

Shoalhaven Local Transport Forum

Meeting Date: Tuesday, 09 June, 2026
Location: Manyana Meeting Room, City Administrative Centre, Bridge Road, Nowra
Time: 9:30 AM

Agenda

1. **Apologies**
2. **Confirmation of Minutes**
 - Shoalhaven Local Transport Forum - 12 May 2026 1
3. **Business Arising from Previous Minutes**
4. **Reports of the Convenor**
 - TF26.18 Parallel Parking Signage and Line Marking Plan - Camden Street, Ulladulla (PN 3898) 4
 - TF26.19 'No Stopping' Signage Plan - Cambewarra Road, Bomaderry (PN 3899)..... 7
 - TF26.20 KEEP CLEAR Linemarking(s) - Cambewarra Road - Kalandar Street - Bomaderry - Nowra - (PN 3900)..... 10
 - TF26.21 Traffic Management - 16 Bannister Head Road - Mollymook Beach - DA2025/1657 - (PN 3901)..... 14
 - TF26.22 Signage and Linemarking - Lighthouse Road - Beecroft Peninsula - Lot 51 DP 837775 - RW24/1198 - (PN 3902) 57

Note: The next meeting will be held on Tuesday 14 July 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, 12 May 2026
Location: Manyana Meeting Room, City Administrative Centre, Bridge Road, Nowra
Time: 9:30 AM

The following members were present:

Convenor – Ms Bianca van der Merwe
Ms Emma Pietruska – TfNSW (Remotely)
Mr Jake Khourey – MP for South Coast Representative (Remotely)

Others present:

Mr Kevin Norwood – Director – City Services
Mr Micaiah Tipton – Civil Infrastructure Planning Manager
Ms Melinda Grobbe – Road Safety Officer
Ms Hannah Bennett – Administration Assistant
Mr Adrian Vaquera – Civil Engineer (Remotely)
Ms Lauren Buckingham – Manager Customer & Community Services (Remotely) joined at 9:33am
Ms Kat Fischer – Governance Officer (Minute taker)

Apologies / Leave of Absence

Apologies were received from Mayor Patricia White and Cllr Peter Wilkins.

Confirmation of the Minutes

RESOLVED (By consent)

That the Minutes of the Shoalhaven Local Transport Forum held on Tuesday 14 April 2026 be confirmed.

CARRIED

Business Arising from Previous Minutes

Nil

REPORTS OF THE CONVENOR

TF26.16 Mobility Parking Space Renewal - Wason Street - Ulladulla - (PN 3896)

**HPERM Ref:
D26/191321**

Ms Emma Pietruska – TfNSW suggested the inclusion of a bollard within the shared access space, in conjunction with linemarking, in accordance with Australian Standards, to deter illegal parking. Council staff acknowledged the suggestion and noted it for inclusion.

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Local Transport Forum has reviewed the proposed regulatory signage and linemarking associated with a Mobility Parking Space within in Wason Street Car Park, as per Plan No. D26/149025.
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 regulatory signage and linemarking associated with a Mobility Parking Space within in Wason Street Car Park, as per Plan No. D26/149025 and has no objection subject to the following:
 - a. The shared area of the accessible parking space to include a bollard in accordance with AS2890.6:2022.
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 13 May 2026.

CARRIED

TF26.17 Berry - Celtic Festival Street Parade (2026) - (PN 3897)

**HPERM Ref:
D26/191568**

Council staff advised that the Celtic Festival Street Parade has been conducted yearly over several years.

Ms Emma Pietruska – TfNSW enquired whether there had been any issues in previous years relating to traffic or pedestrian movements. Council staff advised they were not aware of any such issues. It was further noted that the event is organised by Berry Rotary, who also coordinate the Christmas Parade and regularly manage similar events along comparable routes. Council staff advised that the traffic management plan proposed for this event represents an increase in traffic control compared to previous arrangements.

Recommendation

That

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Local Transport Forum has no objection to the proposed Berry Celtic Festival Street Parade (23 May 2026) at Berry as per Traffic Management Plan and Traffic Guidance Scheme No. D25/555279 and D26/191628.
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 no objection to the proposed Berry Celtic Festival Street Parade (23 May 2026) at Berry as per Traffic Management Plan and Traffic Guidance Scheme No. D25/555279 and D26/191628.
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 13 May 2026.

CARRIED

There being no further business, the meeting concluded, the time being 9:35am.

Ms Bianca van der Merwe
CHAIRPERSON

TF26.18 Parallel Parking Signage and Line Marking Plan - Camden Street, Ulladulla (PN 3898)

HPERM Ref: D26/226761

Convenor: David Pieresko

Attachments: 1. D26/226825 - Signage and Line Marking Plan [↓](#)

Reason for Report:

This report is submitted to the Shoalhaven Local Transport Forum for consideration of the proposed signage and line marking on Camden Street, as detailed in Plan No D26/226825.

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Local Transport Forum has reviewed the proposed signage on Camden St, Ulladulla as per the above attachment D26/226825.
2. The proposal be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

Background:

Shoalhaven Council recently assessed the 45-degree angled 'No Parking' zone on the eastern side of Camden Street near the intersection with South Street, in response to safety and operational concerns raised by the community.

This section of road currently operates as a 'No Parking' zone during morning and afternoon peak periods where vehicles are permitted to stop for up to 2 minutes for the purpose of dropping off or picking up passengers. The zone is primarily intended to support student pick-up and drop-off activities for Ulladulla High School.

Based on the outcomes of this assessment, Council is proposing changes to line marking and signage to create parallel parking instead of angled parking. These works will not alter the existing parking restrictions. However, converting the area to parallel parking will better suit a high-turnover zone such as a school kiss and ride area. The proposed changes aim to improve clarity, safety, and efficiency for student pick-up and drop-off at Ulladulla High School.

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

Details of Submission:

Proposed changes to signage and line marking:

- Remove the existing angled parking line marking and wheel stops and install new line marking to create parallel parking.
- Install new supplementary 'KISS AND RIDE AREA' signs to clearly identify and reinforce the intended use of the area for school-related activities.

TF26.18

- Relocate the existing '45° ANGLED PARKING' and 'NO PARKING' signs at the southern end of the 'No Parking' zone, so they align with the start of the proposed parallel parking bays.

The proposal has been developed in accordance with AS1742.2 and AS1742.10 principles to improve safety and operational efficiency within a school environment.

Consultation:

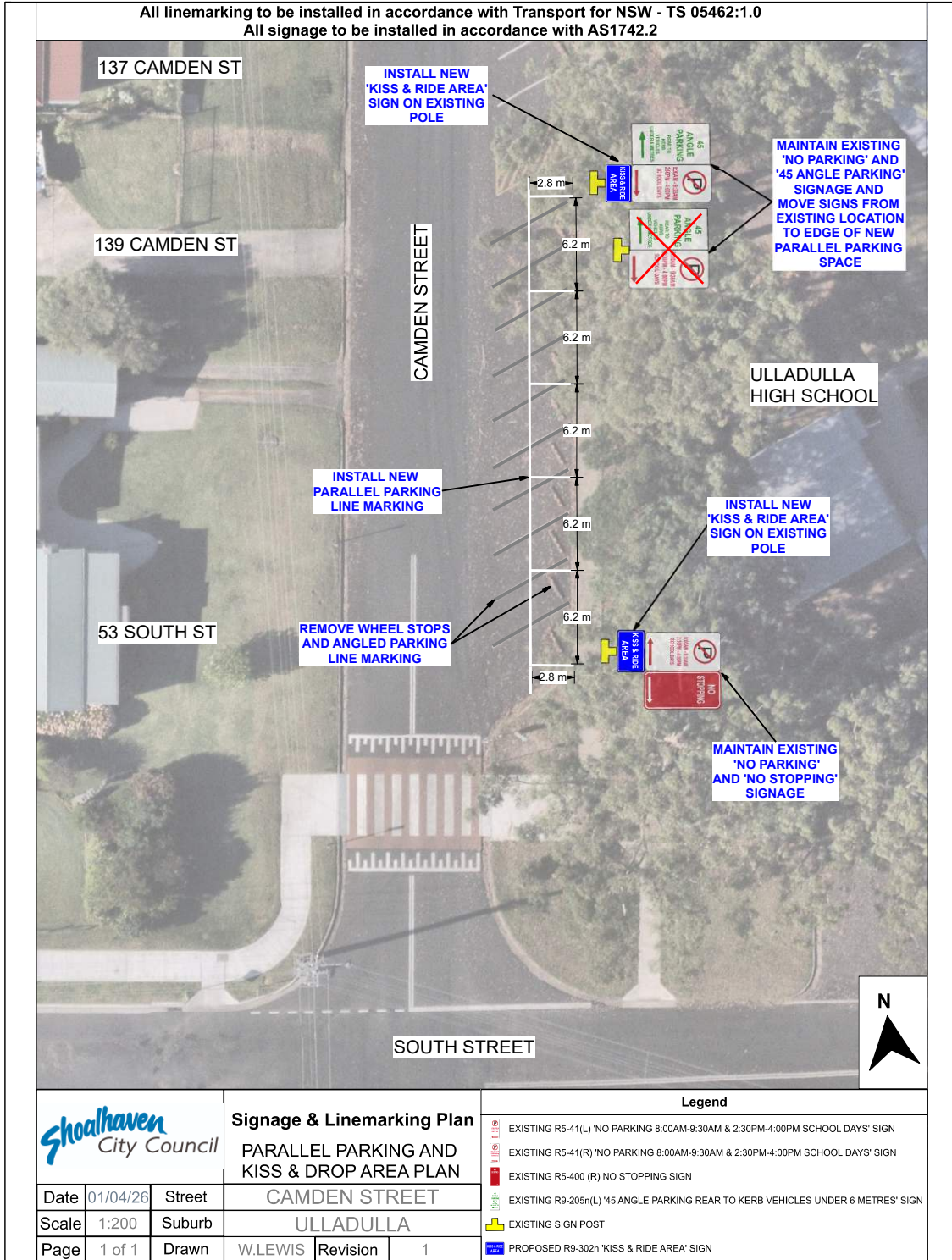
Consultation was undertaken with 13 of the adjacent residences, the Ulladulla and Districts Community Forum, and the Ulladulla High School. Consultation commenced on 5 May 2026 and concluded 25 May 2026. One submission was received from Ulladulla High School in support of the proposal.

Risk Implications:

The proposed changes to the signage and line marking are intended to improve efficiency and safety during morning and afternoon peak pick-up and drop-off times for the Ulladulla High School. The proposal will reduce overall parking by six spaces; however, there is underutilised parking along South Street which could accommodate any parking overflow.

Financial Implications:

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



TF26.19 ‘No Stopping’ Signage Plan - Cambewarra Road, Bomaderry (PN 3899)

HPERM Ref: D26/229208

Convenor: David Pieresko

Attachments: 1. D26/229219 - Signage Plan [↓](#)

Reason for Report:

This report is submitted to the Shoalhaven Local Transport Forum for consideration of the proposed signage on Cambewarra Road, as detailed in Plan No D26/229219.

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Local Transport Forum has reviewed the proposed signage on Cambewarra Road, Bomaderry as per the above attachment D26/229219.
2. The proposal be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

Background:

Shoalhaven Council recently assessed the intersection of Cambewarra Road and Lyndhurst Drive following complaints of traffic queuing and congestion caused when cars are waiting to turn right into Lyndhurst Drive from Cambewarra Road. The queuing is reported to be most significant during morning and afternoon peak traffic times, related to school drop off and pick up for Bomaderry High School. It is caused because there is insufficient room for a vehicle travelling west on Cambewarra Road to pass vehicles waiting to turn into Lyndhurst Drive when cars are parked on the west side of Cambewarra Road.

