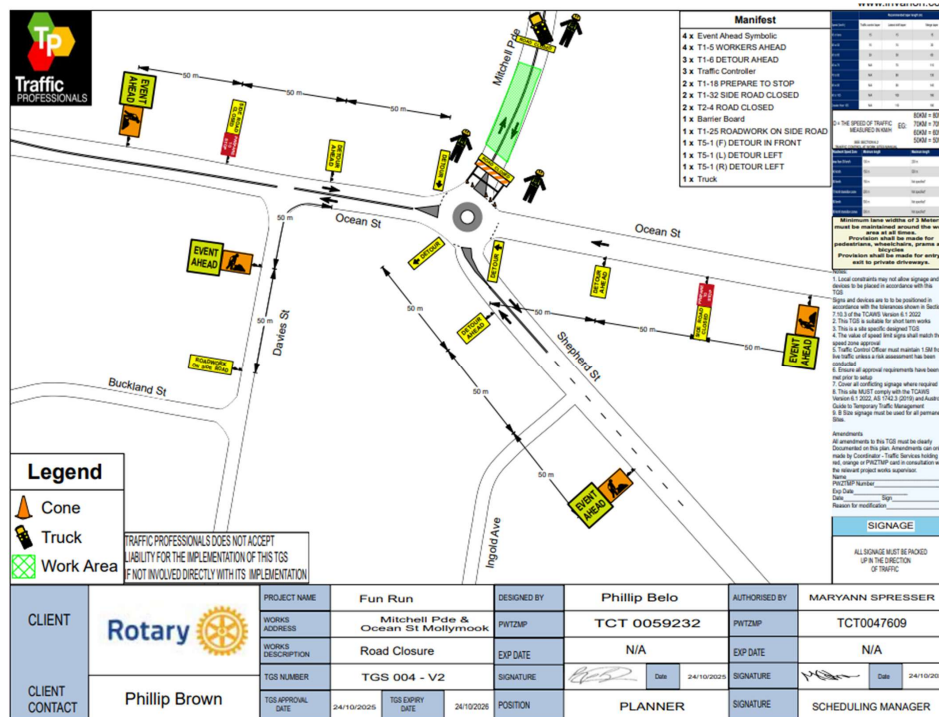
TGS-003 – Site Specific TGS



TF25.47 - Attachment 1

TCAWS TMP-01: Traffic management Plan Rotary Club of Ulladulla Fun Run

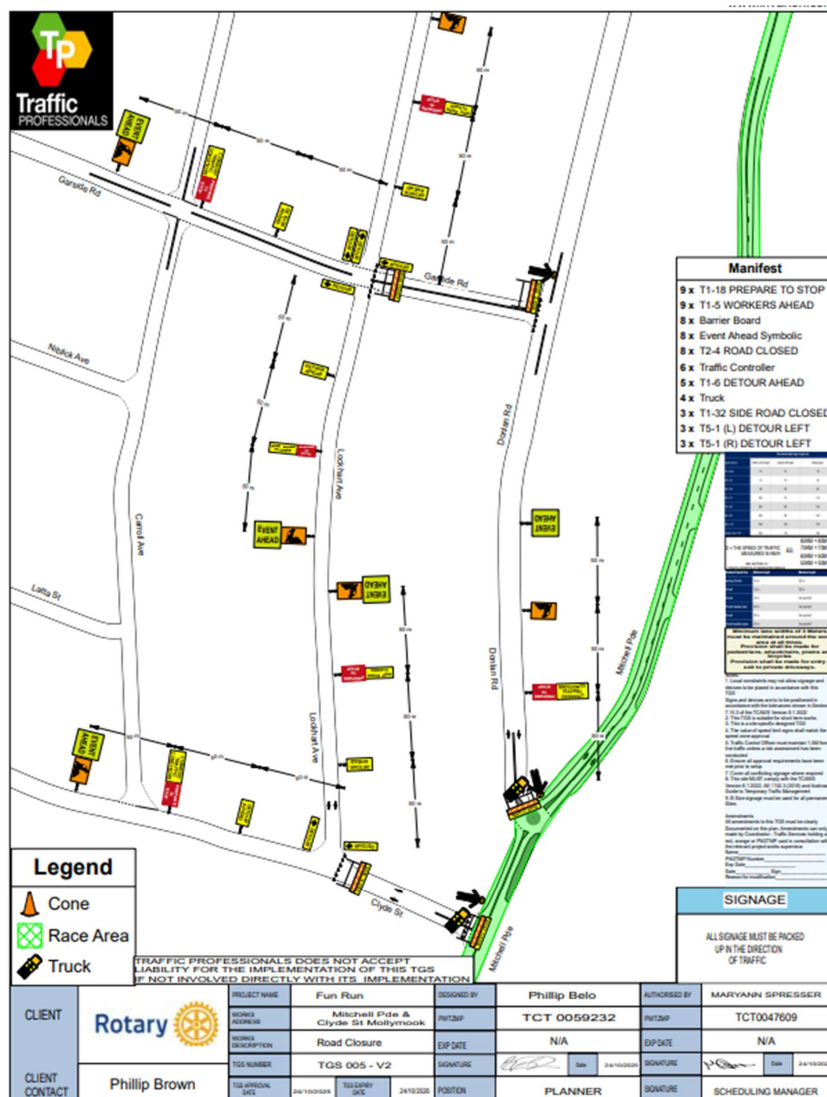
TGS-004 – Mitchell Parade and Ocean Street Mollymook Beach



TF25.47 - Attachment 1

TCAWS TMP-01: Traffic management Plan Rotary Club of Ulladulla Fun Run

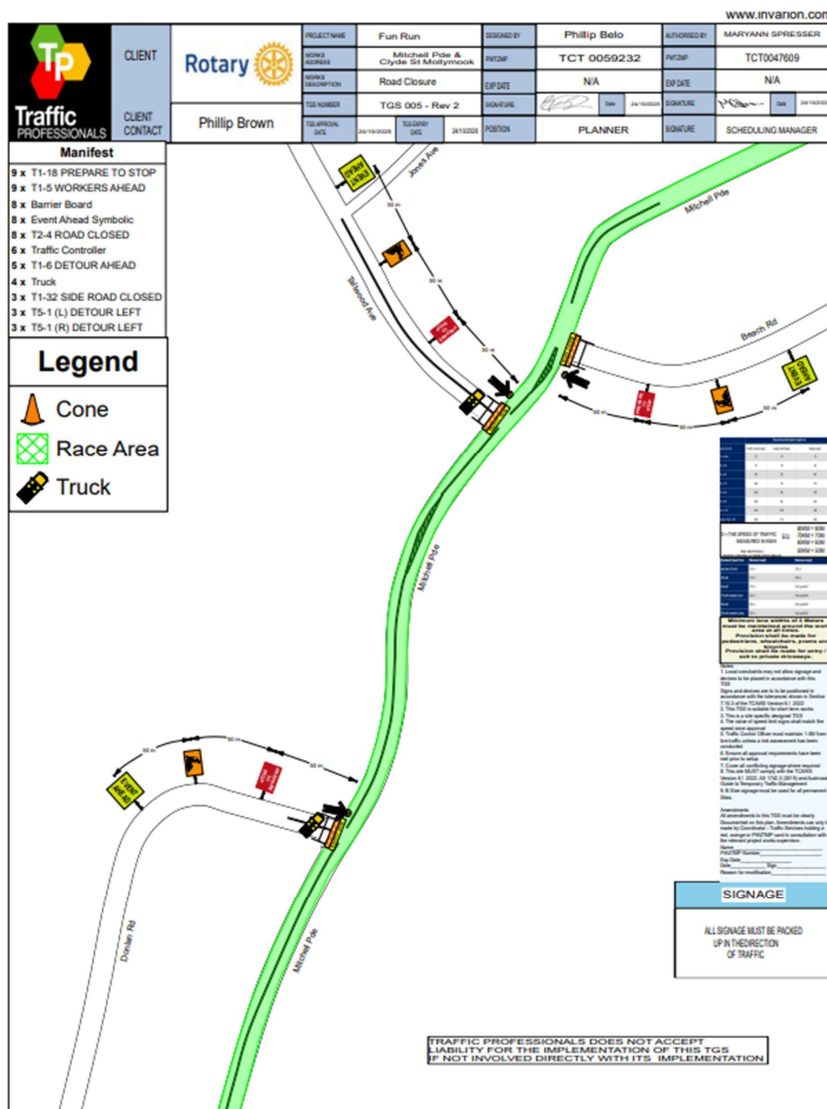
TGS-005 – Mitchell Parade (Clyde St, Donlan St, Tallwood Ave & Beach Rd) Closure Points
Page 1



TF25.47 - Attachment 1

TCAWS TMP-01: Traffic management Plan Rotary Club of Ulladulla Fun Run

TGS-005 – Mitchell Parade (Clyde St, Donlan St, Tallwood Ave & Beach Rd) Closure Points
Page 2




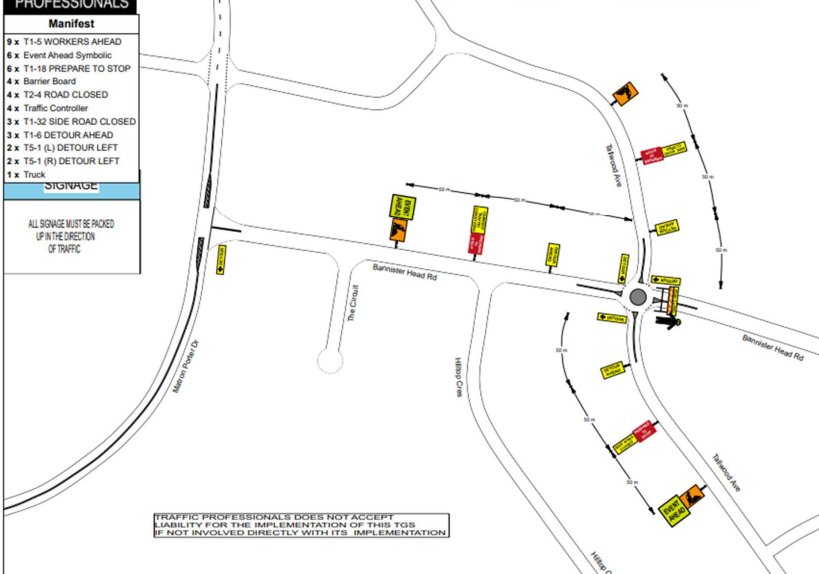
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TCAWS TMP-01: Traffic management Plan Rotary Club of Ulladulla Fun Run

TGS-006 – Mitchell Parade (Bannisters Head Rd, Jones Ave Anker Ave) Closure Points
Page 1

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	<p>WORKS ADDRESS</p> <p>Mitchell Pde & Bannisters Head Rd Mollymook</p>	<p>PROJECT</p> <p>TCT 0059232</p>	<p>PROJECT</p> <p>TCT0047609</p>				
	<p>WORKS DESCRIPTION</p> <p>Road Closure</p>	<p>EXP DATE</p> <p>N/A</p>	<p>EXP DATE</p> <p>N/A</p>				
	<p>TGS NUMBER</p> <p>TGS 006 - V2</p>	<p>SIGNATURE</p> <p><i>[Signature]</i></p>	<p>SIGNATURE</p> <p><i>[Signature]</i></p>	<p>Date</p> <p>24/10/2025</p>			
	<p>CLIENT CONTACT</p> <p>Phillip Brown</p>	<p>TGS APPROVAL DATE</p> <p>24/10/2025</p>	<p>TGS EXPIRY DATE</p> <p>24/10/2025</p>	<p>POSITION</p> <p>PLANNER</p>	<p>SIGNATURE</p> <p><i>[Signature]</i></p>	<p>Date</p> <p>24/10/2025</p>	<p>SCHEDULING MANAGER</p>



TRAFFIC PROFESSIONALS DOES NOT ACCEPT LIABILITY FOR THE IMPLEMENTATION OF THIS TGS IF NOT INVOLVED DIRECTLY WITH ITS IMPLEMENTATION

Minimum lane widths of 3 Meters must be maintained around the work area at all times.
Provision shall be made for pedestrians, wheelchair, prams and bicycles.
Provision shall be made for entry / exit to private driveways.

- Local constraints may not allow signage and devices to be placed in accordance with the TGS.
- Signs and devices are to be installed in accordance with the minimum shown in Section 7.1.2.3 of the TCAWS Version 6.1.2022.
- The TGS is suitable for short term works.
- The value of speed limit signs shall match the speed zone approval.
- Traffic Control Officer must maintain 1.5M from live traffic when a site assessment has been conducted.
- Signage of approved requirements has been met prior to setup.
- Control of site during signage setup required.
- The site MUST comply with the TCAWS Version 6.1.2022, AS 1742.1 (2018) and Australian Guide to Temporary Traffic Management.
- If site signage must be used for all permanent sites.

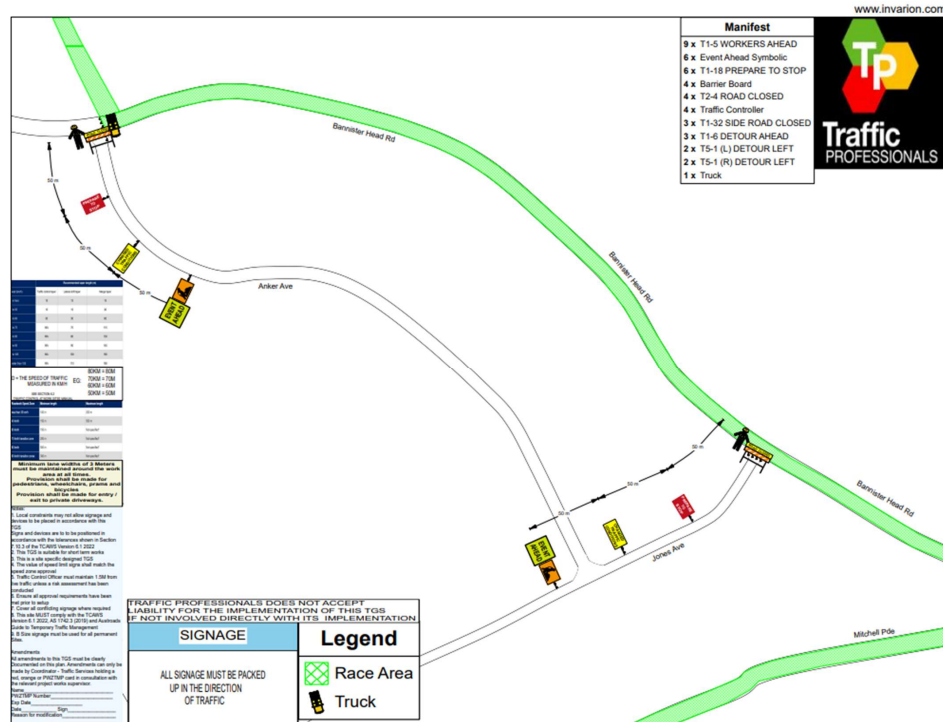
Amendments
All amendments to this TGS must be clearly documented on the plan. Amendments can only be made by Coordinator / Traffic Services holding a red, orange or PWTGP and in consultation with the relevant project works supervisor.

Page: _____
PWTGP Number: _____
Exp Date: _____
Date: _____
Reason for modification: _____

TF25.47 - Attachment 1

TCAWS TMP-01: Traffic management Plan Rotary Club of Ulladulla Fun Run

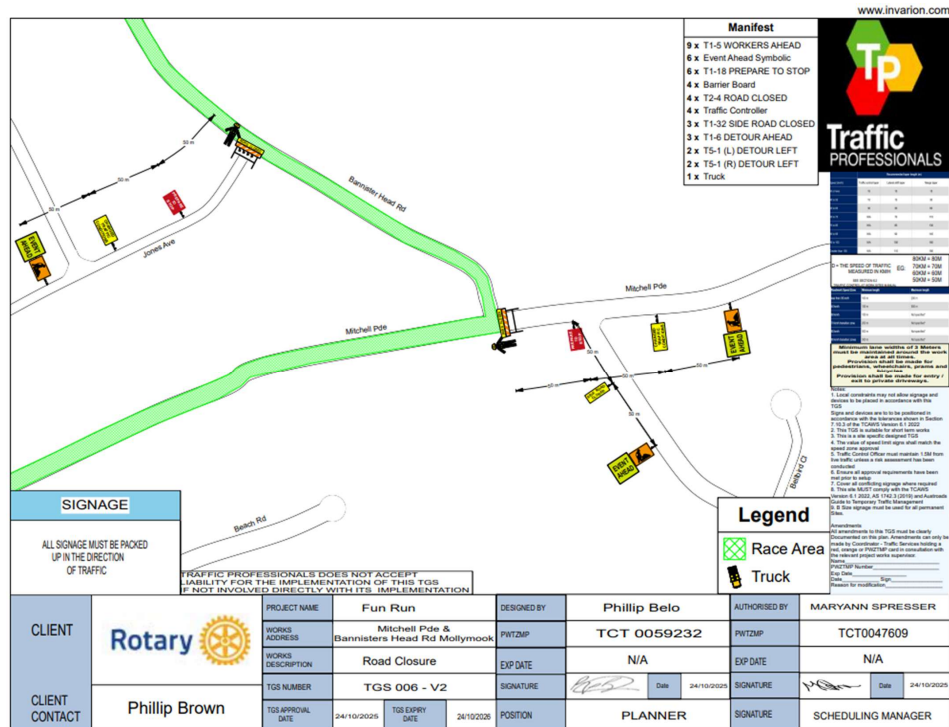
TGS-006 – Mitchell Parade (Bannisters Head Rd, Jones Ave Anker Ave) Closure Points
Page 2



TF25.47 - Attachment 1

TCAWS TMP-01: Traffic management Plan Rotary Club of Ulladulla Fun Run

TGS-006 – Mitchell Parade (Bannisters Head Rd, Jones Ave Anker Ave) Closure Points
Page 3



