

Shoalhaven Traffic Committee

Meeting Date: Tuesday, 14 June, 2022

Location: Teams Meeting

Time: 9:30am

Please note: Council's Code of Meeting Practice permits the electronic recording and broadcast of the proceedings of meetings of the Council which are open to the public. Your attendance at this meeting is taken as consent to the possibility that your image and/or voice may be recorded and broadcast to the public.

Agenda

1. Apologies

2. Confirmation of Minutes

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3. Business Arising from Previous Minutes

4. Reports of the Convenor

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5. General Business

Note: The next meeting will be held on Tuesday 12 July 2022.

Membership

Mr David Pieresko – Convenor
Clr Patricia White
Clr Matthew Norris
Ms Nicole Brodie
Sergeant Kelly Thomas
Ms Shelley Hancock MP (or representative)
Mr Stuart Coughlan

The Shoalhaven Traffic Committee is a technical review committee, not a committee of Council under the Local Government Act 1993. The Roads and Maritime Services (RMS) has delegated certain powers to Council under the Transport Administration Act 1988 (Section 50). A condition of this delegation is that Council must take into account the Traffic Committee recommendations.

There are four formal members of the Traffic Committee, *each of whom has a single vote only*. The members are representatives from:

- NSW Police Force
- RMS
- Shoalhaven City Council
- Local State Member of Parliament (for the location of the issue to be voted upon)

If the RMS or NSW Police Force disagrees with any Traffic Committee recommendation, or Council's resolution (on any Traffic Committee recommendation), they may lodge an appeal with the Regional Traffic Committee for determination. The appeal must be lodged in writing within 14 days of the date of notification in writing. Any action relative to any issue under appeal must cease until the matter is determined. The Regional Traffic Committee is chaired by an independent chairperson and submissions and representations are welcomed from all interested parties.

Council cannot amend a Traffic Committee recommendation. The Council can only: adopt the Traffic Committee recommendation; not adopt the Traffic Committee recommendation, or request the Traffic Committee reconsider the issue.

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

MINUTES OF THE SHOALHAVEN TRAFFIC COMMITTEE

Meeting Date: Tuesday, 10 May 2022

Location: Teams Meeting

Time: 9:30am

The following members were present:

Convenor David Pieresko – Senior Civil Engineer

Ankit Bhangale – TfNSW

Nicole Brodie - TfNSW

Sgt Kelly Thomas – NSW Police - submitted his vote via email

Mr Adam Carney – representing Ms Shelley Hancock - MP

Stuart Coughlan – representing Mr Gareth Ward - MP - submitted his vote via email

Others Present:

Craig Exton – Technical Services Manager

Ryleigh Bowman – Design Engineer

Lynette Melville – Non Voting Member - Premier Motor Services

Apologies / Leave of Absence

An apology was received from Stuart Coughlan and Clr White.

Confirmation of the Minutes

RESOLVED (By consent)

That the Minutes of the Shoalhaven Traffic Committee held on Tuesday 12 April 2022 be confirmed.

CARRIED

Business Arising from Previous Minutes

Nil

REPORTS OF THE CONVENOR

**TC22.6 Parking Restrictions - Lake Conjola Boat Ramp Carpark
 - Lake Conjola Entrance Road - Lake Conjola (PN 3686)****HPERM Ref:
D22/169790****Recommendation**

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed Parking Restrictions at Lake Conjola Entrance Road, Lake Conjola as per Plan No D22/169813.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

RECOMMENDATION (By consent)

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed Parking Restrictions at Lake Conjola Entrance Road, Lake Conjola as per Plan No D22/169813.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

CARRIED

*Note: This Recommendation was approved by the Director City Services – 11 May 2022.***TC22.7 Proposed Linemarking - Woodburn Road - Woodstock
 Road - Wheelbarrow Road - Morton (PN 3687)****HPERM Ref:
D22/170692****Recommendation**

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed signposting and linemarking changes at the intersection of Woodburn Road, Woodstock Road, and Wheelbarrow Road as per Plan No D22/170834.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

RECOMMENDATION (By consent)

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed signposting and linemarking changes at the intersection of Woodburn Road, Woodstock Road, and Wheelbarrow Road as per Plan No D22/170834.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

CARRIED

Note: This Recommendation was approved by the Director City Services – 11 May 2022.

TC22.8 Road Safety Improvements - Comerong Island Road - Numbaa (PN 3688)**HPERM Ref:
D22/174624****Recommendation**

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed signposting and linemarking improvements on Comerong Island Road, Numbaa (between CH 4845m – 5420m) as per Plan No D22/177119.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

RECOMMENDATION (By consent)

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed signposting and linemarking improvements on Comerong Island Road, Numbaa (between CH 4845m – 5420m) as per Plan No D22/177119.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

CARRIED*Note: This Recommendation was approved by the Director City Services – 11 May 2022.***TC22.9 Proposed Parking Restrictions - Reg Wilson Way - Greenwell Point (PN 3689)****HPERM Ref:
D22/176311****Recommendation**

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed parking restrictions to Reg Wilson Way, Greenwell Point as per Plan No D22/177500.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

RECOMMENDATION (By consent)

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed parking restrictions to Reg Wilson Way, Greenwell Point as per Plan No D22/177500.
2. A 12 month period be set to receive feedback and review the success
3. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

CARRIED*Note: This Recommendation was approved by the Director City Services – 11 May 2022.*

**TC22.10 Proposed Car Park Safety Improvements - Egans Lane
Carpark - Nowra (PN 3690)****HPERM Ref:
D22/176380**

As part of further consultation, David Pieresko – Senior Civil Engineer will liaise with Pip Hildebrand, as this site is being shortlisted for an electric vehicle charging station.

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed parking space modifications and signage and linemarking improvements within the Egans Lane Carpark, Nowra as per Plan No D22/177626.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

RECOMMENDATION (By consent)

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed parking space modifications and signage and linemarking improvements within the Egans Lane Carpark, Nowra as per Plan No D22/177626.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

CARRIED

Note: This Recommendation was approved by the Director City Services – 11 May 2022.

**TC22.11 Proposed Roundabout - Sydney Street - Owen Street -
Huskisson (PN 3692)****HPERM Ref:
D22/177413****Recommendation**

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed roundabout at intersection of Sydney St and Owen St, Huskisson as per Plan No D22/177566;
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

RECOMMENDATION (By consent)

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed roundabout at intersection of Sydney St and Owen St, Huskisson as per Plan No D22/177566;
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

CARRIED

Note: This Recommendation was approved by the Director City Services – 11 May 2022.

**TC22.12 Signage and Linemarking Plan - Lot 11 DP 1264810
Matron Porter Drive (Bishop Drive) - Mollymook Beach
(PN 3691)****HPERM Ref:
D22/178362****Recommendation**

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed signage and linemarking improvements associated with the development at Lot 11 DP 1264810 Matron Porter Drive, Mollymook Beach (per development consent conditions 14 and 27), as per Plan No: D22/178580.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

RECOMMENDATION (By consent)

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed signage and linemarking improvements associated with the development at Lot 11 DP 1264810 Matron Porter Drive, Mollymook Beach (per development consent conditions 14 and 27), as per Plan No: D22/178580.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

CARRIED

*Note: This Recommendation was approved by the Director City Services – 11 May 2022.***TC22.13 Proposed Modifications - Load Limit Signage -
Shoalhaven Local Government Area (PN 3693)****HPERM Ref:
D22/178885****Recommendation**

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed modification of Load Limit signs within the Shoalhaven Local Government Area, to be assessed as a case-by-case basis alongside advice received from Transport for NSW and relevant stakeholders.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

RECOMMENDATION (By consent)

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed modification of Load Limit signs within the Shoalhaven Local Government Area, to be assessed as a case-by-case basis alongside advice received from Transport for NSW and relevant stakeholders.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

CARRIED

Note: This Recommendation was approved by the Director City Services – 11 May 2022.

GENERAL BUSINESS

Note: Nicole Brodie - Transport for NSW advised that as part of the 16 Cities Project, which is proposed to commence at the end of the school holidays in July, there will be a few urgent small changes coming in relation to bus stops to next month's Shoalhaven Traffic Committee Meeting. A separate diagram for each will be provided. It was noted that consultation may not be undertaken prior to next month's meeting, however, if it is not, Transport for NSW is hoping to submit with wording to reflect 'subject to consultation'. There will also be additional future changes in to those coming next month, however, those that are submitted to next month's meeting, will be those of urgency.

There being no further business, the meeting concluded, the time being 10.06am.

David Pieresko – Senior Civil Engineer
CONVENER

TC22.14 Road Rehabilitation - Sydney Street and Bowen Street (Owen St to Hawke St) Huskisson (PN 3694)

HPERM Ref: D22/226718

Convenor: David Pieresko

Attachments: 1. PN 3694 Plans [↓](#)

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed Road rehabilitation on Sydney Street and Bowen Street, Huskisson as per Plan No D22/223970
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

Background:

The principal objective of this project is to rehabilitate the road along Sydney and Bowen St, Huskisson, under the Maintenance and Repair Program. The additional road widening and kerb & gutter, linemarking and signage being proposed as part of this project are aimed at formalising the road environment, improving road user safety, and accommodating increasing traffic volumes at this location.

Details of Submission:

The project proposes to widen Sydney St and Bowen Street (from Owen Street to Hawke Street) to have 12.1m (lip to lip) wide pavement area including two 3.5m wide travel lanes and on-street parking. Kerb & gutter, stormwater pits and kerb inlet pits are proposed for the extent of the road rehabilitation. Linemarking and signs are proposed to be installed as per the attached plans.

Consultation:

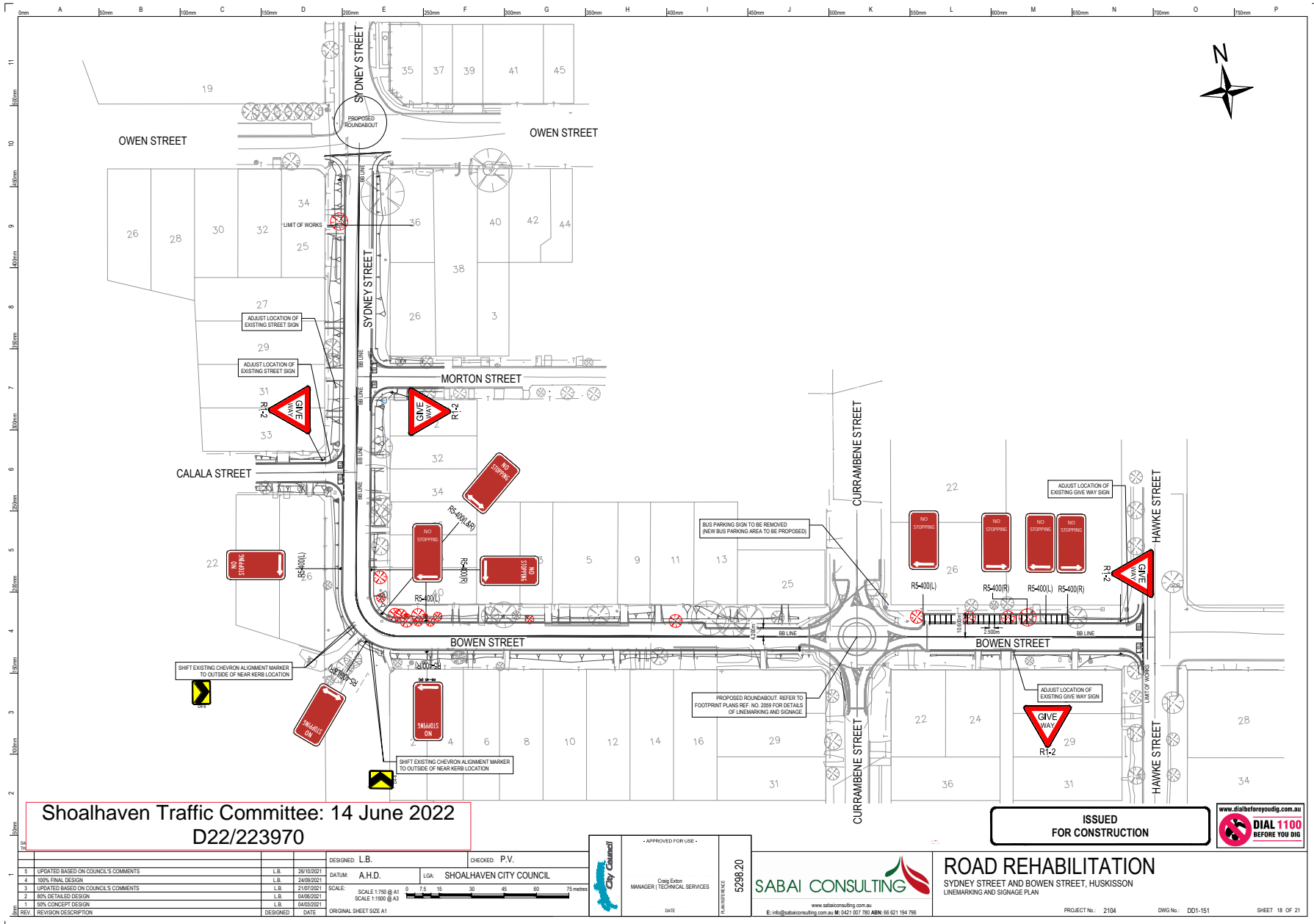
Council commenced consultation with affected residents, stakeholders and the Huskisson Woollamia Community Voice to discuss the proposal. To date, Council has received 7 responses and all were in favour of the project. In particular, Members of Huskisson Woollamia Community Voice suggested to relocate bus parking on Bowen Street between Currumbene Street and Hawke Street to a suitable location away from town centre and utilise that space for 90 deg parking which results 23 parking spaces. The Community Voice Team also requested to save three trees in front of house no. 13 and 25 Bowen Street by providing kerb extension. This feedback was taken into consideration, and the design was modified to incorporate these requests. The future inclusion of a Shared User Path is also being investigated at this location as a result of these enquiries.

Risk Implications:

The formalisation of the road environment is expected to improve road user safety and accommodate for increasing traffic volumes at this location.

Financial Implications:

This proposal is subject to funding from development contributions for the works at this location.



TC22.15 Road Safety Improvements - Sussex Inlet Road & Jacobs Drive - Sussex Inlet (PN 3701)

HPERM Ref: D22/235526

Convenor: David Pieresko

Attachments: 1. PN 3701 Plans [↓](#)

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed road safety and pedestrian access improvements to the intersection of Sussex Inlet Road and Jacobs Drive, Sussex Inlet as per Plan No D22/235910.
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 obtained grant funding from the NSW Government under the Country Passenger Transport Infrastructure Grants Scheme (CPTIGS). As part of this grant, road safety and pedestrian access improvements have been proposed at the intersection of Sussex Inlet Road and Jacobs Drive, Sussex Inlet.

Details of Submission:

The extent of this proposal would involve the formalisation of bus bays on both northern and southern sides of Sussex Inlet Road. These bus bays would be regulated by R5-20 'Bus Zone' signage and would be accompanied by a bus shelter on the southern side of the intersection. Both bays would have the compliant storage length to accommodate a standard bus for the purposes of picking up or dropping off passengers.

Footpaths linking both of these bus stops have also been considered in this proposal, along with a pedestrian refuge to facilitate safe access across Jacobs Drive. Drainage improvements are also proposed at this intersection through the installation of kerb and gutter and stormwater pits and pipes across the southern side of Sussex Inlet Road. Additionally, a swale drain has been proposed along the northern side of Jacobs Drive to effectively capture and redirect stormwater during heavy rainfall events.

The proposal would also be supported by relevant changes to linemarking, including new edge lines and painted chevrons. This would include the delineation of the required 'No Stopping' lengths from an intersection (as per s170(3) of the NSW Road Rules), to be achieved through C3 yellow linemarking.

Consultation:

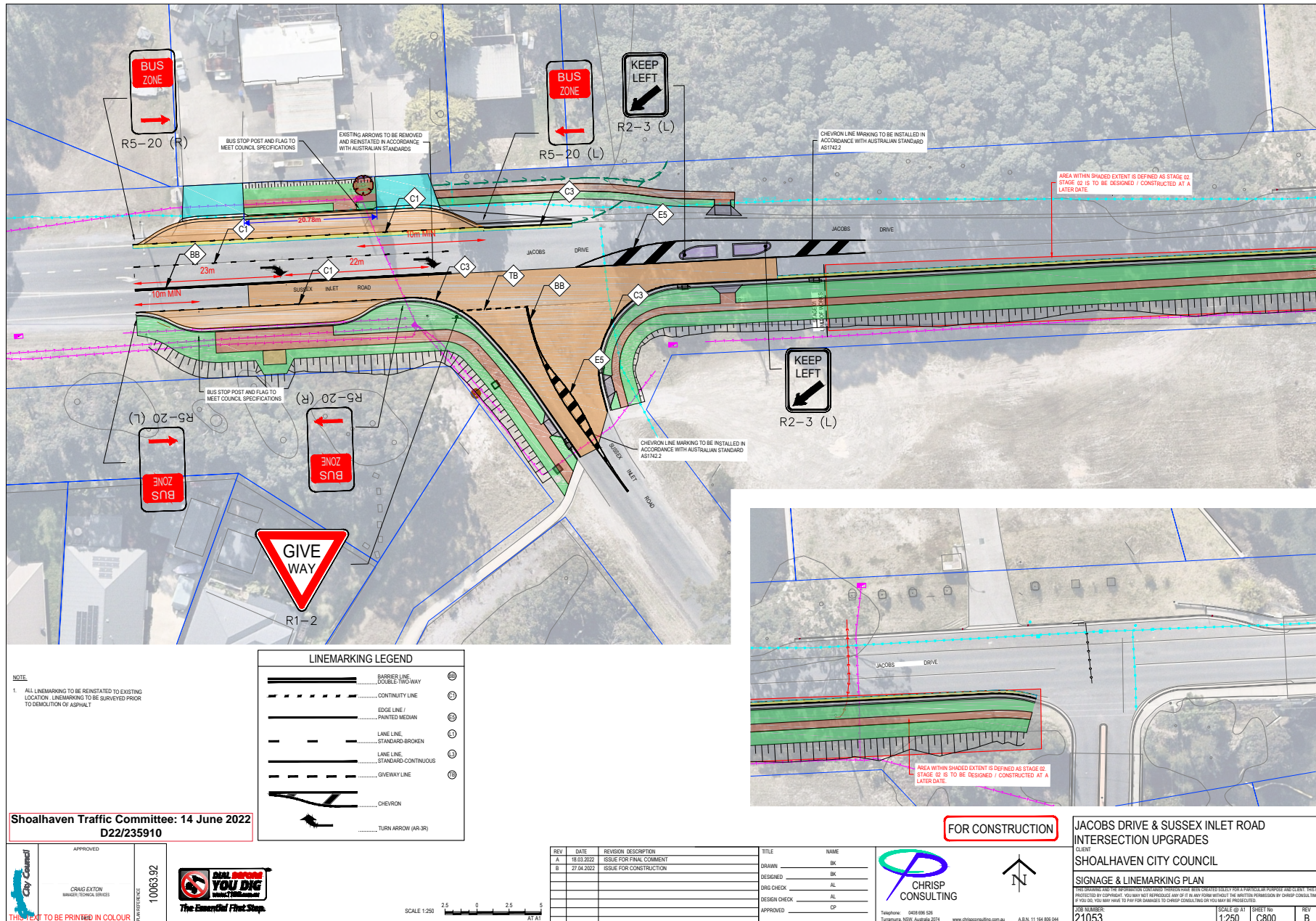
Council commenced consultation with affected residents, local bus operators and the Sussex Inlet and Districts Community Forum. To date, Council has received three submissions in favour of the proposal. These submissions requested that Council ensure that pedestrian safety and access into the adjacent petrol station would not be affected.

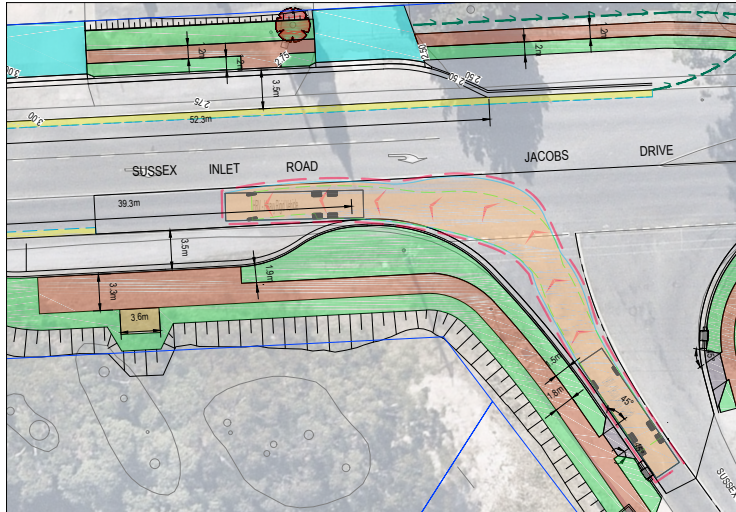
Risk Implications:

This proposal is expected to improve road safety and pedestrian access at this location. The proposed infrastructure would also address drainage and ongoing road maintenance issues at the intersection.

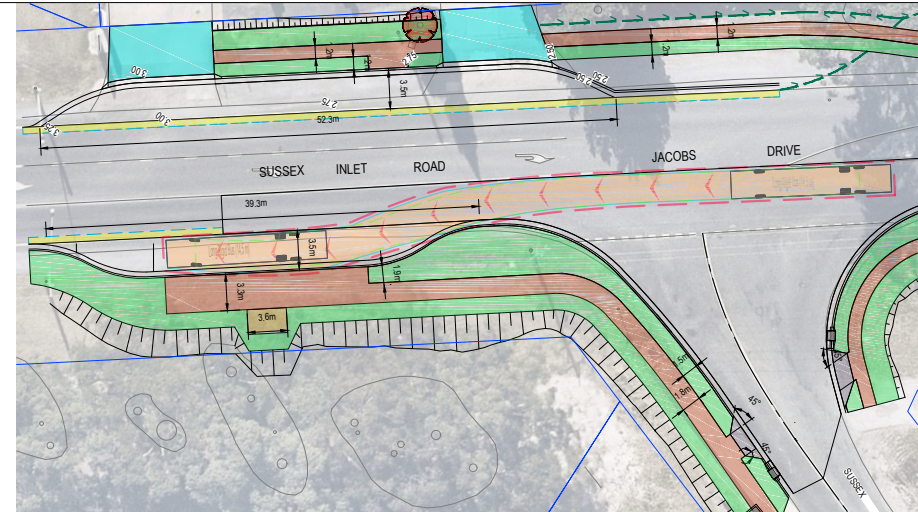
Financial Implications:

This proposal would be partially funded by the CPTIGS grant obtained from the NSW Government. Additional costs beyond this grant fund would be subject to further funding from Council.

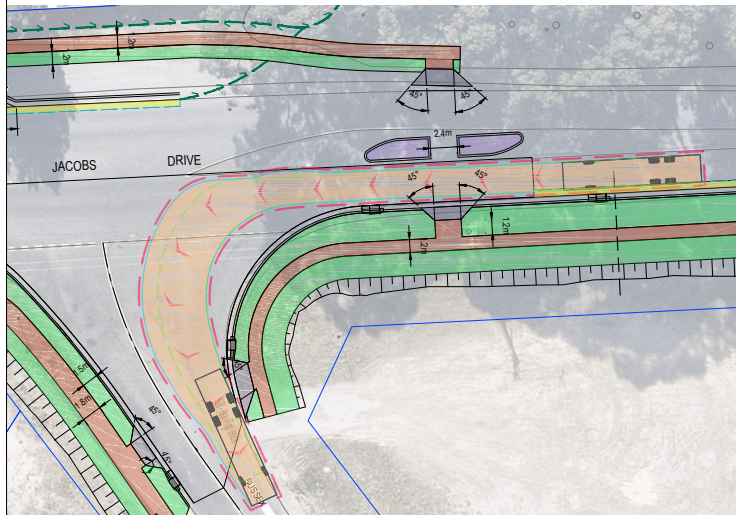




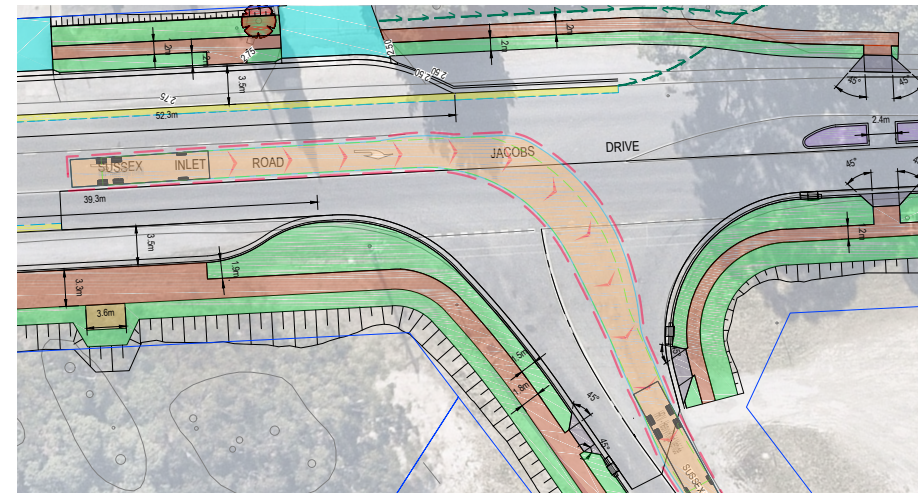
HRV TURNING LEFT ONTO JACOBS DRIVE



14.5m BUS TURNING INTO FORMAL BUS BAY



HRV TURNING LEFT ONTO SUSSEX INLET ROAD



HRV TURNING RIGHT ONTO SUSSEX INLET ROAD

	APPROVED FOR USE -	10063.93 10063.93
	CRAIG EYTON MANAGER TECHNICAL SERVICES	
	DATE	

THIS TEXT TO BE PRINTED IN COLOUR

SCALE 1:200

REV	DATE	REVISION DESCRIPTION
A	29.10.2021	ISSUE FOR 90% REVIEW
B	03.02.2022	ISSUE FOR 80% REVIEW
C	18.03.2022	ISSUE FOR FINAL COMMENT
D	27.04.2022	ISSUE FOR CONSTRUCTION

TITLE	NAME
DRAWN	BN
DESIGNED	AL
CHK CHECK	AL
DESIGN CHECK	CP
APPROVED	



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FOR CONSTRUCTION



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SWEPT PATHS PLAN

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PROJECT NO.	SCALE	DATE	REV
21053	1:200	C900	D

TC22.16 Signage and Linemarking Plan - Lot 1 DP 949932 - Taylors Lane - Cambewarra (PN 3706)

HPERM Ref: D22/237307

Convenor: David Pieresko

Attachments: 1. PN 3706 Plans [↓](#)

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed signage and linemarking associated with the development at Lot 1 DP 949932 Taylors Lane, Cambewarra (per development consent conditions 20 and 21), as per Plan No: D22/237355.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411.

Details

Applicant: Cambewarra Ventures
Owner: Cambewarra Ventures

Lot 1 DP 949932 – Taylors Lane – Cambewarra – Residential subdivision of residue allotment approved by Development Consent SF10632 (as modified) to create 30 Torrens Title allotments, including 29 residential lots and provision of associated civil infrastructure and landscaping

As per Conditions 20 – 21 of the development consent (DA21/2001), the following is required:

21. Road Design Standards (Urban) – Greenfield Subdivision

Prior to the issue of a Subdivision Works Certificate, certified road design engineering plans must be prepared by a professional engineer, (as defined in the National Construction Code) or surveyor and approved by the Certifier. The road design must comply with the following:

- a) *Generally comply with concept engineering plans by Maker ENG (Reference No. ISC00211-40-C010, C015, C016 & C050-053 (Sheet No. 1-4), Revision P1, dated 23/07/2021).*
- b) *Council's Engineering Design Specifications sections D1 – Geometric Road Design and D2 – Flexible Pavement Design.*
- c) *AUSTROADS Design Requirements and Specifications.*
- d) *Avoid trapped low points and ensure that overland flow is passed safely over public land.*
- e) *Design Vehicle – 8.8m service vehicle.*
- f) *Integral kerb and gutter / layback kerb and gutter in accordance with Council's Standard Drawings.*

TC22.16

- g) *Subsoil drainage behind the kerb line on the high side of the road or both side if the cross fall is neutral or the road is in cut.*
- h) *The construction of a flat top speed hump on Road 03 in the location shown on the referenced plans compliant with AS1742.13.*
- i) *The construction of a cul-de-sac at the termination of Road 04 with a minimum 9.5m radius which demonstrates the manoeuvrability of the design vehicle without the need to reserve.*

22. Design Standards – Traffic Committee Referral

Prior to the issue of a Subdivision Works Certificate details of proposed traffic management and traffic control devices must be submitted to the satisfaction of Council for referral and endorsement of the Shoalhaven Traffic Committee.

Note: This process can take six to eight weeks.