Following the assessment, it was determined that the intersection could be improved by installing time restricted ‘No Stopping’ signage along the west bound lane of Cambewarra Road. The proposal aims to reduce traffic queuing by allowing sufficient room for vehicles to safely pass vehicles waiting to turn right from Cambewarra Road into Lyndhurst Drive.

A signage plan has been submitted to the Forum for consideration.

Details of Submission:

Proposed changes to signage:

- Install a time restricted R5-400 (L) ‘No Stopping 8am – 9:30am & 2:30pm – 4:00pm School Days’ sign on the existing power pole beside the driveway at 70 Cambewarra Road.
- Install a time restricted R5-400 (L+R) ‘No Stopping 8am – 9:30am & 2:30pm – 4:00pm School Days’ sign in front of property 66 Cambewarra Road.

TF26.19

- Install a time restricted R5-400 (R) 'No Stopping 8am – 9:30am & 2:30pm – 4:00pm School Days' sign and a R5-400 (L) 'No Stopping' sign on a new pole on Cambewarra Road, 10 metres from the intersection with Numrock Street.
- Install a R5-400 (R) 'No Stopping' sign on Numrock Street, 10m from the intersection with Cambewarra Road.

The time restricted 'No Stopping' signage on school days is intended to reduce queuing caused by parked vehicles along this section of Cambewarra Road. The 'No Stopping' signs on Cambewarra Road and Numrock Street, 10m from the intersection, are intended to formalise the statutory 'No Stopping within 10m of an intersection' requirement and improve driver compliance. The overall intended outcome is for a clearer and safer roadway during peak traffic times.

The proposed signage has been developed in accordance with AS1742.2 and relevant TfNSW guidelines to ensure appropriate application of parking restrictions and sign placement.

Consultation:

Consultation was undertaken with 15 of the adjacent residences and the Bomaderry High School. Consultation commenced on 7 May 2026 and concluded 29 May 2026. One (1) submission was received. The submission was in support of the proposal but requested the 'No Stopping' signs be extended further along Cambewarra Road to the intersection of North Tarawal Street. The reason behind the request to extend the signage was to prevent cars parking near driveways. The proposed treatment has been designed specifically to address queuing and safety issues at the intersection. Extending restrictions beyond this area would not directly address the identified issue and may unnecessarily impact on-street parking availability.

Risk Implications:

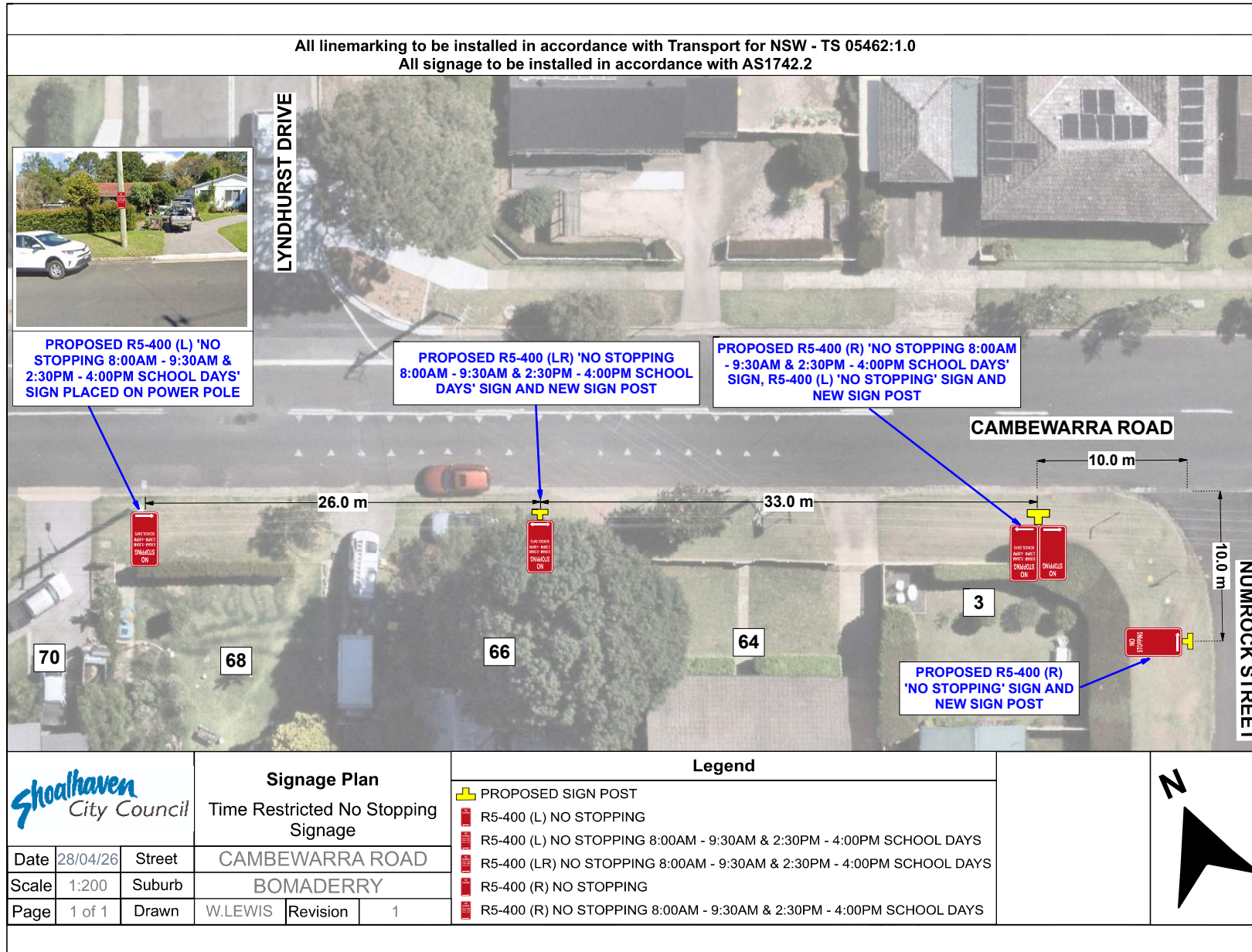
The proposed signage reduces the risk of vehicles queuing in the through lane and improves safety by maintaining sufficient lane width for vehicles to pass right-turning traffic.

Without the proposed changes, there is a continued risk of congestion, driver frustration, and potential rear-end or side-swipe collisions.

There is also a potential impact that displaced parking may occur further along Cambewarra Road, which may be unwelcomed by some residents.

Financial Implications:

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



TF26.20 KEEP CLEAR Linemarking(s) - Cambewarra Road - Kalandar Street - Bomaderry - Nowra - (PN 3900)

HPERM Ref: D26/229567

Convenor: David Pieresko

Attachments: 1. D26/231181 – Linemarking Plan Bomaderry [↓](#)
2. D26/231182 – Linemarking Plan Nowra [↓](#)

Reason for Report:

This report is submitted to the Shoalhaven Local Transport Forum for review of the proposed KEEP CLEAR linemarking at Cambewarra Road, Bomaderry and Kalandar Street, Nowra, as per signage/linemarking plan No. D26/231181 and D26/231182.

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Transport Forum has reviewed the proposed KEEP CLEAR linemarking at Cambewarra Road, Bomaderry and Kalandar Street, Nowra, as per signage/linemarking plan No. D26/231181 and D26/231182.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

Background:

Shoalhaven City Council has received requests to investigate traffic operational improvements at Cambewarra Road, Bomaderry and Kalandar Street, Nowra, where existing vehicle queuing and access conflicts have been observed.

The proposed KEEP CLEAR linemarking is intended to address these issues by maintaining access to key commercial driveways and preventing blockages that can extend into the adjacent arterial road network, thereby improving safety and efficiency.

Details of Submission:

Proposed change to traffic conditions:

- **KEEP CLEAR (Bomaderry):** Proposed regulatory 'KEEP CLEAR' linemarking restrictions at the main entrance driveway to McDonalds, Bomaderry.
- **KEEP CLEAR (Nowra):** Proposed regulatory 'KEEP CLEAR' linemarking restrictions at the main entrance driveway to Dan Murphys, Nowra.

Consultation:

The proposed KEEP CLEAR linemarking does not introduce new restrictions on general traffic movement, access, or parking availability. Rather, it formalises and reinforces existing driver behaviour at these locations where motorists are already expected to keep the driveway access clear to maintain safe and efficient operation of the surrounding road network.

TF26.20

The treatment is localised in nature and primarily affects vehicle movements within private commercial access points (McDonalds and Dan Murphy's), with no broader impact on adjacent residential frontages or general road users beyond improving traffic flow and reducing queuing impacts.

Accordingly, the proposal is considered a minor operational improvement consistent with AS1742.2 principles for network safety and efficiency, and does not warrant wider community consultation.

Consultation was undertaken with Transport for NSW, who reviewed the proposal and confirmed no concerns from a State network perspective at Cambewarra Road, and supported the use of KEEP CLEAR linemarking at Kalandar Street due to known queuing issues. The Cambewarra Road location was identified as a localised operational matter and is considered appropriate for Council determination.

Risk Implications:

The proposal will reduce the likelihood of vehicles queuing across access points, which can contribute to unsafe turning movements, reduced sight distance, and potential rear-end or side-swipe collisions.

By maintaining clear access and improving traffic flow efficiency, the treatment lowers operational risk within the local road network and supports safer vehicle movements at these locations.

Financial Implications:

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

ALL SIGNAGE AND LINEMARKING TO BE INSTALLED IN ACCORDANCE WITH TRANSPORT FOR NSW DELINEATION SUPPLEMENT

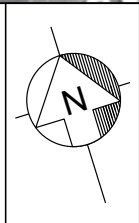
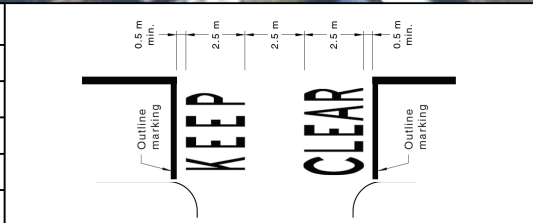