TF25.47 - Attachment 1

TCAWS TMP-01: Traffic management Plan Rotary Club of Ulladulla Fun Run

TGS-008 Surfers Rd Narrawallee Cross Point

www.itvianon.com

Legend

- Race Direction
- Traffic Controller
- Truck

Manifest

- 2 x Traffic Controller
- 1 x Barrier Board
- 1 x Event Ahead Symbolic
- 1 x T1-18 PREPARE TO STOP
- 1 x T1-5 WORKERS AHEAD
- 1 x T2-4 ROAD CLOSED
- 1 x Truck

Beach

Surfers Ave

Tallwood Ave

50 m

50 m

EVENT AHEAD

ROAD CLOSED

WORKERS AHEAD

TRUCK

TRAFFIC PROFESSIONALS DOES NOT ACCEPT LIABILITY FOR THE IMPLEMENTATION OF THIS TGS IF NOT INVOLVED DIRECTLY WITH ITS IMPLEMENTATION

CLIENT CLIENT CONTACT Phillip Brown	PROJECT NAME	Fun Run	DESIGNED BY	Phillip Belo	AUTHORISED BY	MARYANN SPRESSER
	WORKS ADDRESS	Surfers Ave Narrawallee	PWTZUP	TCT 0059232	PWTZUP	TCT0047609
	WORKS DESCRIPTION	Stop Slow	EXP DATE	N/A	EXP DATE	N/A
	TGS NUMBER	TGS 008 - V2	SIGNATURE		SIGNATURE	
	TGS APPROVAL DATE	24/10/2025	TGS EXPIRY DATE	24/10/2026	POSITION	PLANNER
					SIGNATURE	SCHEDULING MANAGER

TF25.47 - Attachment 1

TCAWS TMP-01: Traffic management Plan Rotary Club of Ulladulla Fun Run

TGS – 007 DETOUR AND VMS PLAN

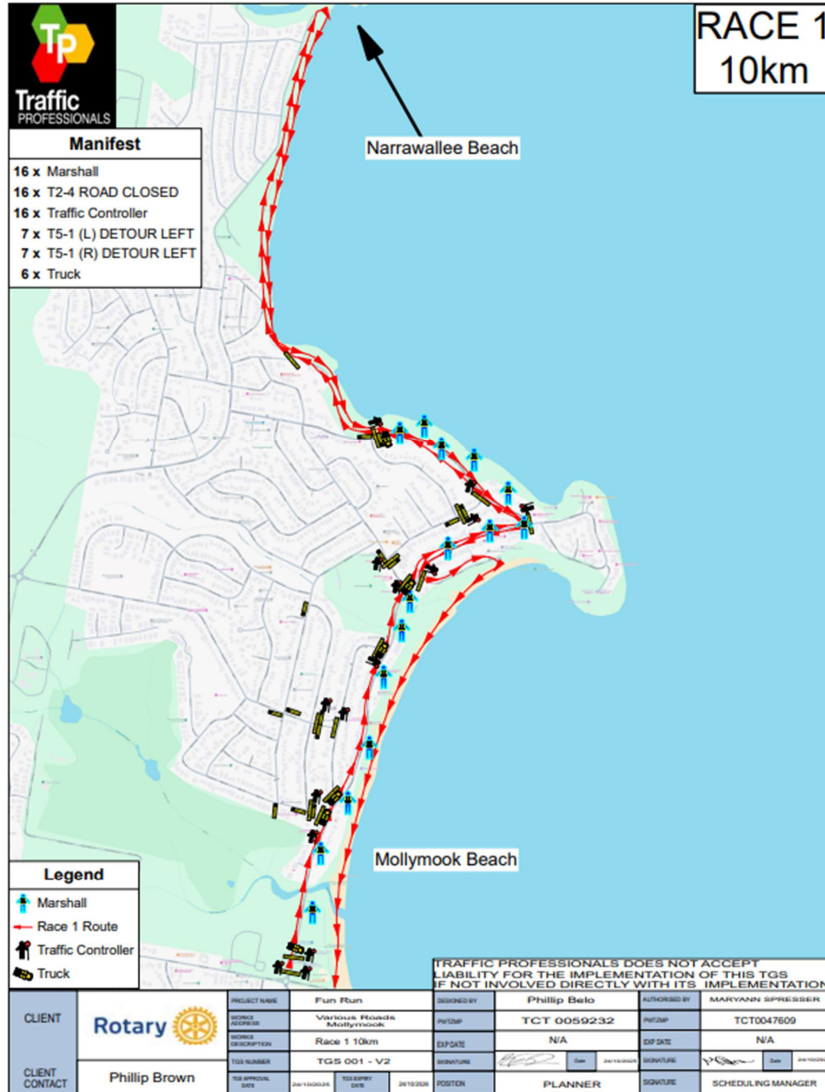


TCAWS TMP-01: Traffic management Plan Rotary Club of Ulladulla Fun Run

Approved TGSs

Race Overview TGS

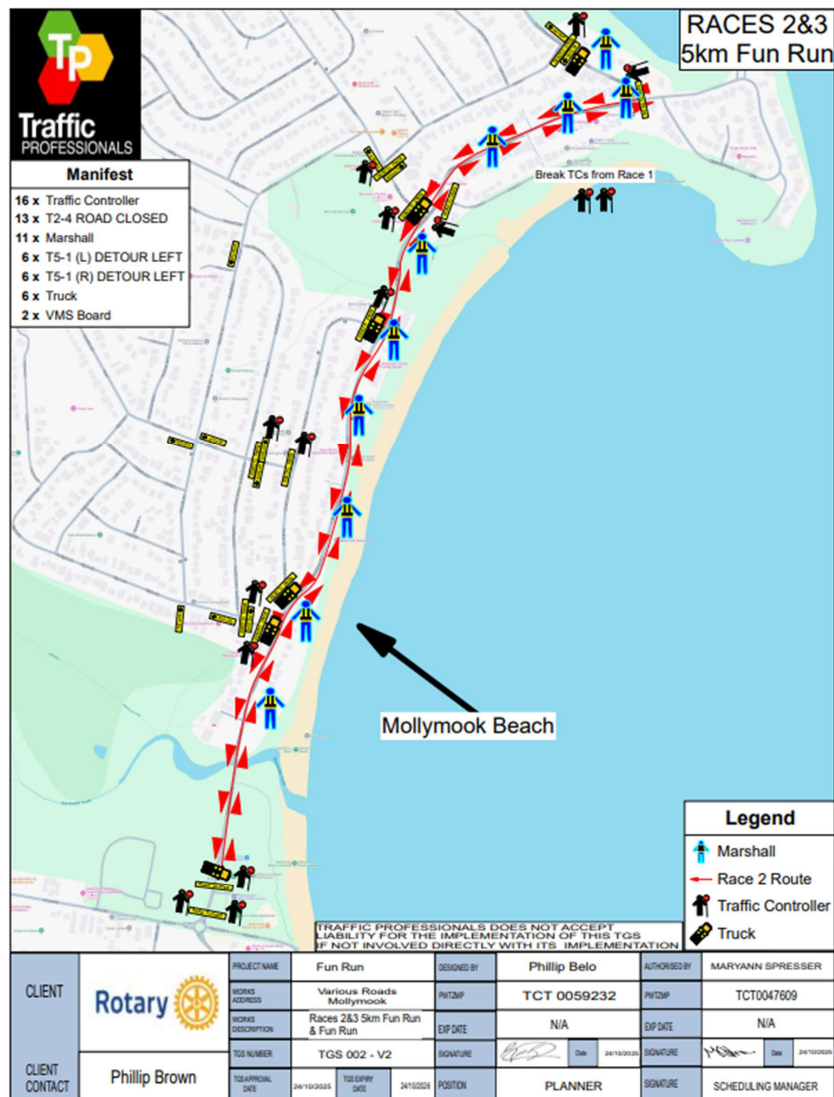
TGS-001- Race 1 10km



TF25.47 - Attachment 2

TCAWS TMP-01: Traffic management Plan Rotary Club of Ulladulla Fun Run

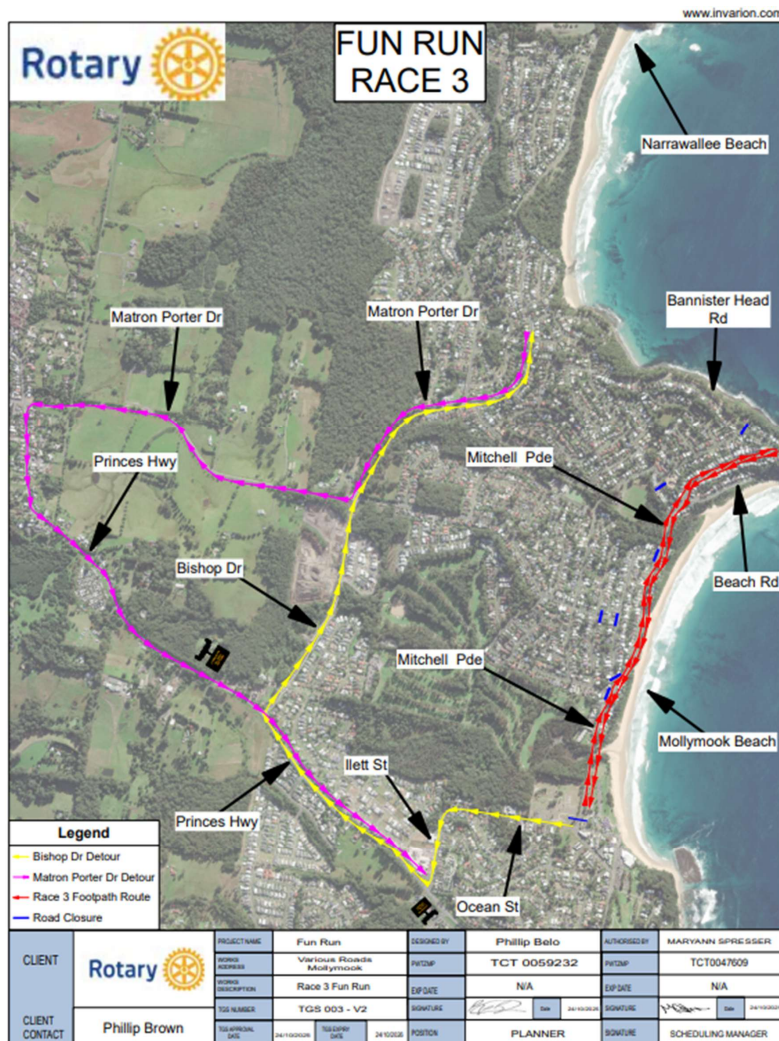
TGS-002 – Race 2 & 3 5km Fun Run and Fun Run



TF25.47 - Attachment 2

TCAWS TMP-01: Traffic management Plan Rotary Club of Ulladulla Fun Run

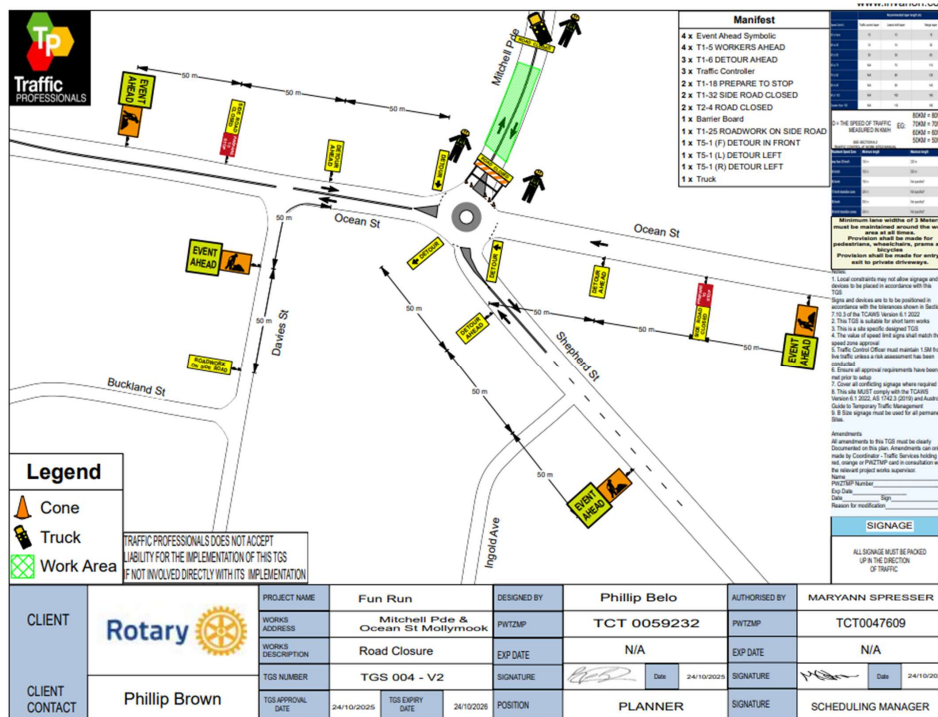
TGS-003 – Site Specific TGS



TF25.47 - Attachment 2

TCAWS TMP-01: Traffic management Plan Rotary Club of Ulladulla Fun Run

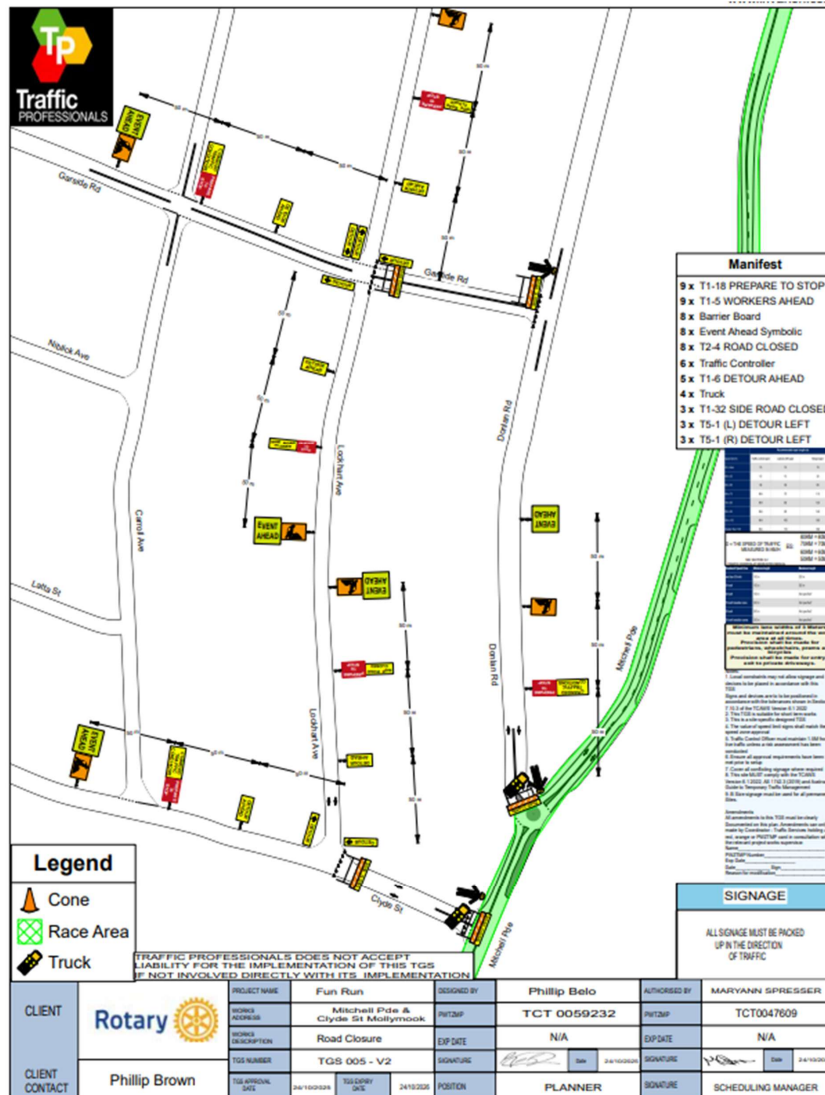
TGS-004 – Mitchell Parade and Ocean Street Mollymook Beach



TF25.47 - Attachment 2

TCAWS TMP-01: Traffic management Plan Rotary Club of Ulladulla Fun Run







TGS-005 – Mitchell Parade (Clyde St, Donlan St, Tallwood Ave & Beach Rd) Closure Points
Page 1



TF25.47 - Attachment 2

TCAWS TMP-01: Traffic management Plan Rotary Club of Ulladulla Fun Run




TGS-005 – Mitchell Parade (Clyde St, Donlan St, Tallwood Ave & Beach Rd) Closure Points
Page 2

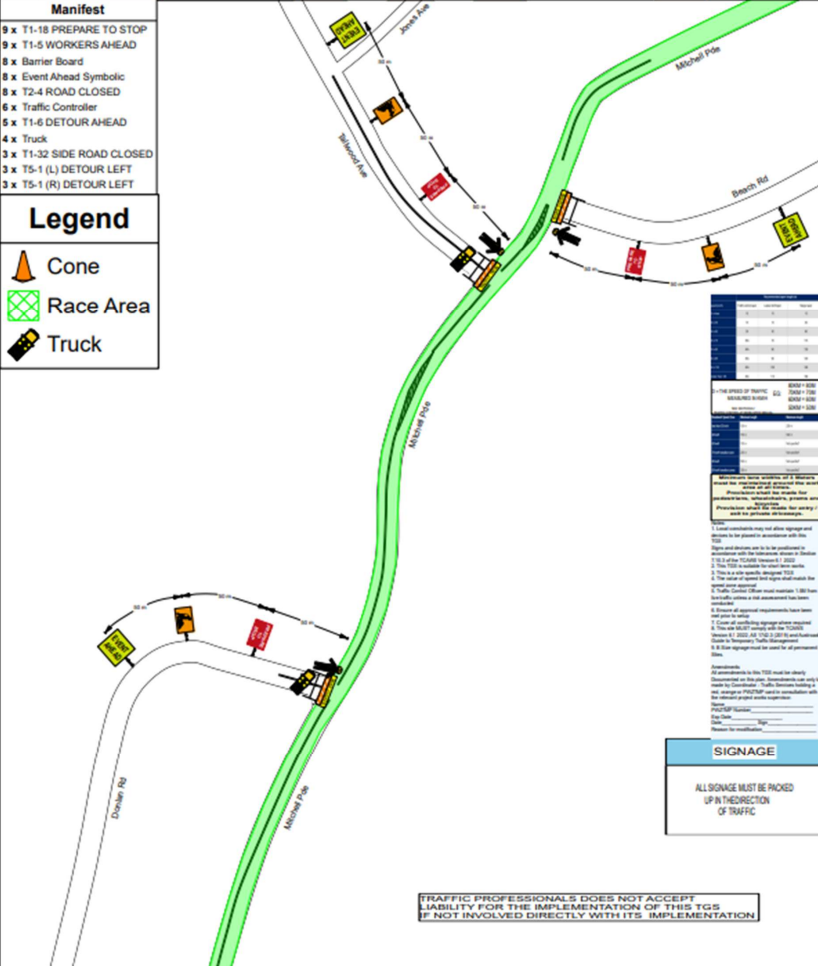
 CLIENT  CLIENT CONTACT Phillip Brown		PROJECT NAME Fun Run		ORGANISED BY Phillip Belo		APPROVED BY MARYANN SPRESSER	
		ROAD ADDRESS Mitchell Parade & Clyde St Moolimook		WFO# TCT 0059232		WFO# TCT0047609	
		ROAD DESCRIPTION Road Closure		EP DATE N/A		EP DATE N/A	
		TGS NUMBER TGS 005 - Rev 2		SIGNATURE 		SIGNATURE 	
		ISSUED DATE 24/10/2024	ISSUED DATE 24/10/2024	POSITION PLANNER		SIGNATURE 	
				POSITION SCHEDULING MANAGER		SIGNATURE 	