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

Consultation:

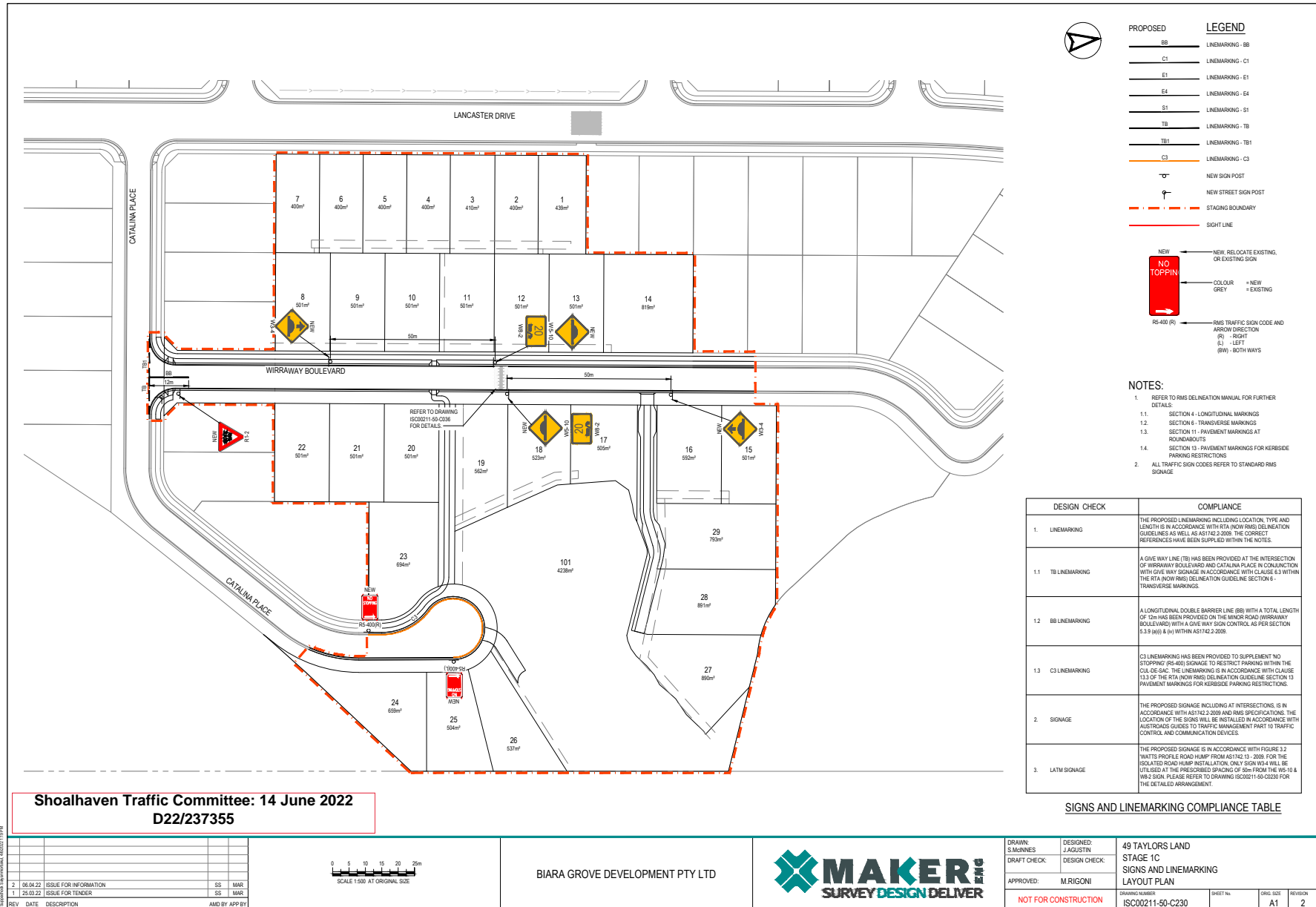
This Development Application had been on Public Exhibition with comments open to be received from the community and affected residents. Council approved this development application on the 13th January 2022.

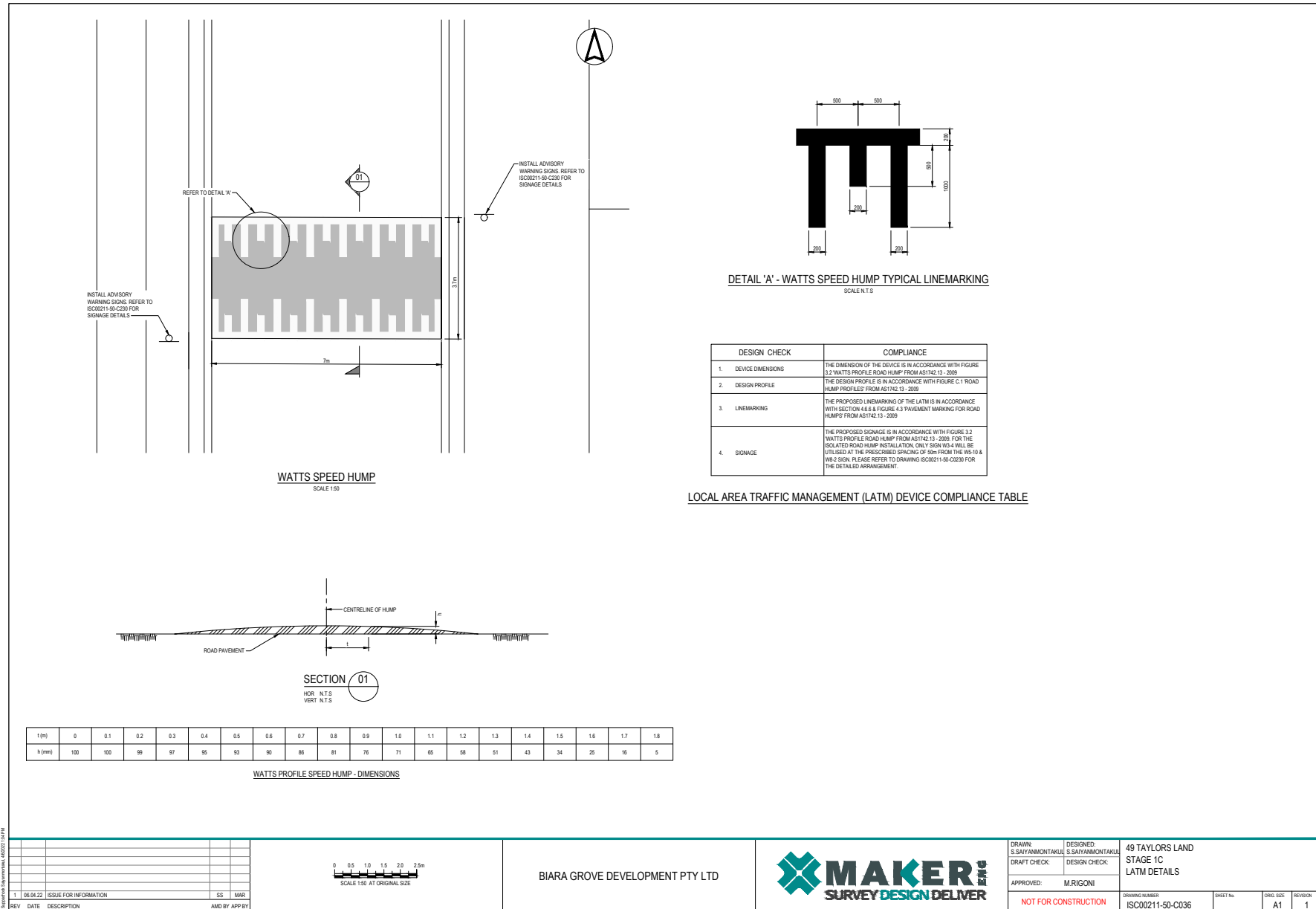
Risk Implications:

The proposed measures are expected to provide safe traffic management for this proposed subdivision. Furthermore, the works are stipulated in a valid development consent. Undue prevention of, delay to, or alteration to the completion of requirements of the consent may expose Council to legal action.

Financial Implications:

The proposed works are to be funded by the developer in accordance with the development consent. Following this, Council will be responsible for ongoing maintenance after the dedication of roads within the subdivision.





TC22.17 Pedestrian Safety Improvements - Egans Lane Car Park - Nowra (PN 3702)

HPERM Ref: D22/235986

Convenor: David Pieresko

Attachments: 1. PN 3702 Plans [↓](#)

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed pedestrian access improvements, and associated signage and linemarking within the Egans Lane Carpark, Nowra as per Plan No D22/236042.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411.

Background:

As the committee may be aware, the matter of pedestrian safety and parking efficiency within the Egans Lane Carpark, Nowra was previously raised for technical assessment (*TC22.10 - Proposed Car Park Safety Improvements - Egans Lane Carpark - Nowra (PN 3690)*).

After this initial report, Council had also investigated potential improvements to pedestrian safety towards the northern end of the carpark that was not previously captured as part of the original proposal.

Details of Submission:

The extent of this additional proposal would be the delineation of two pedestrian (zebra) crossings at the northern entry into the Egans Lane Carpark. This would facilitate pedestrian access on the eastern and western sides of the carpark and would align with the previously proposed pedestrian improvements towards the southern end of the carpark.

In addition to this, the existing signposted “No Stopping” zones in the carpark are proposed to be supplemented with C3 yellow linemarking for greater delineation and improved driver awareness.

Consultation:

Council commenced consultation with affected businesses and the Nowra CBD Revitalisation Strategy Committee. To date, Council has received no objections to this proposal.

Risk Implications:

This proposal is expected to improve accessibility and pedestrian safety at the northern end of the carpark, and would effectively synergise with the previously endorsed improvements.

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.

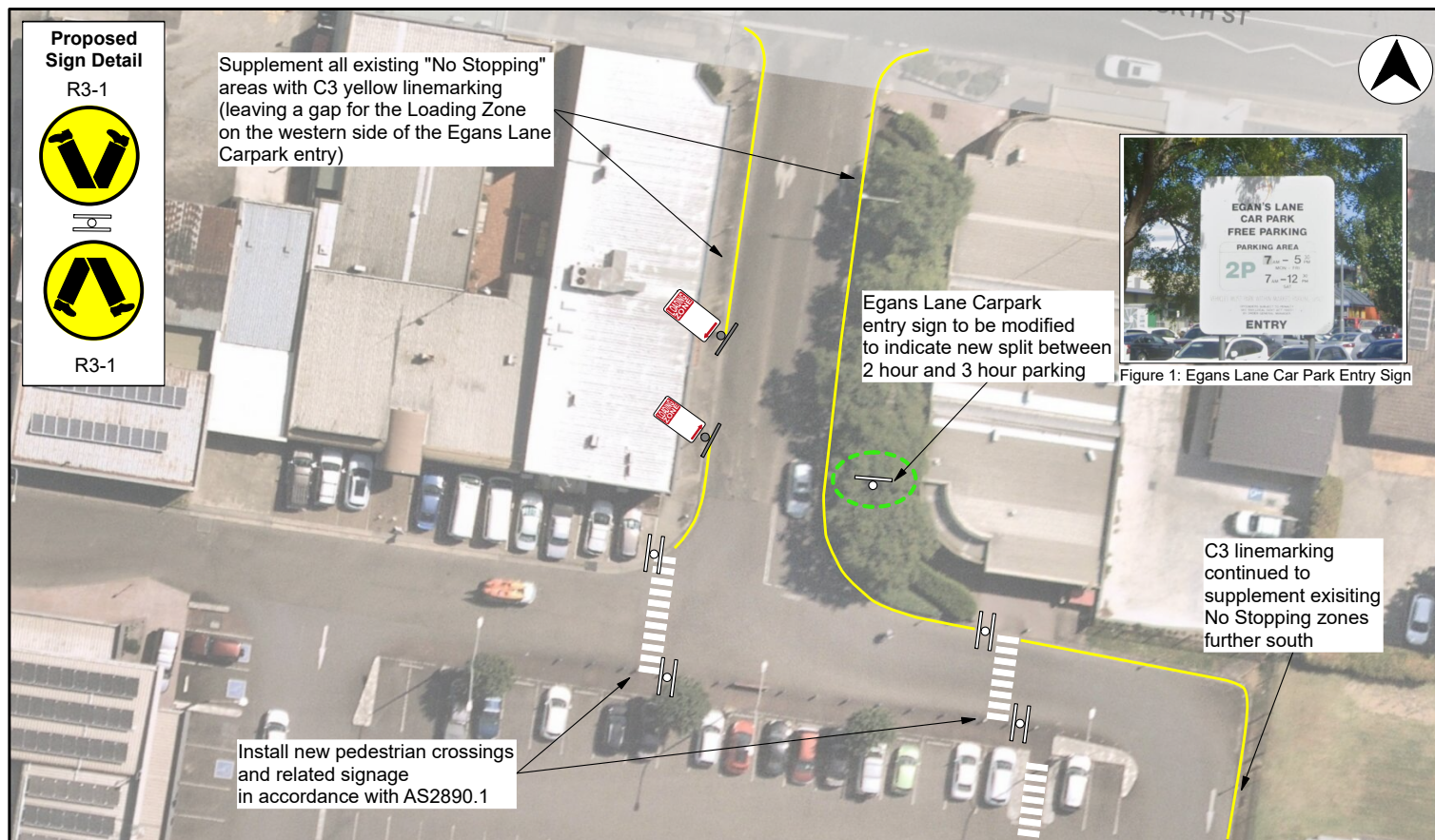
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Date: 6/5/2022 Author: Ryleigh Bowman Sheet: 1/2

Proposed Car Park Safety Improvements Egans Lane Carpark Nowra

Shoalhaven Traffic Committee: 14 June 2022
D22/236042



Date: 6/5/2022 Author: Ryleigh Bowman Sheet: 2/2

Proposed Car Park Safety Improvements Egans Lane Carpark Nowra

TC22.18 Road Safety Improvements - Quinns Lane & Enterprise Avenue - South Nowra (PN 3703)

HPERM Ref: D22/236597

Convenor: David Pieresko

Attachments: 1. PN 3703 Plans [↓](#)

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed road safety improvements to the intersection of Quinns Lane and Enterprise Avenue, South Nowra as per Plan No D22/236681.
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 concerns regarding road safety on Quinns Lane and at the intersection of Enterprise Avenue, South Nowra.

Council staff have recently conducted a site inspection at this location, taking note of the existing signage and conditions of the road.

From these investigations, Council is considering potential road safety improvements at this location.

Details of Submission:

This proposal would involve delineating the northern side of Quinns Lane with E1 edge line on either side of the intersection with Enterprise Avenue. The intersection would also be improved through the installation of 'Give Way' intersection controls and associated linemarking and signage. There will be no loss of on-street parking as a result of this proposal.

Consultation:

Council commenced consultation with affected residents and businesses. To date, Council has received three submissions, with one in favour and two against the proposal. Of these submissions, the objections were related to strategic complaints regarding the design and function of Enterprise Avenue rather than the signage and linemarking of the proposal itself. These highlighted the narrow entrance of Enterprise Avenue, the limited room to manoeuvre into and out of the intersection and the existing drainage issues.

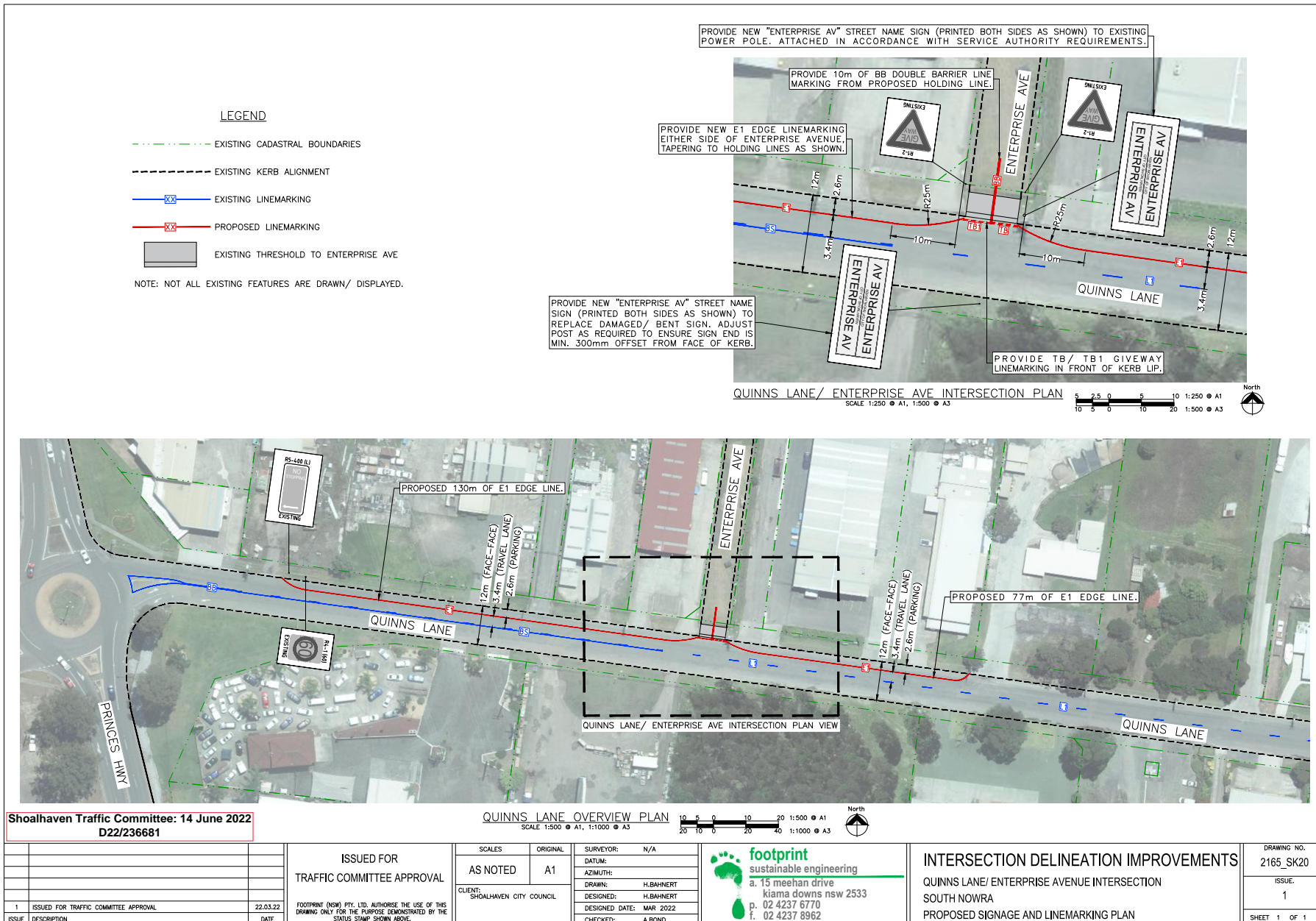
Taking this feedback into consideration, Council is proposing that the currently demonstrated road safety improvements be implemented first and that the ongoing function and effectiveness of Enterprise Avenue be monitored as to the need for any further measures or modifications.

Risk Implications:

This proposal is expected to improve driver awareness and road safety at the intersection of Enterprise Avenue and along Quinns Lane.

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.



TC22.19 Proposed Intersection Improvements - Killara Road & Patonga Street - Nowra (PN 3704)

HPERM Ref: D22/237063

Convenor: David Pieresko

Attachments: 1. PN 3704 Plans [↓](#)

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed road safety improvements to the intersection of Killara Road and Patonga Street, Nowra as per Plan No D22/237143.
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 concerns regarding road safety at the intersection of Killara Road and Patonga Street, Nowra.

Council staff have recently conducted a site inspection at this location, taking note of the existing signage and conditions of the road.

From these investigations, Council is considering the installation of potential intersection improvements.

Details of Submission:

This proposal would involve installing 'Give Way' intersection controls at Patonga Street on approach to Killara Road. This would be complemented by relevant signage and linemarking to delineate the intersection controls and to achieve the required lengths of 'No Stopping' as per s170(3) of the NSW Road Rules.

In addition to this, a G9-18 'No Through Road' sign is proposed on the southern side of the intersection (facing westbound vehicles on Killara Road) to improve driver awareness.

Consultation:

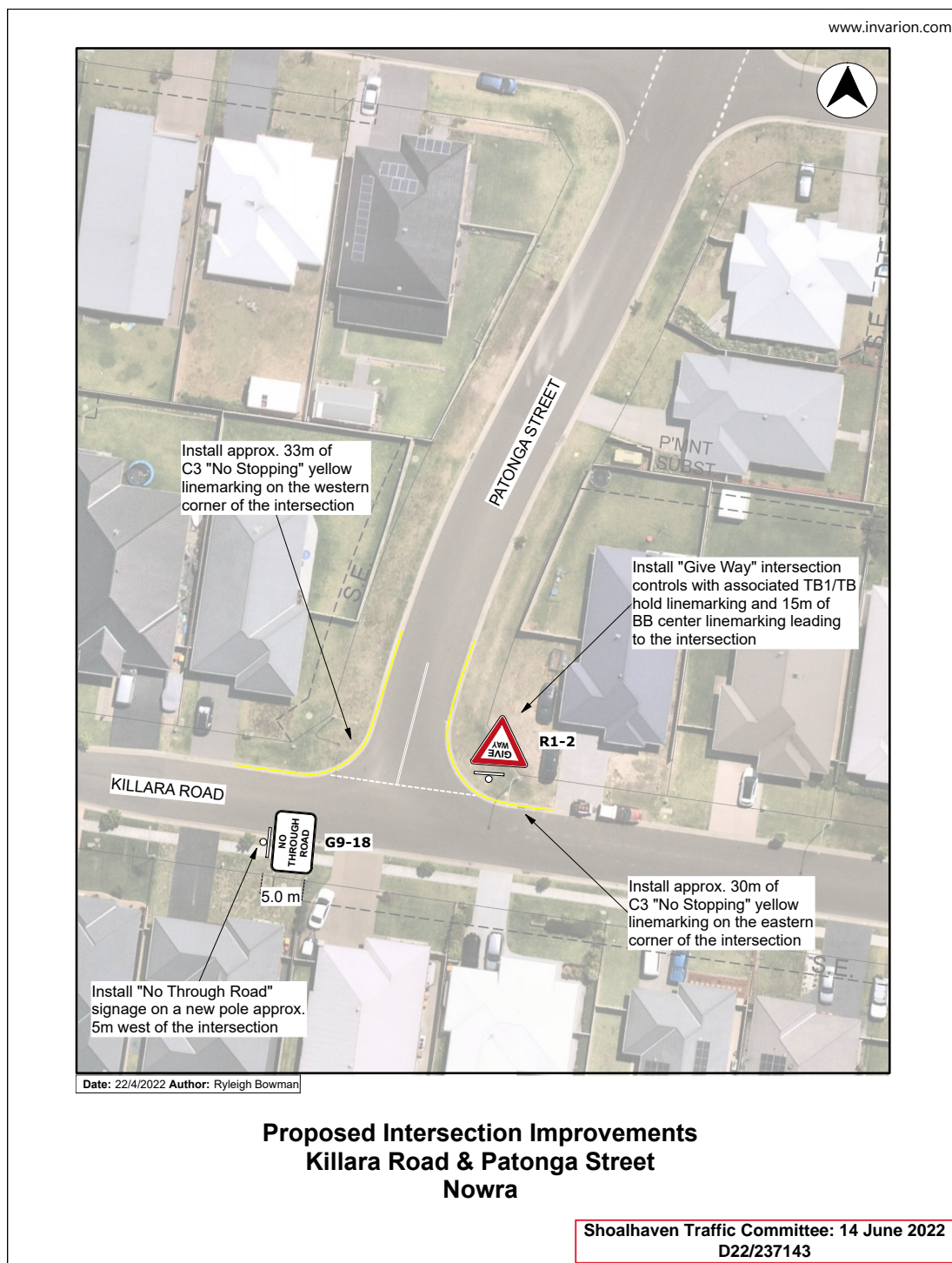
Council commenced consultation with affected residents. To date, Council has received two submissions in favour for this proposal. As part of these submissions, it was also asked whether the proposal could consider a speed zone reduction to 40km/h to improve pedestrian safety. Council advised the respondent that this speed zone modification would need to be issued to Transport for NSW for assessment and endorsement.

Risk Implications:

This proposal is expected to improve road safety and driver awareness at the intersection of Killara Road and Patonga Street, Nowra.

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.



TC22.20 Proposed Parking Restrictions - Kameruka Crescent - Nowra (PN 3705)

HPERM Ref: D22/237176

Convenor: David Pieresko

Attachments: 1. PN 3705 Plans [↓](#)

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed parking restrictions on Kameruka Crescent, Nowra as per Plan No D22/237220.
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 concerns regarding road safety on Kameruka Crescent, Nowra.

Council staff have recently conducted a site inspection at this location, taking note of the existing signage and conditions of the road.

From these investigations, Council is considering the installation of potential parking restrictions.

Details of Submission:

The extent of this proposal would involve installing approximately 90m of 'No Stopping' restrictions complemented with C3 yellow linemarking on the southern side of Kameruka Crescent, between the intersections of Clipper Road and Antares Close. These parking restrictions would also reinforce the existing lengths of 'No Stopping' for unsignalised intersections, as per s170(3) of the NSW Road Rules.

Consultation:

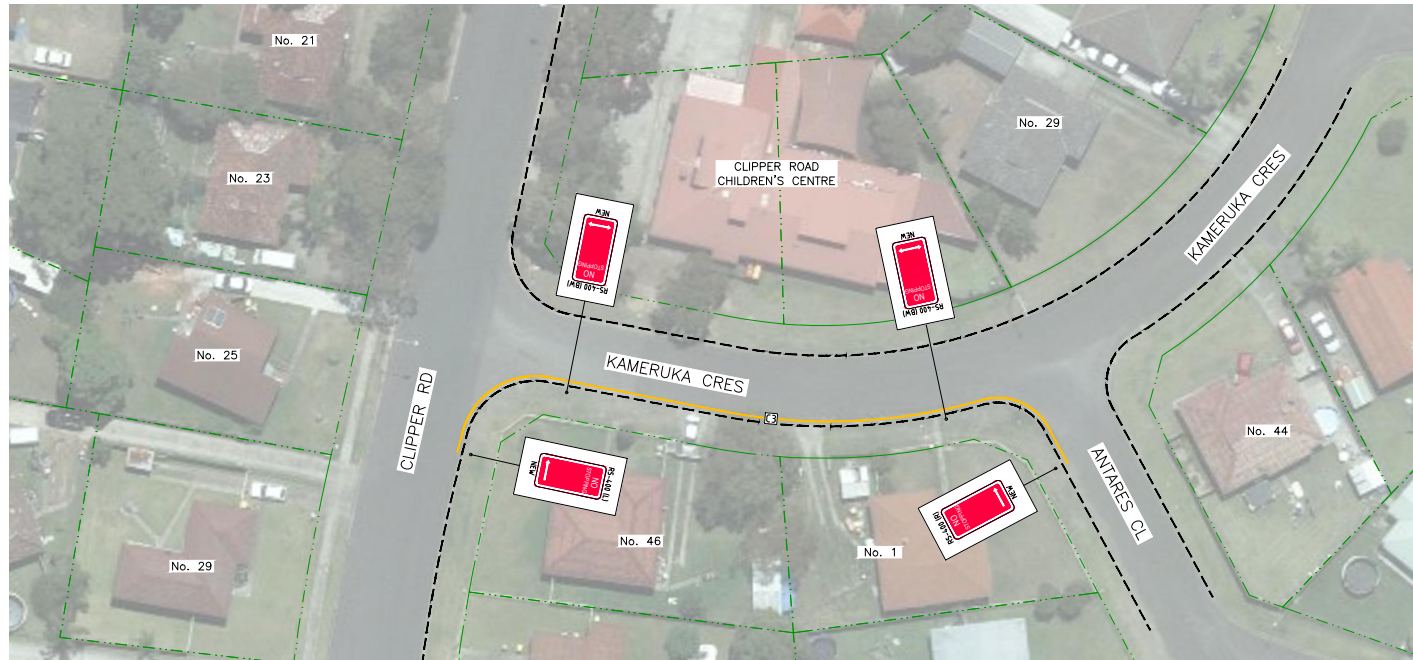
Council commenced consultation with affected residents. To date, Council has received one submission in favour of the proposal.

Risk Implications:

This proposal is expected to reduce traffic congestion on this narrow road, and improve road safety and vehicle manoeuvrability.

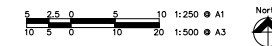
Financial Implications:

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.



LEGEND

- EXISTING CADASTRAL BOUNDARIES
- EXISTING KERB ALIGNMENT
- PROPOSED C3 NO STOPPING LINE



Shoalhaven Traffic Committee: 14 June 2022
D22/237220

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TC22.21 Proposed Parking Restrictions - Camden Street & Croft Avenue - Ulladulla (PN 3699)

HPERM Ref: D22/234040

Convenor: David Pieresko

Attachments: 1. PN 3699 Plans [↓](#)

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed parking restrictions, signage and linemarking along Camden Street and Croft Avenue, Ulladulla as per Plan No D22/234974.
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 concerns regarding road safety and traffic congestion on Camden Street and Croft Avenue, Ulladulla.

Council staff have recently conducted a site inspection at this location, taking note of the existing signage and conditions of the road.

From these investigations, Council is considering the installation of parking restrictions and signage and linemarking to improve road safety at this location.

Details of Submission:

The extent of this proposal for Camden Street would involve installing 'No Stopping' parking restrictions along the western side between the intersections of South Street and Deering Street. These parking restrictions will only be active on school days and during the morning and afternoon peak school hours (8:00 – 9:30AM // 2:30 – 4:00PM). Additional intersection improvements to South Street and Deering Street are proposed to reinforce existing road conditions and delineate the required lengths of "No Stopping" as per s170(3) of the NSW Road Rules.

Similarly, on Croft Avenue, it is proposed to install "No Stopping" parking restrictions along the eastern side of the road approximately 175m north of Green Street. These parking restrictions will also be in effect on school days only and between the morning and peak school hours (8:00 – 9:30AM // 2:30 – 4:00PM). Additional intersection improvements to Finch Street and Green Street are proposed to reinforce the required lengths of "No Stopping" as per s170(3) of the NSW Road Rules.

Consultation:

Council commenced consultation with affected residents, schools and the Ulladulla and Districts Community Forum. To date, Council has received four submissions in favour and one against the proposal. Of these submissions, two concerns were raised that have prompted Council to make the following modifications to the proposal:

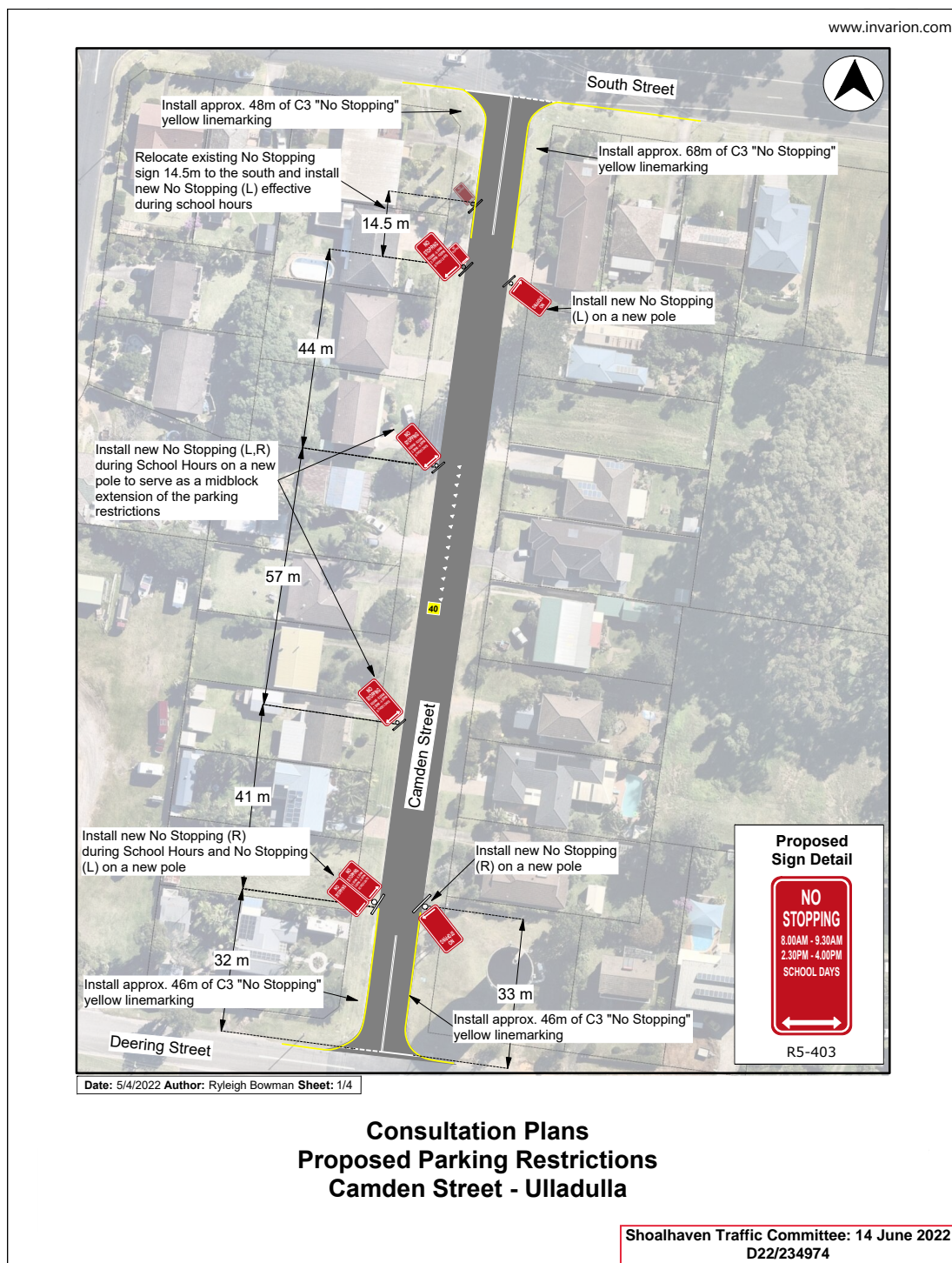
- Provision of a 4.6m section of C3 “No Stopping” yellow linemarking on Camden Street between the driveways of #144 and #146 to remove the non-compliant parking at this location, and
- The northern extent of the proposed parking restrictions was adjusted on the eastern side of Croft Avenue by 6m (or by approximately 2m north of the driveway to #12 Croft Avenue), to reduce potential conflicts with impacted residential driveways.