Drawing Status: **CONCEPT**

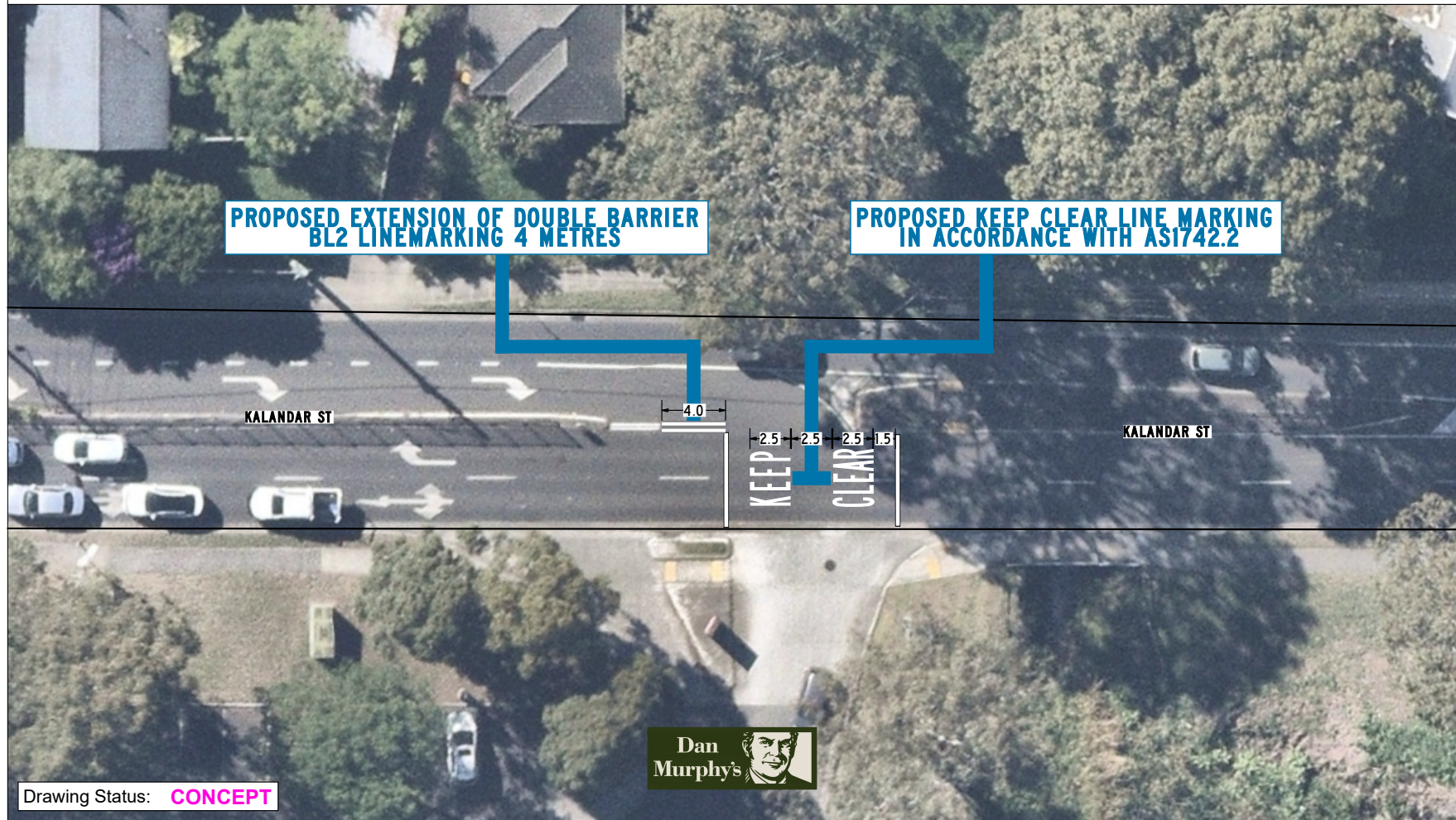
Shoalhaven City Council	
DATE	06/05/2026
SCALE	1:300
SHEET	1 of 1

	WORK HEALTH & SAFETY TRAFFIC CONTROL WORK
Adrian Dominic VAQUERA	
Card No: TCT1080105	
Date of issue: 16/12/2025	
Type of traffic control work: PWZ	

LEGEND:		
LINEMARKING PLAN		
X,Y	-34.8430, 150.5951	
STREET	CAMBEWARRA ROAD	
SUBURB	BOMADERRY	
DESIGN	Alvaquera	Revision 1.0



ALL SIGNAGE AND LINEMARKING TO BE INSTALLED IN ACCORDANCE WITH TRANSPORT FOR NSW DELINEATION SUPPLEMENT



Shoalhaven City Council	
DATE	06/05/2026
SCALE	1:300
SHEET	1 of 1

NSW SafeWork NSW WORK HEALTH & SAFETY TRAFFIC CONTROL WORK

Adrian Dominic VAQUERA

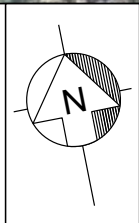
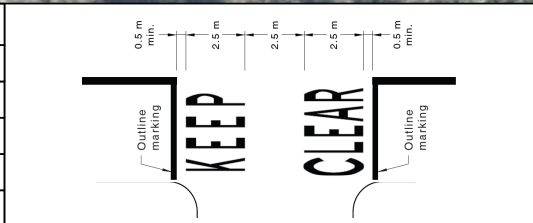
Card No: TCT1080105 D.O.B: 02/02/2001

Date of Issue: 16/12/2025

Type of traffic control work: PWZ

NEW SOUTH WALES

LEGEND:	
LINEMARKING PLAN	
X,Y	-34.8878, 150.6060
STREET	KALANDAR STREET
SUBURB	NOWRA
DESIGN	VAQUERA Revision 1.0



TF26.21 Traffic Management - 16 Bannister Head Road - Mollymook Beach - DA2025/1657 - (PN 3901)

HPERM Ref: D26/233973

Convenor: David Pieresko

Attachments: 1. D26/234823 – Traffic Management Plan (TMP) [↓](#)

Reason for Report:

This report is being submitted to the Shoalhaven Local Transport Forum for consideration of the proposed traffic control associated with the development application (DA2025/1657) at 16 Bannister Head Road, Mollymook Beach, as per signage plan No. D26/234823.

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Local Transport Forum has reviewed the proposed traffic control associated with the development application (DA2025/1657) at 16 Bannister Head Road, Mollymook Beach as per signage plan No. D26/234823.
2. The proposal be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

TF26.21

Background:

APPLICANT: Infra Engineering Traffic Engineering and Planning

OWNER: Andrew Bell

16 BANNISTER HEAD ROAD - MOLLYMOOK BEACH - DA2025/1657 - Lot 635 DP 230162 – Residential Construction for Development

As part of DA2025/1657 for the residential development at 16 Bannister Head Road, Mollymook Beach (Lot 635 DP 230162) Local Transport Forum review is being sought for the Construction Traffic Management measures, as per Condition(s) (29) of the related conditions of consent, the following is required:

29. **Construction Traffic Management Plan**
- Before the commencement of works, a Construction Traffic Management Plan detailing the proposed method of dealing with construction traffic and parking must be approved by Council.
- Details must include, but are not limited to:
- a) Stabilised site construction access location
 - b) Proposed haulage routes for delivery of materials to the site
 - c) Proposed haulage routes for spoil disposal from the site
 - d) Traffic control planning for each of the various phases of construction and/or vehicle movements associated with construction
 - e) Parking arrangements for construction employees and contractors
 - f) Proposed maintenance of the haulage routes and access locations
 - g) Name of the person responsible for such maintenance
 - h) Loading / unloading areas
 - i) Requirements for construction or work zones
 - j) Pedestrian and cyclist safety
 - k) Speed zone restrictions.

Bannister Head Road is a narrow local road with kerbside parking on both sides and limited pedestrian infrastructure, requiring careful management of construction vehicles and work zones to maintain safe operation of the road network.

Details of Submission:

As part of the development approval DA25/1657 for 16 Bannister Head Road, Mollymook Beach, conditions of consent required the preparation of a Construction Traffic Management Plan (CTMP), to guide the coordination of the proposed roadworks and overarching construction activities.

The CTMP includes Traffic Guidance Schemes (TGS) that provide for advance warning signage, delineation of a work zone within existing kerbside parking, and the use of traffic controllers where required to manage vehicle movements and maintain traffic flow. This indicated that an existing bus boarding point (Stop ID 2539243, impacting routes 740 and S798) would be impacted, and was proposed to be relocated further to the east for the duration of construction works.

Consultation:

This report is being submitted to the Shoalhaven Local Transport Forum for consultation with relevant stakeholders, including Shoalhaven City Council, Transport for NSW and the applicable bus service provider, in relation to the proposed traffic management arrangements. Consideration is given to the temporary relocation of the existing bus stop to ensure continuity of public transport services during the construction period.

Risk Implications:

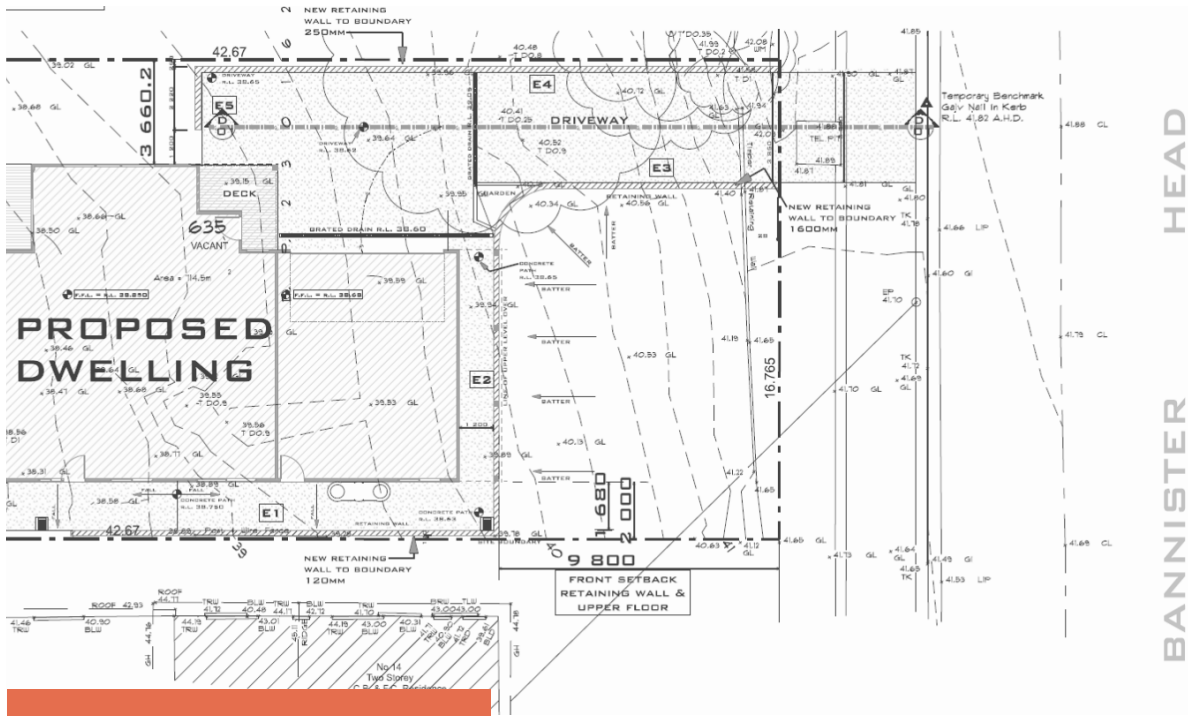
The proposed traffic management measures are intended to mitigate risks associated with construction activities within the road reserve, including reduced lane widths, interaction between vehicles and construction plant, and impacts to pedestrian and public transport movements. Without appropriate controls, there is a risk of vehicle conflict, delays, and reduced safety for road users.

The relocation of the existing bus stop will ensure continuity of service and reduce risk associated with passengers boarding or alighting within the active work zone.

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.



Construction Traffic Management Plan

16 Bannister Head Rd
Mollymook Beach NSW 2539

Ref. Number: CTMP-26-8214

Website www.infraengineering.com.au

Email operations@infraengineering.com.au

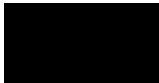
Phone 1300 268 948

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Traffic Engineering & Planning

TF26.21 - Attachment 1



Document Verification

Issue	Date	Description	Prepared By	Signed
Draft	13/05/2026	Final	Fredrik Carlstrom	

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1. Introduction

1.1. Summary

This construction traffic management plan has been prepared on behalf of Bespoke Living Constructions Pty Ltd in response to Shoalhaven City Council's Construction Traffic Management Plan (CTMP) requirements.