Manifest

- 9 x T1-18 PREPARE TO STOP
- 9 x T1-5 WORKERS AHEAD
- 8 x Barrier Board
- 8 x Event Ahead Symbolic
- 8 x T2-4 ROAD CLOSED
- 6 x Traffic Controller
- 5 x T1-6 DETOUR AHEAD
- 4 x Truck
- 3 x T1-32 SIDE ROAD CLOSED
- 3 x T5-1 (L) DETOUR LEFT
- 3 x T5-1 (R) DETOUR RIGHT

Legend

-  Cone
-  Race Area
-  Truck



SIGNAGE

ALL SIGNAGE MUST BE PICKED UP IN THE DIRECTION OF TRAFFIC


TRAFFIC PROFESSIONALS DOES NOT ACCEPT LIABILITY FOR THE IMPLEMENTATION OF THIS TGS IF NOT INVOLVED DIRECTLY WITH ITS IMPLEMENTATION

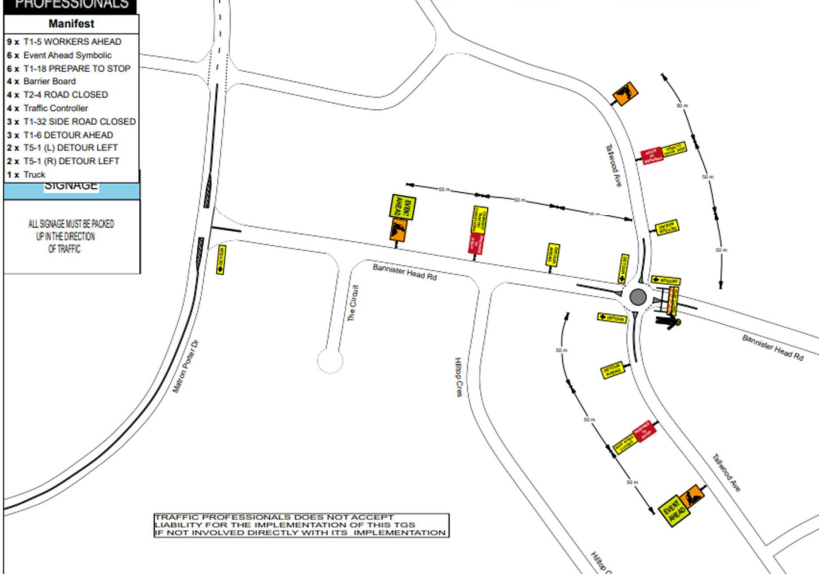
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TCAWS TMP-01: Traffic management Plan Rotary Club of Ulladulla Fun Run

TGS-006 – Mitchell Parade (Bannisters Head Rd, Jones Ave Anker Ave) Closure Points
Page 1

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	<p>WORKS ADDRESS</p> <p>Mitchell Pde & Bannisters Head Rd Mollymook</p>	<p>PROJECT</p> <p>TCT 0059232</p>	<p>PROJECT</p> <p>TCT0047609</p>				
	<p>WORKS DESCRIPTION</p> <p>Road Closure</p>	<p>EXP DATE</p> <p>N/A</p>	<p>EXP DATE</p> <p>N/A</p>				
	<p>TGS NUMBER</p> <p>TGS 006 - V2</p>	<p>SIGNATURE</p> <p><i>[Signature]</i></p>	<p>SIGNATURE</p> <p><i>[Signature]</i></p>	<p>Date</p> <p>24/10/2025</p>			
	<p>CLIENT CONTACT</p> <p>Phillip Brown</p>	<p>TGS APPROVAL DATE</p> <p>24/10/2025</p>	<p>TGS EXPIRY DATE</p> <p>24/10/2025</p>	<p>POSITION</p> <p>PLANNER</p>	<p>SIGNATURE</p> <p><i>[Signature]</i></p>	<p>Date</p> <p>24/10/2025</p>	<p>SCHEDULING MANAGER</p>



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Minimum lane width of 3 Metres must be maintained around the work area at all times.
Provision shall be made for pedestrians, wheelchair, prams and bicycles.
Provision shall be made for entry / exit to private driveways.

- Local constraints may not allow signage and devices to be placed in accordance with the TGS.
- Signs and devices are to be installed in accordance with the tolerance shown in Section 7.12.3 of the TCAWS Version 6.1 (2022).
- The TGS is suitable for short term works.
- The value of speed limit signs shall match the speed zone approval.
- Traffic Control Officer must maintain 1.5M from live traffic when a site assessment has been conducted.
- Signage and approved equipment have been used prior to setup.
- Control of site during signage setup required.
- The site MUST comply with the TCAWS Version 6.1 (2022), AS 1742.1 (2018) and Australian Guide to Temporary Traffic Management.
- If site signage must be used for all permanent sites.

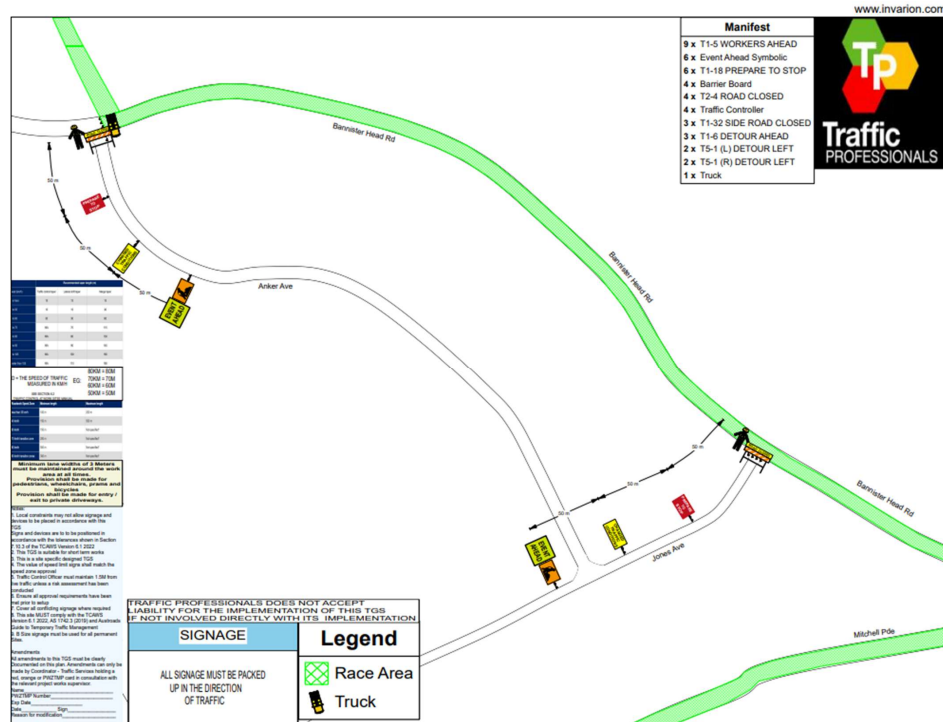
Amendments
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Page: _____
PWTMP Number: _____
Exp Date: _____
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TF25.47 - Attachment 2

TCAWS TMP-01: Traffic management Plan Rotary Club of Ulladulla Fun Run

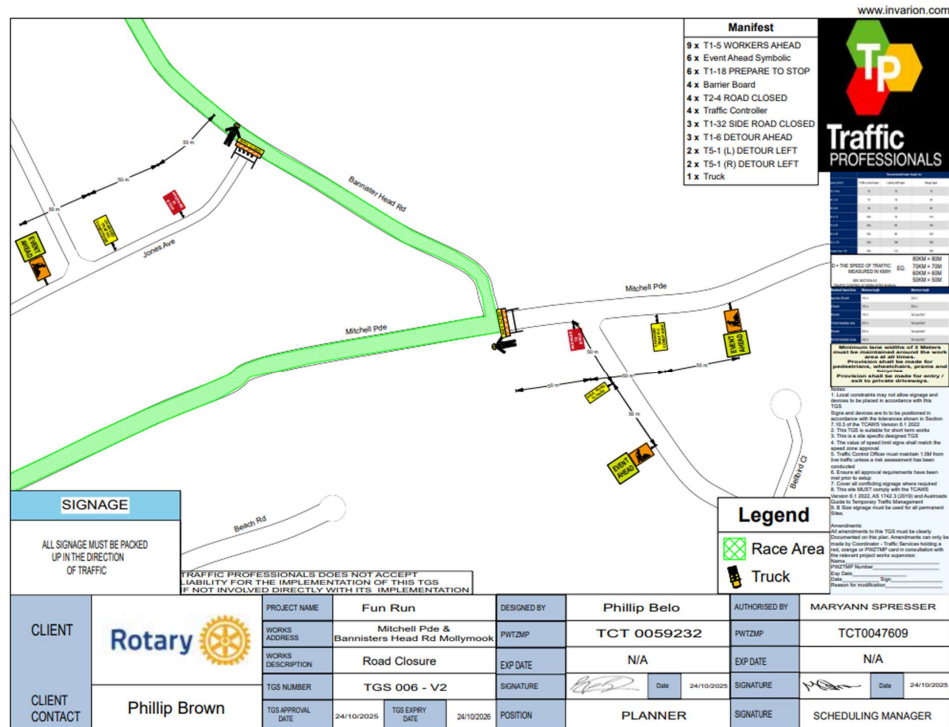
TGS-006 – Mitchell Parade (Bannisters Head Rd, Jones Ave Anker Ave) Closure Points
Page 2



TF25.47 - Attachment 2

TCAWS TMP-01: Traffic management Plan Rotary Club of Ulladulla Fun Run

TGS-006 – Mitchell Parade (Bannisters Head Rd, Jones Ave Anker Ave) Closure Points
Page 3



TF25.47 - Attachment 2

TCAWS TMP-01: Traffic management Plan Rotary Club of Ulladulla Fun Run

TGS-008 Surfers Rd Narrawallee Cross Point

www.itvianon.com

Legend

- Race Direction
- ↑ Traffic Controller
- 🚚 Truck

Manifest

- 2 x Traffic Controller
- 1 x Barrier Board
- 1 x Event Ahead Symbolic
- 1 x T1-18 PREPARE TO STOP
- 1 x T1-5 WORKERS AHEAD
- 1 x T2-4 ROAD CLOSED
- 1 x Truck

Signage

ALL SIGNAGE MUST BE PROVED UP IN THE DIRECTION OF TRAFFIC

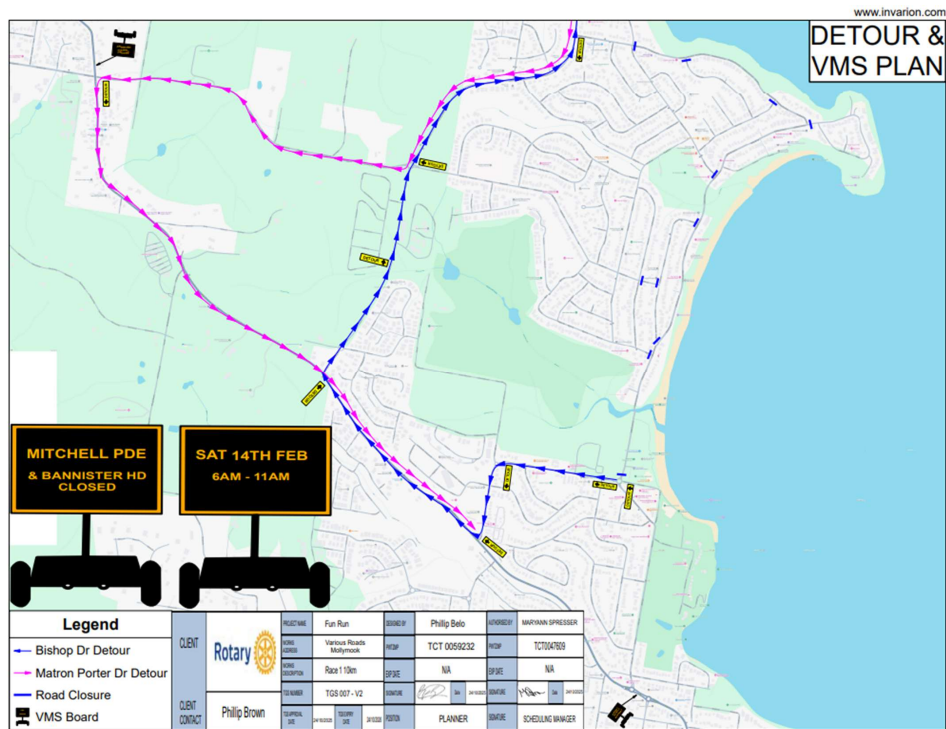
TRAFFIC PROFESSIONALS DOES NOT ACCEPT LIABILITY FOR THE IMPLEMENTATION OF THIS TGS IF NOT INVOLVED DIRECTLY WITH ITS IMPLEMENTATION

CLIENT	PROJECT NAME	Fun Run	DESIGNED BY	Phillip Belo	AUTHORISED BY	MARYANN SPRESSER
	WORKS ADDRESS	Surfers Ave Narrawallee	PWTZUP	TCT 0059232	PWTZUP	TCT0047609
	WORKS DESCRIPTION	Stop Slow	EXP DATE	N/A	EXP DATE	N/A
	TGS NUMBER	TGS 008 - V2	SIGNATURE		SIGNATURE	
CLIENT CONTACT	TGS APPROVAL DATE	24/10/2025	TGS EXPIRY DATE	24/10/2026	POSITION	PLANNER
					SIGNATURE	SCHEDULING MANAGER

TF25.47 - Attachment 2

TCAWS TMP-01: Traffic management Plan Rotary Club of Ulladulla Fun Run

TGS – 007 DETOUR AND VMS PLAN



TF25.48 Berry - Red Hot Summer Concert - February 2026 - (PN 3877)

HPERM Ref: D25/558442

Convenor: David Pieresko

Attachments: 1. D25/565464 – Traffic Management Plan (TMP) [↓](#)
2. D25/565456 – Traffic Guidance Scheme (TGS) [↓](#)

Reason for Report:

This report is being submitted to the Shoalhaven Local Transport Forum for consideration of the proposed event Red Hot Summer Concert (February 2026) at Berry as per Traffic Management Plan No. D25/565464 and D25/565456.

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Local Transport Forum has reviewed the proposed Traffic Management Plan (TMP) and associated Traffic Guidance Schemes (TGS) for the Red Hot Summer Concert (14 February 2026) in Berry as per Plan No D25/565464 and D25/565456.
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 (February 2026) at Berry Showground is proposed to be held on the 14 February 2026. 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.

The proposed Management Plan (TMP) and Traffic Guidance Schemes (TGS) are attached for the committees' review. 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

14 February 2026

Required road closures and restrictions for 14 February 2026:

- **Alexandra Street** from Victoria Street to Station Road: **6:00am – 11:00pm**
Local traffic will be permitted access when it is safe to do so throughout the road closure.

TF25.48

2. Event Infrastructure

Toilet Facilities: There will be 75 general toilets, six urinals and two accessible toilets within the showground.

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 in the middle of February 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 both positively and 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. 2026 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 immediate financial implications to Council.

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	14/02/2026	time	12:00pm	Event finish date	14/02/2026	time	10.00pm
Estimated number of participants	200		Estimated number of spectators	7000			

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. 2026 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

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.

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



Shoalhaven City Council

Lisa Brown | Shoalhaven City Council



Zeah McMillan | Shoalhaven City Council



Evolution Traffic

02 8785 7654

sydney@evolutiontraffic.com.au

Police

Chief Inspector Nick Hallett | Bay & Basin Police



TF25.48 - Attachment 1

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.

TF25.48 - 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: [REDACTED] Tel:

Email: [REDACTED]

Main Traffic Event Contact

I accept: ☒


Name: As above

Mobile: Tel:

Email:

OPS-FORM-026 TRAFFIC GUIDANCE SCHEME (NSW)

BERRY SHOWGROUNDS, BERRY



TOURING.