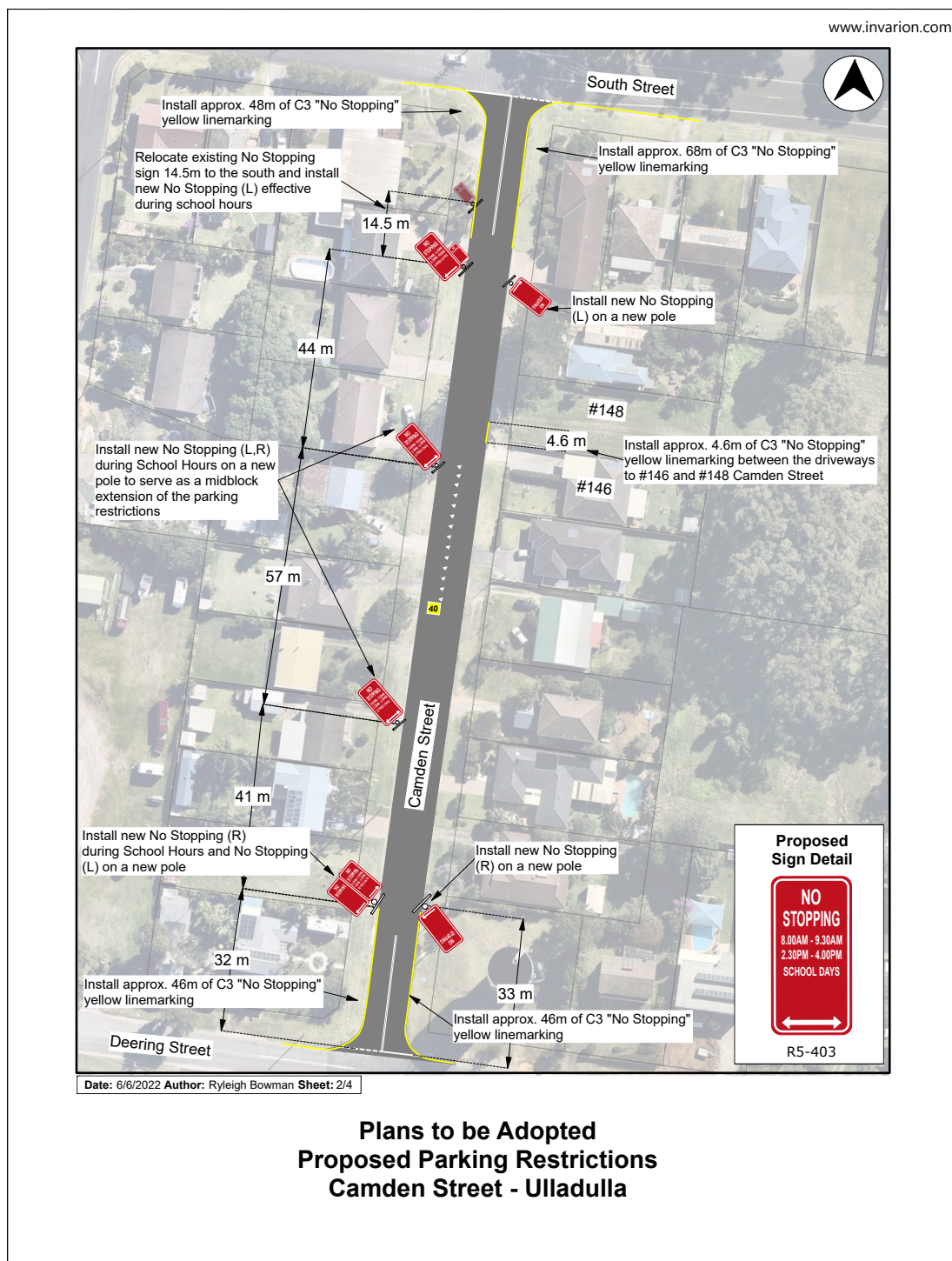
Risk Implications:

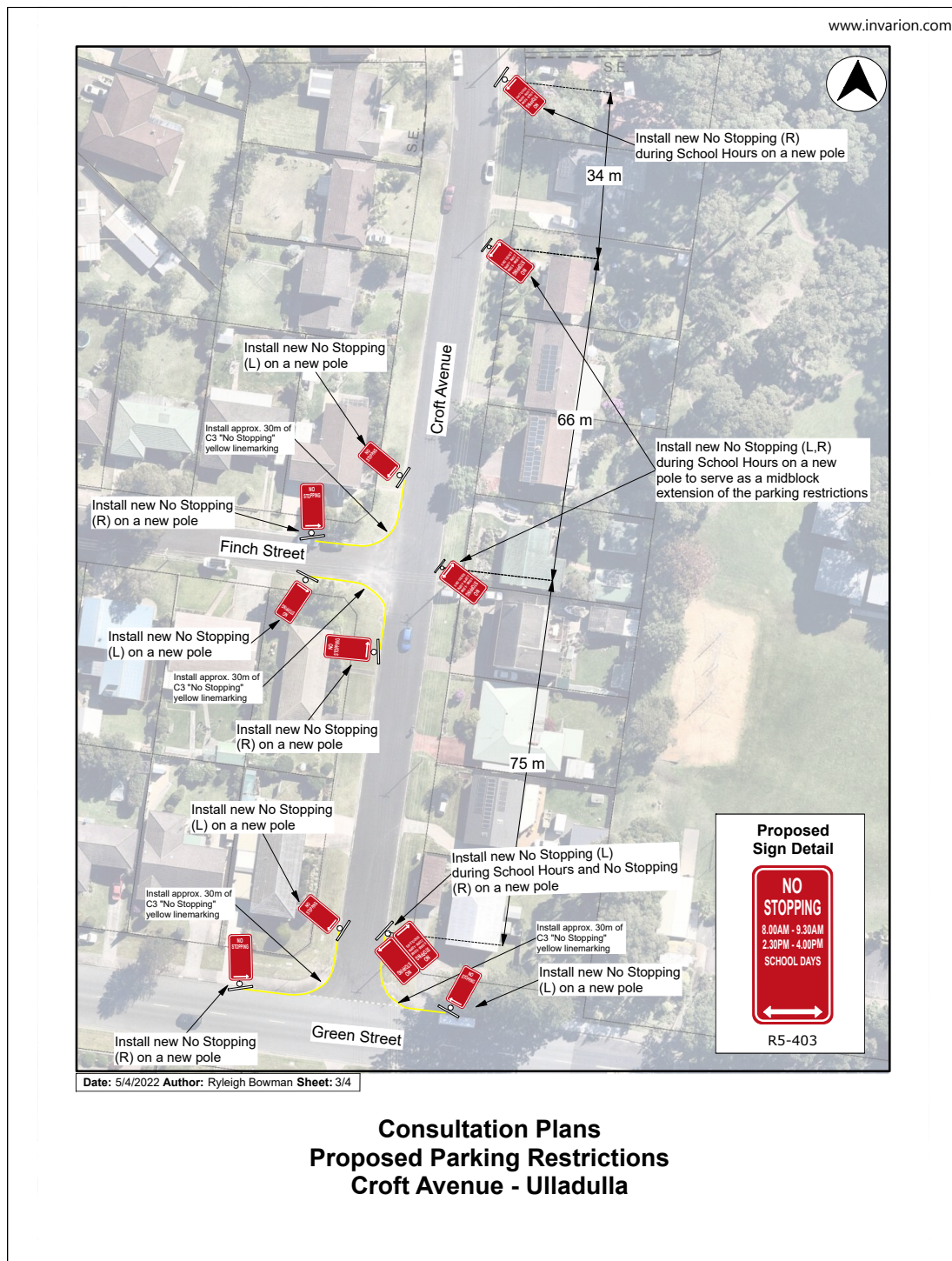
This proposal is expected to result in improved road safety and reduced traffic congestion during peak morning and afternoon school periods.

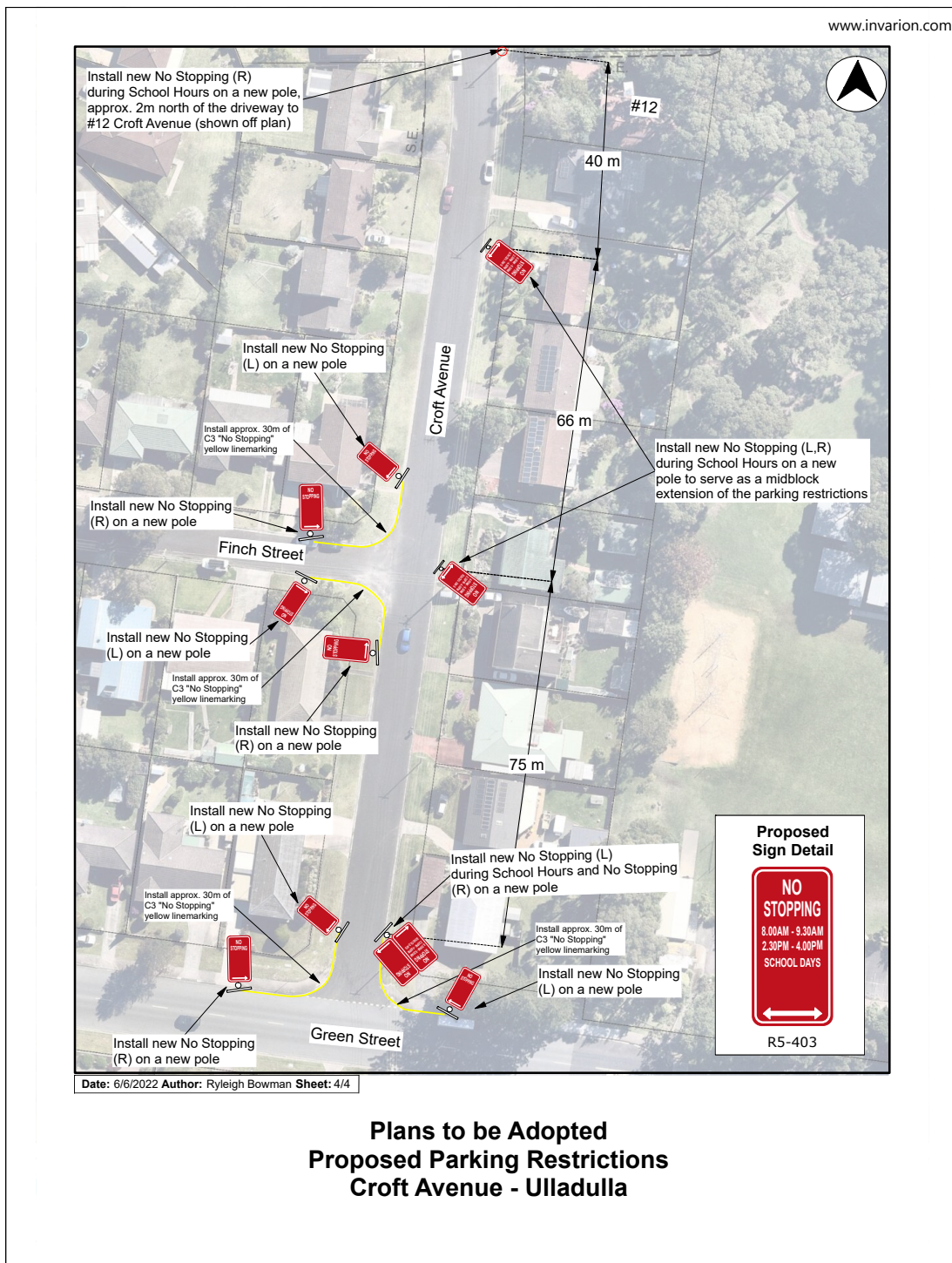
Financial Implications:

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.









TC22.22 Road Safety Improvements - South Street - Powell Avenue - Did-Dell Street - Ulladulla (PN 3700)

HPERM Ref: D22/235307

Convenor: David Pieresko

Attachments: 1. PN 3700 Plans [↓](#)

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed signage and linemarking along Did-Dell Street and the intersections with South Street and Powell Avenue, Ulladulla as per Plan No D22/235493.
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 concerns regarding road safety along Did-Dell Street and the intersections with South Street and Powell Avenue, Ulladulla.

Council staff have recently conducted a site inspection at this location, taking note of the existing signage and conditions of the road.

From these investigations, it was noted that the intersections of South Street and Powell Avenue had limited sight intersection sight distance (SISD) and minimum gap sight distance (MGSD) (per Austroads Guide to Road Design – Part 4A). As a result of this, Council is considering various road safety improvements at these locations.

Details of Submission:

This proposal would involve installing 'Stop' intersection controls at both South Street and Powell Avenue on approach to Did-Dell Street. This would be complemented by relevant signage and linemarking to delineate the intersection controls. Whilst these intersections fall slightly outside the minimum sight distance warrants for a 'Stop' intersection control (in accordance with Figure 2.2 of AS1742.2), this proposal would assist with improving road safety at these locations where sight distance is limited (as per the aforementioned Austroads design guidelines).

In addition to this, the proposal includes the installation of double barrier "BB" centreline marking along Did-Dell Street, with gaps provided across adjacent intersections. The existing road width along Did-Dell Street is between 9.5m – 10m wide, which would be able to accommodate the proposed centreline marking. This delineation would improve driver awareness and reinforce both northbound and southbound travel lanes for vehicles using Did-Dell Street.

Access to driveways would not be affected by the proposal as residents and visitors are permitted to cross the double barrier centre lines in order to enter and leave driveways (per s134(3-1) of the NSW Road Rules).

Consultation:

Council commenced consultation with affected residents and the Ulladulla and Districts Community Forum. To date, Council has received two submissions against the proposal. Of these submissions, there was mixed support to the intersection controls and the linemarking. Resident responses indicated that the concerns received by Council did not reflect their personal experiences and observations with speeding or safety concerns along these roads. Furthermore, it was suggested that the proposed signage and linemarking would not improve road safety on these roads and that they should remain as is.

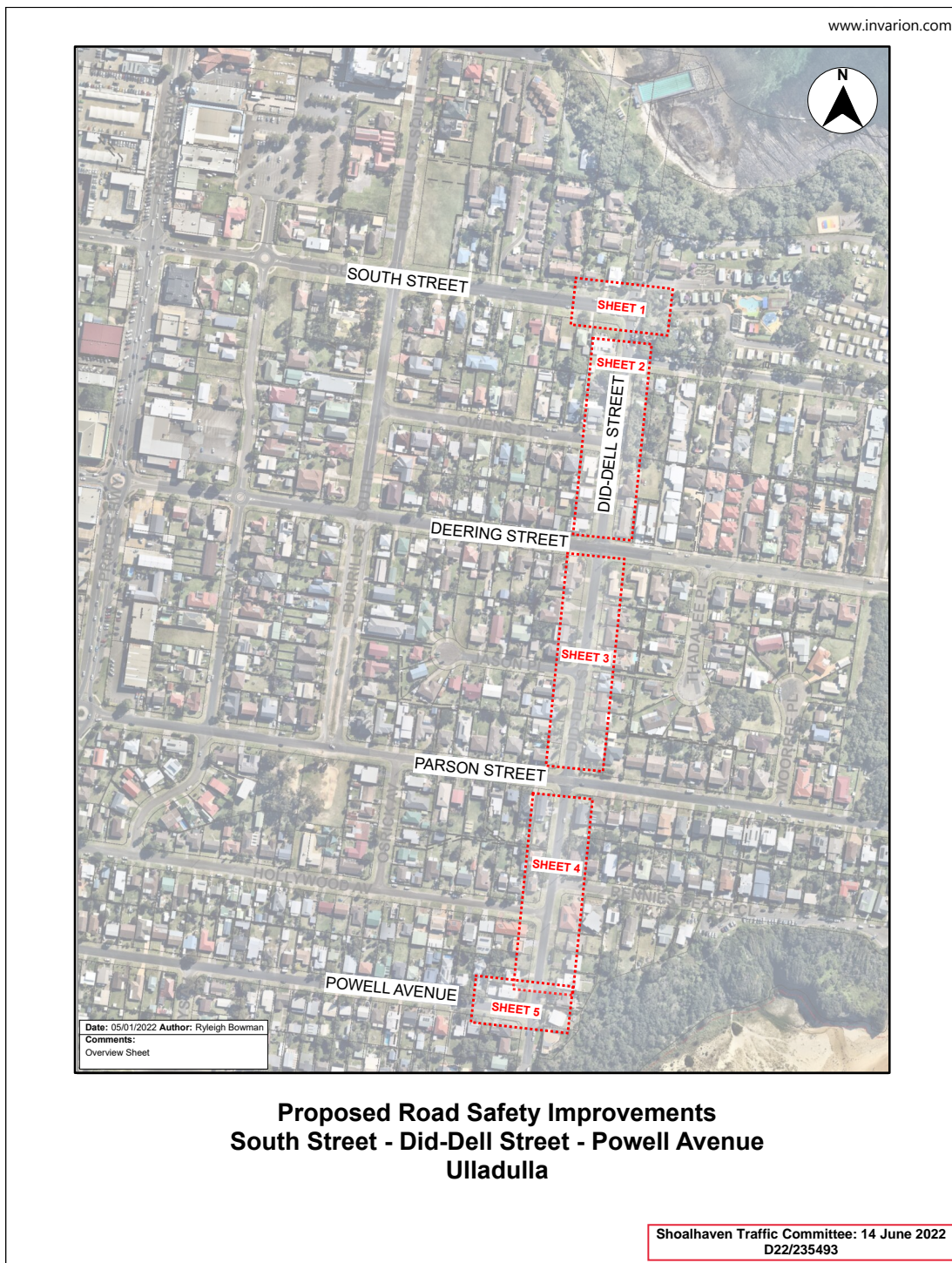
Council believes that these measures should be implemented as a means of improving road safety at these locations. Should future investigations or community observations indicate that road safety has not been improved, Council will re-examine this matter at that time.

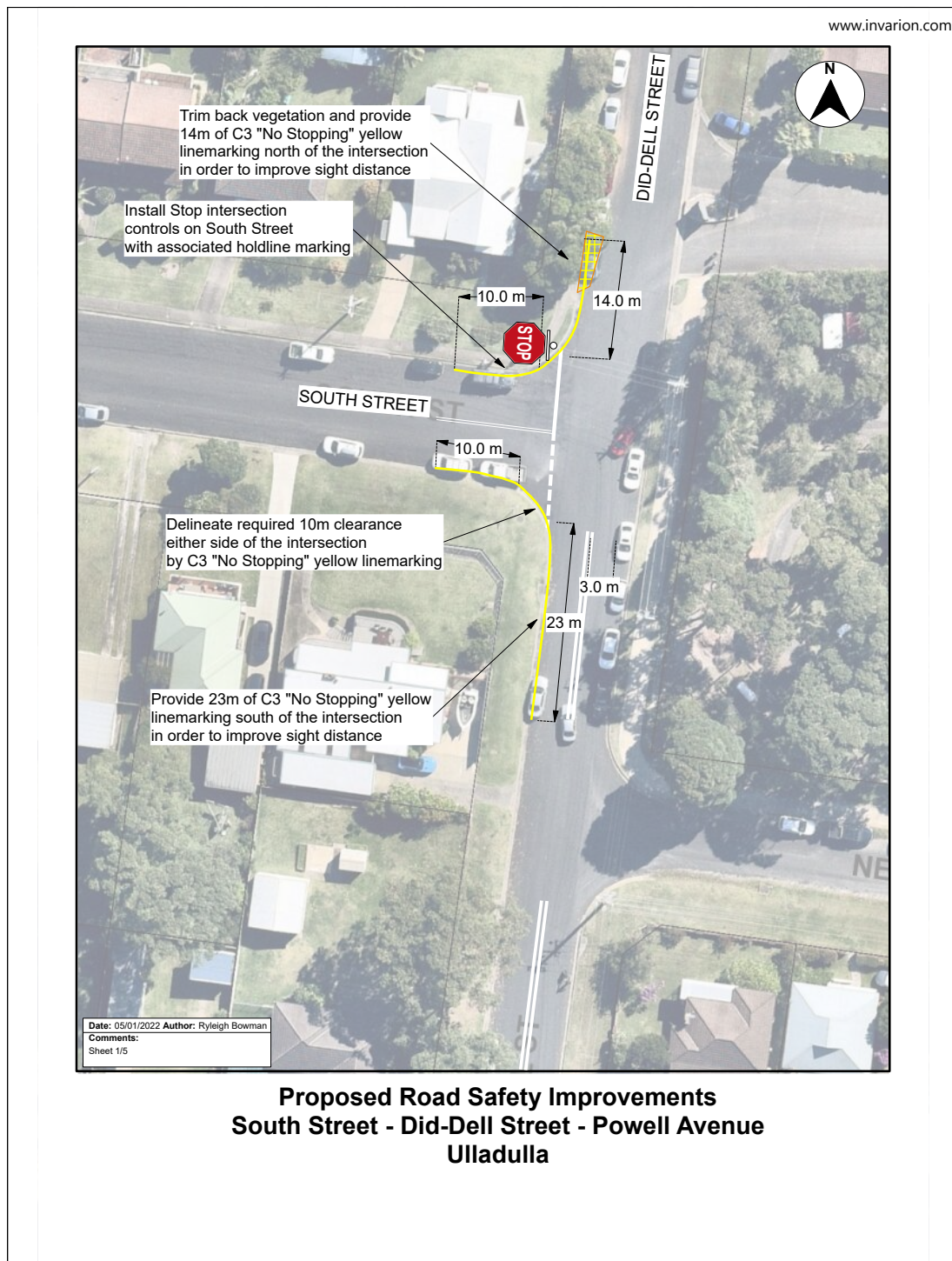
Risk Implications:

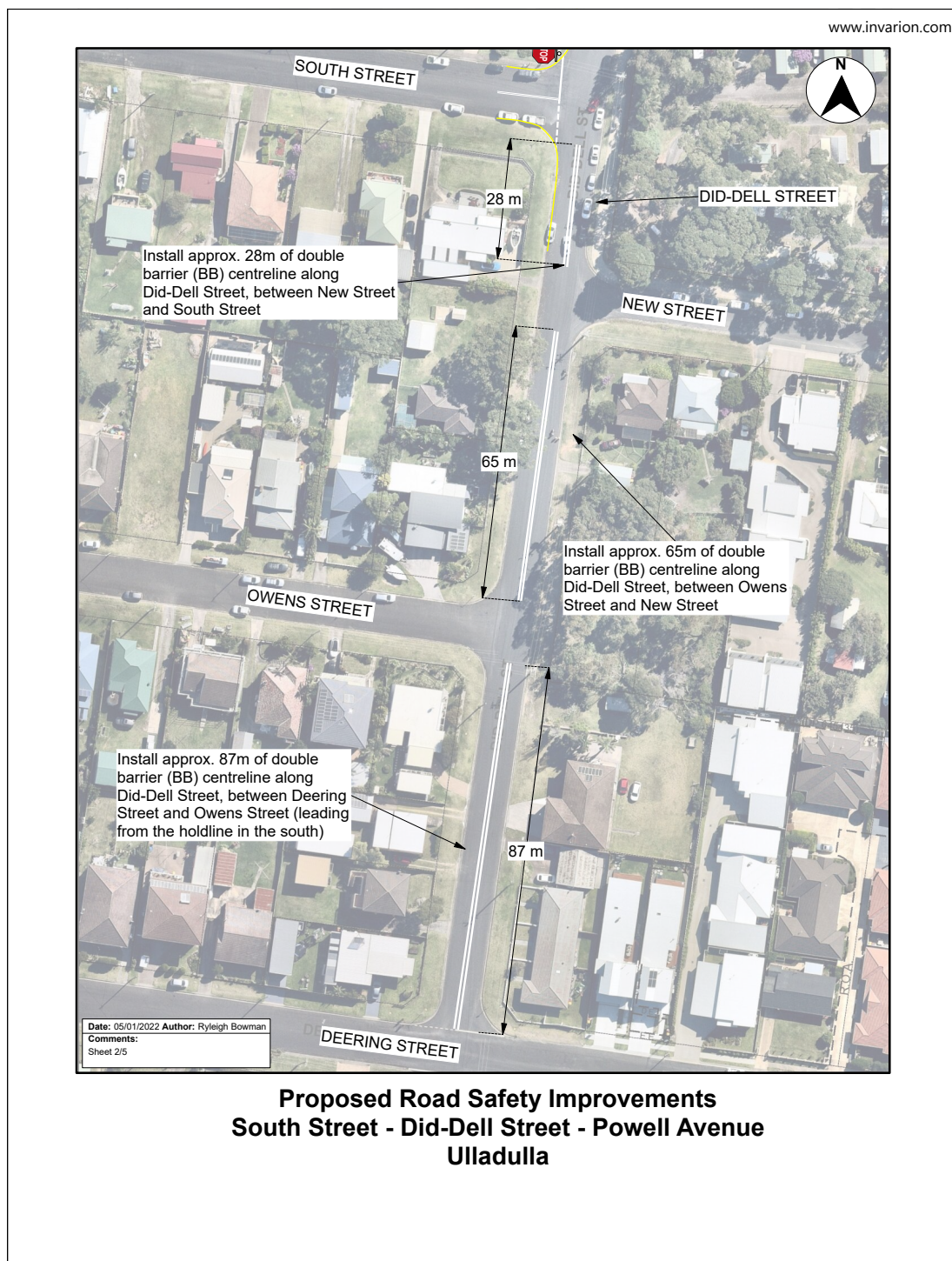
This proposal is expected to improve road safety and driver awareness at the identified intersections and along the stretch of Did-Dell Street.