The proposed development involves the construction of a new two-storey dwelling at 16 Bannister Head Rd, Mollymook Beach. Construction shall be contained within the title boundary and adequate measures to protect the amenity of the adjoining properties and council property should be maintained as per this report.

This report is based on the information and drawings provided by Bespoke Living Constructions Pty Ltd and Milton Drafting and Design.

Should the circumstances or parameters change in this construction traffic management plan, the construction management process should be reassessed.

1.2. Stakeholders

The following is a list of key project personnel:

Table 1 - Stakeholder List

Company	Role	Name	Email	Phone Number
Bespoke Living Constructions Pty Ltd	Director	Tom Young	tomsyoung0@gmail.com	0421 150 793

The following is a list of key emergency & infrastructure contacts:

Table 2 - Stakeholder List - Emergency & Infrastructure Contacts

Company	Role	Name	Email	Phone Number
Transport for NSW	-	-	-	131 500
Emergency Services	-	-	-	000
Shoalhaven City Council	TBC	TBC	council@shoalhaven.nsw.gov.au	1300 293 111

INFRA Engineering Services Pty Ltd | Bespoke Living Constructions Pty Ltd | 16 Bannister Head Rd, Mollymook Beach NSW 2539

1.3. Construction Timeline

The detailed construction schedule is currently unavailable. Upon availability, the detailed construction schedule shall be provided in Appendix E.

1.4. Construction Hours of Operation

Permitted hours of demolition and construction are as follows:

- Mon – Fri: 7am – 5pm
- Sat: 8am – 4pm
- Sun and Public Holidays: None

All deliveries are to occur during this period.

1.5. Construction Stages

The construction works are to be divided into the following stages:

Table 3 - Construction Stages - Worker and Heavy Vehicle Figures

Stage	Description	No. of Workers (Daily)	Heavy Vehicle Access (Varied)
1. Site Preparation	Site preparation works including erecting fencing, establishing sediment and stormwater controls, tree removal and tagging.	1-3	1 truck to drop off fencing supplies.
2. Excavation	Excavations and bulk earthworks.	2-5	4 trucks per day are to be expected during the excavation period.
3a. Construction	Construction of the slab and footings, framing, services rough-in and any other additions/alterations/remediations prior to fit-out.	5-10	2 truck per week is expected during the construction stage.
3b. Construction	Final fit-out & landscaping	5-10	2 truck per week is expected during the construction stage.

2. Site Environment and Surrounds

2.1. Site Location

Figure 1 shows the location of the site in relation to the surrounding transport network.

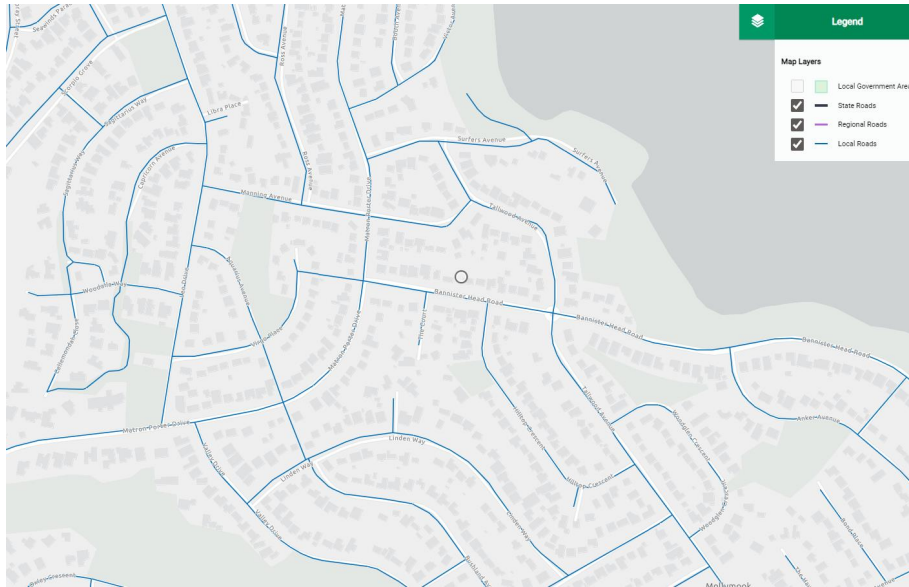


Figure 1 - Site Location with respect to surrounding road network (Source: TfNSW - Road Network Classifications)

An aerial photo view of the site is shown in Figure 2.

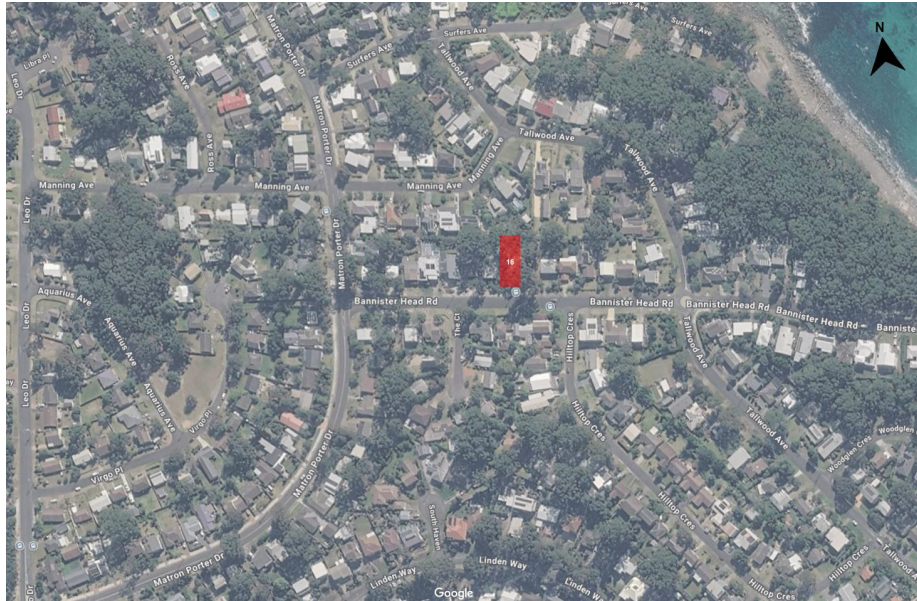


Figure 2 - Aerial Photograph (Source: Google Maps)

TF26.21 - Attachment 1

2.2. Road Network

The site is accessed directly from Bannister Head Rd only. Bannister Head Rd is classified as a Local Council Road and is under the care and management of the Shoalhaven City Council. It runs in a general East-West orientation and has an undivided carriageway accommodating a single lane in each direction. Footpaths are not provided on either side of the road, while kerbside parking is available on both sides. Bannister Head Rd has a posted speed limit of 50 km/h.

The Court is located approximately 30 m West of the site. It is classified as a Local Council Road and is under the care and management of the Shoalhaven City Council. It runs in a general North-South orientation and has an undivided carriageway accommodating a single lane in each direction. Footpaths are not provided on either side of the road, while kerbside parking is available on both sides. The Court has a posted speed limit of 50 km/h.

Hilltop Cres is located approximately 35 m East of the site. It is classified as a Local Council Road and is under the care and management of the Shoalhaven City Council. It runs in a general North-South orientation and has an undivided carriageway accommodating a single lane in each direction. Footpaths are not provided on either side of the road, while kerbside parking is available on both sides. Hilltop Cres has a posted speed limit of 50 km/h.

Tallwood Ave is located approximately 135 m East of the site. It is classified as a Local Council Road and is under the care and management of the Shoalhaven City Council. It runs in a general North-South orientation and has an undivided carriageway accommodating a single lane in each direction. A footpath is provided on one side of the road only, while kerbside parking is available on both sides of the road. Tallwood Ave has a posted speed limit of 50 km/h.

Matron Porter Dr is located approximately 130 m West of the site. It is classified as a Local Council Road and is under the care and management of the Shoalhaven City Council. It runs in a general North-South orientation and has an undivided carriageway accommodating a single lane in each direction. A footpath is provided on one side of the road only, while kerbside parking is available on both sides of the road. Matron Porter Dr has a posted speed limit of 50 km/h.

There are no signalised intersections in the immediate vicinity of the site.

2.3. Public Transport

2.3.1. Train

Bomaderry Station is located approximately 65.7 km north of the site and can be accessed via Meroo St.

The following rail lines are available:

- SCO

2.3.2. Bus

There are two bus stops located on Bannister Head Rd— one directly in front of the site and another approximately 20 m from the site. The following bus routes are available:

- 740

2.4. Walking and Cycling

On-road bicycle lanes are not provided on Bannister Head Rd, The Court, Hilltop Cres, Matron Porter Dr, and Tallwood Ave. Pedestrian footpaths are not provided on all surrounding streets, except for Matron Porter Dr and Tallwood Ave, where a footpath is available on one side of the road.

2.5. Road Safety

A search of Transport for NSW crash database has been undertaken for the most recent five-year period from 2020 to 2024 inclusive. The search area included any crashes recorded within 300 metres of the site. The search identified:

- 1 moderate injury crash recorded in 2022 involving 1 person

On the basis of the crash data, the likelihood of a traffic incident affecting site is deemed low, with an average of 0.2 crashes per year within 300m of site. However, the location of the crash has been taken into account when determining the optimum haul route for heavy vehicles accessing site.

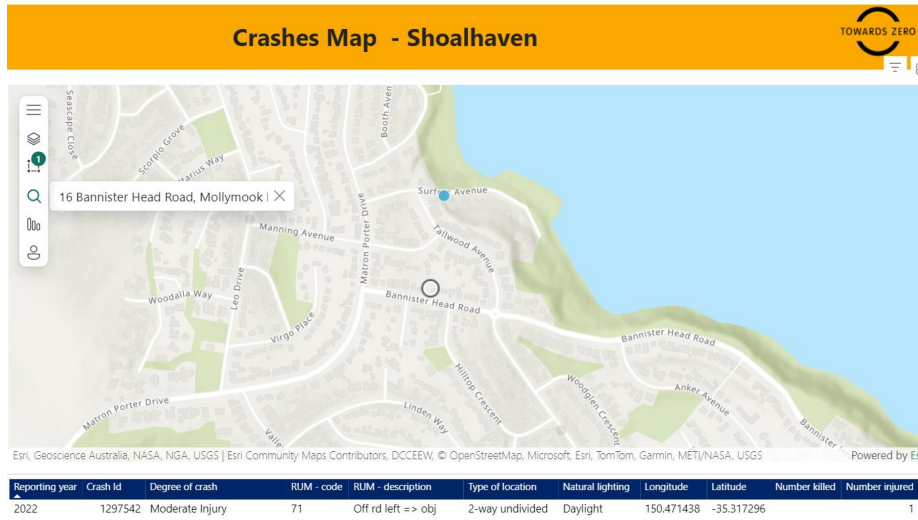


Figure 3 - Transport for NSW Crash Statistics: Incidents within 300m of site

3. Public Safety & Amenity

3.1. Services – Location & Protection

All gas, water and electricity services running along the frontage of the site will be protected and a layout plan for such services will be prepared and submitted along with the CTMP by the contractor.