PROJECT/SITE OVERVIEW

Project/Site Description: **BERRY SHOWGROUNDS**

Location of Works: **BERRY SHOWGROUNDS, BERRY**

Anticipated Commencement Date: **14/02/2026**
 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: **[REDACTED]**
 PO/Contract Number: **BERRYRHS261025**

Site Contact: **DEB ALEXANDER**
 Site Contact Number: **[REDACTED]**

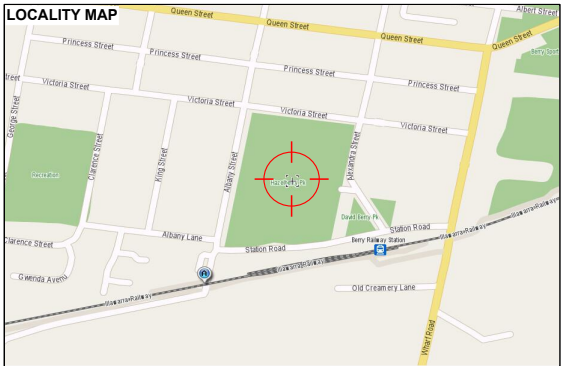
SCOPE OF WORKS

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 TMD 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, Moorebank
 New South Wales, 2170
 Email: nswwplans@evolutiongroup.com.au

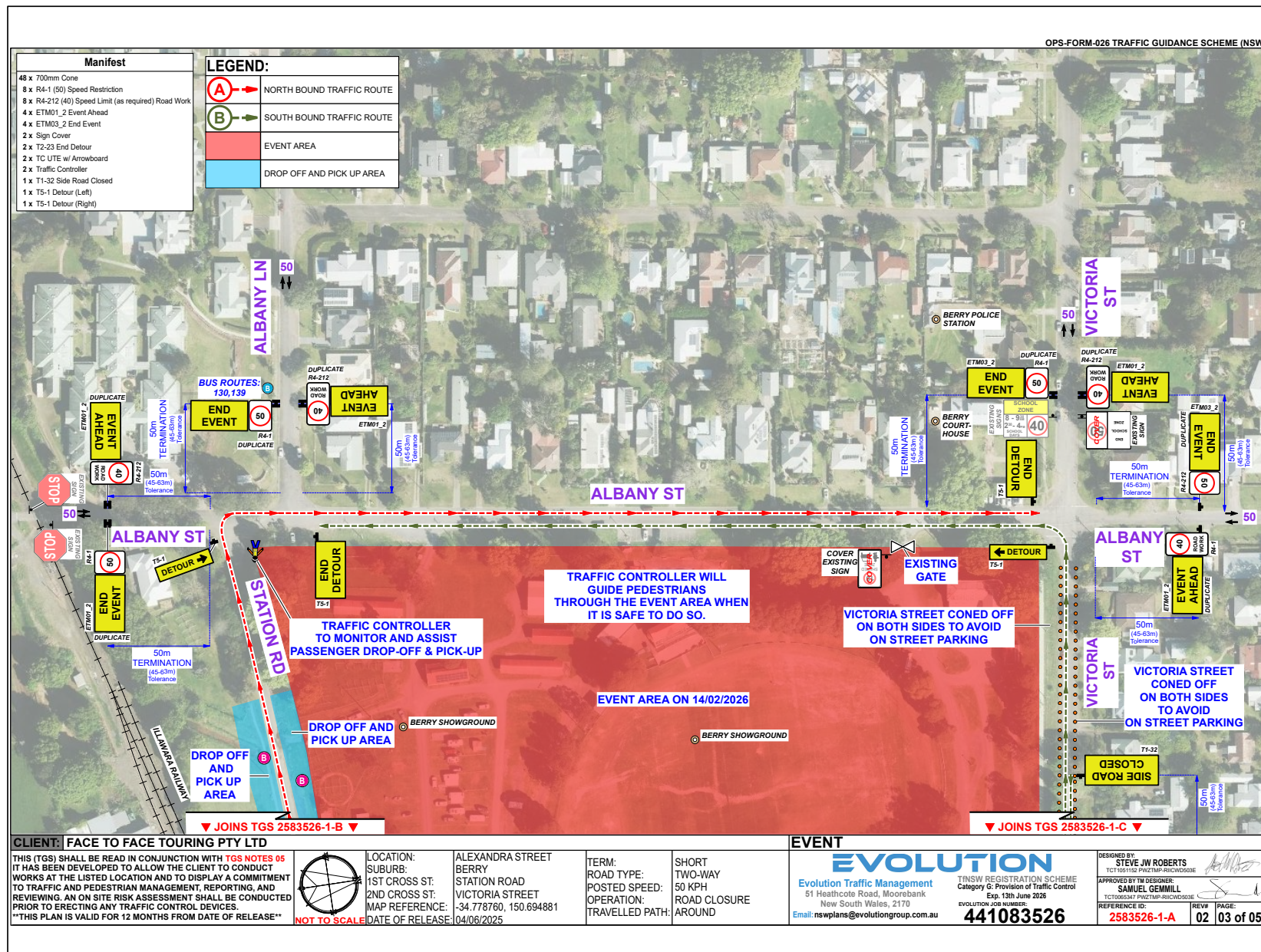
TNSW REGISTRATION SCHEME
 Category G: Provision of Traffic Control
 Exp. 13th June 2026
 EVOLUTION JOB NUMBER:
441083526

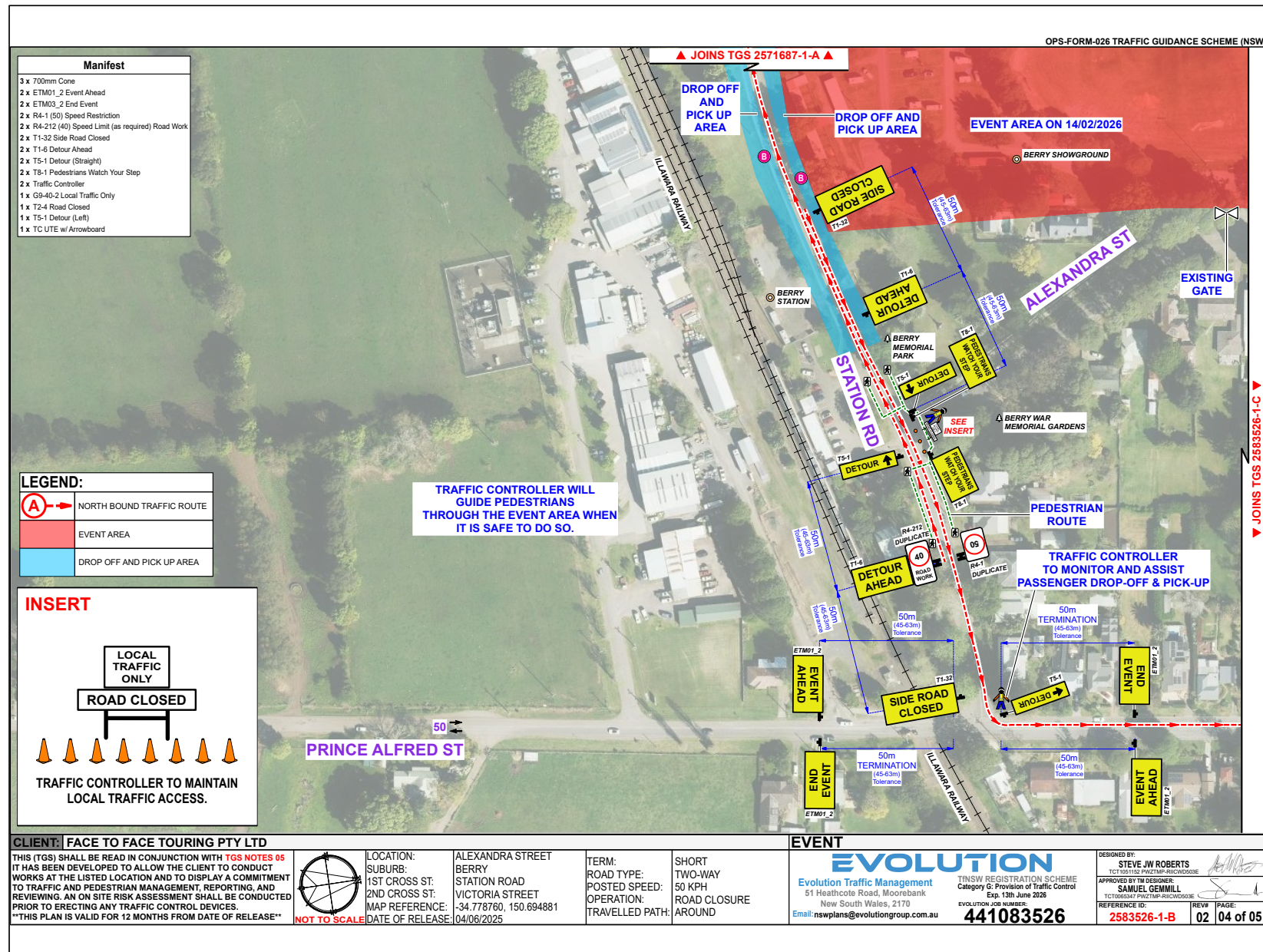
DESIGNED BY:
STEVE JW ROBERTS
 TCT1051152 PWCTMP-RHCWDS03E

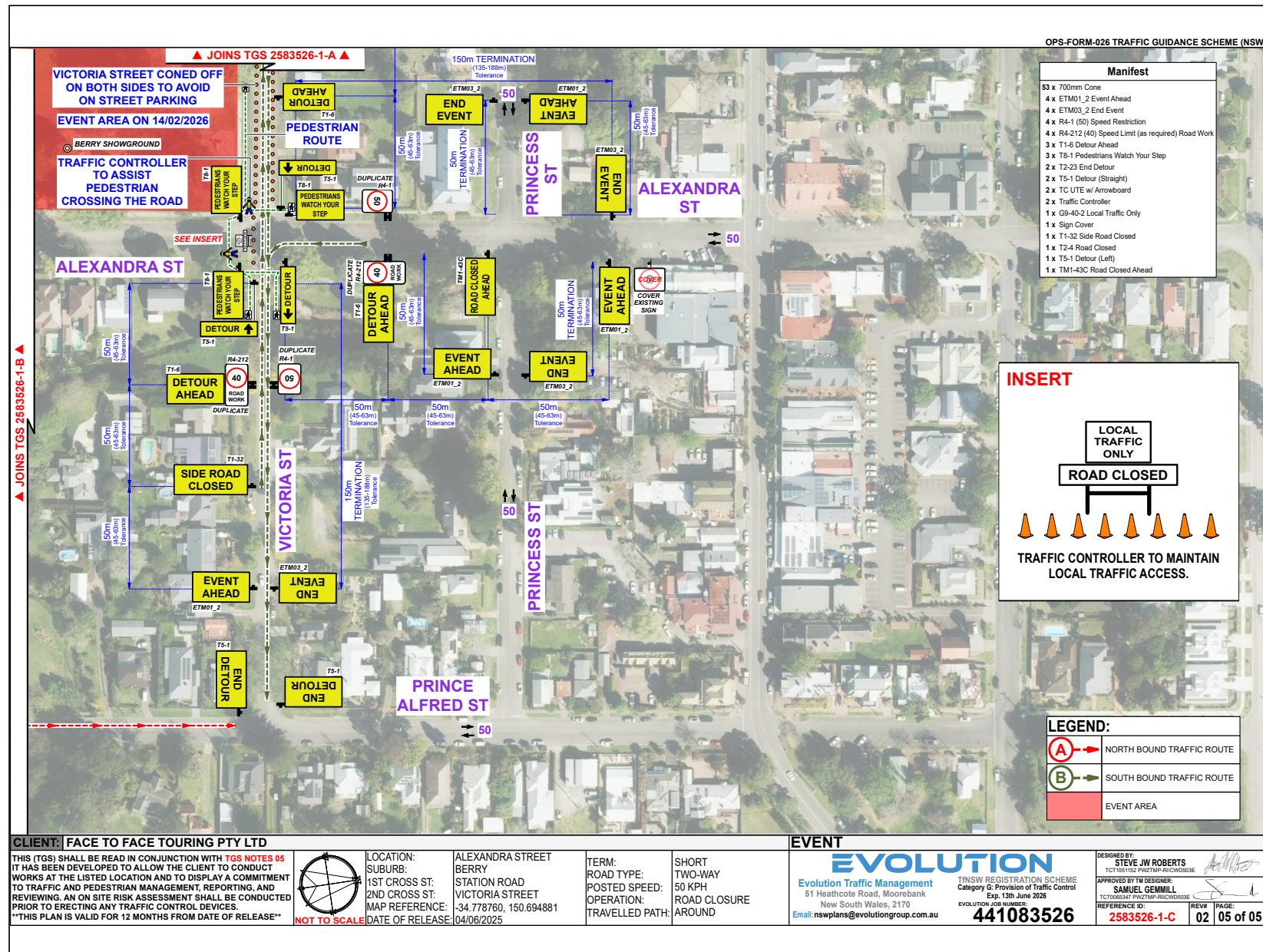
APPROVED BY TM DESIGNER:
SAMUEL GEMMILL
 TCT000347 PWCTMP-RHCWDS03E

REVISION: **02** 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.			SITE SPECIFIC NOTES <i>Where this symbol appears, please refer back to the coinciding note below.</i> 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 40km/h 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 R4 212n) 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 <table border="1" style="width:100%; font-size: 8pt;"> <tr> <th colspan="2">RISK RATING:</th> <th>4 = (VERY HIGH)</th> <th>3 = (HIGH)</th> <th style="background-color: #007bff; color: white;">2 = (MEDIUM)</th> <th>1 = (LOW)</th> </tr> </table> 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.				RISK RATING:		4 = (VERY HIGH)	3 = (HIGH)	2 = (MEDIUM)	1 = (LOW)																																																										
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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.			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.																																																																			
GENERAL NOTES - The Designer preparing this plan has ensured it complies with the TCAWS (Version 6.1, 28 February 2022) and/or AGTTM (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 UHF 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 ROLS 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.			LEGEND: <table border="1" style="width:100%; font-size: 8pt;"> <tr> <td></td> <td>ACCREDITED TRAFFIC CONTROLLER Spotter</td> <td></td> <td>NORTH BOUND TRAFFIC ROUTE</td> </tr> <tr> <td></td> <td>PEDESTRIAN ROUTE</td> <td></td> <td>SOUTH BOUND TRAFFIC ROUTE</td> </tr> <tr> <td></td> <td>TRAFFIC CONES per TCAWS V6.1 Clause 6.8.4</td> <td></td> <td>TEMPORARY BUS STOP</td> </tr> <tr> <td></td> <td>EXISTING GATE</td> <td></td> <td>OPEN BUS STOP</td> </tr> <tr> <td></td> <td>EVENT AREA</td> <td></td> <td>DROP OFF AND PICK UP AREA</td> </tr> </table>				ACCREDITED TRAFFIC CONTROLLER Spotter		NORTH BOUND TRAFFIC ROUTE		PEDESTRIAN ROUTE		SOUTH BOUND TRAFFIC ROUTE		TRAFFIC CONES per TCAWS V6.1 Clause 6.8.4		TEMPORARY BUS STOP		EXISTING GATE		OPEN BUS STOP		EVENT AREA		DROP OFF AND PICK UP AREA	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.																																															
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TF25.49 Signage & Linemarking - Residential Subdivision (51 lots) - Suncrest Avenue - Sussex Inlet - SF10916 - (PN 3878)

HPERM Ref: D25/561173

Convenor: David Pieresko

Attachments: 1. D25/561267 – Signage, Linemarking Plan & Swept Paths [↓](#)

Reason for Report:

This report is being submitted to the Shoalhaven Local Transport Forum for consideration of the proposed residential subdivision (51 lots) associated with the development application (SF10916) at Suncrest Avenue, Sussex Inlet, as per signage plan No. D25/561267.

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Local Transport Forum has reviewed the proposed traffic facilities within the residential subdivision (51 lots) associated with the development application (SF10916) at Suncrest Avenue, Sussex Inlet, as per signage plan No. D25/561267.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

Background:

APPLICANT: Maker Eng Pty Ltd

OWNER: Amal Trustees Pty Ltd

Suncrest Avenue - Sussex Inlet - Lot 22 DP 1270620 – Residential Subdivision (51 lots)

As part of SF10916 for the residential subdivision of 51 lots at Suncrest Avenue, Sussex Inlet (Lot 22 DP 1270620) Local Transport Forum review is being sought for the extent of signage and linemarking within the internal road network. As per Condition(s) (23, 24) of the related conditions of consent, the following is required:

23.	<p>Road – Design Standards (Greenfield Subdivision)</p> <p>Before 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:</p> <ul style="list-style-type: none"> a) Council's Engineering Design Specifications sections D1 – Geometric Road Design and D2 – Flexible Pavement Design. b) AUSTRROADS Design Requirements and Specifications. c) Avoid trapped low points and ensure that overland flow is passed safely over public land. d) Cater for the turning movements of the 8.8m medium rigid vehicle as the design vehicle, and 12.5m heavy rigid vehicle as the checking vehicle. e) Integral upright kerb and gutter along the outside edge of Road 07 and layback kerb and gutter elsewhere, in accordance with Council's Standard Drawings. f) 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. g) No Stopping signage and linemarking is to be provided in the locations shown on the Preliminary Roads & Drainage Layout Plan by Allen Price & Scarratts, N27411-404 rev. P8 dated 21/08/2023 except where amended by Condition 23(h).. Linemarking for the proposed 'temporary' No Stopping Zone on Road 06 adjacent to Lot 45 for bushfire requirements is to be temporary tape type or alternative approved by Council to avoid pavement damage upon removal. h) An additional parallel parking bay is to be provided adjacent to the APZ area on Lot 44, to minimise the verge area to be maintained by Council to an APZ standard. i) Include LATM measures on Road 07 near Lakeshore Pde, such as threshold treatments and environmental design through landscaping to control vehicle speed in the subdivision. The devices/treatments must be approved by Council. 	To ensure appropriate designs are prepared before works commence.
24.	<p>Road - Design Standards – Connection to Lakeshore Pde</p> <p>Before the issue of a subdivision works certificate, certified road design engineering plans must be prepared by a suitably qualified engineer or surveyor and approved by Council. The road design of the connection with Road 07 with Lakeshore Pde must comply with the following:</p> <ul style="list-style-type: none"> a) Councils Engineering Design Specifications Sections D1 – Geometric Road Design and D2 – Flexible Pavement Design. b) AUSTRROADS Design Requirements and Specifications. c) Integral upright kerb and gutter accordance with Council's Standard Drawings provided for the kerb returns to match existing and proposed internal kerb alignments. Sufficient existing kerb and gutter must be removed to achieve smooth transitions. d) The outer edge of the 90-degree bend from Lakeshore Pde into Road 07 must be of a radius to suit the turning movements of the design vehicle. A square transition is not accepted. e) A driveway layback must be provided to the existing access track to Lot 21 DP 1270620 off Lakeshore Parade. f) Double barrier 'BB' linemarking is to be provided at the bend to prevent corner cutting and control vehicle speeds. g) A kerb blister is to be constructed on Lakeshore Pde to provide a transition into Road 07 and improve sight distance, generally in accordance with the Preliminary Roads & Drainage Layout Plan by Allen Price & Scarratts, N27411-404 rev. P8 dated 21/08/2023. The blister design must consider the turning movements in and out of the driveway of Lot 229 DP 253235. h) A road pavement constructed from the gutter crossing to 300mm beyond the edge of existing bitumen seal on a pavement having a minimum compacted thickness of 300mm and either: <ul style="list-style-type: none"> i) a minimum 30mm AC10 on a primer seal; or, ii) 2 coat bitumen seal with 14mm & 7mm aggregate i) The kerb and gutter must have a minimum grade of 0.5% and the longitudinal design must extend a minimum of 30 metres each end of the development and at least 60m if the grade is <0.5% or ≥ 0.3%. j) Subsoil drainage is to be provided behind the kerb line where an outlet to existing underground drainage (or other alternative suitable to Council) is available. Subsoil drainage is to be placed on the high side of the road or both sides if the cross-fall is neutral. 	To ensure ongoing compliance.