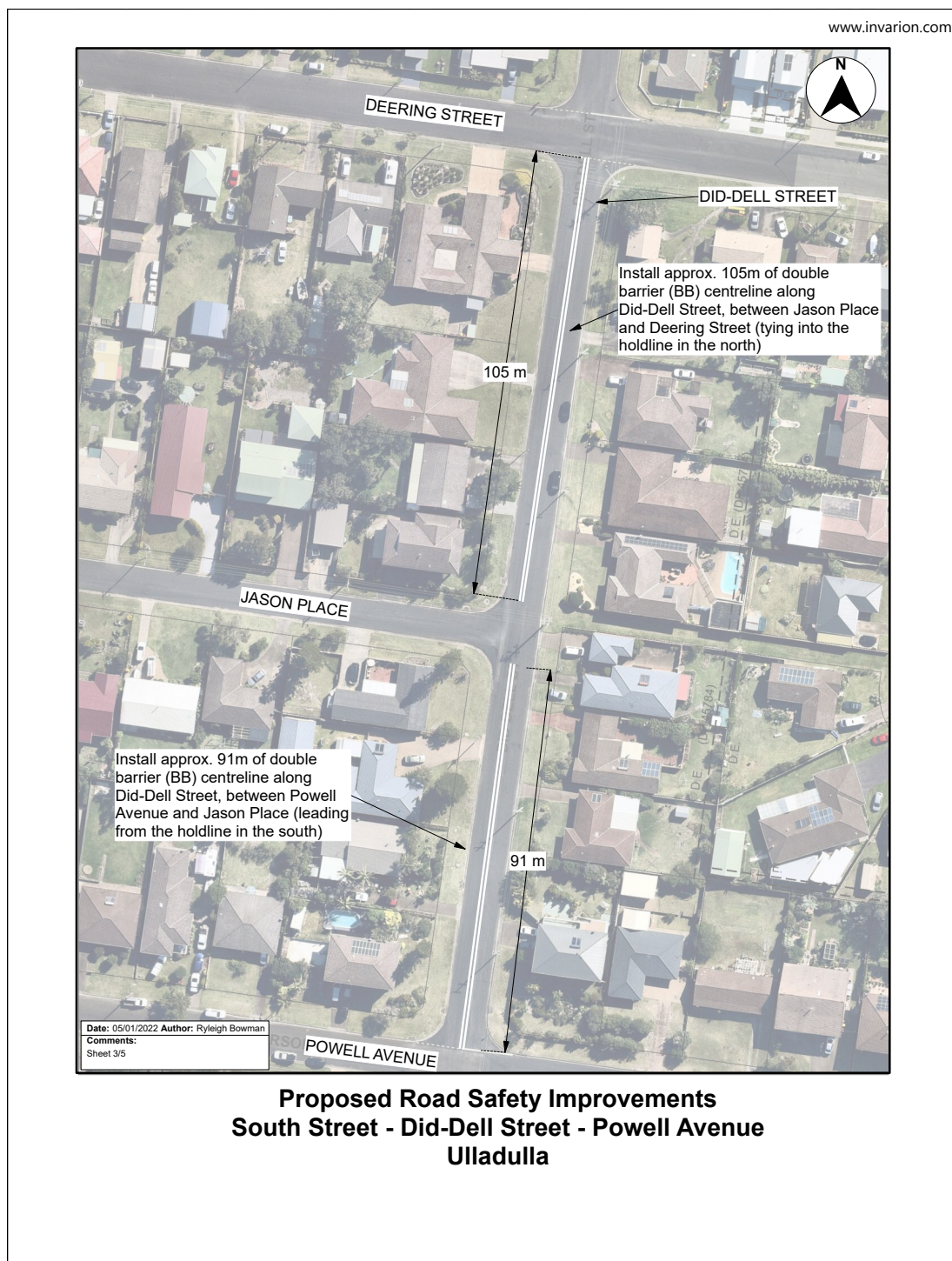
Financial Implications:

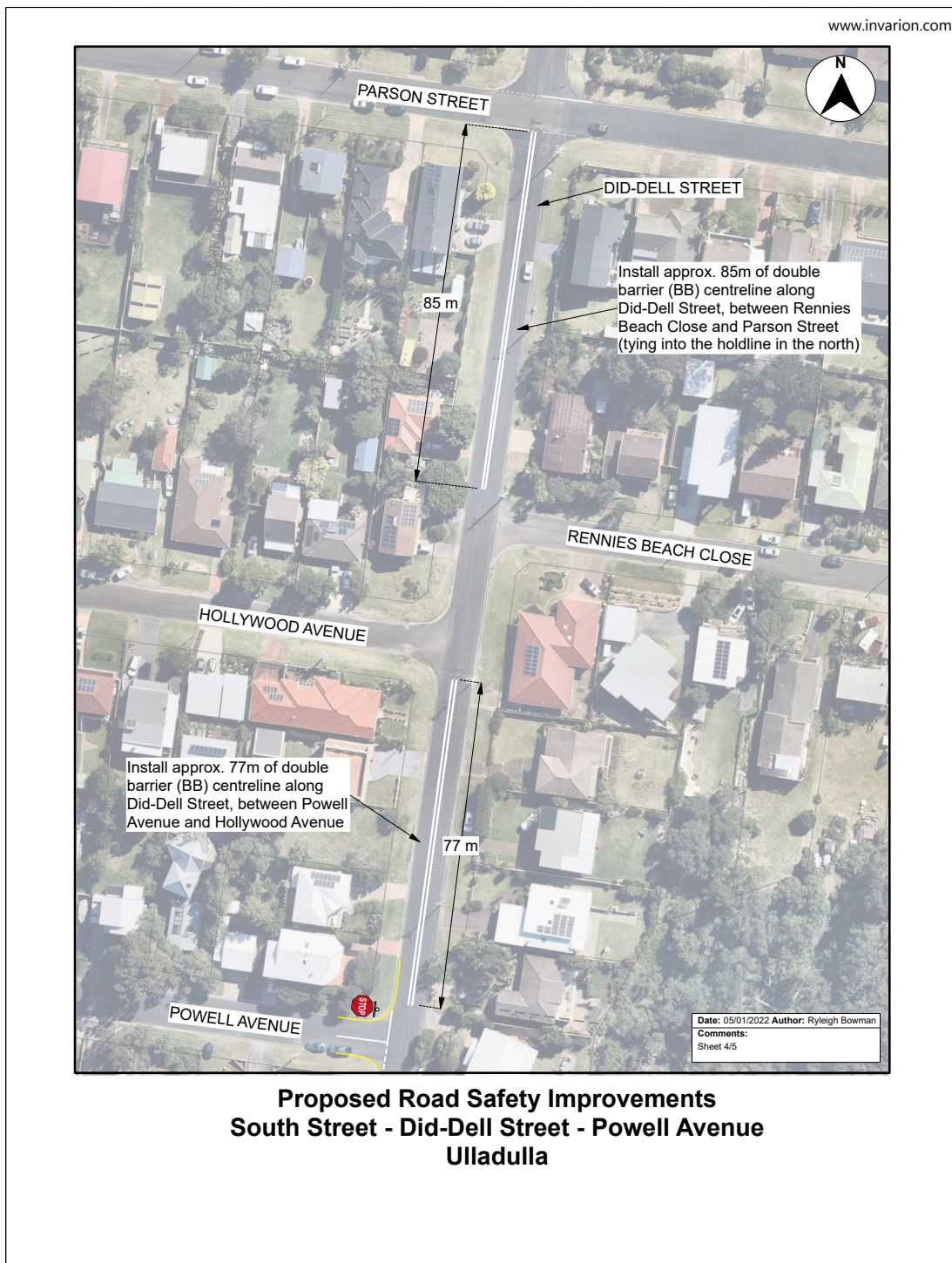
The linemarking and signage for this proposal would be funded by Transport for NSW's Block Grant Funding, allocated to Council for new signage and linemarking.

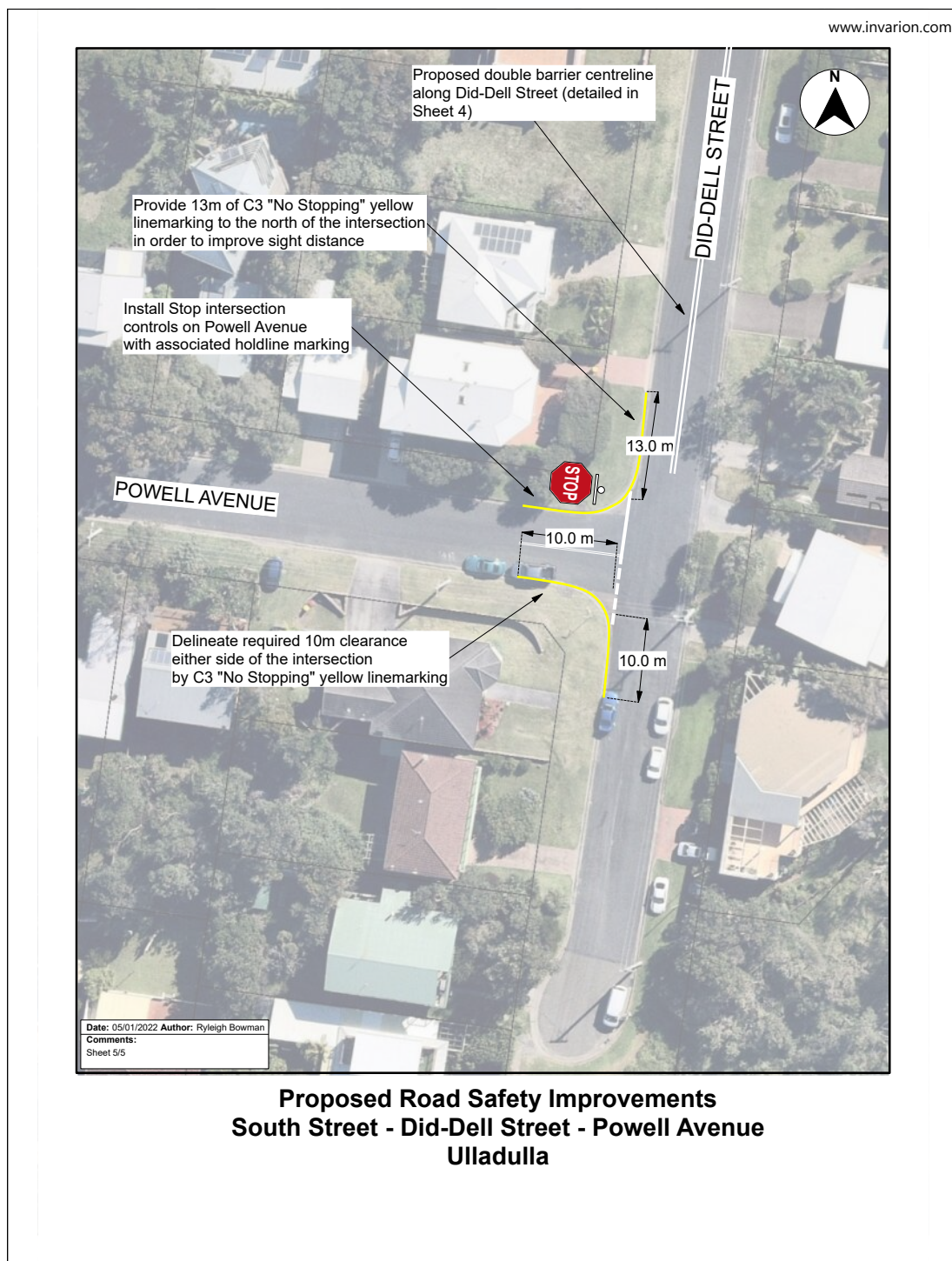












TC22.23 Proposed Raised Children's Crossing - Thomas Street - Milton (PN 3698)

HPERM Ref: D22/231348

Convenor: David Pieresko

Attachments: 1. PN 3698 Plans [↓](#)

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed raise pedestrian children's crossing at Thomas Street, Milton as per Plan No D22/231357.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

Background: Council has received funds for a School Zone Infrastructure project to design and install a Raised Pedestrian Crossing and associated improvements for pedestrian safety on Thomas Street in Milton.

The raised pedestrian crossing is to be an upgrade of the existing Flagged Children's Crossing adjacent to Milton Public School, providing direct access to the main entry gates at the school.

Details of Submission:

The scope of the project is to install a raised threshold pedestrian crossing, including new kerb blisters, associated linemarking and signage.

Consultation:

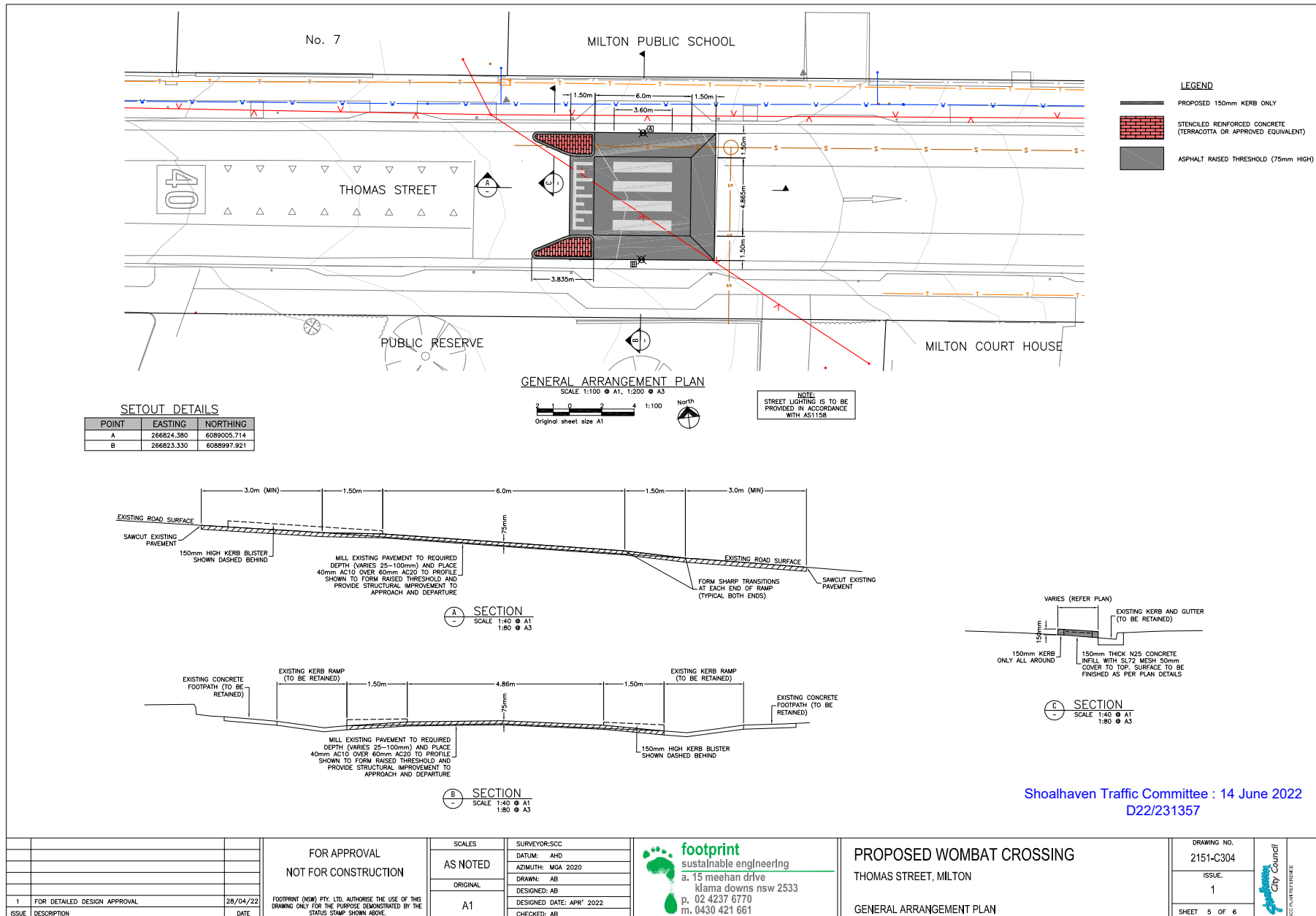
Council commenced consultation with affected residents, stakeholders and the Milton District Forum to discuss the proposal in May 2022. To date, Council has received three (3) submissions, one (1) supported the proposal and two (2) giving mixed responses, one due to a misunderstanding of the location of the entry/exit to the School and the other concerned about the number of existing signs outside of his residence.

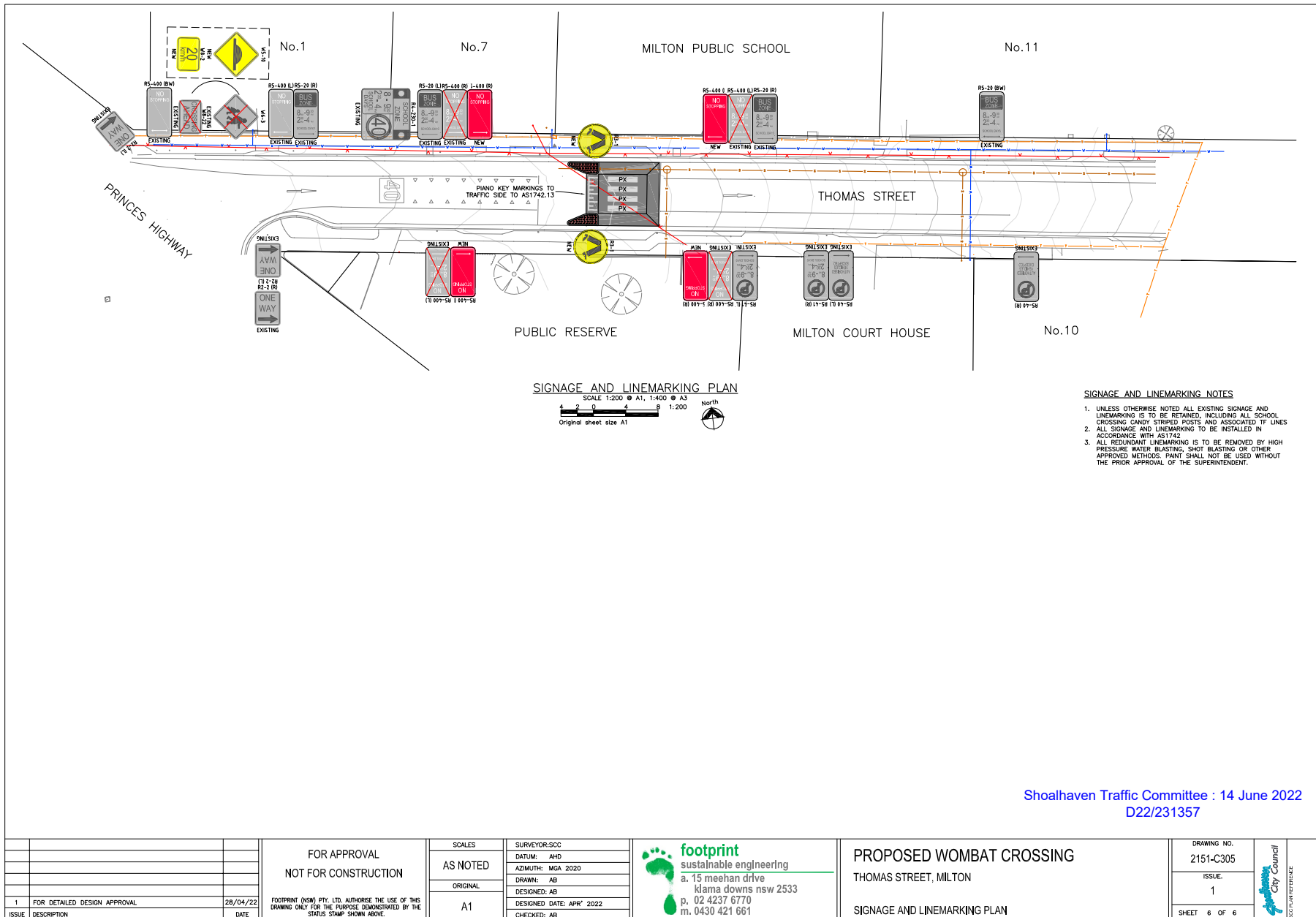
Risk Implications:

The proposal will provide a safer environment for students / pedestrians on their way to and from school, and when walking within school zones.

Financial Implications:

These works are to be funded under the School Zone Infrastructure Sub Program, as part of the NSW Federal Road Safety Program.





TC22.24 Proposed Roundabout - Bishop Drive - Combe Drive - Mollymook Beach (PN3697)

HPERM Ref: D22/228990

Convenor: David Pieresko

Attachments: 1. PN 3697 Plans [↓](#)

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed signage, linemarking and traffic control facility at Bishop Drive, Mollymook Beach as per Plan No. D22/228999.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

Background: Council entered into a Voluntary Planning Agreement (VPA) in 2013 with three (3) separate developers, to ultimately provide the remainder of the Bishop Drive alignment as described under contribution project 05ROAD2001.

Some significant amendments to the plans originally approved under the VPA have been negotiated between the developer's consultants and Council which have largely been in response to the provision of kerb & gutter in lieu of grassed table drains, roundabout intersection design and provision of shared footpaths along the alignment.

The road ultimately provides a connection between the Princes Highway and Matron Porter Drive which will allow a better and safer connection between the highway and residents/visitors of the suburbs of Mollymook Beach, Mollymook and Narrawallee.

Details of Submission:

The project proposes to install a single lane roundabout with 4.5m wide circulating carriageway and inscribed circle of 14.0m radius. It includes double barrier (BB), 'Give Way' (TB) and yellow C3 'No Stopping' linemarking on all four (4) legs, kerb & gutter, splitter islands, footpaths connecting kerb ramps and roundabout signage.

Consultation:

This Development Application has been on Public Exhibition open to comments from the community and affected residents. Council's approval for this part of the subdivision application is dated 22 November 2021.

The VPA and VPA amendment have previously been placed on public exhibition in accordance with Council's policy. The VPA was executed in accordance with a resolution of Council dated 24 September 2013.

Due to the age of the VPA, the results of the consultation are not readily available.

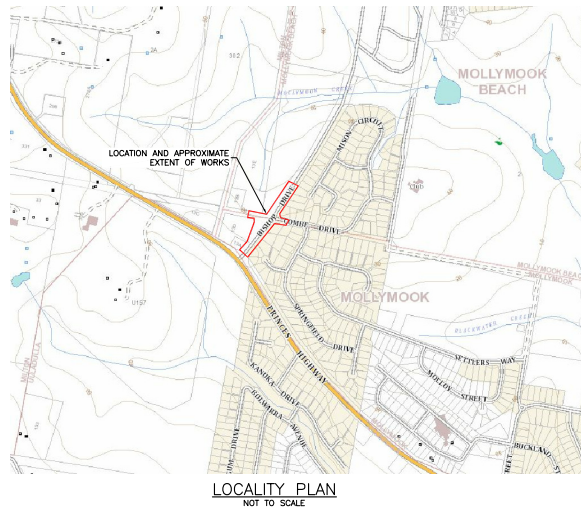
Risk Implications:

The proposed roundabout, and footpath connecting kerb ramps, is expected to improve the safety of pedestrians and road users at this intersection.

Financial Implications:

Works are to be funded by Council in accordance with the VPA. Council will be responsible for ongoing maintenance upon completion of a defect liability period (typically 6-months after the completion of works).

PROPOSED ROUNDABOUT BISHOP DRIVE AND COMBE DRIVE, MOLLYMOOK DETAILED ENGINEERING DRAWINGS



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DWG No.	DESCRIPTION
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1338--03	GENERAL NOTES -- SHEET 2 OF 2
1338--04	SURVEY AND SERVICES PLAN
1338--05	EROSION AND SEDIMENT CONTROL PLAN
1338--06	OVERALL LAYOUT PLAN
1338--07	ROUNDABOUT GEOMETRIC LAYOUT
1338--08	ROAD LONGITUDINAL SECTIONS
1338--09	BISHOP DRIVE CROSS SECTIONS
1338--10	COMBE DRIVE CROSS SECTIONS
1338--11	KR01 PLAN AND LONGITUDINAL SECTION
1338--12	KR02 PLAN AND LONGITUDINAL SECTION
1338--13	KR03 PLAN AND LONGITUDINAL SECTION
1338--14	KR04 PLAN AND LONGITUDINAL SECTION
1338--15	SIGNAGE AND LINEMARKING PLAN
1338--16	SECTIONS AND DETAILS
1338--17	DRAINAGE DETAILS
1338--18	SWEEP PATH ANALYSIS -- SHEET 1 OF 3
1338--19	SWEEP PATH ANALYSIS -- SHEET 2 OF 3
1338--20	SWEEP PATH ANALYSIS -- SHEET 3 OF 3
1338--21	AUTOSTRAID TWO LANE -- APPROACH RABI
1338--22	AUTOSTRAIDS COMPLIANCE -- SIGHT DISTANCE
1338--L001	LANDSCAPE PLAN

Shoalhaven Traffic Committee: 14th June 2022
D22/228999

[illegible]

GENERAL:

1. READ THESE NOTES IN CONJUNCTION WITH OTHER ENGINEERING DRAWINGS AND SPECIFICATIONS, AND WITH SUCH OTHER WRITTEN INSTRUCTIONS ISSUED. REFER TO CIVIL DRAWINGS FOR SETTING OUT AND DETAILED DIMENSIONS. IN CASE OF DISCREPANCY, PRECEDENCE IS GIVEN TO DRAWINGS, THEN NOTES, THEN SPECIFICATION.
2. CARRY OUT WORK IN A SAFE MANNER IN ACCORDANCE WITH APPLICABLE STATUTORY REGULATIONS, BY-LAWS OR RULES. CONTRACTOR IS RESPONSIBLE FOR OCCUPATIONAL HEALTH AND SAFETY OF SITE PERSONNEL AND GENERAL PUBLIC IN ACCORDANCE WITH LEGISLATIVE REQUIREMENTS, INDUSTRIAL AGREEMENTS AND ACCEPTED INDUSTRY PRACTICE.
3. REFER DISCREPANCIES TO SUPERINTENDENT BEFORE PROCEEDING WITH WORK.
4. SUBMIT DETAILS OF CHANGES TO SCOPE, WORK METHODS OR MATERIALS ETC FOR APPROVAL BEFORE PROCEEDING. APPROVAL DOES NOT AUTHORISE A VARIATION TO THE CONTRACT.
5. NOMINATION OF PROPRIETARY ITEMS DOES NOT INDICATE EXCLUSIVE PREFERENCE, BUT INDICATES REQUIRED PROPERTIES OF THE ITEM. SIMILAR ALTERNATIVES HAVING THE REQUIRED PROPERTIES MAY BE OFFERED FOR APPROVAL. APPROVAL DOES NOT AUTHORISE A VARIATION TO THE CONTRACT. INSTALL PROPRIETARY ITEMS IN ACCORDANCE WITH MANUFACTURERS REQUIREMENTS AND RECOMMENDATIONS.
6. OBTAIN NECESSARY PERMITS AND APPROVAL FROM RELEVANT AUTHORITIES BEFORE COMMENCING WORK ON SITE.
7. NOTIFY RELEVANT SERVICE AUTHORITIES BEFORE COMMENCING WORK ON SITE.
8. GIVE TWO WORKING DAYS (48 HOURS) NOTICE SO THAT INSPECTION MAY BE MADE OF CRITICAL STAGES OF WORK.
9. INSPECTIONS UNDERTAKEN BY SUPERINTENDENT/OTHERS DOES NOT RELIEVE CONTRACTOR OF RESPONSIBILITY FOR COMPLIANCE WITH DRAWING AND SPECIFICATIONS.
10. DO NOT OBTAIN DIMENSIONS BY SCALING FROM DRAWING.
11. DIMENSIONS ARE IN METRES, LEVELS ARE IN METRES UNO, CHAINAGE ARE IN METRES UNO.
12. HAVE SURVEY AND SETTING OUT UNDERTAKEN BY A REGISTERED SURVEYOR.
13. TAKE CARE OF HAZARDS ASSOCIATED WITH BURIED, CONCEALED OR OVERHEAD SERVICES. TAKE PRECAUTIONS TO ESTABLISH LOCATION OF AND PROTECT EXISTING SERVICES AT THE SITE. SERVICES SHOWN ON DRAWING ARE IN APPROXIMATE LOCATIONS ONLY. SERVICES OTHER THAN THOSE SHOWN MAY EXIST ON SITE. MARK LOCATIONS OF SERVICES CLEARLY ON SITE, AND ON AS-BUILT DRAWINGS. HAND EXCAVATE WITHIN ONE METRE OF IN-GROUND SERVICES.
14. WORKMANSHIP AND MATERIALS TO COMPLY WITH REQUIREMENTS OF SAA CODES, BUILDING CODE OF AUSTRALIA AND AS/NZS STANDARDS. PROVIDE FILTERS ACROSS EACH TRENCH AT MAXIMUM 200m INTERVALS. FILTERS TO REMAIN IN PLACE UNTIL REVEGETATION HAS OCCURRED.
15. MAINTAIN STRUCTURE IN A STABLE CONDITION DURING CONSTRUCTION AND PROVIDE TEMPORARY BRACING AND/OR SUPPORT AS REQUIRED. PROVIDE SPREADERS AT LOADS AND/OR LIFTING POINTS WHERE REQUIRED. ENSURE NO PART IS OVERSTRESSED. DO NOT PLACE OR STORE BUILDING MATERIALS ON STRUCTURAL MEMBERS WITHOUT SUPERINTENDENT APPROVAL. PROVIDE CALCULATIONS TO PROVIDE ADEQUATE OF STRUCTURE FOR PROPOSED CONSTRUCTION METHOD AND LOADS.
16. UNLESS NOTED OTHERWISE THESE DRAWING DO NOT DETAIL TEMPORARY WORKS. CONSTRUCTION METHODS AND TEMPORARY WORK ARE RESPONSIBILITY OF THE CONTRACTOR.
17. DISPOSE OF SURPLUS MATERIAL OFF SITE AT APPROVED LOCATION.
18. IMPLEMENT SOIL AND WATER MANAGEMENT PROCEDURES TO AVOID EROSION, CONTAMINATION AND SEDIMENTATION OF SITE, SURROUNDING AREAS AND DRAINAGE SYSTEMS IN ACCORDANCE WITH MANAGING URBAN STORMWATERSOLTS AND CONSTRUCTION.
19. OBTAIN REQUIREMENTS FOR ADJOINING ELEMENTS TO BE FIXED TO OR SUPPORTED ON WORK AND PROVIDE FOR REQUIRED FIXINGS. DRAWINGS DO NOT SHOW DETAILS OF ALL FIXTURES, INSERTS, SLEEVES, RECESSES OR OPENINGS ETC REQUIRED. PROVIDE FOR TEMPORARY SUPPORT OF ADJOINING ELEMENTS DURING CONSTRUCTION.
20. MAKE GOOD ANY DAMAGE TO EXISTING ELEMENTS PRIOR TO COMPLETION OF WORKS.
21. WHERE NEW WORK ABUTS EXISTING PROVIDE SMOOTH TRANSITION FREE OF ABRUPT CHANGES.
22. HAVE TESTING PERFORMED BY AN INDEPENDENT NATA (NATIONAL ASSOCIATION OF TESTING AUTHORITIES) ACCREDITED AUTHORITY AND PROVIDE TEST REPORTS TO SUPERINTENDENT.
23. SEPARATE METALS FROM INCOMPATIBLE MATERIALS (I.E. GALVANISED AND UNGALVANISED STEEL, TREATED TIMBER AND STEEL ETC) BY CONCEALED LAYERS OF SUITABLE INERT MATERIALS OF SUITABLE THICKNESS. USE PLASTIC SLEEVES AND WASHERS FOR BOLTS ETC.
24. BUILD FABRICATE AND PROCURE ONLY FROM DRAWING 'ISSUED FOR CONSTRUCTION'.
25. KEEP ON SITE A COMPLETE SET OF CONTRACT DOCUMENTS (INCLUDING DRAWINGS AND SPECIFICATIONS) AND SITE INSTRUCTIONS.