The contractor will ensure that all protection works will be carried out on site and all deliveries and construction works shall not disrupt the functionality of these services, except in instances where the disruption is known and planned, allowing for the contractor to alert neighbouring and affected properties of the disruption.

It is good practice for the contractor to use 'Before You Dig Australia' services to ensure that such existing services are located and protected.

3.2. Dilapidation Survey

It is good practice to conduct a dilapidation survey prior to works taking place to ensure the existing conditions of neighboring properties and council assets are maintained.

The dilapidation survey should address:

- Adjacent properties and their boundaries
- Footpaths
- Services
- Roads
- Kerbs & nature strips
- Street furniture
- Trees
- Any other relevant public or Council property

If undertaken, a copy of the survey shall be submitted to the Council. Upon completion of the project, a final inspection will be conducted and compared to the dilapidation report to ensure that the condition of surrounding areas (as identified above) is acceptable. Any damage as a result of activities on site will be rectified in accordance with the specifications expected by the council.

3.3. Stakeholder Management & Communications Plan

All stakeholders will be notified prior to commencement of works upon the approval of this CTMP. Stakeholders will also be kept informed throughout the duration of the works if scope deviations will have additional impacts on their properties or commercial interests.

3.4. Pedestrian Management

No footpath is available along the site frontage; therefore, no pedestrian path will be impacted by site access during Work Stages 1 to 3a. Refer to Appendix A for the proposed pedestrian management contingencies. If required, pedestrian movements will be managed by trained spotters holding the relevant Traffic Control certifications.

Pedestrian access will not be obstructed during the remaining stages of construction.

Trade, delivery vehicles and heavy plant operators are to ensure the safety of neighbouring occupants, workers servicing surrounding commercial premises and local pedestrians will be upheld during visits to site.

3.5. Mud & Debris

Mud on site will be minimised with the placement of crushed rock at the site entrance as required.

To prevent spillage during cartage, vehicles will not be overloaded.

Truck Wash-down equipment may be provided beside the main entrance with provisions of a sweeper, broom, shovel, and a high-pressure hose as required. Trucks carrying dust or soil will be cleared prior to leaving the site.

Conditions of surrounding footpaths and amenities should be regularly inspected to ensure areas surrounding the site are not affected by spillage or contamination.

3.6. Clearing Roads & Footpaths

If there are any spillages as a result of vehicle access or construction activity, public roads or footpaths will be immediately cleared and cleaned manually using shovels, scrapers, or a broom.

Spillages will not be hosed nor allowed to flow down the storm water drain.

3.7. Protection Measures

3.7.1. Tree Protection

There are mature trees within the vicinity of site that are at risk of damage from construction activities. Refer to the site plan in Appendix C showing the location of mature trees to be protected. All mature trees are to be protected by suitable fencing as per Section 4.3 of AS4970 2007 and detailed below in Figure 4.

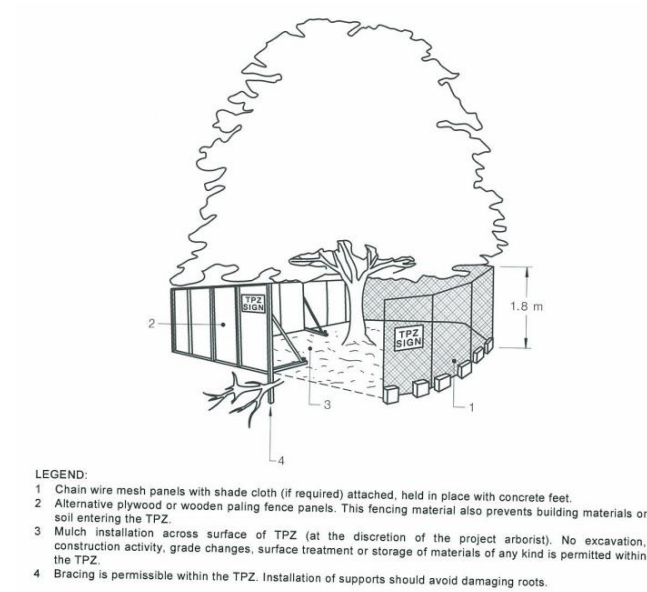


Figure 4 - Details of tree protection measures (Section 4.4 AS4970 2009)

4. Site Security

4.1. Fencing

The construction sites will be fenced with AS4687:2007 compliant temporary fencing (> or = 1.8m high) along the frontage. If required upon inspection, the existing boundaries will be reinforced/refurbished/replaced.



Figure 5 - Temporary fencing with shade cloth as a dust barrier (Refer AS4687:2007 Temporary Fencing and Hoardings)

All fencing must be fully within the title boundary. Boundaries will be inspected and made secure prior to commencement of work and maintained throughout the duration of construction.

4.2. Lighting

Any overhead lighting provided for after-hours site security and safety will be pointed directly downwards and baffled to minimise light intrusion on adjoining lots.

4.3. Non-Authorized Entry

All visitors are to report to the site supervisor before entering the site – this will be clearly communicated via signage adjacent to site entry points. All construction access gates are to be securely locked at the end of each day.

4.4. Public Safety Provisions

A certified traffic supervisor/ spotter will supervise all large delivery vehicles that are likely to disrupt normal traffic conditions.

4.5. Personal Protective Equipment (PPE)

All persons, whether construction or authorized visitors, entering the site must wear necessary Personal Protective Equipment (PPE) provisions including hard toed shoes and high visibility gear. All workers should have safety glasses, hard hats and ear plugs available for use when appropriate.

4.6. Site Signage

Standard site signage will be maintained on all site entries to identify project contact details, safety procedures and activities relating to high-risk construction activities and use of large equipment and plant.



Figure 6 - Examples of standard safety signage

5. Traffic Management

5.1. Site Access

The site currently has a single site access point, as identified in Figure 7 below. Figure 8 identifies the proposed access point for the development. This proposed crossover will be constructed prior to the commencement of Stage 2 works to facilitate site access for heavy construction vehicles.



Figure 7 - Existing Site Access Point



Figure 8 - Proposed New Site Access Point

Refer to Appendix A for the relevant Traffic Guidance Schemes.

Worker vehicle access to on-site parking shall be via Bannister Head Rd.

5.2. Pedestrian Access & Crossing

Refer Section 3.4 for details.

5.3. Traffic Flow and Public Impact

Traffic volume data is unavailable for Bannister Head Rd within the vicinity of site, although based on observations and location, traffic volume is deemed to be low-to-medium.

Disruption to traffic along Bannister Head Rd are expected to be minor. In stages 1-3a, disruptions are expected to be less than 60 seconds as vehicles perform multi-point turns to access site.

When required, a traffic controller will be located at the site entrance to supervise all vehicles entering or exiting the site and to direct pedestrians, cyclists, and roads users within vicinity of the site when typical travel paths are impeded through construction activities. Large vehicles should be supervised by a ground spotter.

Traffic management will be in accordance with details outlined within this report and any information outlined in the traffic guidance schemes found in Appendix A.

5.4. Worker Parking

Worker parking will be allocated both on and off-site. When the on-site parking supply is exhausted, workers shall be directed to park within the kerbside parking spaces along Bannister Head Rd. Inspections of Bannister Head Rd reveal ample parking availability during site hours.

The nominated parking areas provide sufficient ease of access and sufficient parking space for workers. As the estimated number of daily workers is expected to peak at 10 per day, it is expected that the impact on resident parking availability shall be minimal. Refer to Appendix D for nominated worker parking areas.

Workers will fully comply with local traffic conditions and ensure that their access to the site will not unreasonably interfere with locals and their private operations. The site supervisor will enforce worker compliance.



Workers are encouraged to use public transport services identified in Section 2.3. Workers will be notified of the parking arrangements upon induction.

5.5. Plant & Equipment

Crane lifts are expected to occur throughout the duration of the project; however, all lifting activities will be undertaken within the site boundary and will not take place on the street.

Concrete pours shall be required throughout the project. Both concrete trucks and pumps shall be located within the northside kerbside parking spaces along Bannister Head Rd. A pump line shall feed concrete from the pump to the formwork located within site boundaries.

Refer to TGSs provided in Appendix A for related traffic management treatment.

All other plant and equipment shall be operated from within site boundaries and shall not impact the surrounding road network.

If plant and equipment and access arrangements change throughout the course of the build, site-specific TGS are to be prepared and submitted to Council for approval.

6. Noise Control

6.1. Construction Workers

The site supervisor or nominated worker will conduct site inductions for all new site workers prior to construction activities commencing. The site induction will cover the contents of this Construction Traffic Management Plan in addition to any other relevant information, including but not limited to:

- site behavior
- noise
- safety measures
- impact on neighbouring occupants
- any other relevant procedures and details.

The contractors' and CTMP compliance contact's details will be provided on a clear location at the front of the site.

The site supervisor or occupying contractor will also ensure that reasonable noise levels are enforced on the site and will take responsibility in ensuring that appropriate action is taken to reduce noise where it is excessive.

Voice and radio communication on the site will be limited to avoid unnecessarily affecting neighboring properties.

6.2. Plant & Construction Activity

While workers may arrive on site prior to or exit the site after the stated hours of operation, machinery and tools will only be used within the designated working hours.

Noise from construction activity should be reduced or silenced where possible. This includes silencing mechanisms for the use of jackhammers and implementing manual practices where machine use produces excessive noise if practicable. All plant and machinery shall have the correct bafflers attached. All noise producing equipment will be programmed not to operate simultaneously, reducing noise accumulation on the site.

The CTMP document will form part of the site induction attended by all personnel who enter the site. It is recommended that a signed declaration be provided by all site personnel indicating that the CTMP has been read and a copy of the CTMP always made available on-site.

7. Environmental Controls

7.1. Air Quality & Airborne Debris

7.1.1. Activities Affecting Air Quality

- Movement of excavators, trucks, and other machinery on bulk excavated earth
- Odorous fumes from grinding and drilling
- Cutting of steel sections on site
- Smoke from use of generators
- Dust emanating from excavation

Excavations will be most likely be performed with the use of conventional earth moving equipment. There will be no hammering or explosive material use on any rock found. All rock will be ripped from the ground only (subject to geotechnical report).

7.1.2. Control Measures:

- Using Chemical dust suppressants
- Providing dust control barrier cloth along the periphery of construction site hoarding. Site hoarding must be a minimum of 1.8m.
- Spraying water over areas of site where movement of vehicles or machinery can reduce excessive dust and fumes.
- Preserving mulch or vegetation wherever feasible as these are natural agents which trap dust.
- Lowering speed of equipment can considerably reduce dust emanating from the site.
- Providing dust control polymer covers for any bulk earthwork deposits.
- Minimise earthworks on extremely windy days and if feasible provide artificial windbreakers.
- Use of gravel to consolidate bare earth, especially in trafficable and exposed areas.

7.1.3. Control measures for smoke from vehicles and Generators:

Ensure that all vehicles and equipment used are serviced regularly and that their exhausts do not discharge pollutants greater than the acceptable standard.

Exhaust and ductwork from the equipment will be located away from air intakes, windows, enclosed areas, and public areas.

7.1.4. Control measures for Cutting, Grinding works:

Materials are to be cut only in designated areas set away from the boundaries and public areas, with dust

suppression engineering controls such as isolation barriers.

7.1.5. Storage:

Best practice is to ensure that there is minimum dumping of loose materials on site. If dumping of loose materials is unavoidable, the builder must stockpile all loose material within the site and cover it appropriately. Stockpiled material is carted away and disposed appropriately in accordance with EPA guidelines.