Details of Submission:

This proposal involves signage and linemarking onsite as per Condition(s) (23, 24) of the development consent:

- x2 'Give Way' (R1-2) signs and corresponding linemarking intersection treatments
- x1 'STOP' (R1-1) signs and corresponding linemarking intersection treatment
- 'No Stopping' (R5-400) restriction signs and corresponding yellow (NS1) linemarking in key locations
- Double Barrier Centre (BL2) and Edge Line (EL1) treatments along multiple streets within the subdivision

Consultation:

This Development Application (SF10916) was out for public exhibition and CCB consideration between 26 October 2022 and 9 November 2022. The CCB raised a request for a footpath link along Suncrest Avenue, linking with existing footpath on River Road. Other concerns raised by community members included risks of single access to and from the subdivision site, increased population versus lack of infrastructure and insufficient public transport links.

As above, footpath links have been provided internal to the subdivision and to the intersection of Suncrest Avenue – no additional footpath has been provided. The application was determined on 20 December 2024.

Risk Implications:

The works are proposed to facilitate access within the new subdivision and formalise travel lanes, on street parking and regulatory signage across the internal road 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.

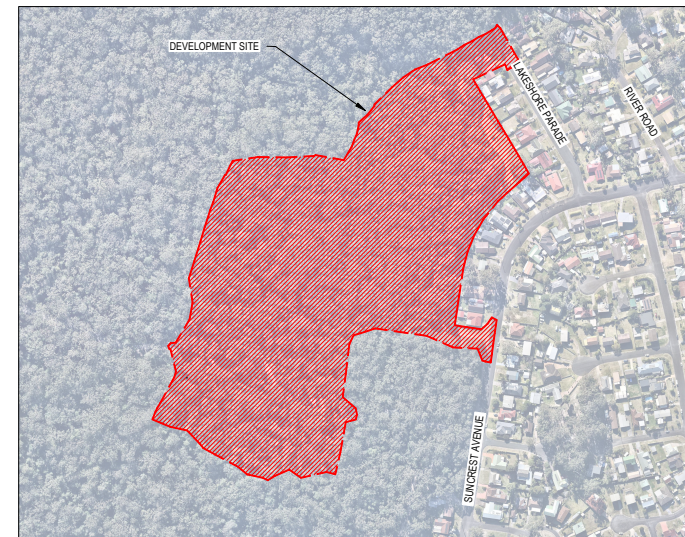
Financial Implications:

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

RESIDENTIAL SUBDIVISION SUNCREST AVENUE - SUSSEX INLET CIVIL WORKS PLANS FOR SUBDIVISION WORKS CERTIFICATE

PLAN NUMBER	DRAWING TITLE
MRV0059-22-C0000	COVER SHEET AND INDEX
MRV0059-22-C0010	NOTES
MRV0059-22-C0030	VEGETATION REMOVAL PLAN
MRV0059-22-C0040	KEY PLAN
MRV0059-22-C0050	LOT LAYOUT PLAN - 1 OF 2
MRV0059-22-C0051	LOT LAYOUT PLAN - 2 OF 2
MRV0059-22-C0100	CIVIL WORKS LAYOUT PLAN - 1 OF 2
MRV0059-22-C0101	CIVIL WORKS LAYOUT PLAN - 2 OF 2
MRV0059-22-C0200	BULK EARTHWORKS LAYOUT PLAN
MRV0059-22-C0200	BULK EARTHWORKS - LONGITUDINAL SECTIONS - 1 OF 2
MRV0059-22-C0201	BULK EARTHWORKS - LONGITUDINAL SECTIONS - 2 OF 2
MRV0059-22-C0300	TYPICAL SECTIONS LAYOUT PLAN
MRV0059-22-C0301	TYPICAL SECTIONS - SECTIONS PLAN - 1 OF 2
MRV0059-22-C0302	TYPICAL SECTIONS - SECTIONS PLAN - 2 OF 2
MRV0059-22-C0350	CIVIL DETAILS - 1 OF 3
MRV0059-22-C0351	CIVIL DETAILS - 2 OF 3
MRV0059-22-C0352	CIVIL DETAILS - 3 OF 3
MRV0059-22-C0400	PAVEMENT LAYOUT PLAN
MRV0059-22-C0500	LONGITUDINAL SECTIONS - ROAD 06 - 1 OF 5
MRV0059-22-C0501	LONGITUDINAL SECTIONS - ROAD 06 - 2 OF 5
MRV0059-22-C0502	LONGITUDINAL SECTIONS - ROAD 07 - 3 OF 5
MRV0059-22-C0503	LONGITUDINAL SECTIONS - ROAD 07 - 4 OF 5
MRV0059-22-C0504	LONGITUDINAL SECTIONS - ROAD 07 - 5 OF 5
MRV0059-22-C0600	ROAD CROSS SECTIONS PLAN - ROAD 06 - 1 OF 7
MRV0059-22-C0601	ROAD CROSS SECTIONS PLAN - ROAD 06 - 2 OF 7
MRV0059-22-C0602	ROAD CROSS SECTIONS PLAN - ROAD 07 - 3 OF 7
MRV0059-22-C0603	ROAD CROSS SECTIONS PLAN - ROAD 07 - 4 OF 7
MRV0059-22-C0604	ROAD CROSS SECTIONS PLAN - ROAD 07 - 5 OF 7
MRV0059-22-C0605	ROAD CROSS SECTIONS PLAN - ROAD 07 - 6 OF 7
MRV0059-22-C0606	ROAD CROSS SECTIONS PLAN - ROAD 07 - 7 OF 7
MRV0059-22-C0700	KERB RETURN KEY PLAN
MRV0059-22-C0701	KERB RETURN LAYOUT PLAN - 1 OF 3
MRV0059-22-C0702	KERB RETURN LAYOUT PLAN - 2 OF 3
MRV0059-22-C0703	KERB RETURN LAYOUT PLAN - 3 OF 3
MRV0059-22-C0800	STORMWATER LAYOUT PLAN - 1 OF 2
MRV0059-22-C0801	STORMWATER LAYOUT PLAN - 2 OF 2

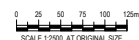
PLAN NUMBER	DRAWING TITLE
MRV0059-22-C0802	SWALE LONGITUDINAL SECTIONS
MRV0059-22-C0803	SWALE CROSS SECTIONS AND DETAILS
MRV0059-22-C0850	STORMWATER CATCHMENT PLAN
MRV0059-22-C1000	LONGITUDINAL SECTIONS - 1 OF 7
MRV0059-22-C1001	LONGITUDINAL SECTIONS - 2 OF 7
MRV0059-22-C1002	LONGITUDINAL SECTIONS - 3 OF 7
MRV0059-22-C1003	LONGITUDINAL SECTIONS - 4 OF 7
MRV0059-22-C1004	LONGITUDINAL SECTIONS - 5 OF 7
MRV0059-22-C1005	LONGITUDINAL SECTIONS - 6 OF 7
MRV0059-22-C1006	LONGITUDINAL SECTIONS - 7 OF 7
MRV0059-22-C1100	STORMWATER PIT SCHEDULE - 1 OF 2
MRV0059-22-C1101	STORMWATER PIT SCHEDULE - 2 OF 2
MRV0059-22-C1125	STORMWATER DETAILS - 1 OF 2
MRV0059-22-C1126	STORMWATER DETAILS - 2 OF 2
MRV0059-22-C1200	BASIN LAYOUT PLAN
MRV0059-22-C1201	BASIN LONGITUDINAL SECTIONS
MRV0059-22-C1202	BASIN TYPICAL SECTIONS
MRV0059-22-C1500	SOIL WATER MANAGEMENT NOTES
MRV0059-22-C1501	SOIL WATER MANAGEMENT - LAYOUT PLAN
MRV0059-22-C1502	SOIL WATER MANAGEMENT DETAILS
MRV0059-22-C1600	RETAINING WALL LAYOUT PLAN
MRV0059-22-C1601	RETAINING WALL - LONGITUDINAL SECTIONS & DETAILS
MRV0059-22-C1900	LOCAL AREA TRAFFIC MANAGEMENT - LAYOUT PLAN - 1 OF 2
MRV0059-22-C1901	LOCAL AREA TRAFFIC MANAGEMENT - LAYOUT PLAN - 2 OF 2
MRV0059-22-C2050	SWEPT PATH ANALYSIS - OVERALL LAYOUT PLAN
MRV0059-22-C2051	SWEPT PATH ANALYSIS - LAYOUT PLAN - 1 OF 8
MRV0059-22-C2052	SWEPT PATH ANALYSIS - LAYOUT PLAN - 2 OF 8
MRV0059-22-C2053	SWEPT PATH ANALYSIS - LAYOUT PLAN - 3 OF 8
MRV0059-22-C2054	SWEPT PATH ANALYSIS - LAYOUT PLAN - 4 OF 8
MRV0059-22-C2055	SWEPT PATH ANALYSIS - LAYOUT PLAN - 5 OF 8
MRV0059-22-C2056	SWEPT PATH ANALYSIS - LAYOUT PLAN - 6 OF 8
MRV0059-22-C2057	SWEPT PATH ANALYSIS - LAYOUT PLAN - 7 OF 8
MRV0059-22-C2058	SWEPT PATH ANALYSIS - LAYOUT PLAN - 8 OF 8
MRV0059-22-C2150	SIGHT LINES - 1 OF 2
MRV0059-22-C2151	SIGHT LINES - 2 OF 2



LOCALITY DIAGRAM



Q	29.09.25	FOR CONSTRUCTION	JCF	JMA
F	23.09.25	FOR CONSTRUCTION	JCF	JMA
E	19.09.25	FOR CONSTRUCTION	MI	JMA
D	28.08.25	FOR CONSTRUCTION	MI	JMA
C	28.08.25	FOR CONSTRUCTION	MI	JMA
B	05.12.2024	FOR CONSTRUCTION	JLB	JMA
A	03.12.2024	FOR CONSTRUCTION	JLR	JMA
REV	DATE	DESCRIPTION	AND BY	APP BY



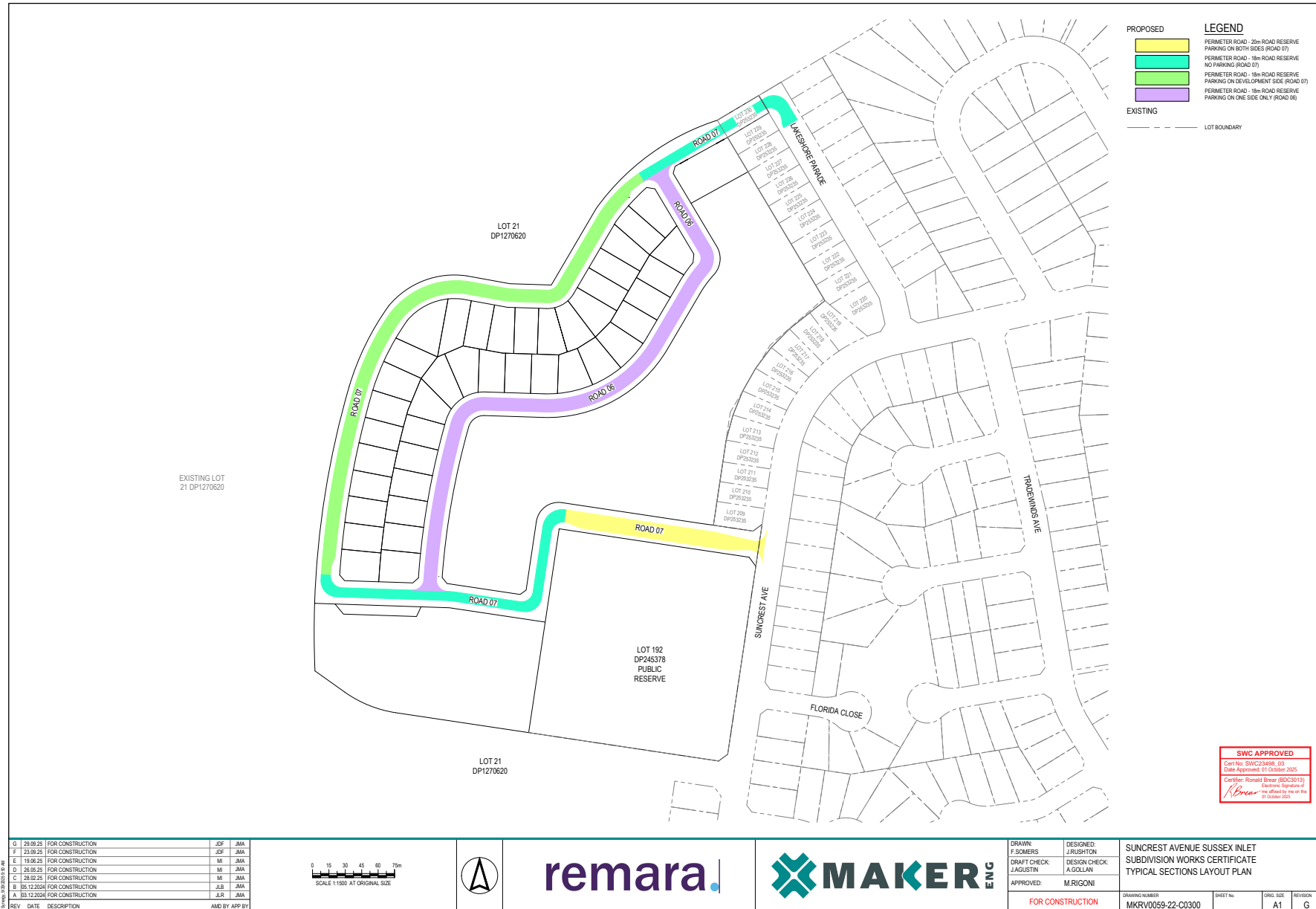
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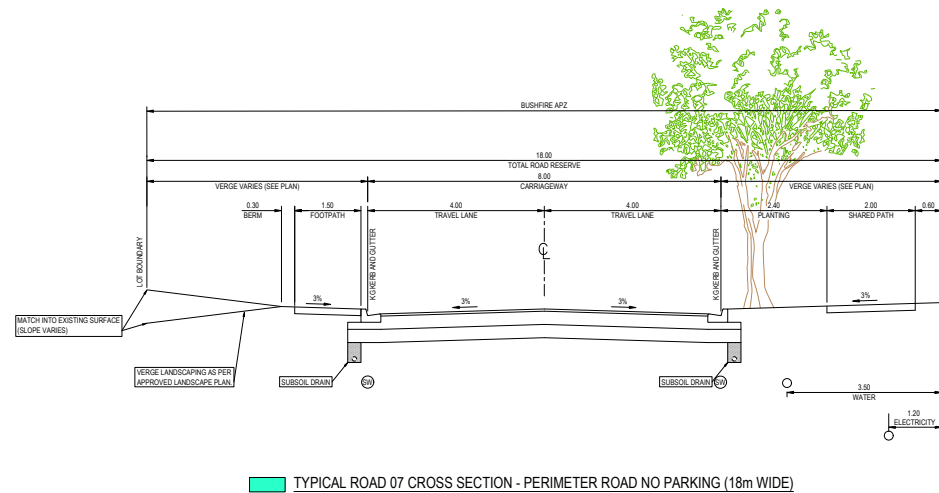
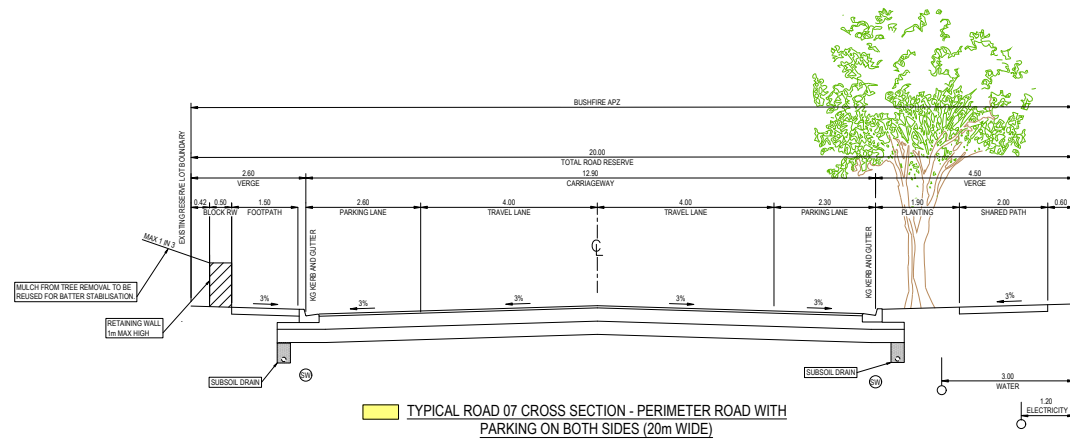