SITE MANAGEMENT:

1. PROVIDE BARRIERS AROUND ALL CONSTRUCTION WORKS WITHIN THE PUBLIC DOMAIN TO PROVIDE SAFE ACCESS FOR PEDESTRIANS.
2. CONCRETE PUMPS AND CRANES ARE TO OPERATE FROM WITHIN THE DESIGNATED WORK AREA AND ARE NOT TO OPERATE FROM THE PUBLIC ROADWAY UNLESS SPECIFIC COUNCIL PERMISSION IS OBTAINED.
3. DELIVERY VEHICLES MUST NOT STAND WITHIN THE PUBLIC ROADWAY FOR MORE THAN 20 MINUTES AT A TIME.
4. TOILET FACILITIES MUST BE EITHER FLUSHING TYPE OR APPROVED PORTABLE CHEMICAL CLOSET. CHEMICAL CLOSETS ARE TO BE MAINTAINED AND SERVICES ON A REGULAR BASIS SO THAT OFFENSIVE ODOUR IS NOT EMITTED.
5. TRAFFIC MANAGEMENT MEASURES ARE REQUIRED TO BE IMPLEMENTED AND MAINTAINED DURING CONSTRUCTION IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE ROAD TRAFFIC CONTROL AT WORKSITES MANUAL AND AS1742, MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
6. PEDESTRIAN CONTROL MEASURES ARE REQUIRED TO BE IMPLEMENTED AND MAINTAINED DURING CONSTRUCTION IN ACCORDANCE WITH AS1742, MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

ENVIRONMENTAL SITE MANAGEMENT:

1. IMPLEMENT SOIL AND WATER MANAGEMENT PROCEDURES TO AVOID EROSION, CONTAMINATION AND SEDIMENTATION OF SITE, SURROUNDING AREAS AND DRAINAGE SYSTEMS IN ACCORDANCE WITH MANAGING URBAN STORMWATERSOLTS AND CONSTRUCTION (THE BLUE BOOK). REFER TO THE BLUE BOOK FOR STANDARD DRAWING "SD" REFERENCED IN THESE NOTES.
2. SEDIMENT AND EROSION CONTROLS MUST BE IN PLACE PRIOR TO THE COMMENCEMENT OF ANY EARTHWORKS OR DEMOLITION ACTIVITY. THE LOCATION OF SUCH DEVICES IS INDICATIVE ONLY AND FINAL POSITION SHOULD BE DETERMINED ON-SITE.
3. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT ALL MEASURES ARE TAKEN DURING THE COURSE OF CONSTRUCTION TO PREVENT SEDIMENT EROSION AND POLLUTION OF THE DOWNSTREAM SYSTEM. SUPERINTENDENT SHOULD BE CONTACTED IF IN DOUBT. ALL SEDIMENT CONTROL STRUCTURES TO BE INSPECTED AFTER EACH RAINFALL EVENT FOR STRUCTURAL DAMAGE AND ALL TRAPPED SEDIMENT TO BE REMOVED TO A NOMINATED SITE. A SEDIMENT FENCE IS TO BE PLACED DOWNSLOPE OF ALL STOCKPILES.
4. RETAIN ALL EXISTING GRASS COVER WHEREVER POSSIBLE. TOPSOIL FROM ALL AREAS THAT WILL BE DISTURBED ARE TO BE STRIPPED AND STOCKPILED AT THE NOMINATED SITE.
5. AREAS OR SITE REPAIRING ARE TO BE COMPLETED PROGRESSIVELY DURING THE WORKS AND STABILISED AS EARLY AS POSSIBLE. THE SUPERINTENDENT MAY DIRECT THE CONTRACTOR TO HAVE DISTURBED AREAS COMPLETED AND STABILISED DURING THE COURSE OF THE WORKS. NOTWITHSTANDING ALL DISTURBED AREAS ARE TO BE SEEDED AND FERTILISED WITHIN 14 DAYS OF EXPOSURE.
6. ALL EXISTING TREES TO BE RETAINED UNLESS SHOWN OTHERWISE ON APPROVED DRAWINGS. TREES RETAINED ARE TO BE PROTECTED WITH A HIGH VISIBILITY FENCE, PLUS FLAGGING TO INDIVIDUAL TREES AS NECESSARY.
7. INSTALL TEMPORARY SEDIMENT BARRIERS TO ALL INLET PITS LIKELY TO COLLECT SILT LADEN WATER UNTIL SURROUNDING AREAS ARE PAVED OR REVEGETATED. GRAVEL OR GEOTEXTILE INLET FILTERS TO BE IN ACCORDANCE WITH STANDARD DRAWING S06-11 AND S06-12.
8. ALL SILT FENCES AND BARRIERS ARE TO BE MAINTAINED IN GOOD ORDER AND REGULARLY DESIGNED DURING THE CONSTRUCTION PERIOD. SILT FENCES TO STANDARD DRAWINGS S06-8 OR S06-9.
9. STOCKPILES OF LOOSE MATERIALS SUCH A SAND, SOIL AND GRAVEL MUST BE COVERED WITH GEOTEXTILE, PLASTIC SHEETING OR PLANKING OR COVERED WITH GEOTEXTILE AND GRAVEL. MUST BE USED TO ISOLATE STOCKPILES OF SOIL MATERIALS SUCH AS STEEL REINFORCING.
10. WASTE MATERIALS ARE TO BE STOCKPILED OR LOADED INTO SKIP BINS LOCATED ON SITE AS SHOWN ON PLAN OR IF NOT SHOWN AT A LOCATION APPROVED BY THE SUPERINTENDENT.
11. NO MORE THAN 150m OF TRENCHING IS TO BE OPEN AT ANY ONE TIME. IMMEDIATELY AFTER TRENCH BACKFILLING AND BACKFILLING OF TRENCHES, FILTERS ACROSS EACH TRENCH AT MAXIMUM 200m INTERVALS. FILTERS TO REMAIN IN PLACE UNTIL REVEGETATION HAS OCCURRED.
12. ALL VEHICLES LEAVING THE SITE MUST PASS OVER A STABILISED SITE ACCESS BALLAST AREA (SIMILAR TO STANDARD DRAWING S06-14) TO SHAKE OFF SITE CLAY AND SOIL. IF NECESSARY WHEELS AND AXLES ARE TO BE HOSED DOWN. BALLAST IS TO BE MAINTAINED AND REPLACED AS NECESSARY DURING THE CONSTRUCTION PERIOD.
13. THE HEAD CONTRACTOR IS TO INFORM ALL SITE STAFF AND SUB-CONTRACTORS OR THEIR OBLIGATIONS UNDER THE EROSION AND SEDIMENT CONTROL PLAN.
14. ANY SEDIMENT DEPOSITED ON THE PUBLIC WAY, INCLUDING FOOTPATH RESERVE AND ROAD SURFACE IS TO BE REMOVED IMMEDIATELY.
15. TRUCKS REMOVING EXCAVATED/DEMOLISHED MATERIAL SHOULD TRAVEL ON STABILISED CONSTRUCTION PATHS. MATERIAL ARE TO BE TAKEN TO THE TRUCKS TO REDUCE TRUCK MOVEMENTS ON-SITE. TRUCKS TO BE LIMITED TO SINGLE UNIT HEAVY RIGID VEHICLES (NO SEMI-TRAILERS).
16. DURING TRENCH EXCAVATION ALL SPILL MUST BE MOUND ON THE UPHILL SIDE OF TRENCHES AND REMOVED BY PLACEMENT IS COMPLY WITH THE SUPERINTENDENT REQUIREMENT.
17. DIVERSION BANKS SHOULD BE CONSTRUCTED BY MOUNDING STRIPPED TOPSOIL (MIN HEIGHT 500mm) WHERE DIRECTED. MATERIAL TO BE RESPAID ON FOOTPATHS AFTER FINAL TRIMMING.
18. UNDISTURBED BUFFER ZONE AREAS ARE TO BE CLOSED TO ALL TRAFFIC MOVEMENTS UNLESS OTHERWISE APPROVED BY THE SUPERINTENDENT.

EARTHWORKS:

1. EARTHWORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH THE DRAWINGS AND ANY GEOTECHNICAL ENGINEERS RECOMMENDATIONS. THE DESIGN AS DETAILED ON THESE DRAWINGS ASSUMES A PROPERLY PREPARED UNIFORM AND STABLE SUBGRADE.
2. THE DRAWINGS SHOULD BE READ IN CONJUNCTION WITH ANY GEOTECHNICAL REPORT PREPARED FOR THE WORKS.
3. STRIP OFF ALL VEGETATION, RUBBISH AND TOPSOIL CONTAINING ORGANIC OR ROOT MATTER FROM THE AREA OF THE WORKS AND REMOVE FROM SITE/STOCKPILE FOR RE-USE.
4. PRIOR TO ANY FILLING, THE EXPOSED SUBGRADE SHALL BE PROOF ROLLED WITH A MINIMUM OF 10 PASSES OF A 5 TONNE (MIN) DEAD WEIGHT VIBRATING ROLLER IN THE PRESENCE OF THE SUPERINTENDENT OR GEOTECHNICAL ENGINEER AND ANY SOFT OR YIELDING MATERIALS REMOVED AND REPLACED WITH APPROVED FILLING COMPACTED AS HEREINAFTER SPECIFIED.
5. FILL SHALL BE SOUND WELL GRADED MATERIAL WITH A HIGH GRANULAR CONTENT AND SHALL BE THE BEST OF EXCAVATED MATERIALS FROM THE SITE, OR APPROVED SOUND IMPORTED MATERIAL FREE OF RUBBISH, PLASTIC CLAY OR LARGE PIECES THAT WOULD PRECLUDE COMPACTION.
6. FILL SHALL BE SPREAD IN LAYERS NOT EXCEEDING 200mm AND COMPACTED USING SUITABLE MECHANICAL EQUIPMENT AT OPTIMUM MOISTURE CONTENT $\pm 2\%$ TO LESS THAN BEST STANDARD MAXIMUM DRY DENSITY (SMD) IN ACCORDANCE WITH AS1289 – E11 UNLESS OTHERWISE NOTED OR INSTRUCTED BY THE GEOTECHNICAL ENGINEER.
7. DENSITY TESTING OF FILLING SHALL BE CARRIED OUT AT THE RATE NOMINATED BY THE GEOTECHNICAL ENGINEER AND SHALL BE UNDERTAKEN BY A NATA REGISTERED LABORATORY. ALL TESTING WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.
8. THE CONTRACTOR SHALL PROGRAM AND UNDERTAKE THE EARTHWORKS OPERATIONS SUCH THAT WORKING AREAS ARE ADEQUATELY GRADED DURING CONSTRUCTION. THE SURFACE SHALL BE GRADED AND SEALED OFF TO REMOVE DEPRESSIONS WHICH WOULD ALLOW WATER TO POND AND PENETRATE THE UNDERLYING MATERIAL. ANY DAMAGE RESULTING FROM FAILURE TO COMPLY WITH THESE REQUIREMENTS SHALL BE RECTIFIED AT THE CONTRACTORS EXPENSE.

CONCRETE:

1. ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH AS 3600 AND AS 3610. CURRENT EDITIONS WITH AMENDMENTS, EXCEPT WHERE VARIED BY THE CONTRACT DOCUMENTS.
2. ALL CEMENT TO BE TYPE GP, GENERAL PURPOSE CEMENT IN ACCORDANCE WITH AS3972
3. PRECAST CONTROL TESTING SHALL BE CARRIED OUT IN ACCORDANCE WITH AS 3600
4. DETAILS OF THE PROPOSED MIX ARE TO BE SUBMITTED & APPROVAL OBTAINED PRIOR TO POURING ANY CONCRETE.
5. NO ADMIXTURES SHALL BE USED IN CONCRETE UNLESS APPROVED IN WRITING.
6. MINIMUM CLASH COVER TO ALL REINFORCEMENT SHALL BE AS FOLLOWS UNLESS SHOWN OTHERWISE:

ELEMENT	STRENGTH GRADE (MPa)	SUMP (mm)	MAX AGGREG. SIZE (mm)	CAST AGAINST GROUND (mm)	CAST IN FORMS AND NOT EXPOSED (mm)	CAST IN FORMS AND EXPOSED (mm)
ROUNDOABOUT APRON	40	80	20	50	50	50
SPLUTTER ISLANDS	20	80	20	50	50	50
PITS	20	80	20	50	50	50

7. CONCRETE SIZES/DIMENSIONS SHOWN DO NOT INCLUDE THE THICKNESS OF ANY APPLIED FINISHES. NO FINISH THAT DECREASES COVER IS PERMITTED WITHOUT THE WRITTEN APPROVAL OF THE SUPERINTENDENT/ENGINEER.
8. MAINTAIN COVER TO REINFORCEMENT AT CHAMBERS, DRIP GROOVED, REGLETS ETC
9. NO HOLES, CHASES, BLOCKOUT, DUCTS OR EMBEDMENT OF PIPES OTHER THAN THOSE SHOWN ON THE DRAWINGS SHALL BE MADE IN CONCRETE MEMBERS WITHOUT THE PRIOR WRITTEN APPROVAL OF THE SUPERINTENDENT/ENGINEER.
10. CONSTRUCTION JOINTS WHERE NOT SHOWN SHALL BE LOCATED TO THE APPROVAL OF THE SUPERINTENDENT/ENGINEER.
11. ALL CONCRETE MEMBERS SHALL BE MECHANICALLY VIBRATED TO ACHIEVE A DENSE HOMOGENEOUS MASS, COMPLETELY FILLING THE FORMWORK AND THOROUGHLY EMBEDDING THE REINFORCEMENT AND FREE OF STONE POCKETS.
12. CURING OF ALL CONCRETE IS TO BE ACHIEVED BY KEEPING SURFACES CONTINUOUSLY WET FOR A PERIOD OF THREE DAYS, AND THE PREVENTION OF LOSS OF MOISTURE FOR A TOTAL OF 7 DAYS FOLLOWED BY A GRADUAL DRYING OUT.
13. CONSTRUCTION SUPPORT PROPPING IS TO BE LEFT IN PLACE WHERE NEEDED TO AVOID OVERSTRESSING THE STRUCTURE DUE TO CONSTRUCTION LOADING.
14. ALL CONCRETE SHALL BE PLACED IN SUCH A MANNER SO AS TO AVOID SEGREGATION OR LOSS OF MATERIALS.
15. UNDER NO CIRCUMSTANCES SHALL EXCESS CONCRETE BE DISPOSED OF ON-SITE. ALL EXCESS CONCRETE MUST BE CARTED FROM SITE AND DISPOSED OF IN AN APPROPRIATE MANNER.
16. WATER USED FOR FLUSHING CHUTES AND FOR CLEANING OF CONCRETE TRUCKS AND EQUIPMENT MUST BE DISCHARGED IN AN AREA DESIGNATED FOR THAT PURPOSE AND WHICH HAS EROSION AND SEDIMENT CONTROL MEASURES IN PLACE.

REINFORCEMENT:

1. REINFORCEMENT SYMBOLS:
 - R DENOTES GRADE 250 R HOT ROLLED PLAIN BARS TO AS1302
 - F DENOTES GRADE 450 F HARD-DRAWN WIRE REINFORCING FABRIC TO AS1304
 - W DENOTES GRADE 450 W HARD-DRAWN WIRE TO AS1303
 - N DENOTES DEFORMED BAR NORMAL DUCTILITY TO AS/NZS 4671 GRADE D500N
 - L DENOTES DEFORMED BAR LOW DUCTILITY TO AS/NZS 4671 GRADE D500L
 - RN DENOTES RECTANGULAR WIRE MESH NORMAL DUCTILITY TO AS/NZS 4671
 - RL DENOTES RECTANGULAR WIRE MESH LOW DUCTILITY
 - SN DENOTES SQUARE WIRE MESH NORMAL DUCTILITY
 - SL DENOTES SQUARE WIRE MESH LOW DUCTILITY TO AS/NZS 4671
2. REINFORCEMENT IS REPRESENTED DIAGRAMMATICALLY AND NOT NECESSARILY IN TRUE PROJECTION.
3. SPLICES IN REINFORCEMENT SHALL BE MADE ONLY IN POSITIONS SHOWN OR OTHERWISE APPROVED IN WRITING BY THE ENGINEER.
4. LAPS SHALL BE IN ACCORDANCE WITH AS 3600 AND NOT LESS THAN THE DEVELOPMENT LENGTH FOR EACH BAR.
5. WELDING OF REINFORCEMENT SHALL NOT BE PERMITTED UNLESS SHOWN ON THE DRAWINGS OR APPROVED BY THE SUPERINTENDENT.
6. MINIMUM FABRIC LAP SHALL BE TWO TRANSVERSE WIRES PLUS 50mm, WHERE FABRIC LAPS, SHEETS TO HAVE MAXIMUM 2 LAYERS AT ANY POINT, CUT BACK FABRIC AT CORNERS AS REQUIRED.
7. WHERE TRANSVERSE THE BARS ARE NOT SHOWN PROVIDE N12-400 SPACED WHERE NECESSARY AND LAP WITH MAIN BARS UNLESS NOTED.
8. ALL REINFORCEMENT SHALL BE FIRMLY SUPPORTED ON MILD STEEL PLASTIC TYPED CHAIRS, PLASTIC BAR CHAIRS OR CONCRETE CHAIRS AND NOT GREATER THAN 1 METRE CENTRES BOTH WAYS (800 EACH WAY FOR FABRIC).
9. ALL RE-ENTRANT CORNERS TO HAVE 600 x 600mm N12 L-BARS TIED TO EACH LAYER OF MESH

FORMWORK:

1. RESPONSIBILITY FOR DESIGN, CERTIFICATION, CONSTRUCTION AND PERFORMANCE OF FORMWORK AND FALSEWORK LIES WITH CONTRACTOR.
2. DO NOT SUPPORT OR RESTRAIN FORMWORK ON PERMANENT WORKS WITHOUT SUPERINTENDENTS WRITTEN APPROVAL.
3. CONSTRUCT FORMWORK TO COMPLY WITH AS3610 AND CLAUSE 19.6.2 OF AS3600 WHERE THIS IS MORE STRINGENT SO CONCRETE WILL HAVE DIMENSIONS, SHAPE, LOCATION AND FINISH SPECIFIED. PROVIDE OPENINGS OR REMOVABLE PANELS FOR INSPECTION AND CLEANING. APPLY RELEASE AGENT COMPATIBLE WITH CONTACT SURFACES TO INTERIOR OR FORMWORK (EXCEPT WHERE CONCRETE IS TO RECEIVE AND APPLIED FINISH FOR WHICH THERE IS NO COMPATIBLE RELEASE AGENT), WHERE NECESSARY CLEAN REINFORCEMENT TO REMOVE TRACES OF RELEASE AGENT. SEAL JOINT BETWEEN FORMWORK PANELS, AND TO HARDENED CONCRETE WITH FLEXIBLE RUBBER STRIP. SET OUT FORMWORK TO GIVE A REGULAR ARRANGEMENT OF PANELS, JOINT, BOLT HOLES ETC.
4. DO NOT USE FORMWORK HARDWARE THAT FORMS A COMPLETE HOLE THROUGH CONCRETE ELEMENTS. DO NOT USE REINFORCEMENT TO SUPPORT FORMWORK.
5. PROVIDE HOLES IN REBATE FORMERS ETC AS REQUIRED TO PREVENT AIR ENTRAPMENT.
6. CONSTRUCTION TOLERANCES TO BE TO AS3610.
7. STRIP FORMWORK TO AS3600 CLAUSE 19.6. REMOVE FROM THE BOLTS WITHOUT DAMAGING CONCRETE. PARTS OF BOLTS LEFT IN CONCRETE MUST NOT INTRUDE INTO COVER CONCRETE. FLUSH FILL HOLES USING PRE-MIXED NON-SHRINK CEMENTITIOUS REPAIR MORTAR MATCHING CONCRETE SURFACE COLOUR, STRENGTH AND DURABILITY AND ADEQUATE BOND.

STORMWATER DRAINAGE


1. ALL STORMWATER WORKS SHALL BE UNDERTAKEN IN ACCORDANCE WITH AS3500.3.
2. THE CONTRACTOR IS TO VERIFY THE LOCATION AND LEVEL OF ALL EXISTING SERVICES PRIOR TO THE COMMENCEMENT OF ANY EXCAVATION.
3. THE CONTRACTOR SHALL CONFIRM ALL INVERTS AND GRADES PRIOR TO CONSTRUCTION.
4. MATERIAL TO BE USED FOR BEDDING OF PIPES SHALL BE APPROVED NON-COHESSIVE GRANULAR MATERIAL HAVING HIGH PERMEABILITY AND HIGH STABILITY WHEN SATURATED AND FREE OF ORGANIC AND CLAY MATERIAL.
5. WHERE TRENCHES ARE IN ROCK, THE PIPE SHALL BE BEDDED ON A MINIMUM 50mm CONCRETE BED (OR 750mm THICK BED) AND THE UNDER THE BARREL OF THE PIPE. THE PIPE COLLAR AT NO POINT SHALL BEAR ON THE ROCK.
6. BEDDING SHALL BE TYPE HS2 UNDER STANDARDS AND H2 IN ALL OTHER AREAS IN ACCORDANCE WITH CURRENT INDUSTRY STANDARDS AND GUIDELINES.
7. PROVIDE MIN 300mm COVER TO PIPES NOT SUBJECT TO VEHICULAR LOADING TO AREAS WITHOUT PAVEMENT AND 500mm COVER IN AREAS SUBJECT TO VEHICULAR LOADING.
8. PROVIDE SEPARATION BETWEEN SERVICES IN ACCORDANCE WITH AS 3500.
9. COVERS: USE HOT DIPPED GALVANISED COVERS AND GRATES COMPLYING WITH RELEVANT AUSTRALIAN STANDARDS. UNLESS DETAILLED OR SPECIFIED OTHERWISE COVERS AND GRATES TO BE CLASS "C" IN VEHICULAR PAVEMENTS AND CLASS "B" ELSEWHERE.
10. ALL PIPE BENDS, JUNCTIONS ETC ARE TO BE PROVIDED USING PURPOSE MADE FITTINGS OR STORMWATER PITS.
11. THE CONTRACTOR SHALL SUPPLY AND INSTALL ALL FITTINGS AND SPECIALS INCLUDING VARIOUS PIPE ADAPTORS TO ENSURE PROPER CONNECTION BETWEEN DISSIMILAR SIZES.
12. PIT DIMENSIONS SHALL BE IN ACCORDANCE WITH AS3500.3 TABLE 8.2. ALL BASES OR PITS TO BE BENCH TO HALF PIPE DEPTH.
13. ALL CONNECTIONS TO EXISTING DRAINAGE PITS SHALL BE MADE IN A TRADESMAN-LIKE MANNER AND THE INTERNAL WALL OF THE PIT AT THE PIPE PENETRATION CEMENT RENDERED TO ENSURE A SMOOTH FINISH.
14. PITS GREATER THAN 1.2m DEEP ARE TO BE FITTED WITH STEP IRONS.
15. ALL PIPES SHALL BE RUBBER RING JOINTED UNLESS NOTED OTHERWISE. FOR PIPES LAID ON CURVES USE LONG PIPE WITH LONG JOINT PIPE SOCKETS.
16. THE CONTRACTOR SHALL PROTECT THE INTEGRITY OF ALL STORMWATER PIPE AND DRAINAGE STRUCTURES DURING CONSTRUCTION. ANY AND ALL DAMAGE AS A RESULT OF THE WORKS SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE SUPERINTENDENT AT FULL COST OF THE CONTRACTOR.

UNDERGROUND UTILITIES AND SERVICES:

1. TAKE CARE OF HAZARDS ASSOCIATED WITH BURIED, CONCEALED OR OVERHEAD SERVICES. TAKE PRECAUTIONS TO ESTABLISH LOCATION OF AND PROTECT EXISTING SERVICES AT THE SITE. SERVICES SHOWN ON DRAWING ARE IN APPROXIMATE LOCATIONS ONLY. SERVICES OTHER THAN THOSE SHOWN MAY EXIST ON SITE. MARK LOCATIONS OF SERVICES CLEARLY ON SITE, AND ON AS-BUILT DRAWINGS. HAND EXCAVATE WITHIN ONE METRE OF IN-GROUND SERVICES.
2. EXISTING UNDERGROUND SERVICES & UTILITIES HAVE BEEN IDENTIFIED IN THE AREA FROM A DIAL BEFORE YOU DIG SERVICES SEARCH. THE CONTRACTOR SHALL OBTAIN CURRENT "DIAL BEFORE YOU DIG" INFORMATION PRIOR TO COMMENCING EXCAVATIONS.
3. THE CONTRACTOR SHALL POTHOLE AND LOCATE ALL UNDERGROUND SERVICES PRIOR TO COMMENCEMENT ON SITE AND SHALL ENSURE THAT NO DAMAGE OCCURS TO THEM THROUGHOUT WORK UNDERTAKEN IN CONTRACT.

Shoalhaven Traffic Committee: 14th June 2022

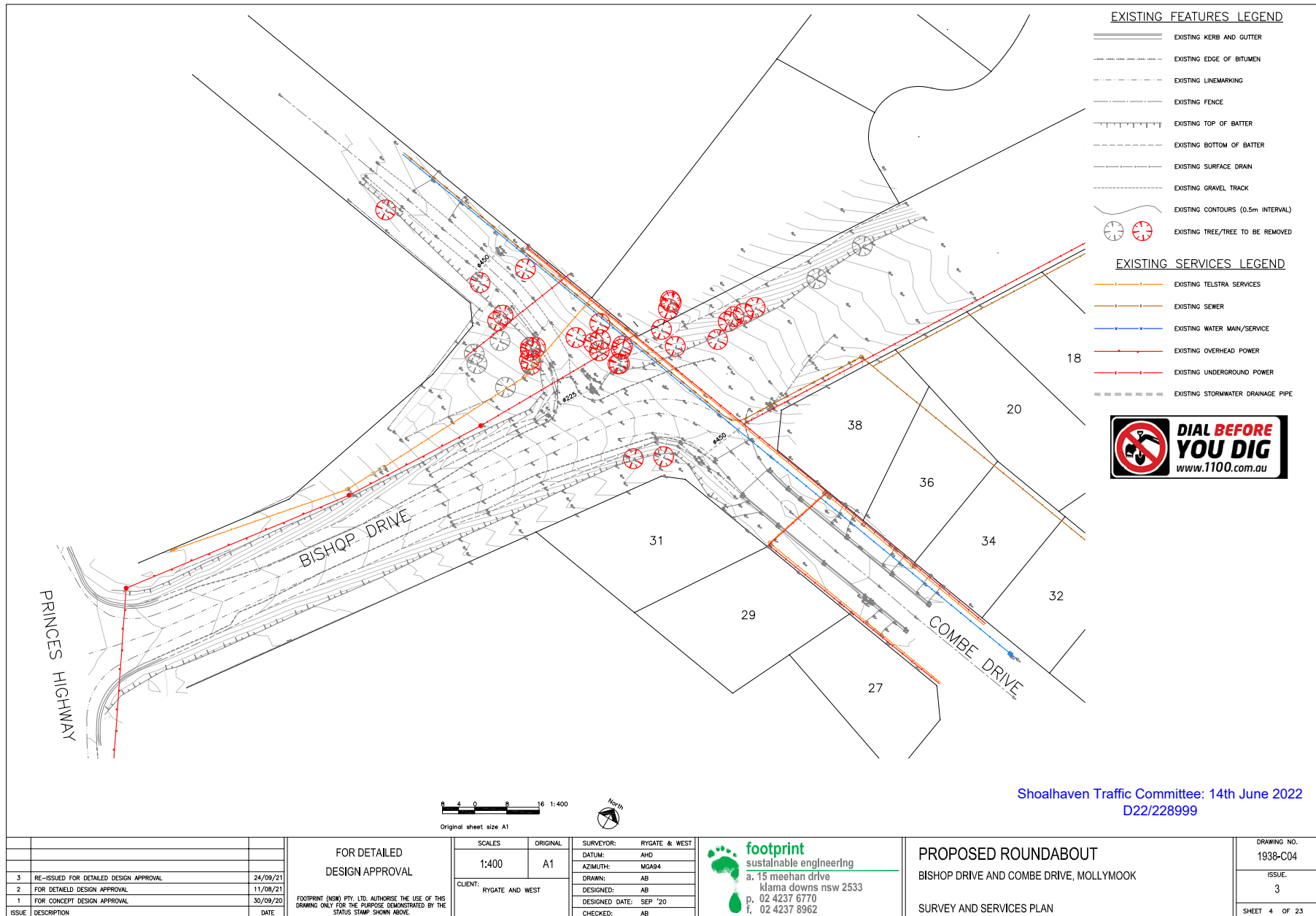
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			FOR DETAILED DESIGN APPROVAL	FOOTPRINT (NSW) PTY. LTD. AUTHORISE THE USE OF THIS DRAWING ONLY FOR THE PURPOSE DEMONSTRATED BY THE STATUS STAMP SHOWN ABOVE.	SCALES	ORIGINAL	SURVEYOR:	RYGATE & WEST	 footprint sustainable engineering a. 15 meehan drive klama downs nsw 2533 p. 02 4237 6770 f. 02 4237 8962	PROPOSED ROUNDOABOUT		DRAWING NO.	
						A1	DATUM:	AHD		BISHOP DRIVE AND COMBE DRIVE, MOLLYMOOK		1938-C02	
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3	RE-ISSUED FOR DETAILED DESIGN APPROVAL	24/09/21					DRAWN:	AB				3	
2	FOR DETAILED DESIGN APPROVAL	11/08/21					DESIGNED:	AB				SHEET 2 OF 23	
1	FOR CONCEPT DESIGN APPROVAL	30/09/20			DESIGNED DATE:	SEP '20							
ISSUE	DESCRIPTION	DATE			CHECKED:	AB							

FOOTPRINT (NSW) PTY. LTD. AUTHORISES THE USE OF THIS DRAWING ONLY FOR THE PURPOSE DEMONSTRATED BY THE STATUS STAMP SHOWN ABOVE.

GENERAL NOTES - SHEET 1 OF 2

TC22.24 - Attachment 1



GENERAL REQUIREMENTS

THE FOLLOWING EROSION AND SEDIMENT CONTROL PLAN (ESCP) HAS BEEN DEVELOPED IN GENERAL ACCORDANCE WITH LANDCOM (2004) – MANAGING URBAN STORMWATER: SOILS AND CONSTRUCTION, OTHERWISE KNOWN AS “THE BLUE BOOK”. THE CONTRACTOR SHALL BE AT ALL TIMES RESPONSIBLE FOR TAILORING THE EROSION AND SEDIMENT CONTROL PLAN TO SUIT SITE CONDITIONS. AS CONSTRUCTION PROGRESSES THE CONTRACTOR SHALL AMEND THE EROSION AND SEDIMENT CONTROL PLAN ACCORDINGLY. IT IS THE CONTRACTOR’S RESPONSIBILITY ALL TIMES TO ENSURE THAT THE EROSION AND SEDIMENT MANAGEMENT MEASURES COMPLY WITH THE REQUIREMENTS OF THE BLUE BOOK.

SITE ESTABLISHMENT

PRIOR TO THE COMMENCEMENT OF EARTHWORKS ON THE SITE THE FOLLOWING SHALL BE UNDERTAKEN AS A MINIMUM:

1. ERECT SAFETY FENCING WITH SIGNAGE CLEARLY INDICATING THAT THE SITE IS A CONSTRUCTION ZONE AND ACCESS IS RESTRICTED AS DEEMED NECESSARY.
2. ERECT CLEARLY VISIBLE BARRIER FENCING AT LOCATIONS SHOWN OR IF NOT SHOWN AT THE DISCRETION OF THE SITE SUPERINTENDENT TO ENSURE TRAFFIC IS CONTROLLED AND TO PROHIBIT UNNECESSARY SITE DISTURBANCE.
3. INSTALL STABILISED SITE ACCESS IN ACCORDANCE WITH STANDARD DRAWING SD6-14 AT EACH SITE ACCESS POINT TO PREVENT CONSTRUCTION EQUIPMENT FROM CARRYING SEDIMENT OFF THE SITE ONTO SURROUNDING ROADS.
4. INSTALL SEDIMENT AND EROSION CONTROL DEVICES IN ACCORDANCE WITH THE CONSTRUCTION DETAILS SPECIFIED IN THIS DRAWING SET AND/OR THE REQUIREMENTS OF THE ‘BLUE BOOK’.

CONSTRUCTION

5. TOPSOIL FROM ALL AREAS TO BE DISTURBED, SHALL BE STRIPPED PRIOR TO CONSTRUCTION OF ANY WORKS AND STOCKPILED AND LATER RESPREAD TO AND REVEGETATION IN LOCATIONS WHERE SHOWN ON THIS DRAWING. TOPSOIL SHALL BE STOCKPILED IN WINDROWS OUTSIDE OF MAJOR FLOW AREAS.
6. ALL DRAINAGE WORKS SHALL BE CONSTRUCTED AND STABILISED AS EARLY AS POSSIBLE DURING DEVELOPMENT.
7. ALL TAIL-OUT DRAINS SHALL BE GRASSED AND TRAPEZOIDAL IN SECTION. HAY BALES SHALL BE PLACED AS A SEDIMENTATION CONTROL DEVICE WHERE REQUIRED.
8. ALL DISTURBED AREAS SHALL BE REVEGETATED AS SOON AS THE RELEVANT WORKS ARE COMPLETED. TOPSOIL SHALL BE COMPOSTED AND COMPOSTED TO LANDSCAPE ARCHITECTS SPECIFICATIONS.
9. INLET FILTERS WILL BE INSTALLED WHERE SHOWN TO PREVENT WATER FROM DIRECTLY ENTERING THE PERMANENT DRAINAGE SYSTEM UNLESS IT IS RELATIVELY SEDIMENT FREE. IF THE LOCATION OF INLET FILTERS ARE NOT SHOWN ON THE PLAN THEIR LOCATION SHALL BE AT THE DISCRETION OF THE SUPERINTENDENT.