7.2. Vehicles: Mud & Dust Management

Mud on site will be minimized with the placement of crushed rock at the site access and the vehicle loading and unloading area if required. To prevent spillage during cartage, vehicles will not be overloaded.

Truck wash-down equipment will be provided if deemed necessary beside the main entrance with provisions of a sweeper, broom, shovel, and a high-pressure hose.

Water will be connected whenever practicable to water-down excessive airborne dust throughout truck movements. Conditions of surrounding footpaths and amenities should be regularly inspected to ensure areas surrounding the site are not affected by spillage or contamination.

7.3. Out of Hours: Control Measures

When the site is unattended:

- All loose material stockpiles will be covered to ensure that they do not become airborne.
- Site fences and boundaries should be checked for rubbish accumulation and cleaned prior to the site becoming unattended.
- Bins will be covered, or bin lids will be closed if available.
- Site will be checked for any loose rubbish and earth piles which may become airborne.

7.4. Stormwater & Sediment Control

7.4.1. Stormwater prevention to adjoining properties

The site is not situated on a significant slope and so, with the use of interventions, storm water runoff to surrounding properties shall be unlikely.

Silt fencing shall be installed along the North and West boundaries and silt socks shall be installed around

affected storm-water pits. If the silt fencing and silt socks are found to be insufficient in containing runoff, plinth boards and sandbags shall be implemented.

Fence boundaries will be regularly checked, particularly during wet weather conditions, to ensure that surrounding boundaries are not impacted by water run-off. Action will be taken immediately where water seepage beyond the site boundary is foreseeable or evident.

7.4.2. Downpipe connection

All downpipes are to be connected to rainwater tanks or stormwater mains as soon as practicable after construction of the roof is complete. Temporary downpipes as illustrated in Figure 9 are to be employed until final downpipes are in place.



Figure 9 - Typical detailing for temporary downpipes

7.4.3. Stormwater management

If at any stage of construction, there is a requirement to discharge any stormwater/surface water into a council drainage system or the sewer system then the relevant council authority should be notified, and an approval must be obtained.

Stormwater drainage system protection measures must be installed as required to ensure that no solid



waste, sediment, sand, soil, clay or stones enter the stormwater drainage system. Ground water will not be discharged to the Council stormwater system. Sediment filtration devices such as straw bale filters, gravel surface barriers, pit baskets or geo-textile mesh screens will be provided at possible runoff points. Any stockpiled earth on site must have a bund installed it to prevent rain-washed sediment travelling throughout the site.

8. Waste Management

8.1. Overview

As much material as possible is to be recycled from the existing site and the nominated demolition contractor should aim to recycle most of the demolition waste. All works will comply with the Environmental Protection Authority (EPA) guidelines. All construction waste is to be minimised with correct estimation and procurement of materials. Wherever possible, materials should be purchased in bulk to reduce over packing and minimising site deliveries. The Environmental Protection Authority (EPA) guidelines shall be referenced and referred to by the Project Manager as the best-in-class approach for the recycling of demolition and construction materials.

Recycled products or environmentally improved materials will be sourced wherever possible. The nominated site foreman will be responsible for environmental training of all sub-contractors during site induction to ensure the agreed environmental objectives, outlined in this report or other project documentation, are achieved.

8.2. Waste Bins

A skip bin permit will not be required as skips and bins are proposed to be situated within the property. Where possible, these bins should be supplied from companies that recycle mixed loads. Waste is to be sorted into the correct bins by workers to maximise recycling capacity.

All outside bins should have lids, be covered or deep enough to ensure that there is no airborne waste.

A skip bin permit is required when a skip is located on Council land or on any public roadway. If the provision of an off-site skip is necessary, the builder must apply for a skip permit through the property's skip provider and must comply with the Code of Practice for the Placement of Waste Bins on Roadsides under Council's Community Local Law.

All general rubbish is to be disposed in allocated closed-top or deep bins on site. The site supervisor should strictly monitor site cleanliness to reduce chance of airborne rubbish and debris polluting local street and residences.

All bin collection must comply with EPA Guidelines for collection times and noise.

8.3. Hazardous Materials

If there is any evidence of potential asbestos or contaminated type materials on site, an approved removal contractor will be engaged to remove the product.

Asbestos is commonly contained in older buildings built prior to 1985 and may occur in the following locations:

- Cement sheet walls
- Corrugated roof sheeting
- Backing to tiles
- External cladding (Fibro)
- Lagging insulation for hot water pipes
- Backing to old switchboards



9. Material Delivery & Storage

9.1. Material Delivery

All materials are to be delivered via the site entrances on Bannister Head Rd. Refer to Appendix B for preferred haul route.

Deliveries are to be unloaded on site.

9.2. Material Storage

All materials are to be stored in designated areas only. Refer to Appendix C for relevant material storage locations.

Appendix A - Traffic Guidance Schemes



Client & Contact No: Bespoke Living Constructions Pty Ltd (Tom Young [0421 150 793])	
Job Location: 16 Bannister Head Rd, Mollymook Beach	
Road Type: Council	Municipality/ Road Authority: Shoalhaven City Council
Posted Speed: 50 km/h	Plan Type: Site Access
Drawing Number: TGS-26-8214-1	Control Type: N/A
Order/ Client No.	Closure Type: N/A

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TRAFFIC ENGINEERING

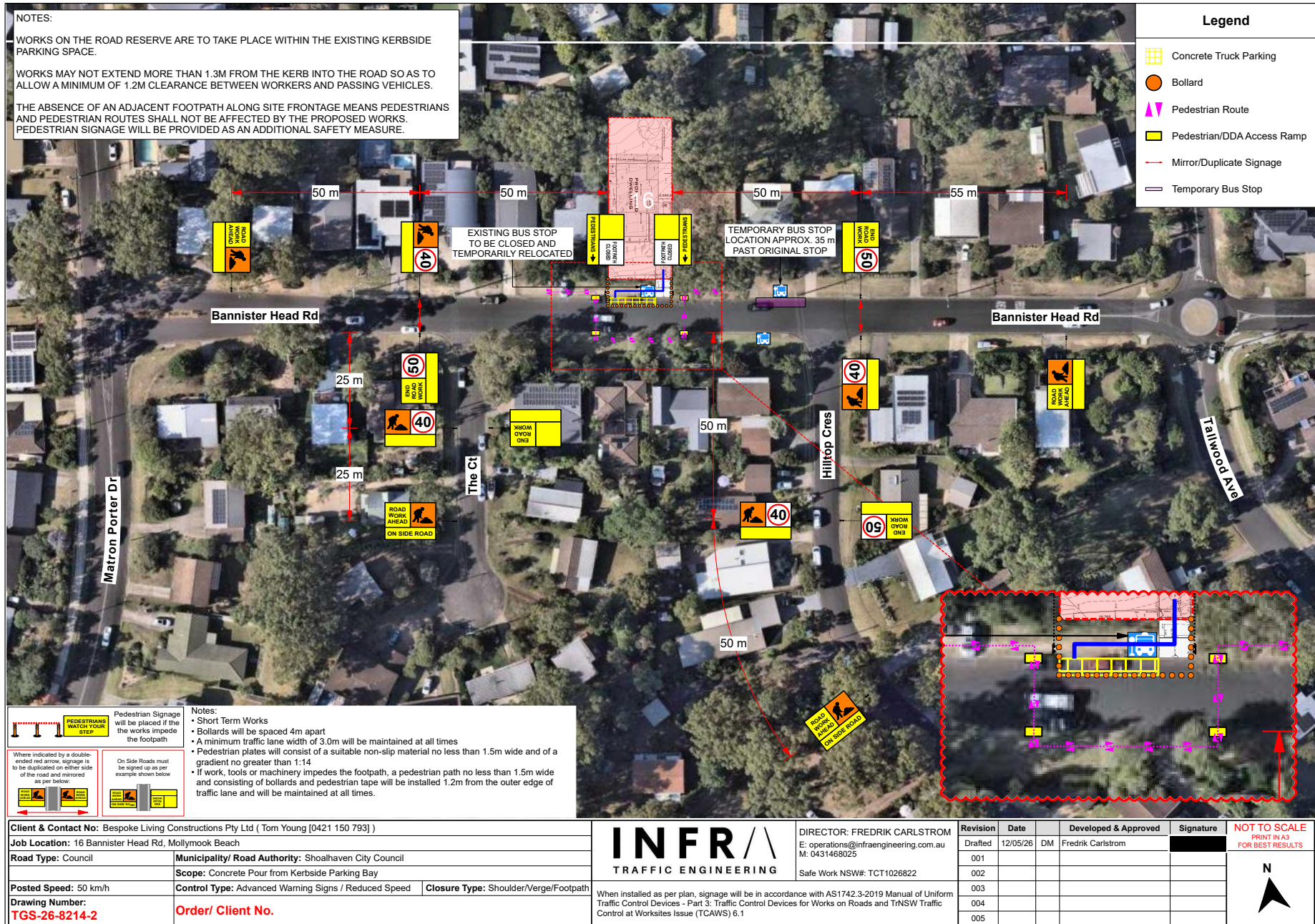
DIRECTOR: FREDRIK CARLSTROM
E: operations@infraengineering.com.au
M: 0431468025
Safe Work NSW#: TCT1026822

When installed as per plan, signage will be in accordance with AS1742.3-2019 Manual of Uniform Traffic Control Devices - Part 3: Traffic Control Devices for Works on Roads and TfNSW Traffic Control at Worksites Issue (TCAWS) 6.1