DRAWN: F.SOMERS	DESIGNED: J.RUSHTON
DRAFT CHECK: J.AGUSTIN	DESIGN CHECK: A.GOLLAN
APPROVED:	M.RIGONI

SUNCREST AVENUE SUSSEX INLET
SUBDIVISION WORKS CERTIFICATE
COVER SHEET AND INDEX

DRAWING NUMBER MKRV0059-22-C0000	SHEET No.	ORIG. SIZE	REVISION
		A1	G





SWC APPROVED
Cert No: SWC23486_03
Date Approved: 07 October 2025
Certifier: Ronald Brear (BOC313)
Electronic signature of me, affixed by me on the 07 October 2025

Q	29.09.25	FOR CONSTRUCTION	JCF	JMA
F	23.09.25	FOR CONSTRUCTION	JCF	JMA
E	19.09.25	FOR CONSTRUCTION	MI	JMA
D	28.08.25	FOR CONSTRUCTION	MI	JMA
C	28.08.25	FOR CONSTRUCTION	MI	JMA
B	05.12.2024	FOR CONSTRUCTION	JLB	JMA
A	03.12.2024	FOR CONSTRUCTION	JLR	JMA
REV	DATE	DESCRIPTION	AND BY	APP BY

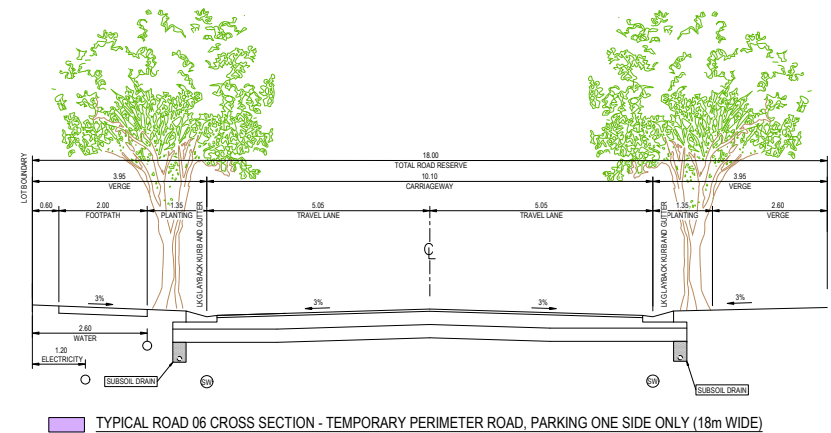
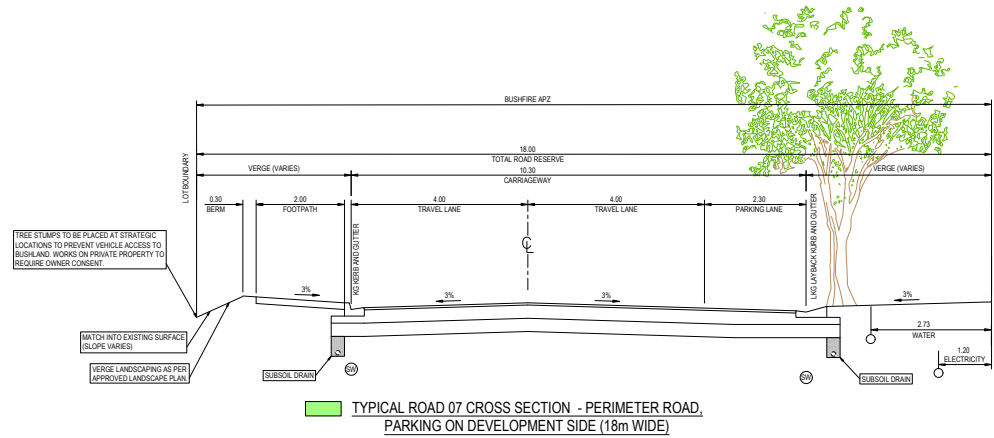
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SCALE 1:50 AT ORIGINAL SIZE

remara.

MAKER ENG

DRAWN: F.SOMERS	DESIGNED: J.RUSHTON	SUNCREST AVENUE SUSSEX INLET SUBDIVISION WORKS CERTIFICATE TYPICAL SECTIONS SECTIONS PLAN
DRAFT CHECK: J.GASTIN	DESIGN CHECK: A.GOLLAN	
APPROVED: M.RIGONI		
FOR CONSTRUCTION		DRAWING NUMBER MKRV0059-22-C0301
		SHEET No. 1 OF 2
		ONG. SIZE A1
		REVISION G

TF25.49 - Attachment 1



SWC APPROVED
Cert No: SWC23486_03
Date Approved: 01 October 2025
Certifier: Ronald Brer (BOC3013)
Electronic signature of me, affixed by me on the 01 October 2025

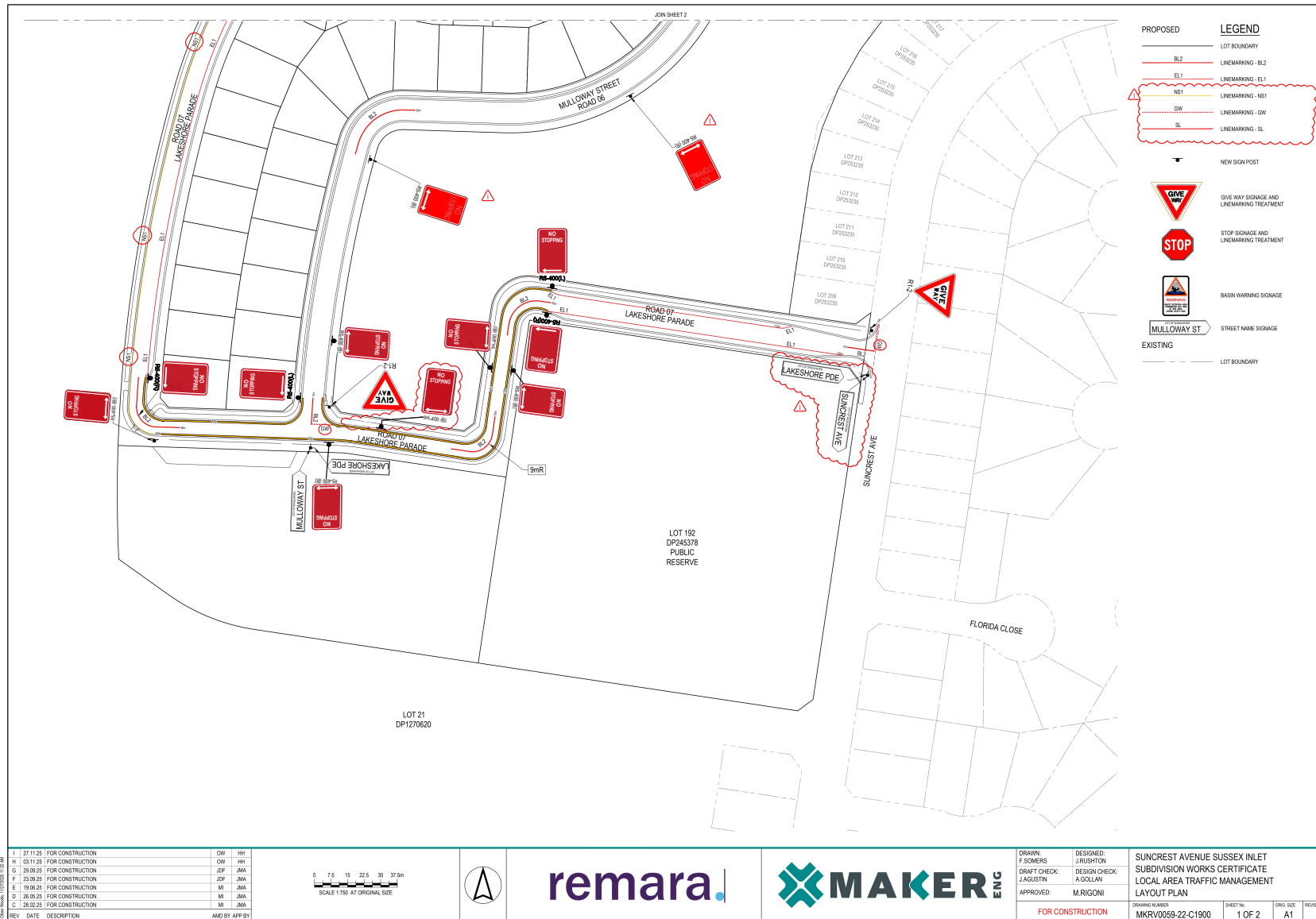
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F	23.09.25	FOR CONSTRUCTION	JCF	JMA
E	19.09.25	FOR CONSTRUCTION	MI	JMA
D	26.09.25	FOR CONSTRUCTION	MI	JMA
C	26.09.25	FOR CONSTRUCTION	MI	JMA
B	05.12.2024	FOR CONSTRUCTION	JLB	JMA
A	03.12.2024	FOR CONSTRUCTION	JLR	JMA
REV	DATE	DESCRIPTION	AND BY APP BY	

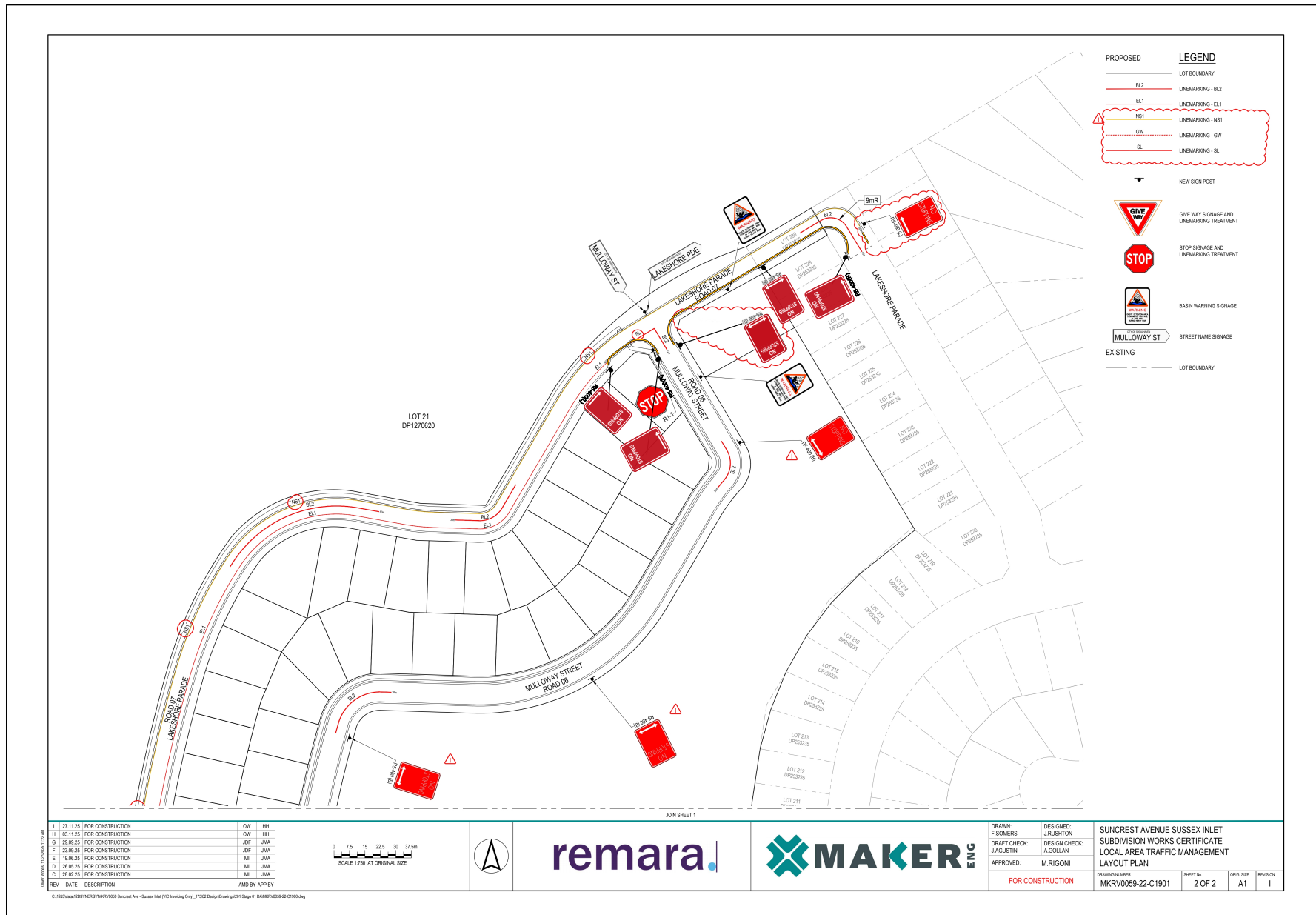
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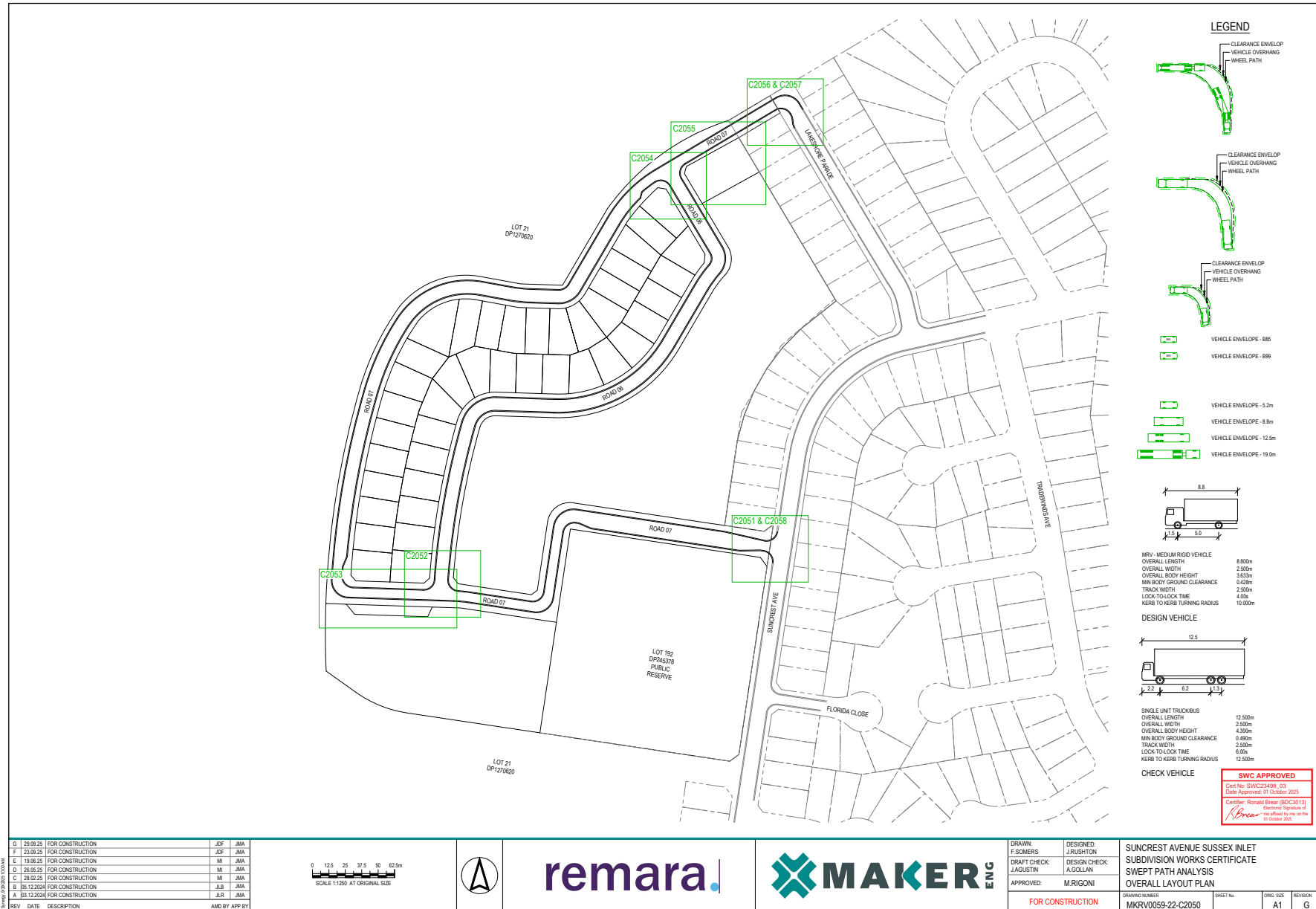
remara.