STOCKPILES

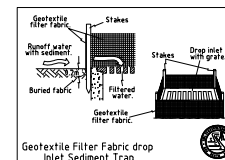
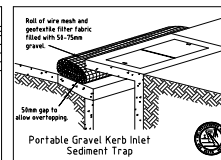
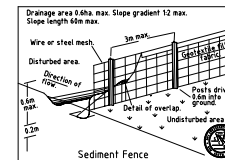
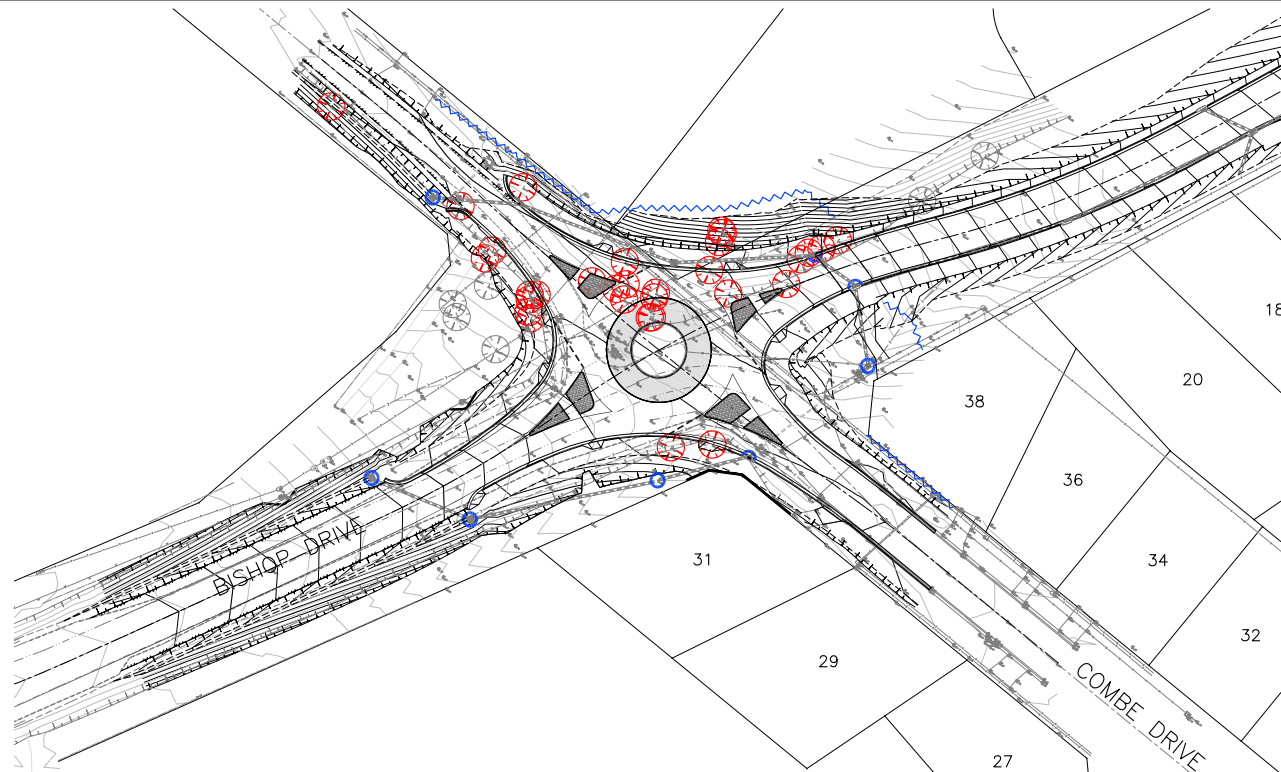
10. SOIL AND TOPSOIL STOCKPILES SHALL BE LOCATED NO CLOSER THAN 5m FROM EXISTING VEGETATION, CONCENTRATED WATER FLOW, ROADS AND HAZARD AREAS.
11. IF STOCKPILES ARE TO BE IN PLACE FOR LONGER THAN 10 DAYS THEN THEY SHALL BE STABILISED BY COVERING WITH MULCH OR WITH TEMPORARY VEGETATION.
12. STOCKPILES SHALL BE IN WINDROWS NO HIGHER THAN 2m HIGH AND SHALL HAVE BATTER SLOPES NO STEEPER THAN 1 IN 2. AN EARTH BANK SHALL BE INSTALLED ON THE UPSLOPE SIDE AND SEDIMENT FENCING SHALL BE INSTALLED ALONG THE LENGTH OF THE DOWNSLOPE SIDE ON ANY STOCKPILE.

MAINTENANCE

13. ALL SEDIMENT BASINS AND TRAPS SHALL BE CLEANED WHEN THE STRUCTURES ARE A MAXIMUM OF 60% FULL OF SOLID MATERIALS (INCLUDING DURING THE MAINTENANCE PERIOD) AND DISPOSED OF IN A MANNER THAT PREVENTS FURTHER POLLUTION OF THE SITE.
14. TEMPORARY SEDIMENT AND EROSION CONTROL DEVICES WILL BE RETAINED UNTIL AFTER THE LANDS THEY ARE PROTECTING, ARE COMPLETELY REHABILITATED.
15. THE CONTRACTOR WILL INSPECT THE SITE AT LEAST WEEKLY OR AFTER ANY STORM EVENT AND WILL:
 - ENSURE THAT DRAINS OPERATE PROPERLY AND TO EFFECT ANY NECESSARY REPAIRS;
 - REMOVE SPILLED SAND OR OTHER MATERIALS FROM HAZARD AREAS (E.G. LANDS CLOSER THAN FIVE METRES FROM AREAS OF LIKELY CONCENTRATED OR HIGH VELOCITY FLOWS ESPECIALLY DRAINS, WATERWAYS AND PAVED AREAS);
 - REMOVE TRAPPED SEDIMENT WHENEVER LESS THAN DESIGN CAPACITY REMAINS WITHIN THE STRUCTURE;
 - ENSURE REHABILITATED LANDS HAVE EFFECTIVELY REDUCED THE EROSION HAZARD AND TO INITIATE UPGRADING OR REPAIR AS APPROPRIATE;
 - CONSTRUCT ADDITIONAL EROSION AND/OR SEDIMENT CONTROL WORKS AS REQUIRED;
 - MAINTAIN EROSION AND SEDIMENT CONTROL MEASURES IN A FULLY FUNCTIONING CONDITION UNTIL ALL EARTHWORK ACTIVITIES ARE COMPLETED AND THE SITE IS REHABILITATED; AND
 - REMOVE TEMPORARY EROSION AND SEDIMENT CONTROL STRUCTURES AS THE LAST ACTIVITY IN THE REHABILITATION PROGRAM.
16. A SELF-AUDITING PROGRAM WILL BE ESTABLISHED BASED ON A CHECK SHEET. A SITE INSPECTION USING THE CHECK SHEET WILL BE MADE BY THE CONTRACTOR:
 - AT LEAST WEEKLY;
 - IMMEDIATELY BEFORE SITE CLOSURE;
 - IMMEDIATELY BEFORE FORECAST RAIN AND AFTER RAINFALL.
 ENTRIES WILL INCLUDE (BUT ARE NOT LIMITED TO):
 - a) THE VOLUME AND INTENSITY OF ANY RAINFALL EVENTS;
 - b) THE CONDITION AND MAINTENANCE OF ANY SOIL AND WATER MANAGEMENT PLAN WORKS;
 - c) THE CONDITION OF VEGETATION AND ANY NEED TO IRRIGATE;
 - d) THE NEED FOR DUST PREVENTION STRATEGIES; AND
 - e) ANY REMEDIAL WORKS TO BE UNDERTAKEN.
 A SIGNED DUPLICATE OF THE CHECK SHEET SHOULD BE FORWARDED TO THE PROJECT MANAGER WEEKLY FOR THEIR INFORMATION. ALL CHECK SHEETS SHOULD BE COLLATED, KEPT ON-SITE AND MADE AVAILABLE TO ANY AUTHORISED PERSON ON REQUEST.

SEQUENCE OF WORKS:

1. INSTALL SOIL AND WATER MANAGEMENT MEASURES AS DETAILED.
2. DEMOLITION AS REQUIRED
3. CONSTRUCT EARTHWORKS (AS REQUIRED)
4. CONSTRUCT DRAINAGE (AS REQUIRED)
5. CONSTRUCT ROADWORKS
6. REHABILITATE DISTURBED AREAS
7. REMOVE MANAGEMENT DEVICES ON SUCCESSFUL REHABILITATION.



LEGEND

- SEDIMENT FENCE
- PORTABLE GRAVEL KERB INLET SEDIMENT TRAP
- GEOTEXTILE FILTER FABRIC DROP INLET SEDIMENT TRAP

Shoalhaven Traffic Committee: 14th June 2022
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Original sheet size A1

1:400

A1

CLIENT: RYGATE AND WEST

SCALES	ORIGINAL
1:400	A1
SURVEYOR:	RYGATE & WEST
DATUM:	AHD
AZIMUTH:	LOCAL
DRAWN:	AB
DESIGNED:	AB
DESIGNED DATE:	SEP '20
CHECKED:	AB

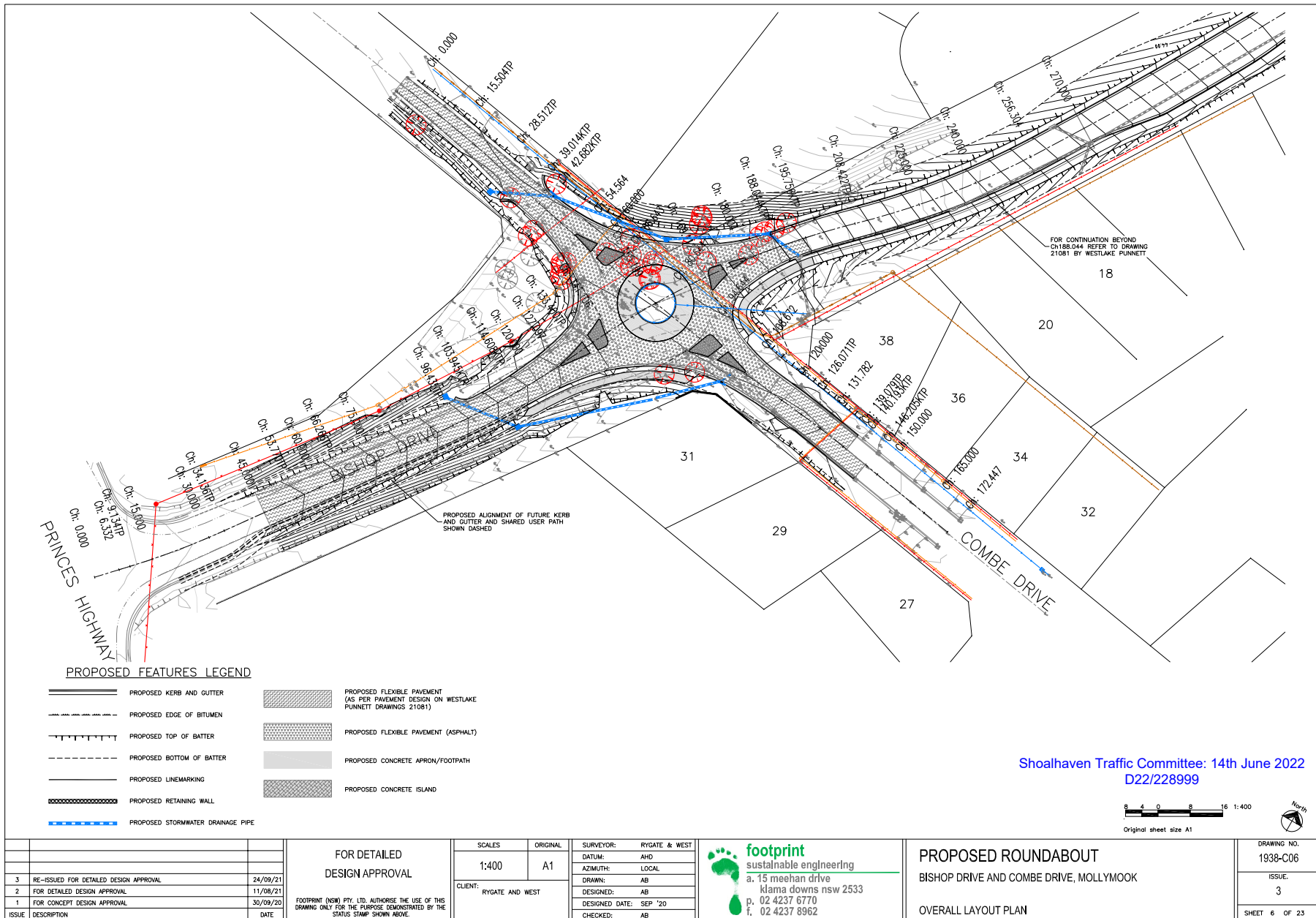
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f. 02 4237 8962

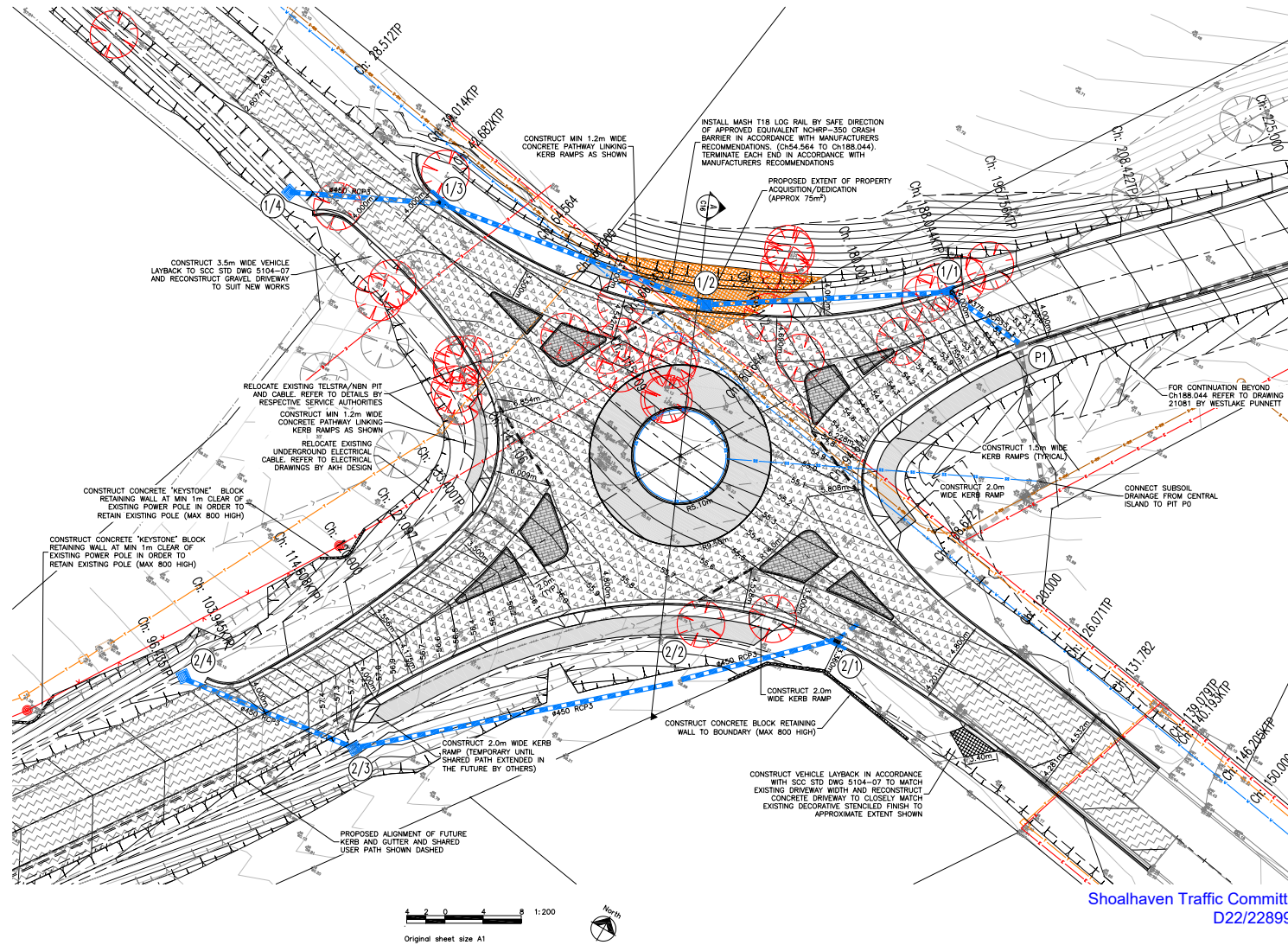
PROPOSED ROUNDABOUT

BISHOP DRIVE AND COMBE DRIVE, MOLLYMOOK


EROSION AND SEDIMENT CONTROL PLAN

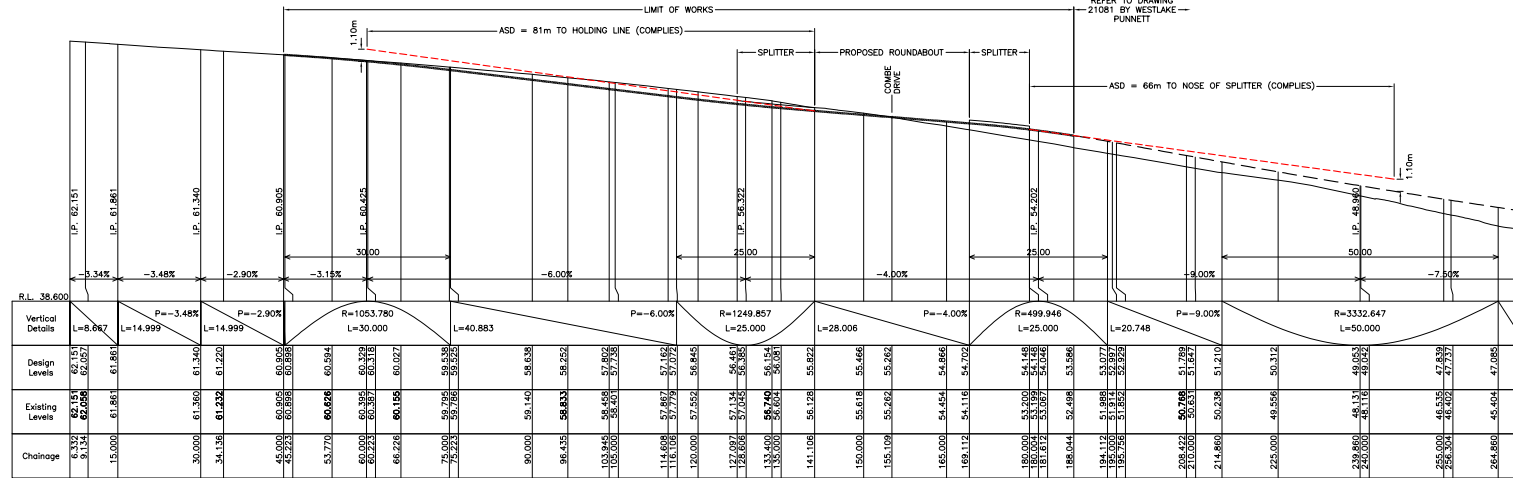
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ISSUE:	3
SHEET	5 OF 23





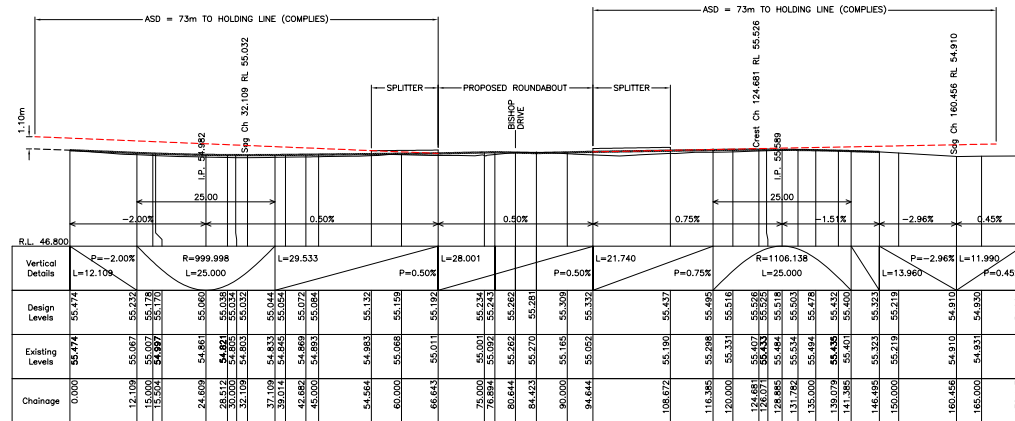
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										DRAWN: AB						
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BISHOP DRIVE CENTRELINE LONGITUDINAL SECTION

SCALE: H 1:400
V 1:200



COMBE DRIVE CENTRELINE LONGITUDINAL SECTION

SCALE: H 1:400
V 1:200

APPROACH SIGHT DISTANCE TABLE

LEG	V DESIGN (kph)	ASD	ADJUST FOR SLOPE	FINAL ASD
BISHOP NORTHBOUND	60	73m	+8m	81m
BISHOP SOUTHBOUND	90	73m	-7m	66m
COMBE EASTBOUND	60	73m	0m	73m
COMBE WESTBOUND	60	73m	0m	73m

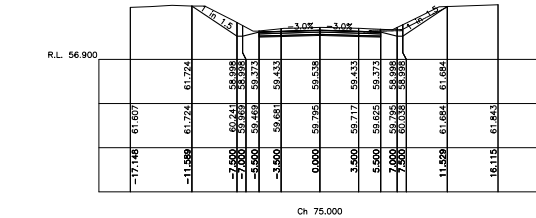
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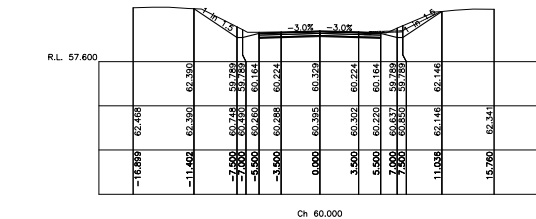
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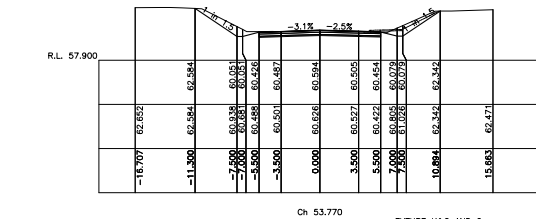
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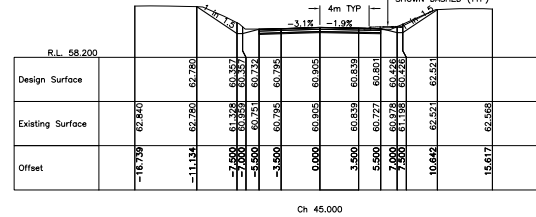
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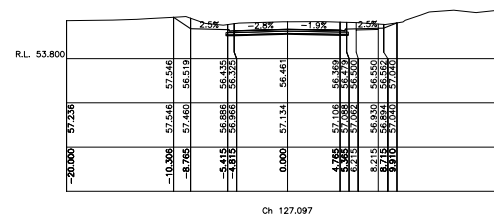
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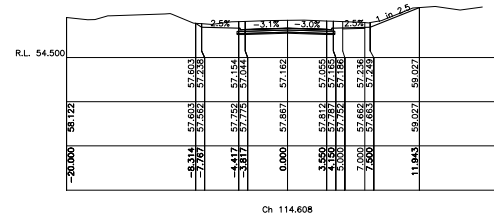
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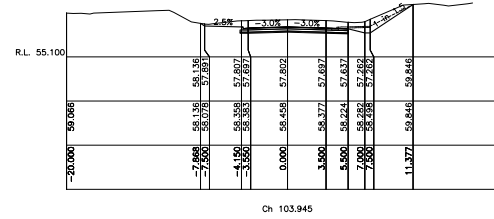
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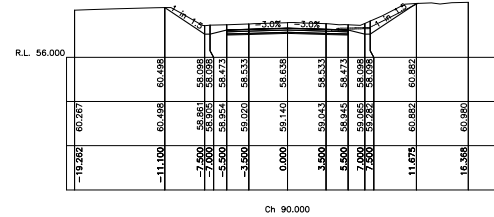
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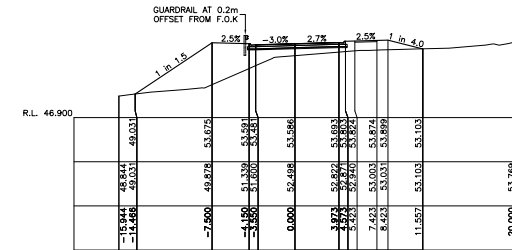
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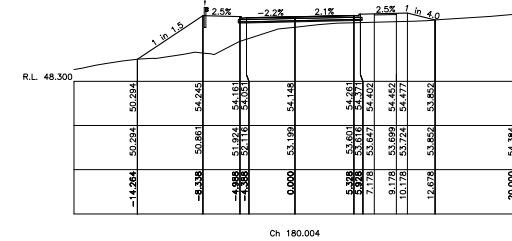
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Ch 90.000



Ch 188.044



Ch 180.004

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		CHECKED:	AB

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PROPOSED ROUNDABOUT

BISHOP DRIVE AND COMBE DRIVE, MOLLYMOOK

BISHOP DRIVE CROSS SECTIONS

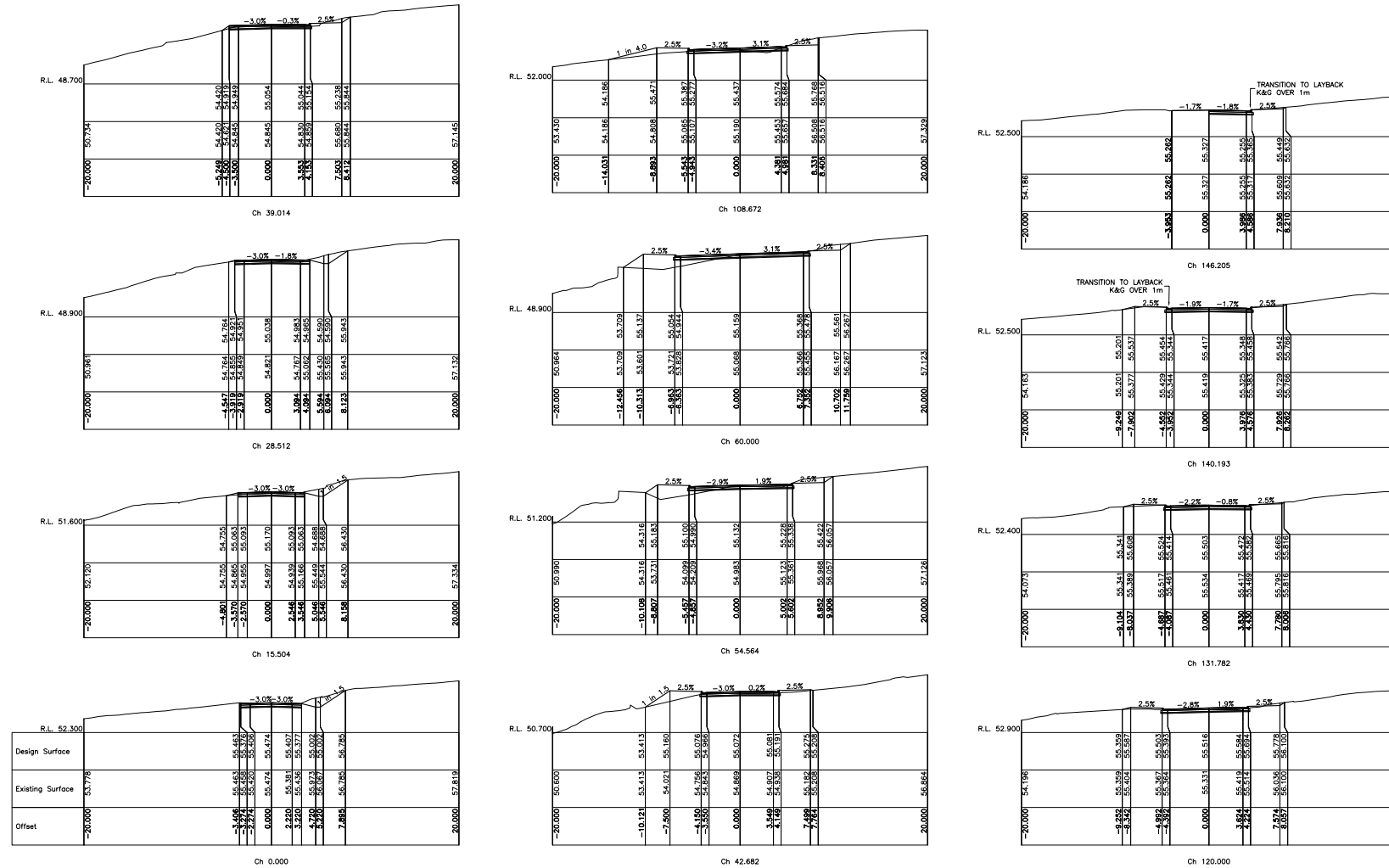
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1938-C09