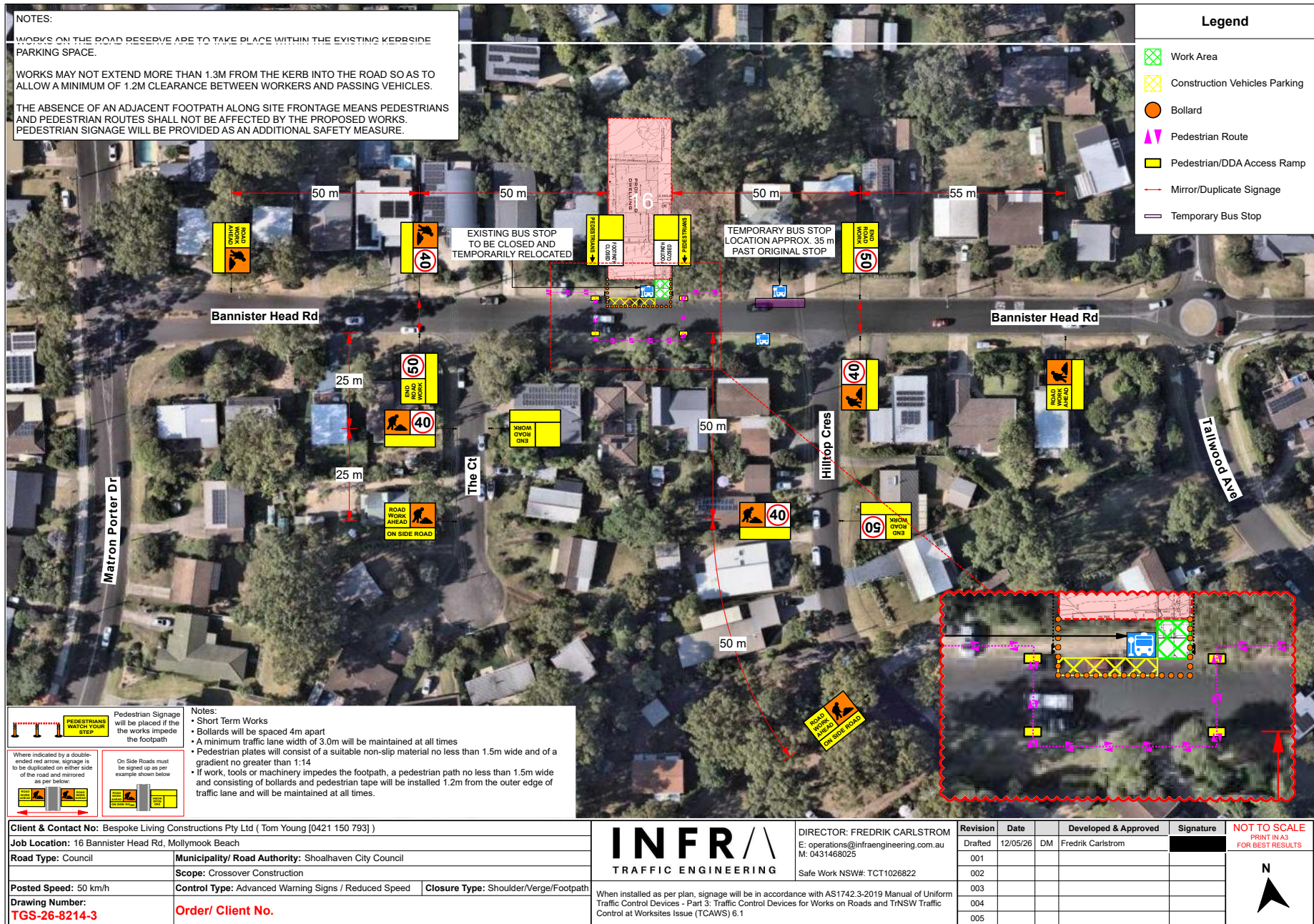
Revision	Date	Developed & Approved	Signature
Drafted	12/05/26	DM	Fredrik Carlstrom
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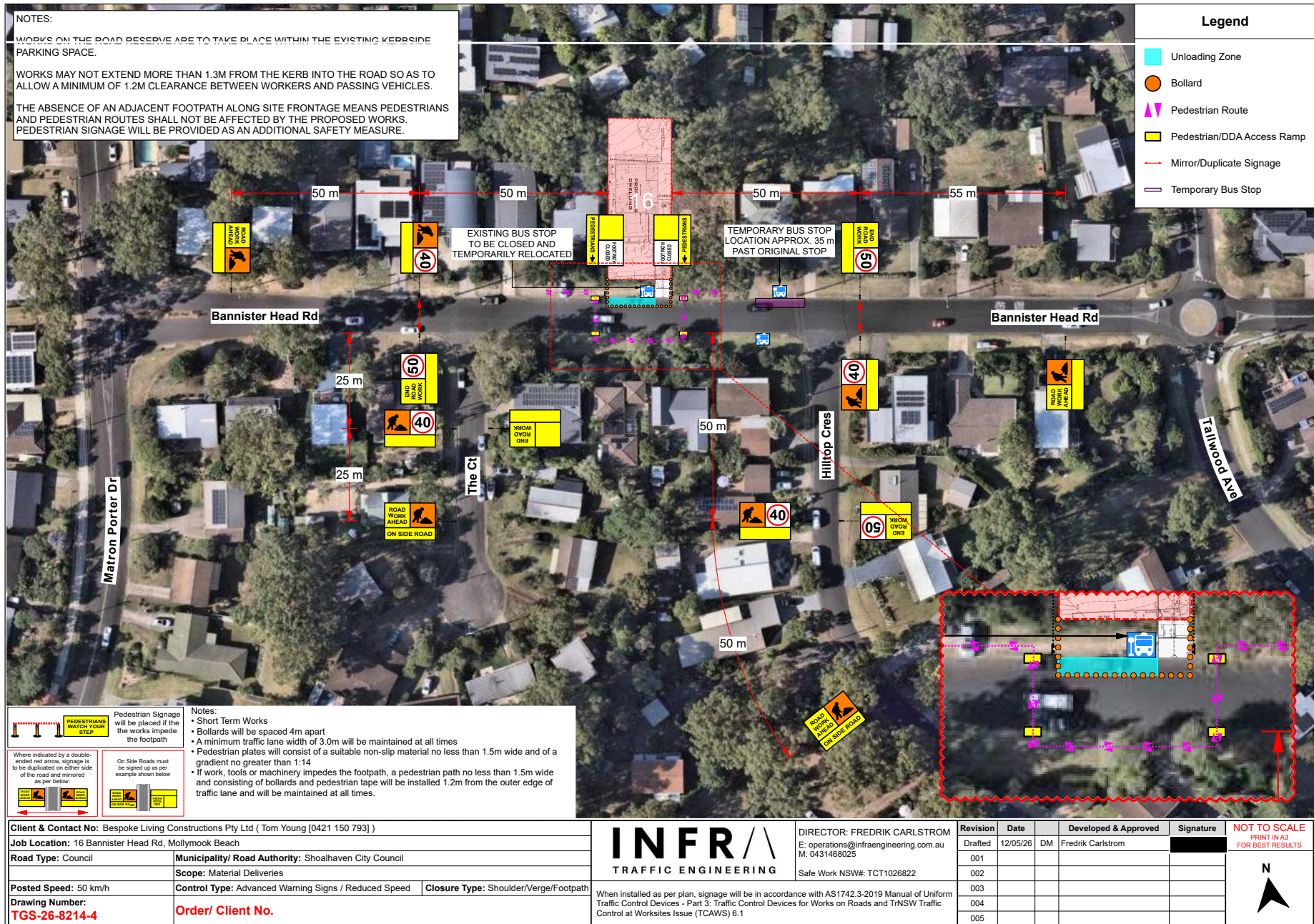
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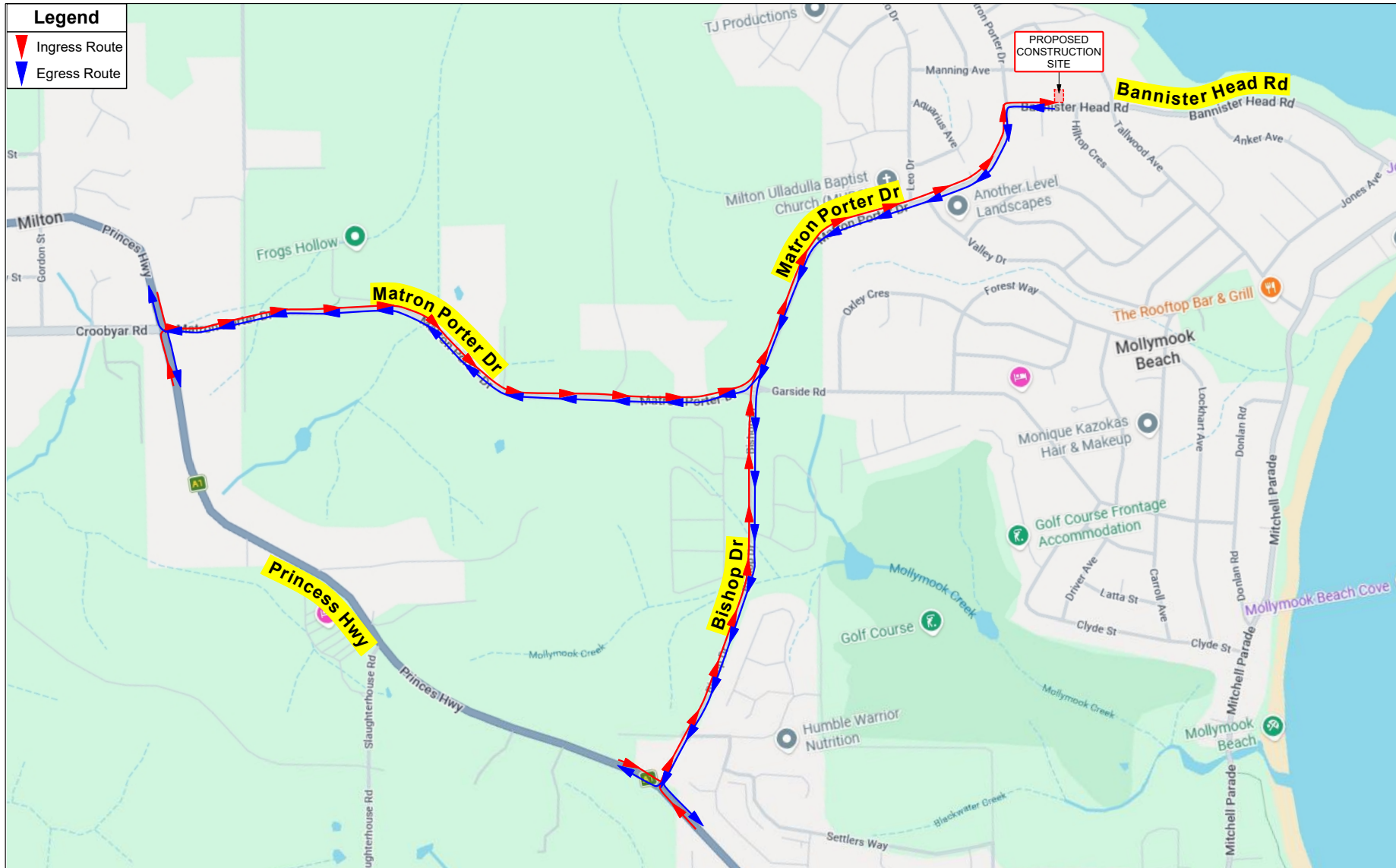


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TF26.21 - Attachment 1

Appendix B - Haul Route



Client & Contact No: Bespoke Living Constructions Pty Ltd (Tom Young [0421 150 793])	
Job Location: 16 Bannister Head Rd, Mollymook Beach	
Road Type: Council	Municipality/ Road Authority: Shoalhaven City Council
	Plan Type: Haul Route
Posted Speed: 50 km/h	
Drawing Number: HR-26-8214	Order/ Client No.