MAKER ENG

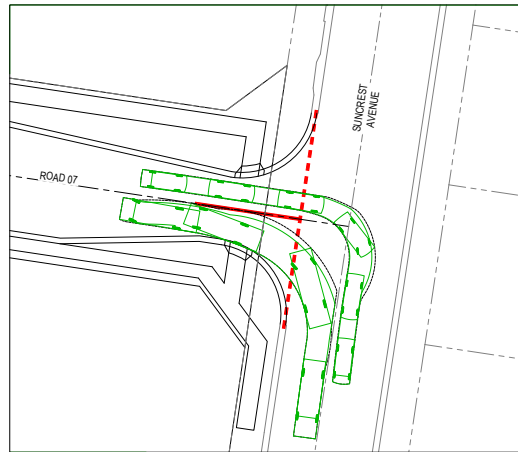
DRAWN: F.SOMERS	DESIGNED: J.RUSHTON	SUNCREST AVENUE SUSSEX INLET SUBDIVISION WORKS CERTIFICATE TYPICAL SECTIONS SECTIONS PLAN
DRAFT CHECK: J.GASTIN	DESIGN CHECK: A.GOLLAN	
APPROVED: M.RIGONI		
FOR CONSTRUCTION	DRAWING NUMBER: MKRV0059-22-C0302	SHEET No: 2 OF 2
	DATE: A1	REVISION: G



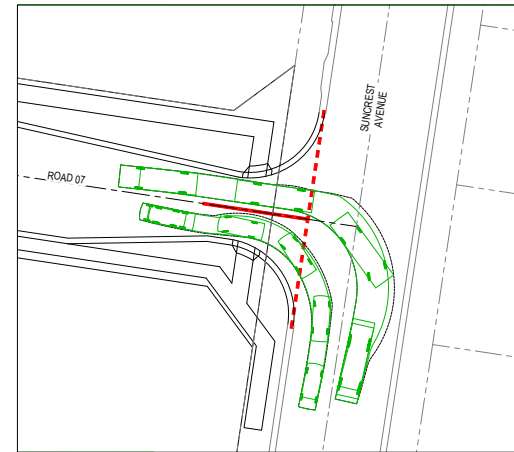




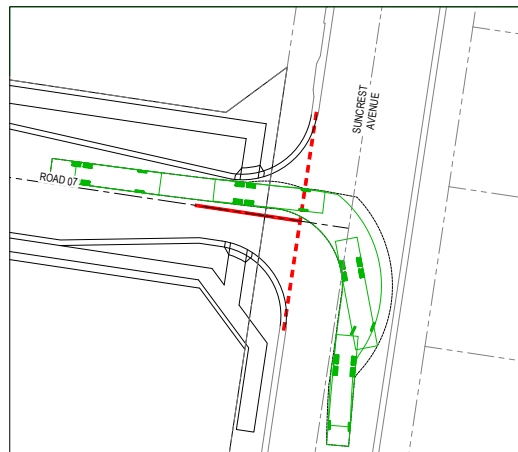
TF25.49 - Attachment 1



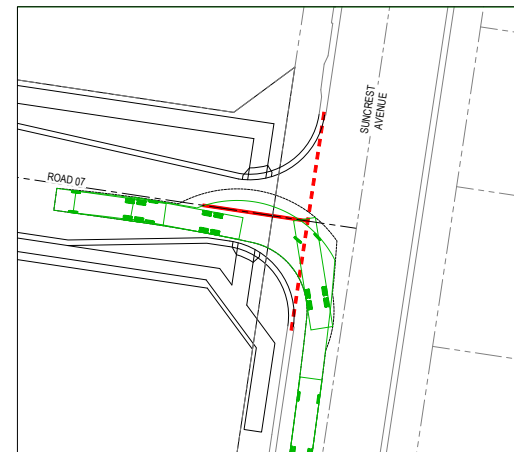
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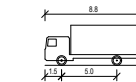
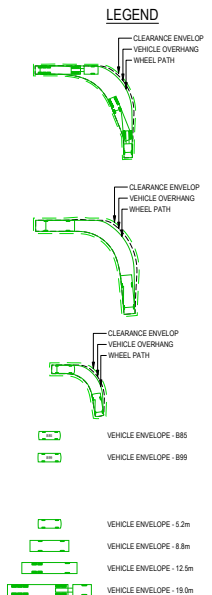
DESIGN VEHICLE



CHECK VEHICLE

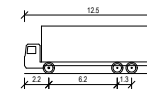


CHECK VEHICLE



MRV - MEDIUM RIGID VEHICLE	8.800m
OVERALL LENGTH	2.500m
OVERALL WIDTH	3.833m
OVERALL BODY HEIGHT	0.450m
MIN BODY GROUND CLEARANCE	2.500m
TRACK WIDTH	4.00s
LOCK-TO-LOCK TIME	10.000m
KERB TO KERB TURNING RADIUS	

DESIGN VEHICLE



SINGLE UNIT TRUCK/BUS	12.500m
OVERALL LENGTH	2.500m
OVERALL WIDTH	4.300m
OVERALL BODY HEIGHT	0.450m
MIN BODY GROUND CLEARANCE	2.500m
TRACK WIDTH	6.00s
LOCK-TO-LOCK TIME	12.500m
KERB TO KERB TURNING RADIUS	

CHECK VEHICLE



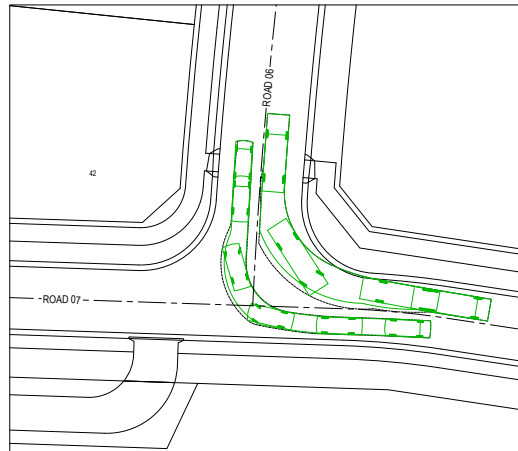
REV	DATE	DESCRIPTION	DESIGNED BY	CHECKED BY	APPROVED BY
G	29.09.25	FOR CONSTRUCTION	JCF	JMA	
F	23.09.25	FOR CONSTRUCTION	JCF	JMA	
E	19.09.25	FOR CONSTRUCTION	MI	JMA	
D	26.08.25	FOR CONSTRUCTION	MI	JMA	
C	26.08.25	FOR CONSTRUCTION	MI	JMA	
B	05.12.2024	FOR CONSTRUCTION	JLB	JMA	
A	03.12.2024	FOR CONSTRUCTION	JLB	JMA	



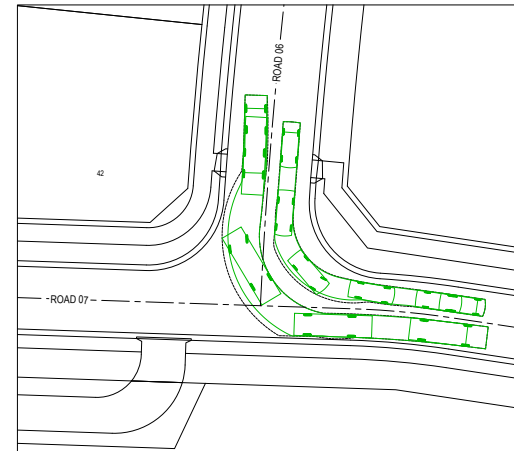
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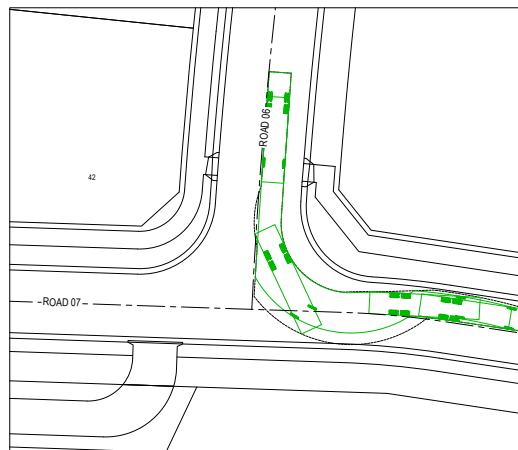
DRAWN: F.SOMERS	DESIGNED: J.RUSHTON	SUNCREST AVENUE SUSSEX INLET SUBDIVISION WORKS CERTIFICATE SWEEP PATH ANALYSIS LAYOUT PLAN			
DRAFT CHECK: J.AGUSTIN	DESIGN CHECK: A.GOLLAN				
APPROVED: M.RIGONI					
FOR CONSTRUCTION		DRAWING NUMBER MKRV0059-22-C2051	SHEET No. 1 OF 8	ORIG. SIZE A1	REVISION G



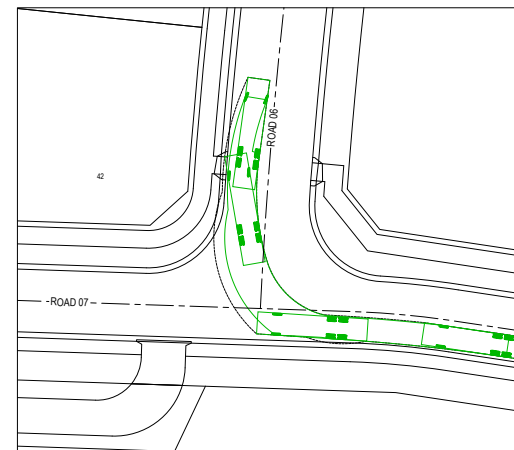
DESIGN VEHICLE



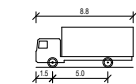
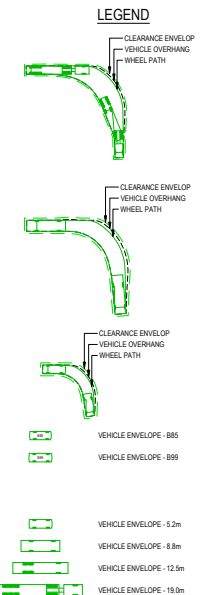
DESIGN VEHICLE



CHECK VEHICLE

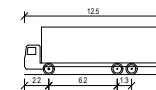


CHECK VEHICLE



MRV - MEDIUM RIGID VEHICLE	8.800m
OVERALL LENGTH	2.500m
OVERALL WIDTH	3.030m
OVERALL BODY HEIGHT	0.450m
MIN BODY GROUND CLEARANCE	2.500m
TRACK WIDTH	4.00m
LOOK-TO-LOCK TIME	10.000m
KERB TO KERB TURNING RADIUS	

DESIGN VEHICLE



SINGLE UNIT TRUCK/BUS	12.500m
OVERALL LENGTH	2.500m
OVERALL WIDTH	4.300m
OVERALL BODY HEIGHT	0.450m
MIN BODY GROUND CLEARANCE	2.500m
TRACK WIDTH	6.00m
LOOK-TO-LOCK TIME	12.500m
KERB TO KERB TURNING RADIUS	

CHECK VEHICLE



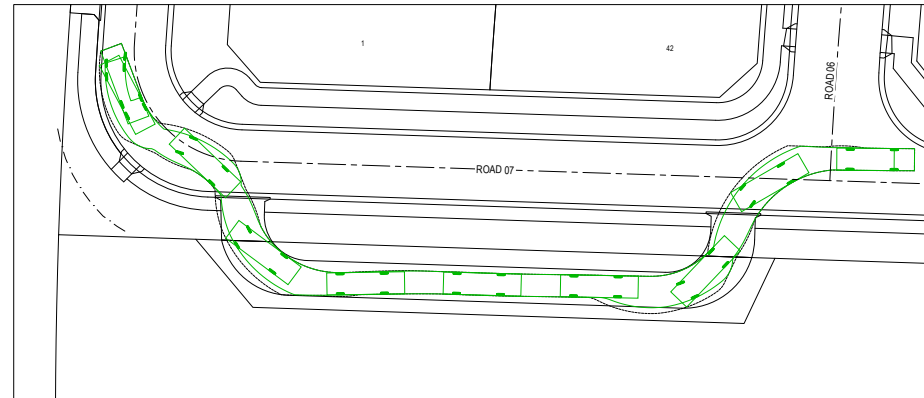
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F	23.09.25	FOR CONSTRUCTION	JGF	JMA
E	19.09.25	FOR CONSTRUCTION	MI	JMA
D	26.08.25	FOR CONSTRUCTION	MI	JMA
C	26.05.25	FOR CONSTRUCTION	MI	JMA
B	05.12.2024	FOR CONSTRUCTION	JLB	JMA
A	03.12.2024	FOR CONSTRUCTION	JLR	JMA
REV	DATE	DESCRIPTION	AND BY APP BY	



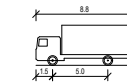
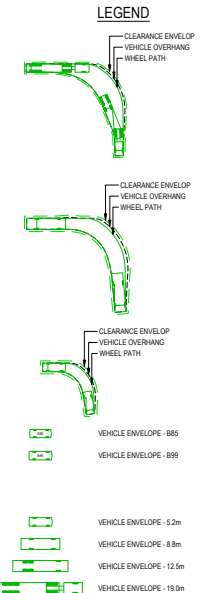
remara.



DRAWN: F.SOMERS	DESIGNED: J.RUSHTON	SUNCREST AVENUE SUSSEX INLET SUBDIVISION WORKS CERTIFICATE SWEEP PATH ANALYSIS LAYOUT PLAN
DRAFT CHECK: J.AGUSTIN	DESIGN CHECK: A.GOLLAN	
APPROVED: M.RIGONI		
DRAWING NUMBER: MKRV0059-22-C2052	SHEET No: 2 OF 8	ORIG. SIZE: A1
FOR CONSTRUCTION		REVISION: G

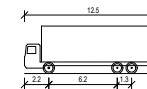


DESIGN VEHICLE



MRV - MEDIUM RIGID VEHICLE	
OVERALL LENGTH	8.800m
OVERALL WIDTH	2.500m
OVERALL BODY HEIGHT	3.833m
MIN BODY GROUND CLEARANCE	0.426m
TRACK WIDTH	2.500m
LOOK-TO-LOCK TIME	4.00s
KERB TO KERB TURNING RADIUS	10.000m

DESIGN VEHICLE



SINGLE UNIT TRUCK/BUS	
OVERALL LENGTH	12.500m
OVERALL WIDTH	2.500m
OVERALL BODY HEIGHT	4.300m
MIN BODY GROUND CLEARANCE	0.406m
TRACK WIDTH	2.500m
LOOK-TO-LOCK TIME	6.00s
KERB TO KERB TURNING RADIUS	12.500m

CHECK VEHICLE



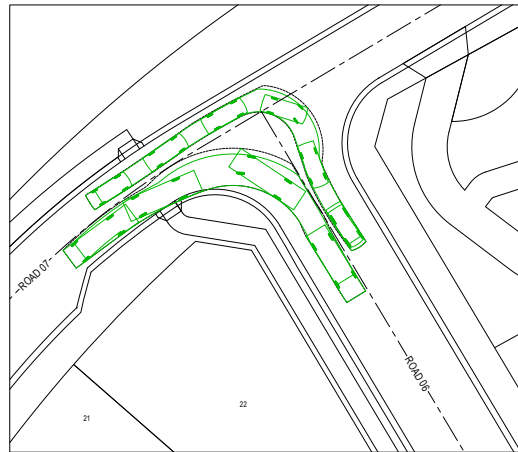
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F	23.09.25	FOR CONSTRUCTION	JDF	JMA
E	19.09.25	FOR CONSTRUCTION	MI	JMA
D	26.05.25	FOR CONSTRUCTION	MI	JMA
C	26.05.25	FOR CONSTRUCTION	MI	JMA
B	05.12.2024	FOR CONSTRUCTION	JLB	JMA
A	03.12.2024	FOR CONSTRUCTION	JLB	JMA
REV	DATE	DESCRIPTION	AND BY	APP BY



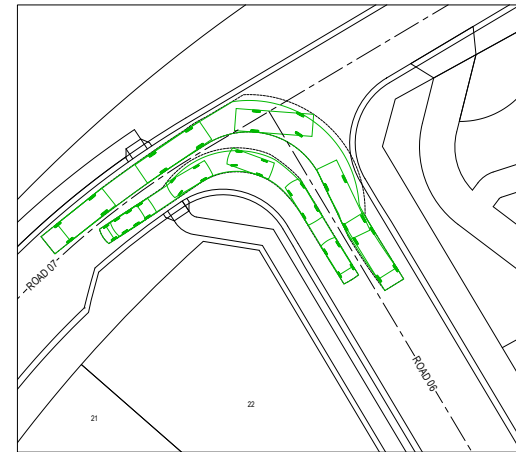
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DRAWN: F.SOMERS	DESIGNED: J.RUSHTON	SUNCREST AVENUE SUSSEX INLET SUBDIVISION WORKS CERTIFICATE SWEEP PATH ANALYSIS LAYOUT PLAN
DRAFT CHECK: J.AGUSTIN	DESIGN CHECK: A.GOLLAN	
APPROVED: M.RIGONI		
FOR CONSTRUCTION	DRAWING NUMBER: MKRV0059-22-C2053	SHEET No. 3 OF 8
	LONG. SIZE A1	REVISION G



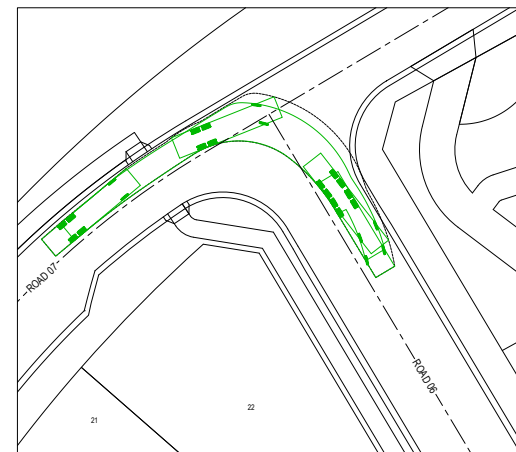
DESIGN VEHICLE



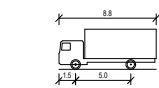
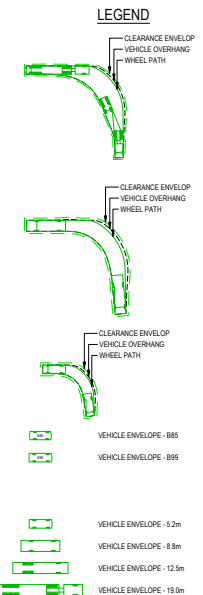
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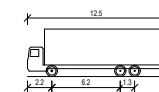


CHECK VEHICLE



MRV - MEDIUM RIGID VEHICLE	8.800m
OVERALL LENGTH	2.500m
OVERALL WIDTH	3.833m
OVERALL BODY HEIGHT	0.425m
MIN BODY GROUND CLEARANCE	2.500m
TRACK WIDTH	4.00s
LOOK-TO-LOCK TIME	10.000m
KERB TO KERB TURNING RADIUS	

DESIGN VEHICLE



SINGLE UNIT TRUCK/BUS	12.500m
OVERALL LENGTH	2.500m
OVERALL WIDTH	4.300m
OVERALL BODY HEIGHT	0.400m
MIN BODY GROUND CLEARANCE	2.500m
TRACK WIDTH	6.00s
LOOK-TO-LOCK TIME	12.000m
KERB TO KERB TURNING RADIUS	

CHECK VEHICLE



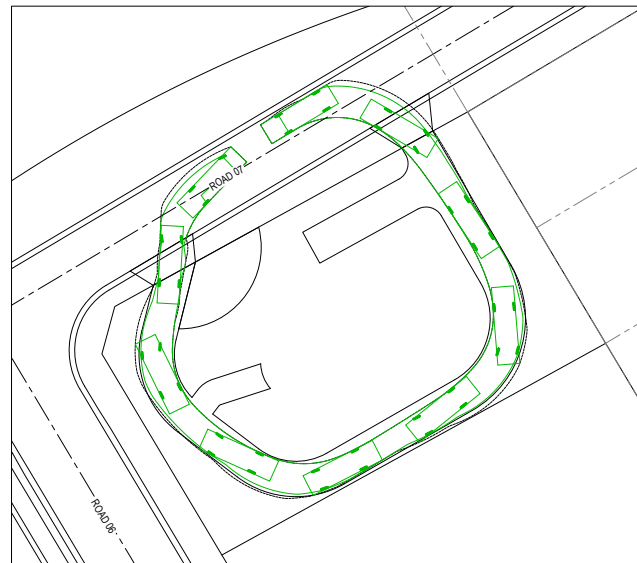
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F	23.09.25	FOR CONSTRUCTION	JGF	JMA
E	19.09.25	FOR CONSTRUCTION	MI	JMA
D	26.09.25	FOR CONSTRUCTION	MI	JMA
C	26.09.25	FOR CONSTRUCTION	MI	JMA
B	05.12.2024	FOR CONSTRUCTION	JLB	JMA
A	03.12.2024	FOR CONSTRUCTION	JLB	JMA
REV	DATE	DESCRIPTION	AND BY APP BY	



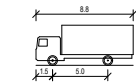
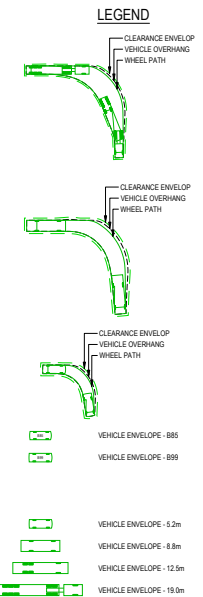
remara.