ISSUE:
3

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TC22.24 - Attachment 1

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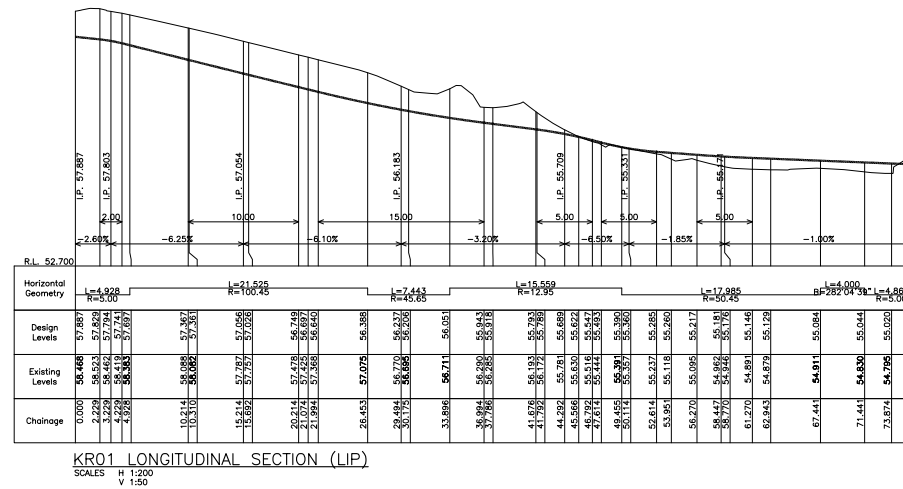
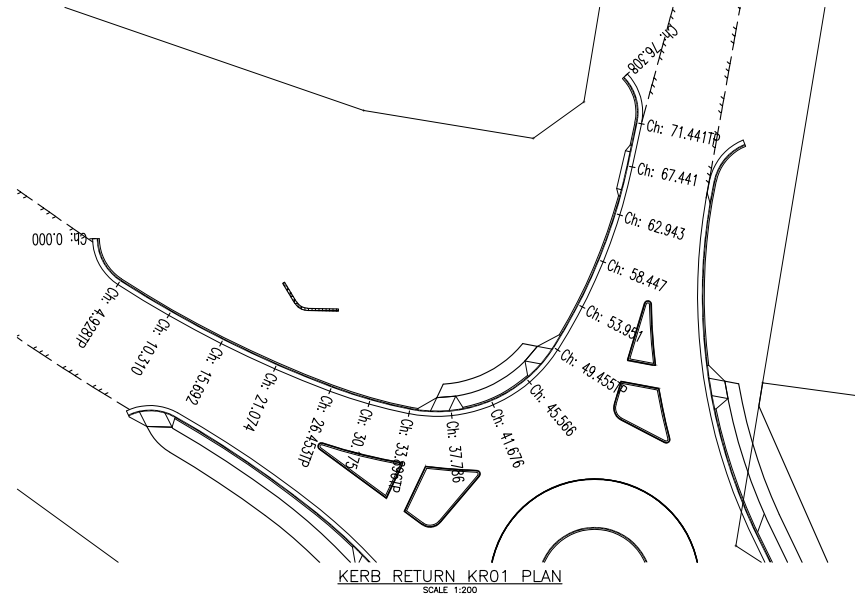
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AZIMUTH:	LOCAL	
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DESIGNED:	AB	
DESIGNED DATE:	SEP '20	
CHECKED:	AB	



PROPOSED ROUNDABOUT
BISHOP DRIVE AND COMBE DRIVE, MOLLYMOOK
COMBE DRIVE CROSS SECTIONS

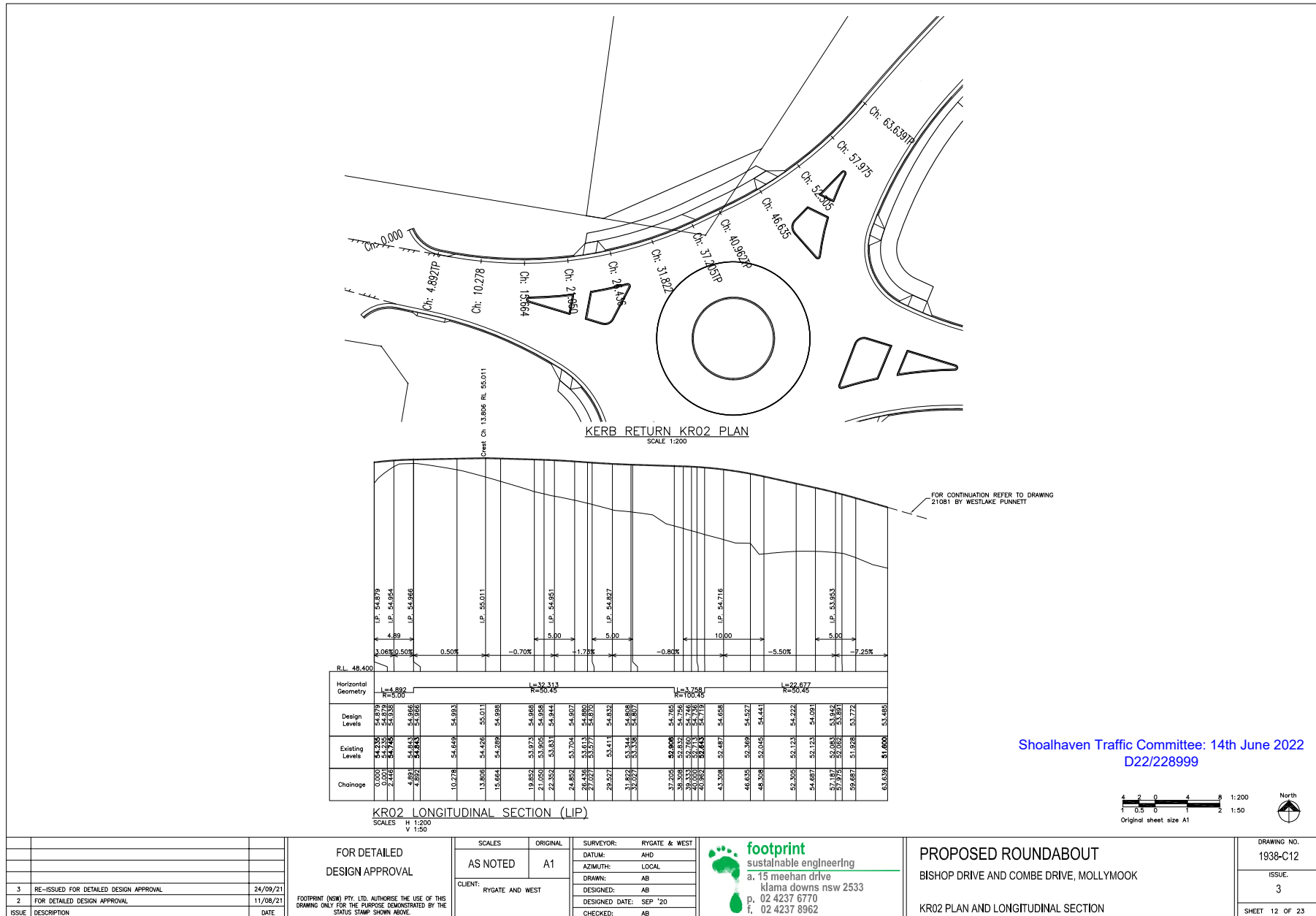
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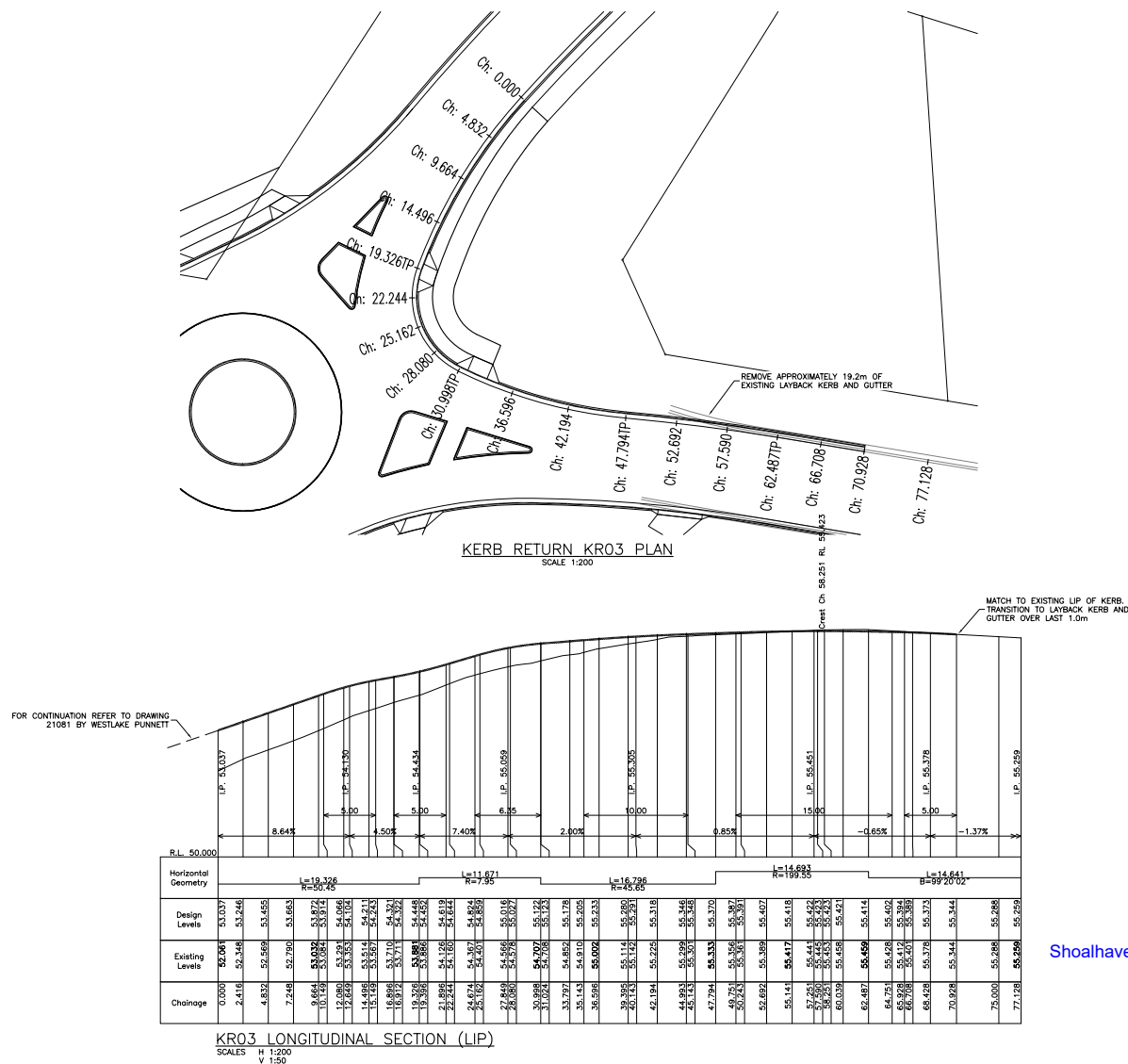


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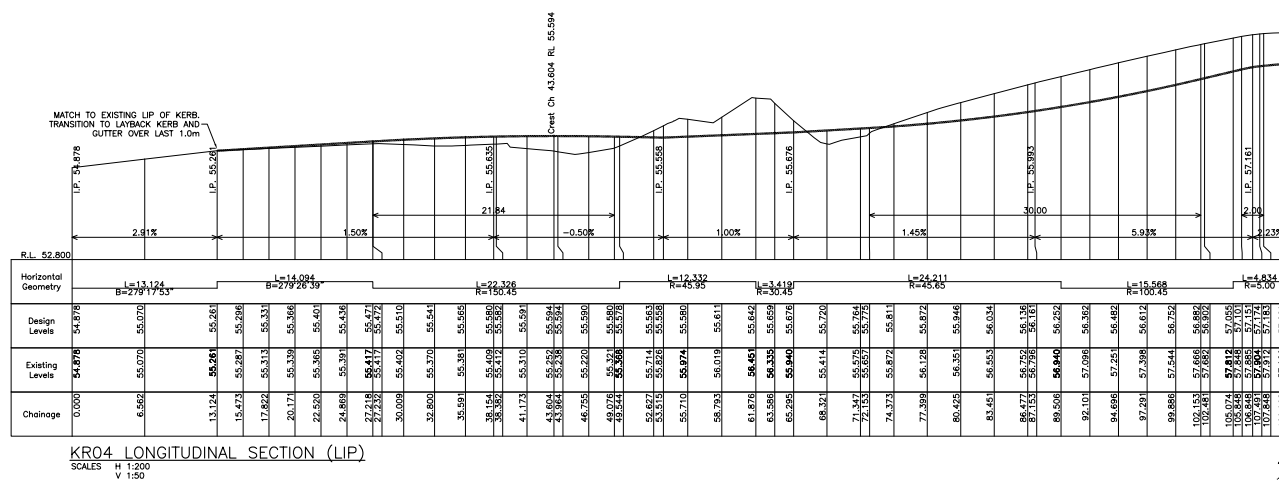
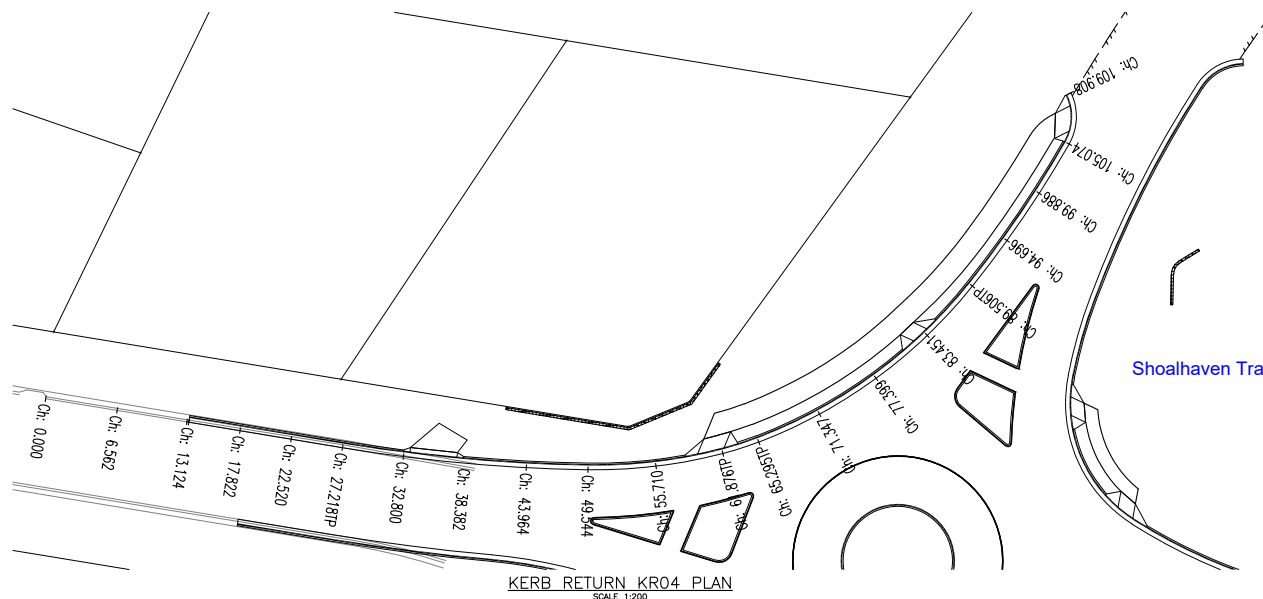
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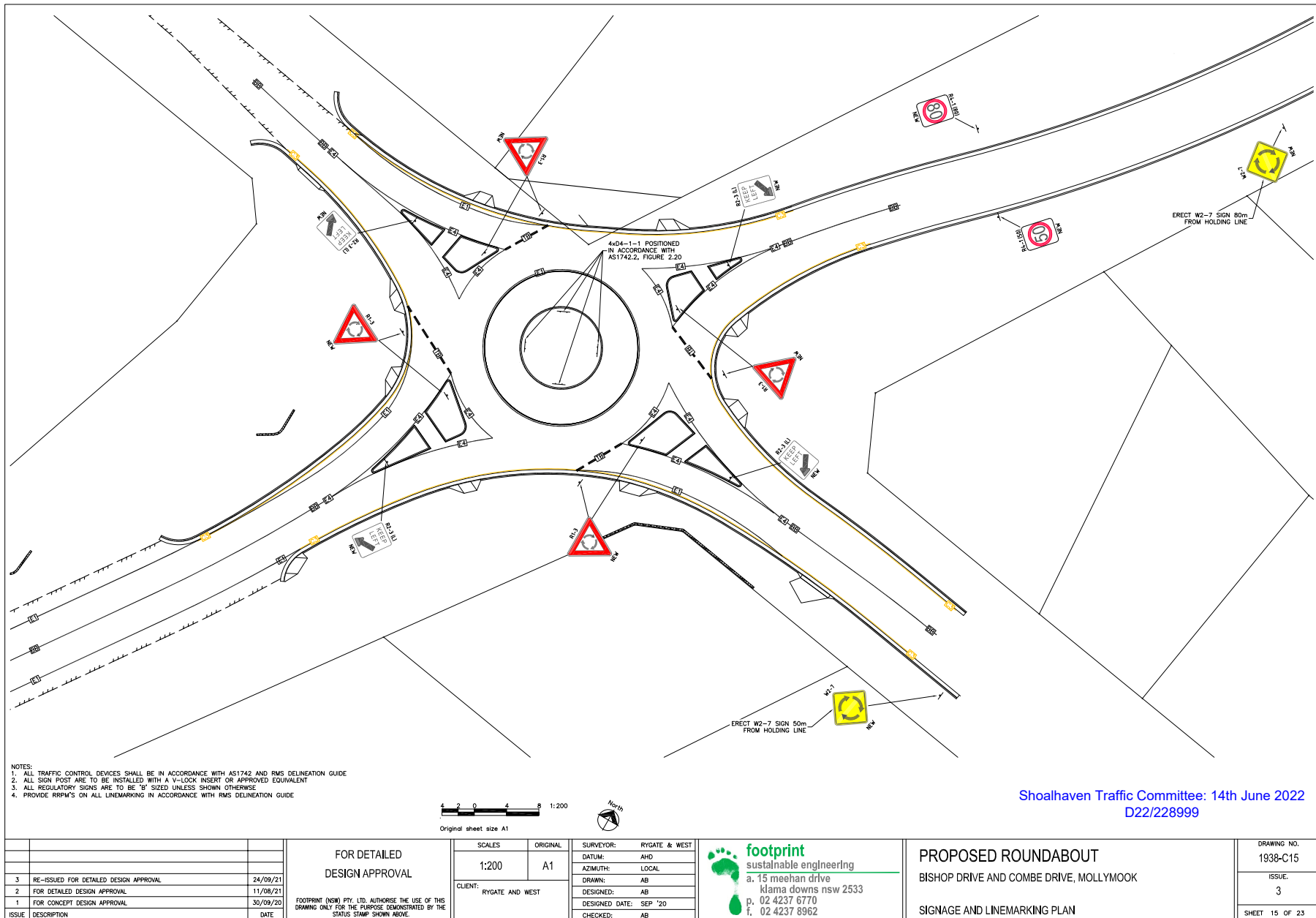


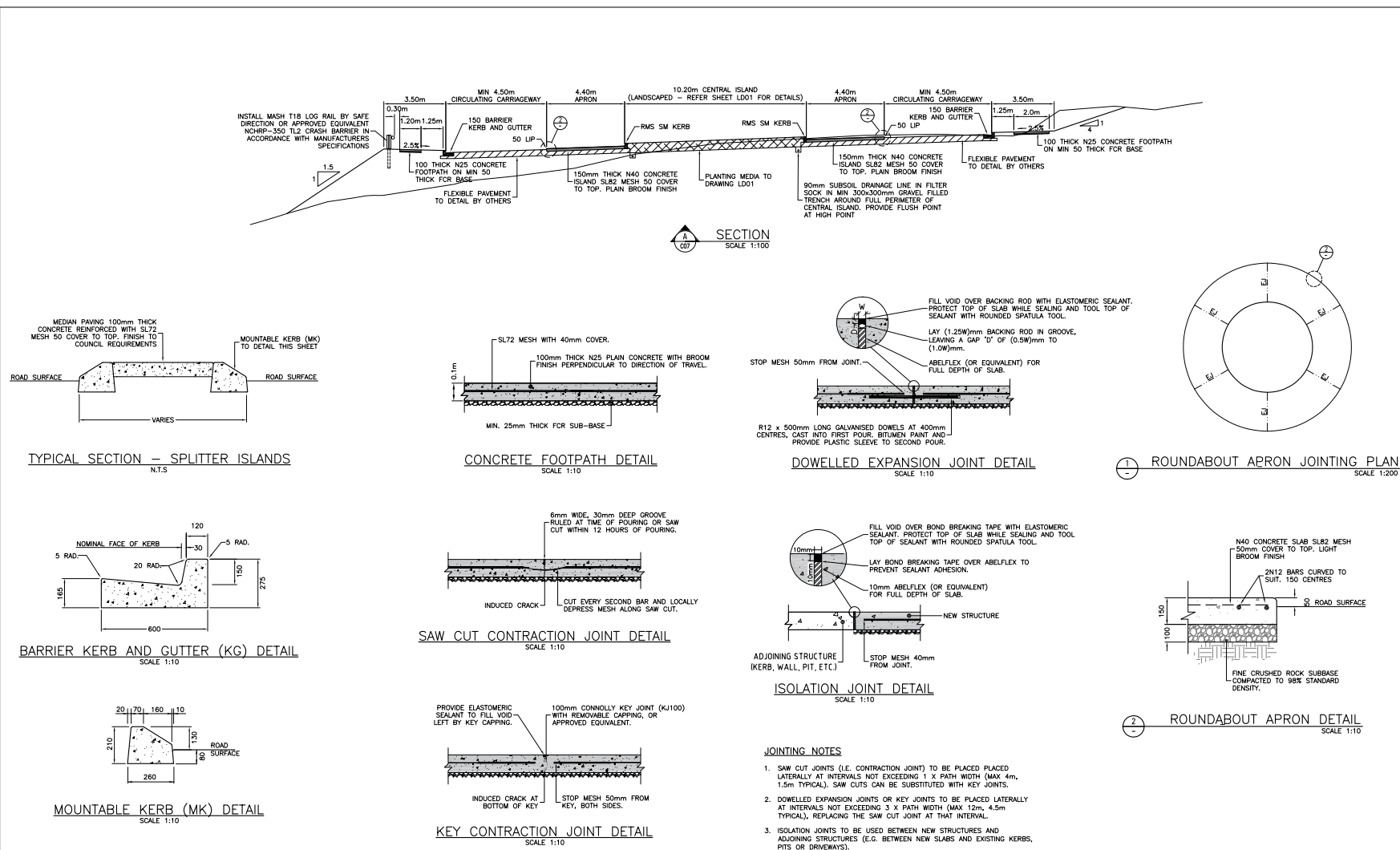


Shoalhaven Traffic Committee: 14th June 2022
D22/228999


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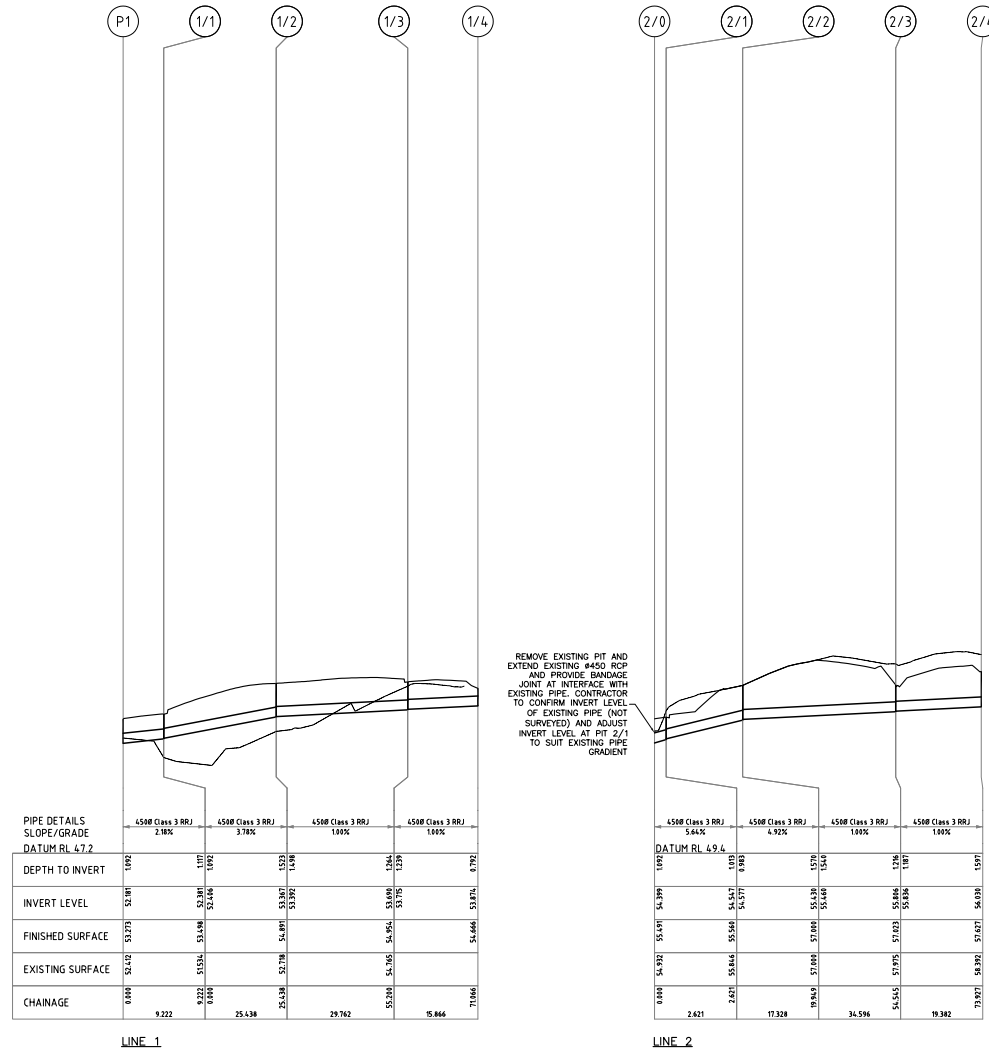
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Shoalhaven Traffic Committee: 14th June 2022
D22/228999

			FOR DETAILED DESIGN APPROVAL		SCALES		ORIGINAL		SURVEYOR: RYGATE & WEST		 <div>footprint sustainable engineering</div> <div>a. 15 meehan drive klama downs nsw 2533</div> <div>p. 02 4237 6770 f. 02 4237 8962</div>	PROPOSED ROUNDABOUT BISHOP DRIVE AND COMBE DRIVE, MOLLYMOOK		DRAWING NO. 1938-C16	
					AS SHOWN		A1		DATUM: AHD					ISSUE.	
							AZIMUTH: LOCAL		3						
3 RE-ISSUED FOR DETAILED DESIGN APPROVAL 24/09/21							DRAWN: AB								
2 FOR DETAILED DESIGN APPROVAL 11/08/21							DESIGNED: AB								
1 FOR CONCEPT DESIGN APPROVAL 30/09/20					CLIENT: RYGATE AND WEST				DESIGNED DATE: SEP '20				SHEET 16 OF 23		
ISSUE DESCRIPTION DATE									CHECKED: AB						
					FOOTPRINT (NSW) PTY. LTD. AUTHORISES THE USE OF THIS DRAWING ONLY FOR THE PURPOSES DEMONSTRATED BY THE STATUS STAMP SHOWN ABOVE.										