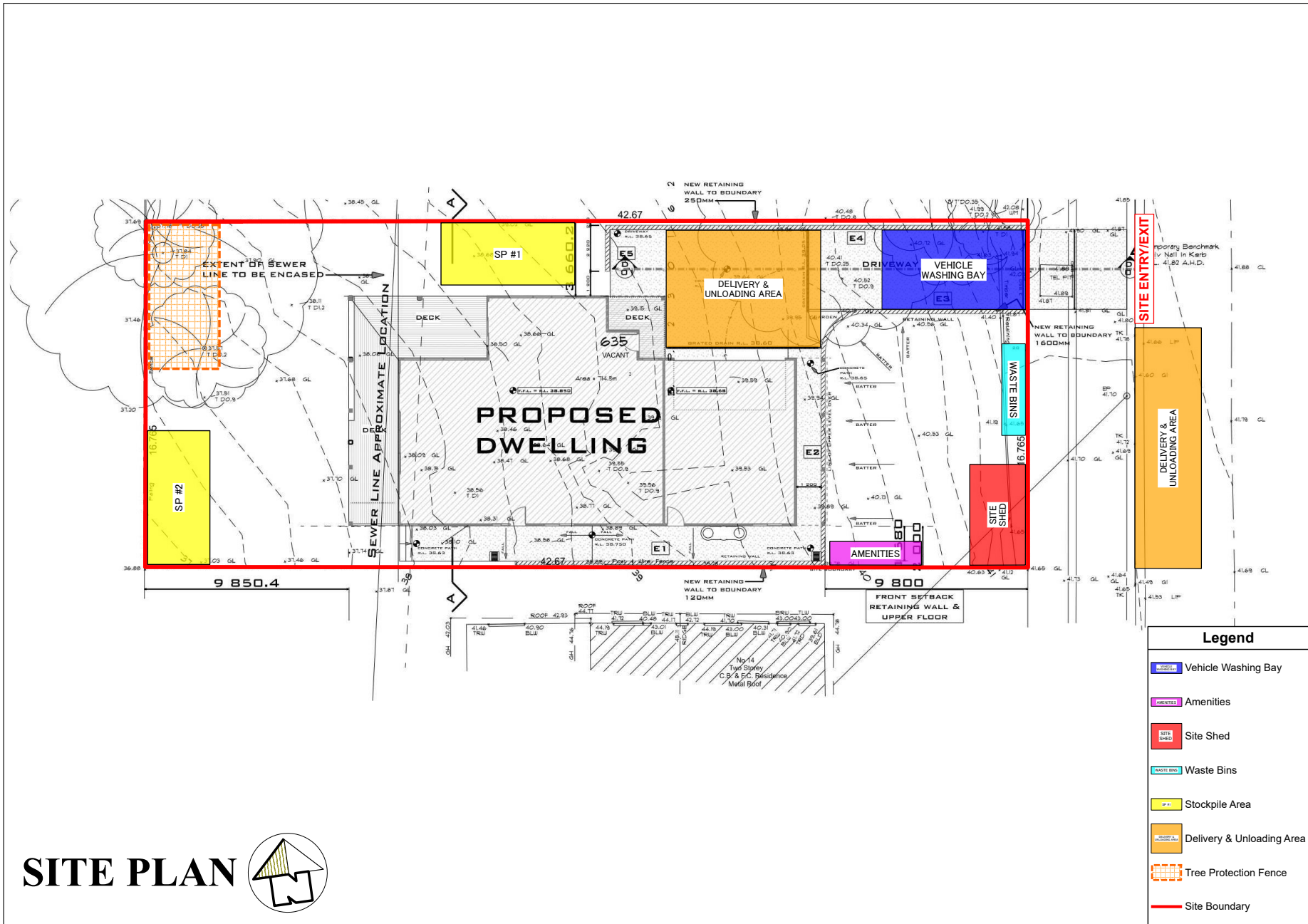


DIRECTOR: FREDRIK CARLSTROM
E: operations@infraengineering.com.au
M: 0431468025
Safe Work NSW#: TCT1026822

Revision	Date	Developed & Approved	Signature
Drafted	12/05/26	DM	Fredek Carlstrom
001			
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Appendix C - Site Plan



Appendix D - Nominated Worker Parking



Client & Contact No: Bespoke Living Constructions Pty Ltd (Tom Young [0421 150 793])	
Job Location: 16 Bannister Head Rd, Mollymook Beach	
Road Type: Council	Municipality/ Road Authority: Shoalhaven City Council
Plan Type: Off-site Worker Parking	
Posted Speed: 50 km/h	
Drawing Number: Par-26-8214	Order/ Client No.

INFR
TRAFFIC ENGINEERING

DIRECTOR: FREDRIK CARLSTROM
E: operations@infraengineering.com.au
M: 0431468025
Safe Work NSW#: TCT1026822

Revision	Date	Developed & Approved	Signature
Drafted	12/05/26	DM	Fredrik Carlstrom
001			
002			
003			
004			
005			

When installed as per plan, signage will be in accordance with AS1742.3-2019 Manual of Uniform Traffic Control Devices - Part 3: Traffic Control Devices for Works on Roads and TfNSW Traffic Control at Worksites Issue (TCAWS) 6.1

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Appendix E - Construction Schedule

TF26.22 Signage and Linemarking - Lighthouse Road - Beecroft Peninsula - Lot 51 DP 837775 - RW24/1198 - (PN 3902)

HPERM Ref: D26/236314

Convenor: David Pieresko

Attachments: 1. D26/223185 – Signage and Linemarking Plan [↓](#)

Reason for Report:

This report is being submitted to the Shoalhaven Local Transport Forum for consideration of the proposed signage and linemarking associated with (RW24/1198) at Lighthouse Road, Beecroft Peninsula, as per signage plan No. D26/223185.

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Local Transport Forum has reviewed the proposed signage and linemarking associated with (RW24/1198) at Lighthouse Road, Beecroft Peninsula as per signage plan No. D26/223185.
2. The proposal be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

Background:

APPLICANT: Jibralta Pty Ltd

OWNER: Commonwealth of Australia

Signage and Linemarking - Lighthouse Road BEECROFT PENINSULA - Lot 51 DP 837775 – Department of Defence

As part of RW24/1198 for the proposed signage and linemarking upgrade at Lighthouse Road, Beecroft Peninsula, Local Transport Forum review is being sought for the associated regulatory signage and pavement markings.

The proposal relates to the entrance to the Beecroft Weapons Range, which operates as a high-demand access point during public opening periods. Following completion of recent pavement works, observations identified a number of operational issues with the existing linemarking arrangement, including unclear vehicle circulation, inefficient use of space, and increased congestion during peak demand periods.

The design has been revised to address these issues. The proposed changes, including updated linemarking, traffic control devices and lane separation treatments, are intended to improve traffic flow, enhance lane delineation, and reduce vehicle conflicts at the entrance precinct.

The revised layout also responds to operational requirements identified by the Department of Defence, including the need to better accommodate caravans and trailers, manage queuing, and provide clear direction to motorists when the facility is open or closed to the public.

TF26.22

Details of Submission:

Proposed change to traffic conditions:

- 3.6 m wide at-grade pedestrian crossings
- raised speed cushions on approaches to crossing facilities
- directional signage and KEEP LEFT treatments to reinforce traffic flow
- KEEP CLEAR linemarking to maintain access through critical conflict areas
- dedicated parking areas, including:
 - 40m of timed short-stay (¼P) 'caravan and trailer-only' parking bays
 - Permanent and temporary separation kerbs with posts to formalise vehicle paths and manage traffic during both open and closed operational conditions
 - associated regulatory and warning signage in accordance with AS1742 and TfNSW delineation guidelines

The proposed treatments collectively function to formalise vehicle movement through what operates as a constrained, high-demand access point, reducing driver confusion and improving safety outcomes.

Consultation:

The proposal has been developed by the Department of Defence as the owner and primary stakeholder, with the design responding to operational requirements identified through use of the facility.

This submission to the Shoalhaven Local Transport Forum facilitates formal technical review and consultation with relevant stakeholders, including Shoalhaven City Council and Transport for NSW, in relation to the proposed signage and linemarking within the public road reserve.

Risk Implications:

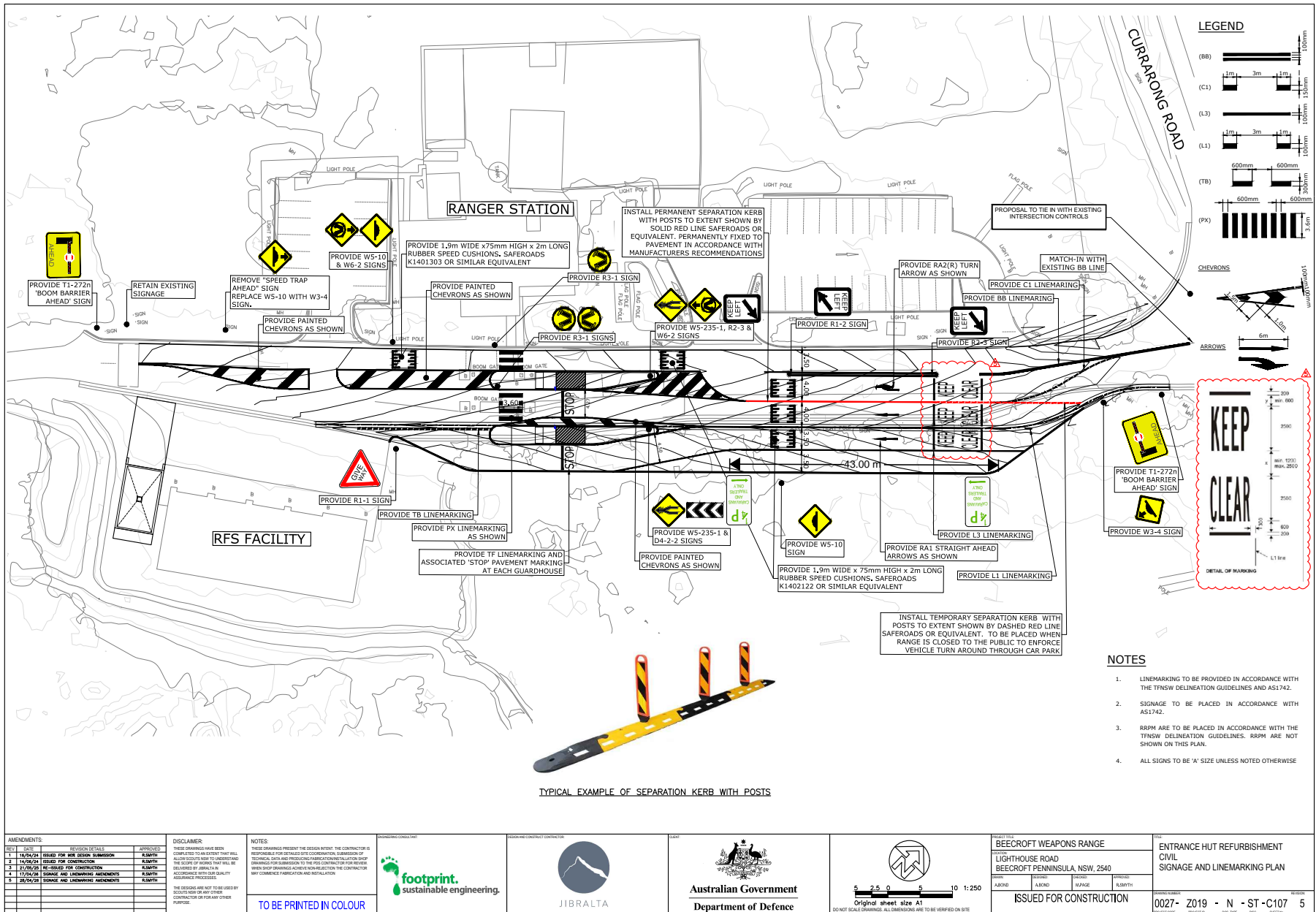
The proposed modifications are intended to address identified operational and safety risks associated with the existing layout, including congestion, unclear traffic paths, and vehicle conflicts at the entrance to the facility.

The introduction of formalised linemarking, traffic control devices, and physical separation measures will improve traffic efficiency, reduce the likelihood of unsafe vehicle movements, and enhance safety for all road users, including those towing trailers and caravans.

Without the proposed changes, there is an ongoing risk of congestion, inefficient vehicle circulation, and unsafe manoeuvres, particularly during peak access periods.

Financial Implications:

The implementation and maintenance of this proposal will be funded by the developer (Department of Defence) and there will be no immediate financial implications to Council.



TF26.22 - Attachment 1