DRAWN: F.SOMERS	DESIGNED: J.RUSHTON	SUNCREST AVENUE SUSSEX INLET SUBDIVISION WORKS CERTIFICATE SWEEP PATH ANALYSIS LAYOUT PLAN
DRAFT CHECK: J.AGUSTIN	DESIGN CHECK: A.GOLLAN	
APPROVED: M.RIGONI		
FOR CONSTRUCTION	DRAWING NUMBER MKRV0059-22-C2054	SHEET No. 4 OF 8
		LONG SIZE A1
		REVISION G

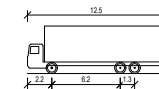


DESIGN VEHICLE



MRV - MEDIUM RIGID VEHICLE	8.800m
OVERALL LENGTH	2.500m
OVERALL WIDTH	3.833m
OVERALL BODY HEIGHT	0.425m
MIN BODY GROUND CLEARANCE	2.500m
TRACK WIDTH	4.00s
LOCK-TO-LOCK TIME	10.000m
KERB TO KERB TURNING RADIUS	

DESIGN VEHICLE



SINGLE UNIT TRUCK/BUS	12.500m
OVERALL LENGTH	2.500m
OVERALL WIDTH	4.300m
OVERALL BODY HEIGHT	0.400m
MIN BODY GROUND CLEARANCE	2.500m
TRACK WIDTH	6.00s
LOCK-TO-LOCK TIME	12.000m
KERB TO KERB TURNING RADIUS	

CHECK VEHICLE



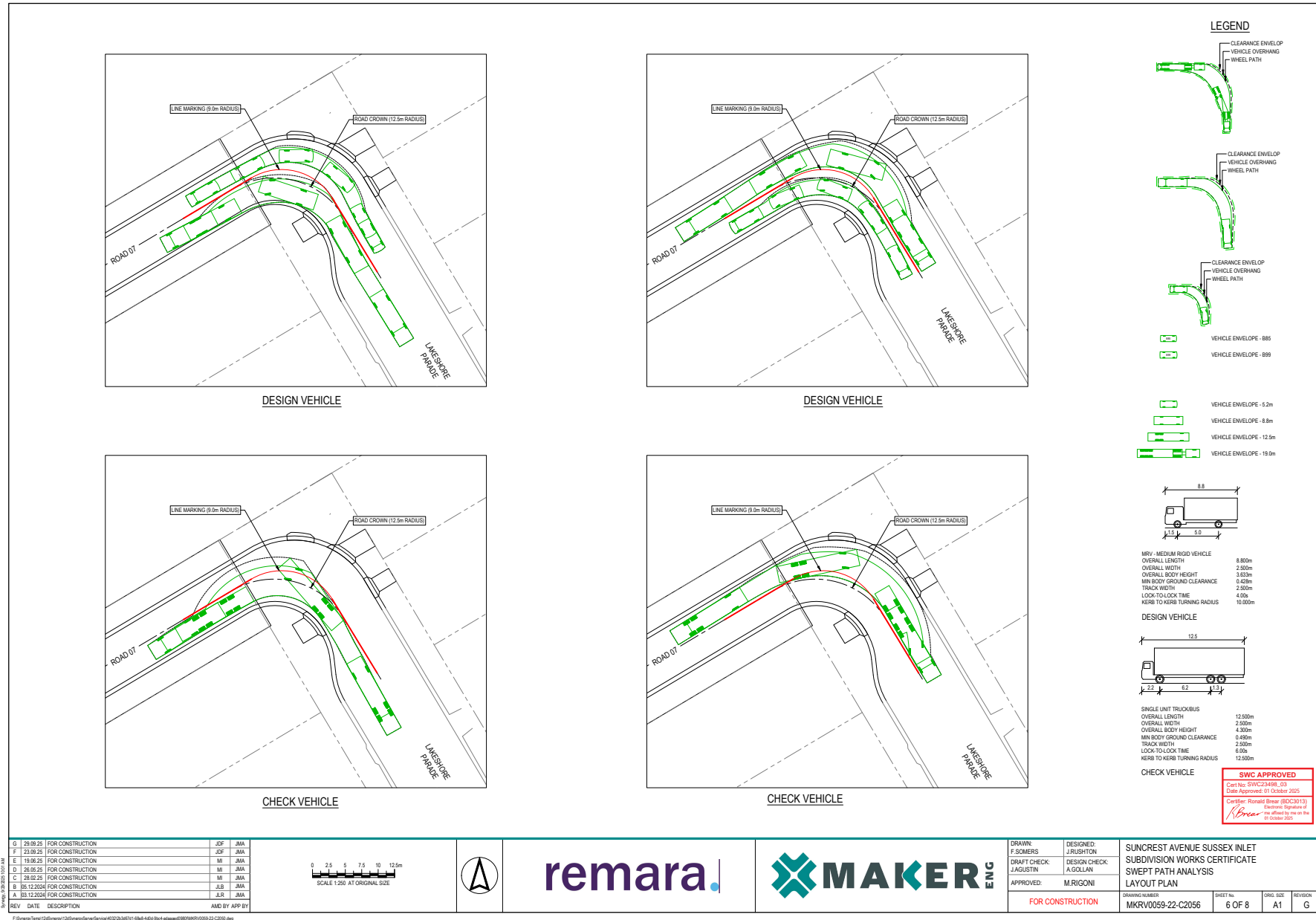
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F	23.09.25	FOR CONSTRUCTION	JOF	JMA
E	19.09.25	FOR CONSTRUCTION	MI	JMA
D	26.05.25	FOR CONSTRUCTION	MI	JMA
C	26.05.25	FOR CONSTRUCTION	MI	JMA
B	05.12.2024	FOR CONSTRUCTION	JLB	JMA
A	03.12.2024	FOR CONSTRUCTION	JLB	JMA

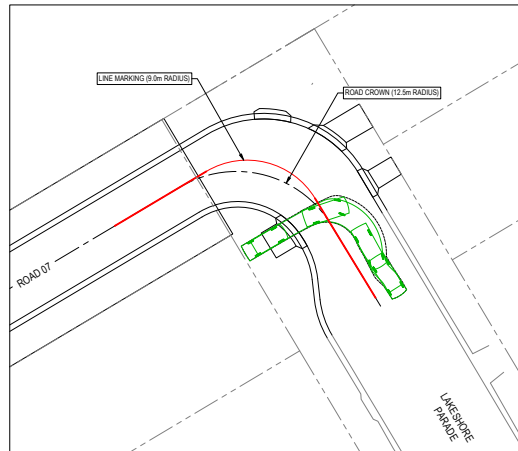


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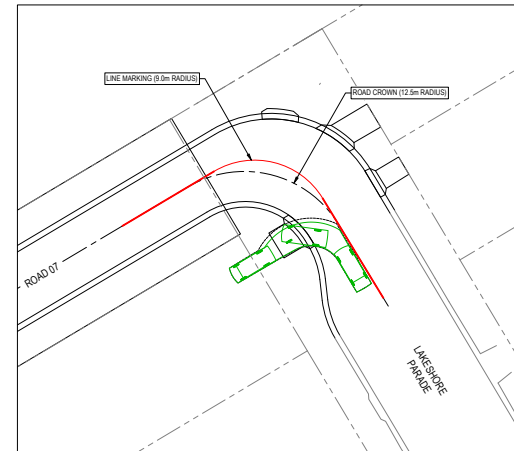
MAKER ENG

DRAWN: F.SOMERS	DESIGNED: J.RUSHTON	SUNCREST AVENUE SUSSEX INLET SUBDIVISION WORKS CERTIFICATE SWEEP PATH ANALYSIS LAYOUT PLAN		
DRAFT CHECK: J.AGUSTIN	DESIGN CHECK: A.GOLLAN			
APPROVED:	M.RIGONI			
FOR CONSTRUCTION	DRAWING NUMBER MKRV0059-22-C2055	SHEET No. 5 OF 8	ORIG. SIZE A1	REVISION G

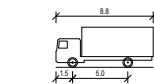
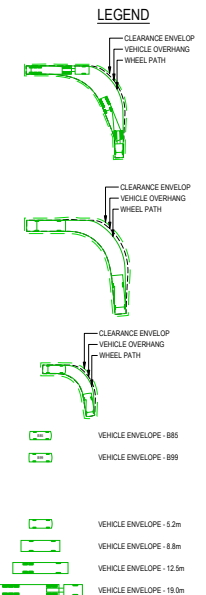




DESIGN VEHICLE

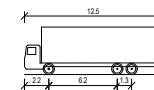


DESIGN VEHICLE



MRV - MEDIUM RIGID VEHICLE
OVERALL LENGTH 8.800m
OVERALL WIDTH 2.500m
OVERALL BODY HEIGHT 3.033m
MIN BODY GROUND CLEARANCE 0.450m
TRACK WIDTH 2.500m
LOOK-TO-LOCK TIME 4.00s
KERB TO KERB TURNING RADIUS 10.000m

DESIGN VEHICLE



SINGLE UNIT TRUCK/BUS
OVERALL LENGTH 12.500m
OVERALL WIDTH 2.500m
OVERALL BODY HEIGHT 4.300m
MIN BODY GROUND CLEARANCE 0.450m
TRACK WIDTH 2.500m
LOOK-TO-LOCK TIME 6.00s
KERB TO KERB TURNING RADIUS 12.500m

CHECK VEHICLE



Q	29.09.25	FOR CONSTRUCTION	JOF	JMA
F	23.09.25	FOR CONSTRUCTION	JOF	JMA
E	19.09.25	FOR CONSTRUCTION	MI	JMA
D	28.08.25	FOR CONSTRUCTION	MI	JMA
C	28.08.25	FOR CONSTRUCTION	MI	JMA
B	05.12.2024	FOR CONSTRUCTION	JLB	JMA
A	03.12.2024	FOR CONSTRUCTION	JLR	JMA

0 2.5 5 7.5 10 12.5m
SCALE 1:250 AT ORIGINAL SIZE



remara.

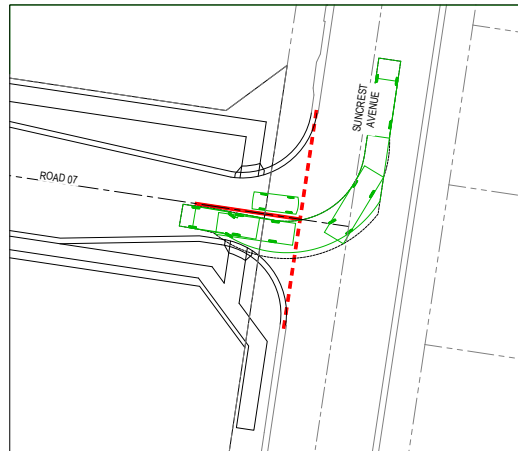
MAKER ENG

DRAWN: F.SOMERS
DESIGNED: J.RUSHTON
DRAFT CHECK: J.AGUSTIN
DESIGN CHECK: A.GOLLAN
APPROVED: M.RIGONI

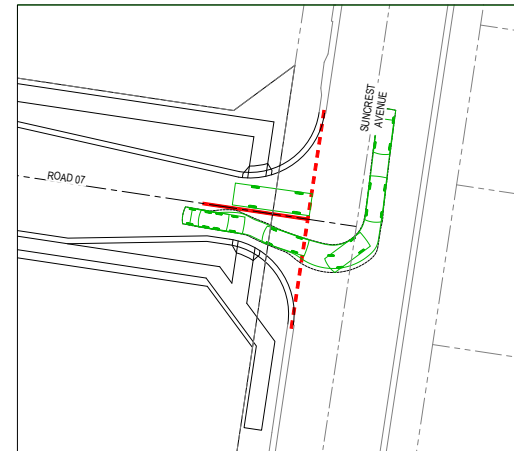
SUNCREST AVENUE SUSSEX INLET
SUBDIVISION WORKS CERTIFICATE
SWEEP PATH ANALYSIS
LAYOUT PLAN

FOR CONSTRUCTION

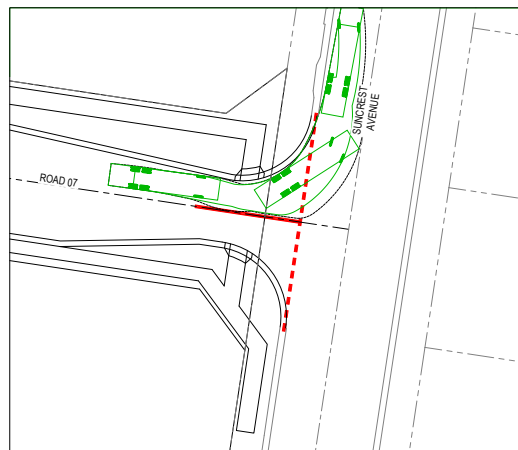
DRAWING NUMBER: MKRV0059-22-C2057
SHEET No: 7 OF 8
SING. SIZE: A1
REVISION: G



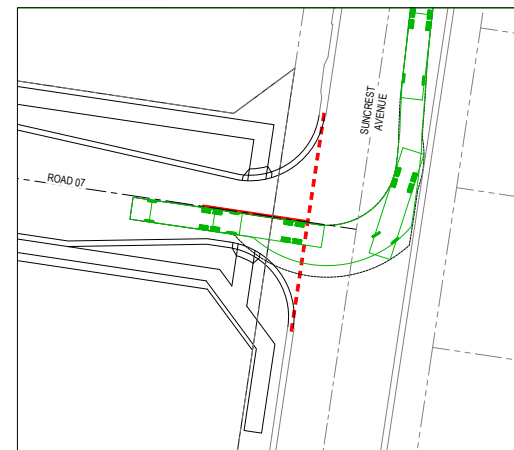
DESIGN VEHICLE



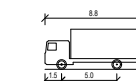
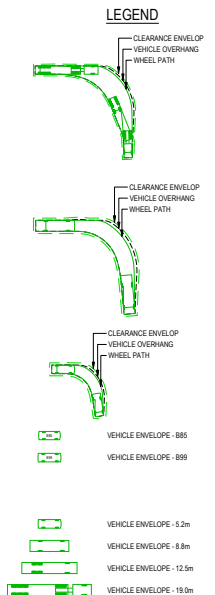
DESIGN VEHICLE



CHECK VEHICLE

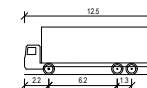


CHECK VEHICLE



MRY - MEDIUM RIGID VEHICLE	
OVERALL LENGTH	8.800m
OVERALL WIDTH	2.500m
OVERALL BODY HEIGHT	3.830m
MIN BODY GROUND CLEARANCE	0.450m
TRACK WIDTH	2.500m
LOOK-TO-LOCK TIME	4.00s
KERB TO KERB TURNING RADIUS	10.000m

DESIGN VEHICLE



SINGLE UNIT TRUCK/BUS	
OVERALL LENGTH	12.500m
OVERALL WIDTH	2.500m
OVERALL BODY HEIGHT	4.300m
MIN BODY GROUND CLEARANCE	0.450m
TRACK WIDTH	2.500m
LOOK-TO-LOCK TIME	6.00s
KERB TO KERB TURNING RADIUS	12.500m

CHECK VEHICLE

SWC APPROVED
Cert No: SWC25496_03
Date Approved: 01 October 2025
Creditor: Ronald Breen (BOC2013)
Reviewed: Signature of
R. Breen
not affixed by me on the
01 October 2025

REV	DATE	DESCRIPTION	AMD BY	APP BY
Q	29.09.25	FOR CONSTRUCTION	JGF	JMA
F	23.09.25	FOR CONSTRUCTION	JGF	JMA
E	19.09.25	FOR CONSTRUCTION	MI	JMA
D	28.08.25	FOR CONSTRUCTION	MI	JMA
C	28.08.25	FOR CONSTRUCTION	MI	JMA
B	05.12.2024	FOR CONSTRUCTION	JLB	JMA
A	03.12.2024	FOR CONSTRUCTION	JLB	JMA

0 2.5 5 7.5 10 12.5m
SCALE 1:250 AT ORIGINAL SIZE



remara.



DRAWN: F.SOMERS	DESIGNED: J.RUSHTON	SUNCREST AVENUE SUSSEX INLET SUBDIVISION WORKS CERTIFICATE SWEEP PATH ANALYSIS LAYOUT PLAN
DRAFT CHECK: J.AGUSTIN	DESIGN CHECK: A.GOLLAN	
APPROVED: M.RIGONI		
FOR CONSTRUCTION	DRAWING NUMBER: MKRV0059-22-C2058	SHEET No: 8 OF 8
	ORIG. SIZE: A1	REVISION: G