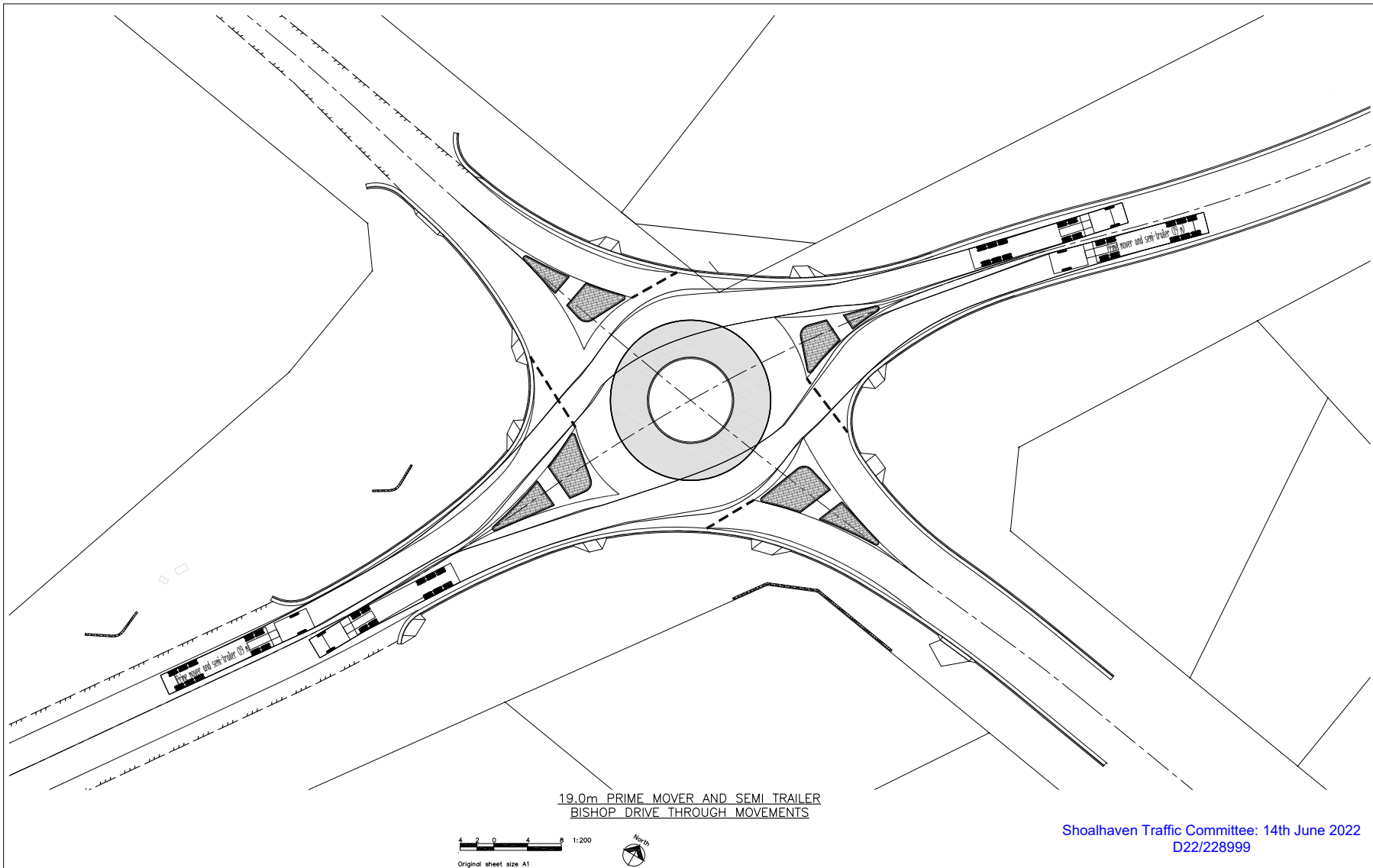



DRAINAGE LONGITUDINAL SECTIONS
 SCALES H 1:500
 V 1:100

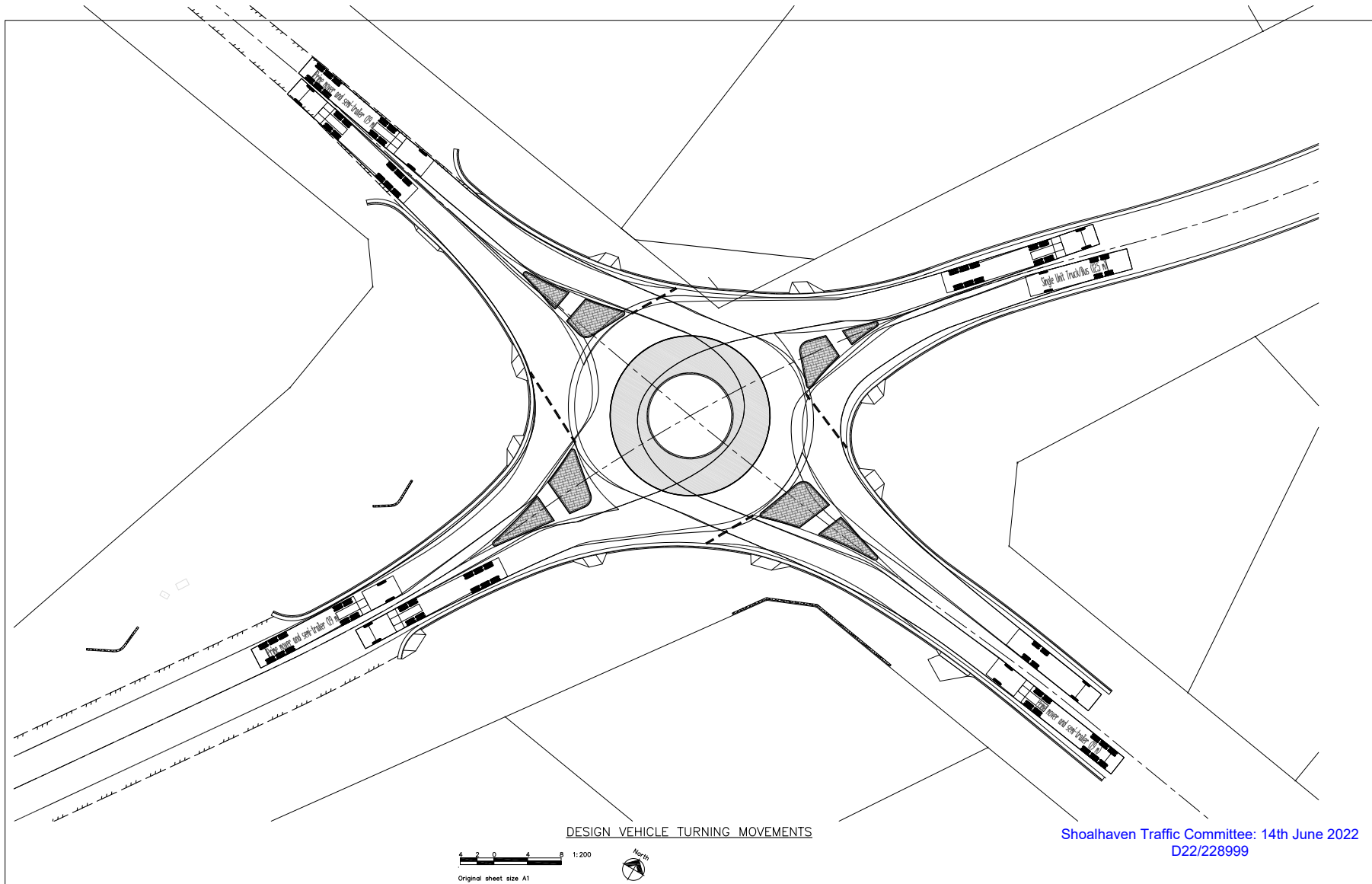
PIT SCHEDULE		
PIT No.	TYPE	DESCRIPTION
P1	JP	REFER TO DRAWING 21081 BY WESTLAKE PUNNETT
1/1	KIP	STANDARD KERB INLET PIT WITH 1.8m INLET IN ACCORDANCE WITH SCC STD DWG 2637-01
1/2	JP	STANDARD JUNCTION PIT IN GENERAL ACCORDANCE WITH SCC STD DWG 2637-06
1/3	KIP	STANDARD KERB INLET PIT WITH 1.8m INLET IN ACCORDANCE WITH SCC STD DWG 2637-01
1/4	SIP	STANDARD SURFACE INLET PIT IN GENERAL ACCORDANCE WITH SCC STD DWG 2637-03
2/0-1	KIP	STANDARD KERB INLET PIT WITH 1.8m INLET IN ACCORDANCE WITH SCC STD DWG 2637-01
2/2	SIP	STANDARD SURFACE INLET PIT IN GENERAL ACCORDANCE WITH SCC STD DWG 2637-03
2/3	KIP	STANDARD KERB INLET PIT WITH 1.8m INLET IN ACCORDANCE WITH SCC STD DWG 2637-01
2/4	KIP	STANDARD KERB INLET PIT WITH 1.8m INLET IN ACCORDANCE WITH SCC STD DWG 2637-01


Shoalhaven Traffic Committee: 14th June 2022
D22/228999

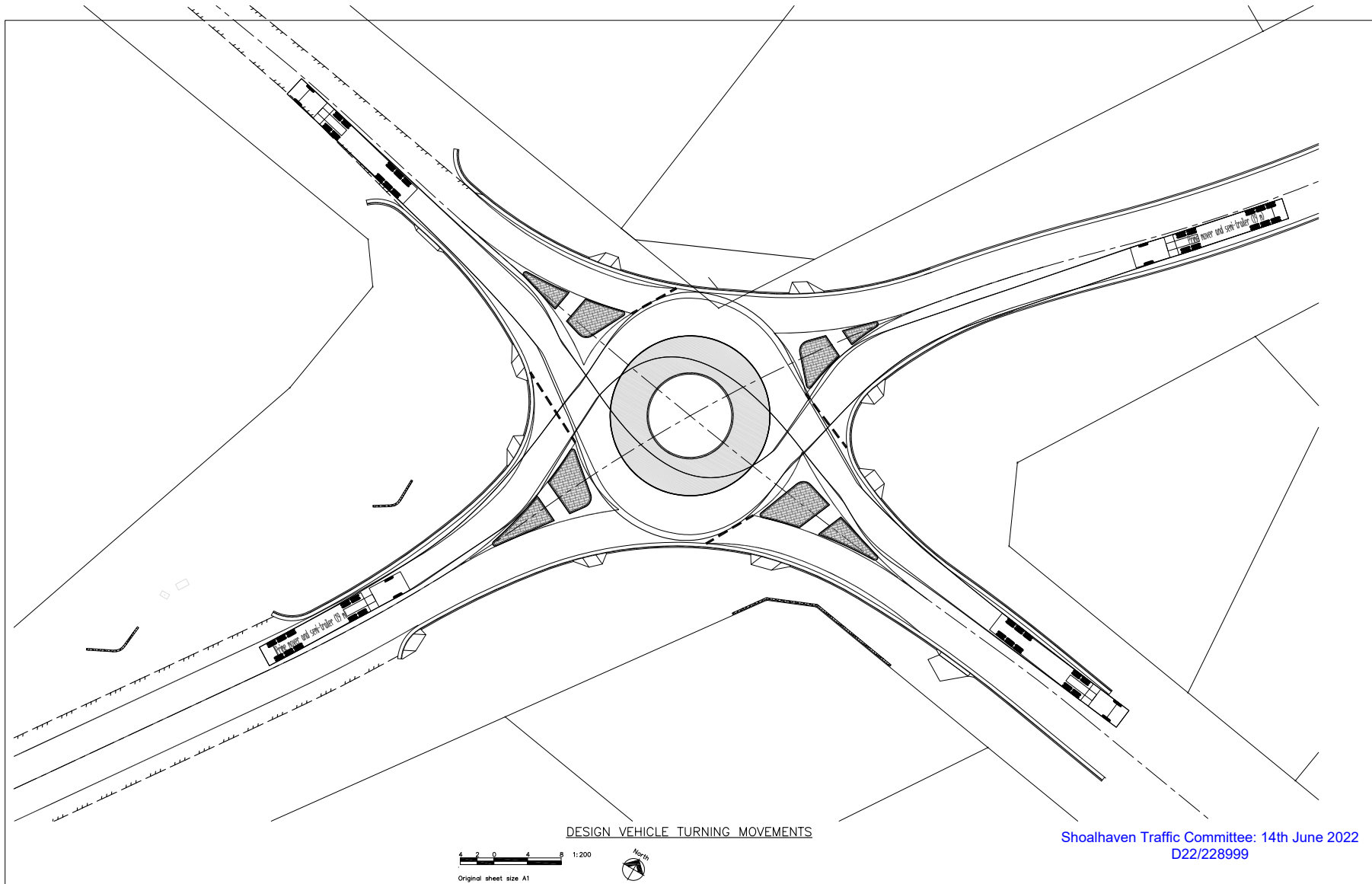
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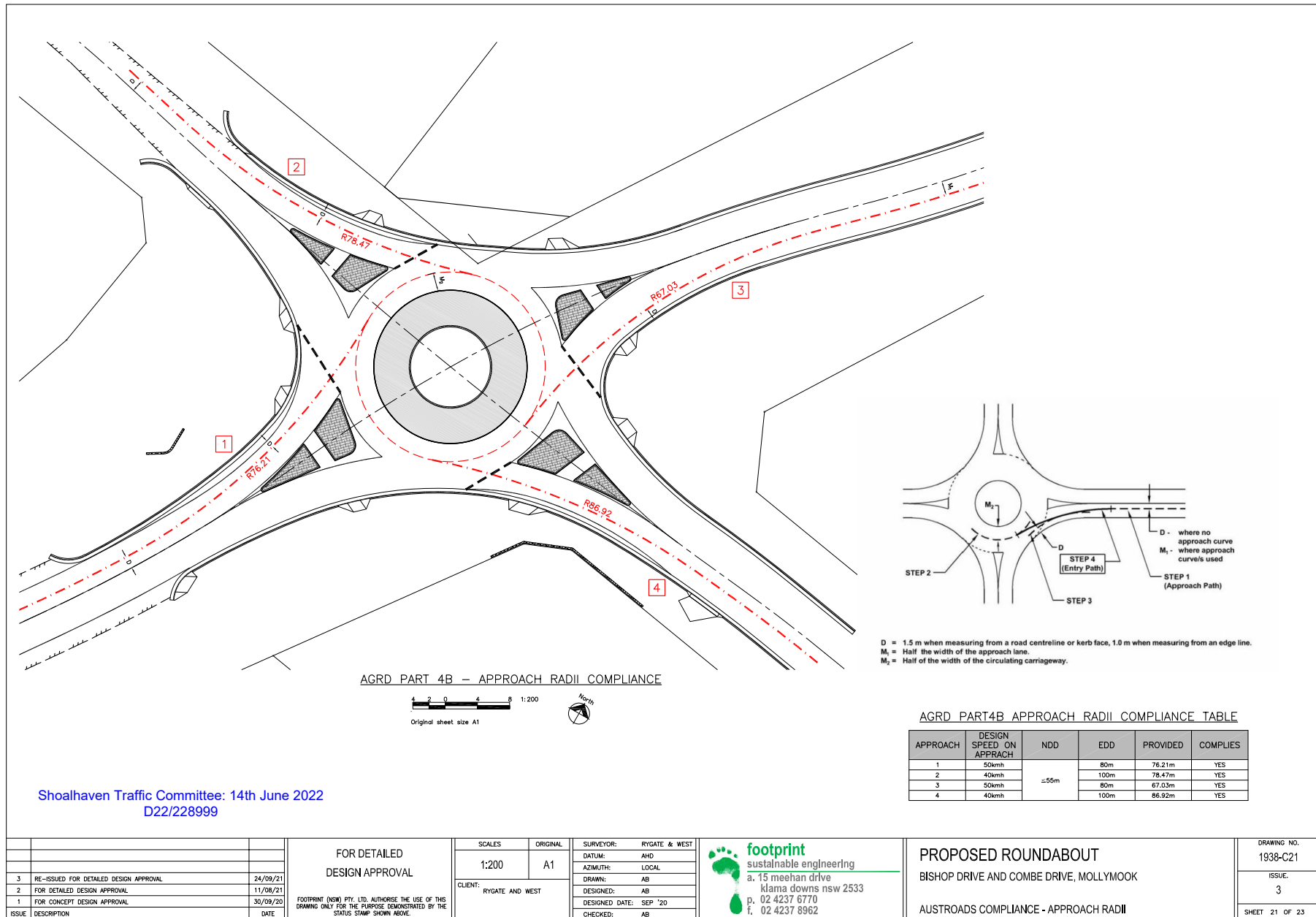


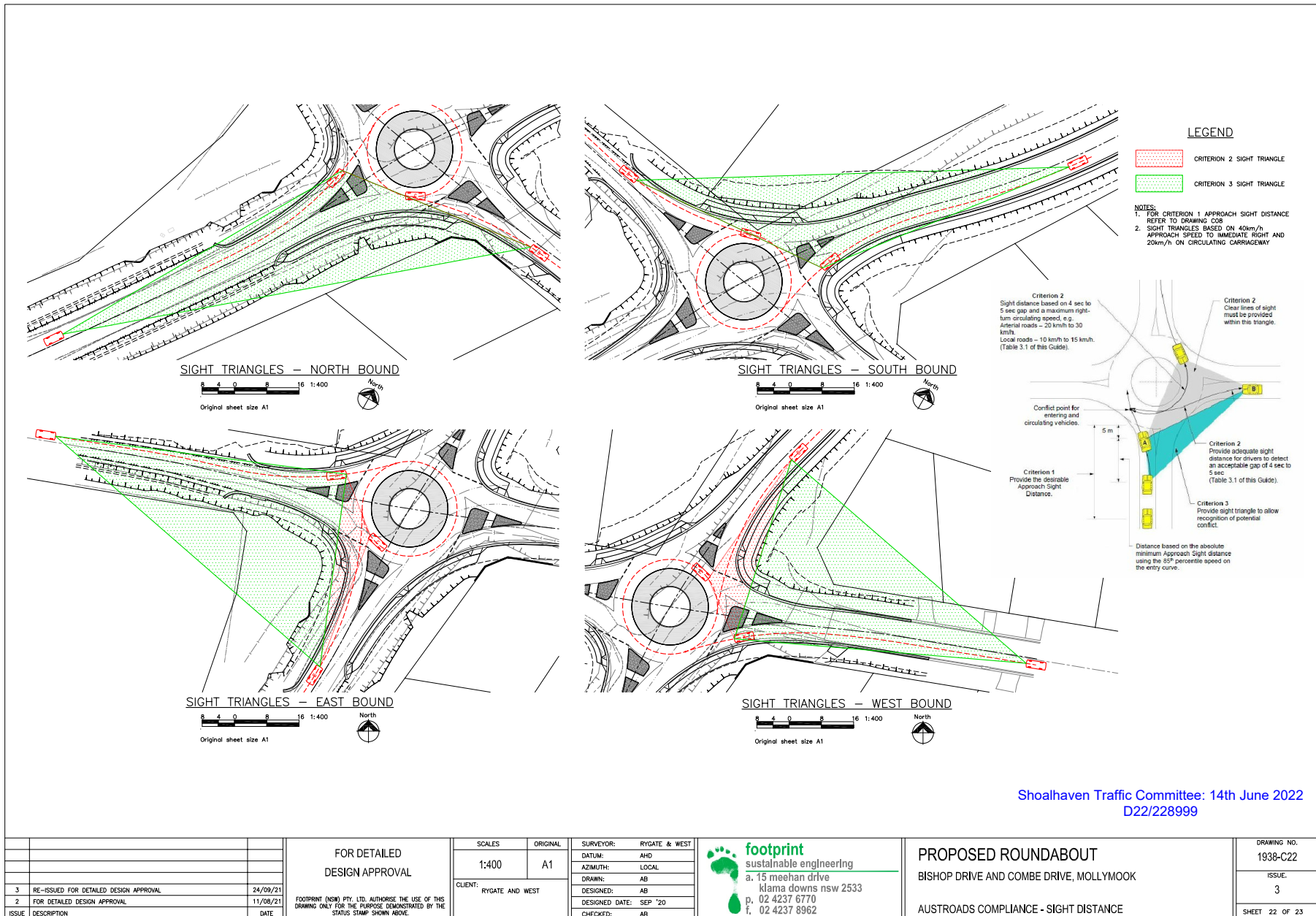
			FOR DETAILED DESIGN APPROVAL		SCALES 1:200		ORIGINAL A1		SURVEYOR: RYGATE & WEST DATUM: AHD AZIMUTH: LOCAL DRAWN: AB DESIGNED: AB DESIGNED DATE: SEP '20 CHECKED: AB		 <div>footprint sustainable engineering a. 15 meehan drive klama downs nsw 2533 p. 02 4237 6770 f. 02 4237 8962</div>	DRAWING NO. 1938-C18	
3	RE-ISSUED FOR DETAILED DESIGN APPROVAL	24/09/21			CLIENT: RYGATE AND WEST				PROPOSED ROUNDABOUT BISHOP DRIVE AND COMBE DRIVE, MOLLYMOOK			ISSUE: 3	
2	FOR DETAILED DESIGN APPROVAL	11/08/21							SHEET 18 OF 23				
1	FOR CONCEPT DESIGN APPROVAL	30/09/20											
ISSUE	DESCRIPTION	DATE	FOOTPRINT (NOW) PTY. LTD. AUTHORISE THE USE OF THIS DRAWING ONLY FOR THE PURPOSE DEMONSTRATED BY THE STATUS STAMP SHOWN ABOVE.						SWEPH PATH ANALYSIS - SHEET 1 OF 3				

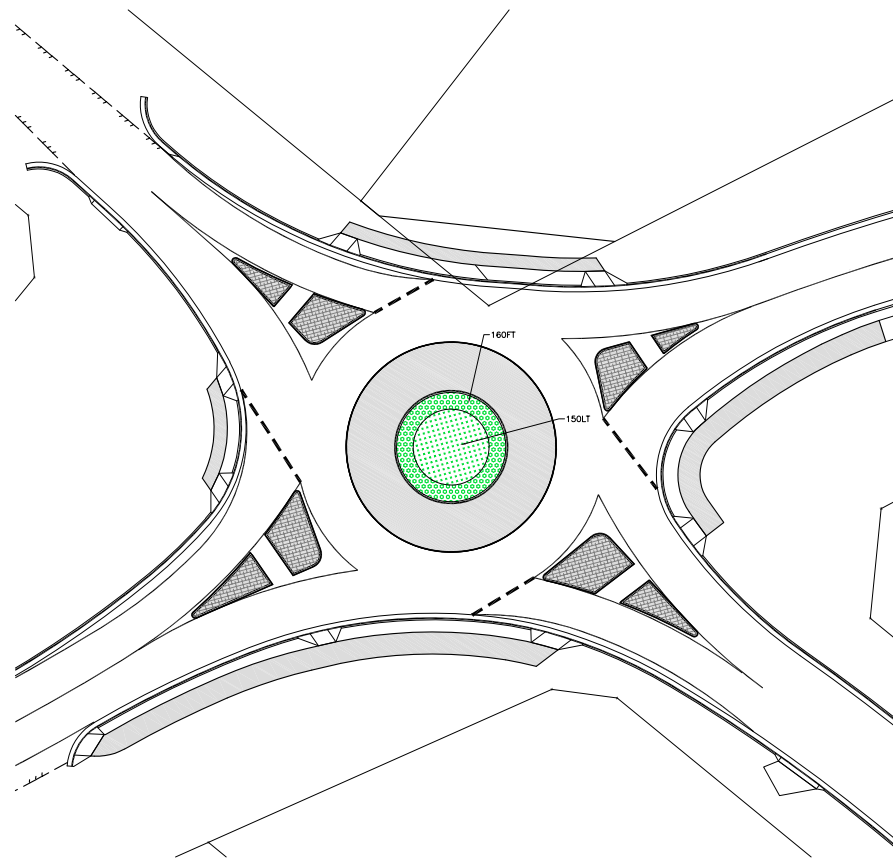


			FOR DETAILED DESIGN APPROVAL	FOOTPRINT (NSW) PTY. LTD. AUTHORISE THE USE OF THIS DRAWING ONLY FOR THE PURPOSE DEMONSTRATED BY THE STATUS STAMP SHOWN ABOVE.	SCALES ORIGINAL		SURVEYOR: RYGATE & WEST			PROPOSED ROUNDABOUT BISHOP DRIVE AND COMBE DRIVE, MOLLYMOOK SWEPTH PATH ANALYSIS - SHEET 2 OF 3	DRAWING NO. 1938-C19
		1:200 A1					DATUM: AHD	a. 15 meehan drive klama downs nsw 2533 p. 02 4237 6770 f. 02 4237 8962			ISSUE: 3
		CLIENT: RYGATE AND WEST					AZIMUTH: LOCAL				ISSUE: 3
							DRAWN: AB				
							DESIGNED: AB				
3	RE-ISSUED FOR DETAILED DESIGN APPROVAL	24/09/21					DESIGNED DATE: SEP '20	ISSUE: 3			
2	FOR DETAILED DESIGN APPROVAL	11/08/21					CHECKED: AB				
1	FOR CONCEPT DESIGN APPROVAL	30/09/20									
ISSUE	DESCRIPTION	DATE							SHEET 19 OF 23		









LANDSCAPE PLAN
1:200 A1

4 2 0 4 8 1:200
Original sheet size A1



PLANTING SCHEDULE

PLANT NAME	ABBREVIATION	POT SIZE	DENSITY	NUMBER
LOMANDRA 'FROST TOPS'	FT	150mm	4/m ²	160
LOMANDRA 'LIME TUFT'	LT	150mm	4/m ²	150

LANDSCAPE SPECIFICATION NOTES

SERVICES

PRIOR TO COMMENCEMENT OF WORKS THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR THE LOCATION OF ALL SERVICES. ALL SERVICE LIDS, VENTS AND HYDRANTS SHALL BE LEFT EXPOSED AND NOT COVERED AT COMPLETION OF LANDSCAPE WORKS

PLANTING MIXTURE FOR ROUNDABOUT

EXCAVATE AND REMOVE CLAY SUBSOIL, BUILDERS DEBRIS AND OTHER UNFAVOURABLE MATERIAL TO A DEPTH OF 300MM. IF NO SUBSOIL DRAINS ARE INSTALLED, RIP SUBGRADE TO A DEPTH OF 100MM AND APPLY GYPSUM AS PER MANUFACTURERS SPECIFICATIONS THE CENTRE OF THE ROUNDABOUT TO BE MOUND TO APPROXIMATELY 300MM HIGHER, SLOPING BACK TO THE KERB. ALLOW SOIL SUFFICIENT TIME TO SETTLE PRIOR TO PLANTING. TOPSOIL SHALL BE EITHER SITE TOPSOIL RAISED TO THE APPROPRIATE STANDARD BY THE USE OF ADDITIVES AS DETAILED BELOW:

PLANTING MIXTURE TO BE:

- 50% IMPORTED TOPSOIL/LOAM – BLACK SOIL TO BE FERTILE, FRABLE SANDY LOAM OF COARSE MEDIUM TEXTURE. IT SHALL SET HARD OR BECOME DIFFICULT TO WORK AS A CONSEQUENCE OF DRYING OUT AND SHALL BE CAPABLE OF HANDLING WHEN MOIST.
- 20% COMPOST – COMPOST TO BE A WELL DECOMPOSED ORGANIC MATTER, FREE FROM HARMFUL CHEMICALS, GRASS AND WEED GROWTH AND OF A NEUTRAL PH VALUE. THE SAND SHOULD BE EQUAL TO WASHED RIVER SAND USED FOR PROPAGATION.
- 20% COARSE SAND – TO BE FREE FROM DELETERIOUS MATERIAL INCLUDING SOLUBLE SALTS AND SHALL HAVE A NEUTRAL PH VALUE EQUAL TO WASHED RIVER SAND USED FOR PROPAGATION.
- FREE OF ANY WEED PROPOGULES AND OF ANY CONTAMINANTS

PLANTING

- ALL PLANTS TO BE SUPPLIED AS PER PLANT SCHEDULE. NO SUBSTITUTIONS WITHOUT APPROVAL OF DESIGNER. GENERALLY ALL PLANTS SHOULD BE VIGOROUS, WELL ESTABLISHED, HARDENED OFF, FREE FROM DISEASE AND HAVE HEALTHY ROOT SYSTEMS NOT ROOT BOUND IN POTS
- EXCAVATE PLANTING HOLE AT LEAST TWICE THE DIAMETER OF THE PLANT AND AT LEAST 100MM DEEPER THAN THE ROOT BALL. BREAKUP THE BASE OF THE HOLE TO A FURTHER 100MM DEPTH AND LOOSEN COMPACTED SIDES OF THE HOLE TO PREVENT CONFINEMENT OF ROOT GROWTH.
- THOROUGHLY WATER PLANTS BEFORE AND IMMEDIATELY AFTER PLANTING. ENSURE SOIL IS MOIST PRIOR TO PLANTING. BACKFILL HOLE WITH TOPSOIL MIX AND LIGHTLY TAMPER DOWN TO ELIMINATE AIR POCKETS. CREATE A WATERING BASIN TO COLLECT WATER FOR EACH PLANT.
- DO NOT PLANT ON HOT AND/OR WINDY DAYS

FERTILISER

APPLY SLOW RELEASE FERTILISER 'NUTRICOTE' OR EQUIVALENT FERTILISER IN GRANULE FORM INTENDED FOR SLOW RELEASE OF PLANT NUTRIENTS OVER A 9 MONTHS PERIOD. SPREAD EVENLY OVER THE SURFACE OF THE BACKFILL WITHIN THE WATERING BASIN BUT NO CLOSER THAN 50MM TO THE STEM OF THE PLANT. WATER IN PLANT WITH SEASOL AS PER MANUFACTURERS RECOMMENDATIONS AND AGAIN 7 DAYS LATER. A FINAL APPLICATION OF SEASOL AT THE END OF THE MAINTENANCE PERIOD WILL ALSO BE REQUIRED.

MULCHING

ALL TREES MARKED FOR REMOVAL TO BE MULCHED AND STORED ONSITE FOR REUSE IN PLANTING BEDS. APPLY NITROGEN FERTILISER IF MULCH IS GREEN. IMPORTED MULCH TO BE HARDWOOD CHIP AND MAY INCLUDE TREE LOPPINGS FROM MATURE TREES SUCH AS TRISTANIA, EUCALYPTUS, PINUS AND OTHER SUITABLE TREES. MULCH MUST NOT INCLUDE WEED SPECIES SUCH AS PRIVET, CAMPHOR LAUREL, CORAL TREES, WILLOWS AND OTHER NOXIOUS WEED SPECIES.

MULCH TO BE SPREAD EVENLY TO A DEPTH OF 75MM AND SLOPED TOWARDS THE BASE OF THE PLANT STEMS. MULCH SHOULD BE CLEAR OF PLANT STEM.

MAINTENANCE

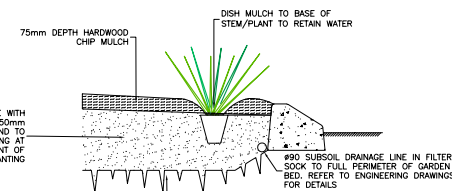
THE LANDSCAPE CONTRACTOR SHALL MAINTAIN THE LANDSCAPE WORKS FOR THE TERM OF THE MAINTENANCE PERIOD (OR PLANT ESTABLISHMENT) TO THE SATISFACTION OF COUNCIL. THE CONTRACTOR SHALL ATTEND THE SITE AT LEAST ONCE A WEEK. MAINTENANCE SHALL INCLUDE BUT NOT LIMITED TO WATERING, MOWING, FERTILISING, MULCHING, RESEEDING, RETURFING, PRUNING, PEST AND DISEASE CONTROL, STAKING AND TYING, REPLACEMENT OF UNSUCCESSFUL PLANTS, REMOVAL OF RUBBISH AND GENERAL APPEARANCE OF THE SITE IN A NICE AND TIDY MANNER FOR A PERIOD OF 12 WEEKS. THE MAINTENANCE PERIOD WILL COMMENCE AT PRACTICAL COMPLETION.

MAINTENANCE SHALL INCLUDE BUT NOT LIMITED TO:

- MULCH TO BE KEPT AT A DEPTH OF 75MM
- REPLACEMENT OF PLANTS THAT ARE MISSING OR UNSUCCESSFUL
- WEED ERADICATION BY ENVIRONMENTALLY ACCEPTABLE METHODS USING A NON-RESIDUAL GLYPHOSATE HERBICIDE (EG ROUNDUP) AS PER MANUFACTURERS INSTRUCTIONS OR REMOVAL OF WEEDS BY HAND
- WATERING AS REQUIRED TO ENSURE PLANT ESTABLISHMENT AND CLIMATIC CONDITIONS. WITH A FINAL APPLICATION OF SEASOL AT THE END OF THE MAINTENANCE PERIOD.
- ANY SOIL SUBSISTENCE OR EROSION WHICH MAY OCCUR AFTER THE SOIL PLACEMENT SHALL BE MADE GOOD BY THE CONTRACTOR AT NO EXPENSE TO THE CLIENT.
- THE CONTRACTOR SHALL REPLACE OR ADJUST STAKES AS NECESSARY AND ASSESS IF THEY CAN BE REMOVED AT THE END OF THE MAINTENANCE PERIOD.
- THE CONTRACTOR SHALL SPRAY AGAINST INSECT AND FUNGUS ATTACK AND NOTIFY THE LANDSCAPE ARCHITECT IMMEDIATELY IF ANY SUCH ATTACKS OCCUR.


PLANTING MEDIA IN ACCORDANCE WITH SPECIFICATION THIS SHEET. INSTALL 50mm BELOW KERB EDGING AND MOUND TO APPROXIMATELY 300mm ABOVE KERBING AT CENTRE. ALLOW FOR 25mm SETTLEMENT OF SOIL PRIOR TO PLANTING

REMOVE ROAD BASE MATERIAL (WHERE EXISTING) AND EXCAVATE TO A DEPTH OF 300mm. CULTIVATE SUBGRADE TO A DEPTH OF 150mm.



TYPICAL PLANTING DETAIL
NOT TO SCALE

Shoalhaven Traffic Committee: 14th June 2022
D22/228999

		FOR DETAILED DESIGN APPROVAL		SCALES	ORIGINAL	SURVEYOR: RYGATE & WEST	 footprint sustainable engineering a. 15 meehan drive klama downs nsw 2533 p. 02 4237 6770 f. 02 4237 8962		PROPOSED ROUNDABOUT BISHOP DRIVE AND COMBE DRIVE, MOLLYMOOK		DRAWING NO. 1938-LD01
				1:200	A1	DATUM: AHD					ISSUE:
				CLIENT: RYGATE AND WEST		AZIMUTH: LOCAL					3
						DRAWN: AB					SHEET 23 OF 23
						DESIGNED: AB					

ISSUE	DESCRIPTION	DATE
3	RE-ISSUED FOR DETAILED DESIGN APPROVAL	24/09/21
2	FOR DETAILED DESIGN APPROVAL	11/08/21

FOOTPRINT (NEW) PTY. LTD. AUTHORISE THE USE OF THIS DRAWING ONLY FOR THE PURPOSE DEMONSTRATED BY THE STATUS STAMP SHOWN ABOVE.

LANDSCAPE PLAN