

WOLLONGONG CITY COUNCIL

Traffic Committee Minutes of E-Meeting

13 December
2021



MINUTES

CITY OF WOLLONGONG TRAFFIC COMMITTEE

13 December 2021
Electronic Meeting

RECOMMENDATION

In accordance with the powers delegated to Council by the Road Transport Act 2013 and the Roads Act 1993:

- 1 Council has been delegated certain powers, from TfNSW, with regard to traffic matters upon its local roads. A condition of this delegation is that the General Manager will approve the minutes under delegated authority.
- 2 Appropriate persons and Departments be advised of Council's decisions.

Author's Name	Author's Title	Date
Andrew Byers	Senior Traffic Engineer	24 December 2021
Nathan McBriarty	Traffic and Transport Unit Leader	24 December 2021
Isabelle Ghatti	Infrastructure Strategy and Planning – Manager (Acting)	11 January 2022
Jo Page	Director – Infrastructure and Works	13 January 2022
Name	Title	Date
Greg Doyle	General Manager	13 January 2022

Wollongong City Council

Infrastructure Strategy and Planning Division
Transport and Stormwater

The City of Wollongong Traffic Committee is not a Committee of Wollongong City Council however a Technical Committee of Transport for New South Wales (TfNSW). The Committee operates under the authority conferred to Council by TfNSW under the Transport Administration Act 1988. Council has resolved to manage the Traffic Committee under a Charter which sets out the membership, timelines for the preparation of the Agenda and the distribution of Minutes, in accordance with TfNSW document 'A guide to the delegation to councils for the regulation of traffic' (including the operation of Traffic Committees).

Council has been delegated certain powers, from TfNSW, regarding traffic matters upon its local roads. A condition of this delegation is that the General Manager will approve the minutes under delegated authority.

There are four permanent members of the Traffic Committee, *each of whom has a single vote only.*

- The members are representatives of the NSW Police Force, Transport for New South Wales, the Local State Member of Parliament (for the location of the issue to be voted upon), and a representative of Wollongong City Council.
- If TfNSW or NSW Police Force disagrees with any Traffic Committee recommendation, that member may lodge an appeal with the Regional Traffic Committee for determination. The appeal must be lodged in writing within 14 days of Council's resolution. 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.

IMPORTANT NOTE:

Council can only resolve that:

1 The Traffic Committee recommendation be adopted.

2 The Traffic Committee recommendation not be adopted.

3 The Traffic Committee reconsider this issue.

PRESENT	
Nathan McBriarty - Chair	Wollongong City Council
Rob Gaudiosi	Wollongong City Council
Andrew Byers	Wollongong City Council
Robyn Dorman	Wollongong City Council
Senior Constable David Adams	NSW Police
John Granland	Premier Illawarra
Les Dion	Dion's Bus Service
Justin Miles	Transport for NSW
John Burns	Representing the Member for Keira and Member for Wollongong

INDEX

ITEM		PAGE NO.
1	GENERAL BUSINESS	1
1.1	HORSLEY, Bong Bong Road – Ward 3	1
2	REGULATION OF TRAFFIC	1
2.1	CORRIMAL, Rosalia Lane – Ward 1.....	1
2.2	WOLLONGONG, WIN Stadium – Ward 2.....	1
2.3	KEMBLA GRANGE, Darkes Road – Ward 3	2
3	DEVELOPMENT MATTERS	3
3.1	THIRROUL, Bangalow Road – Ward 1	3

1 GENERAL BUSINESS

1.1 HORSLEY, Bong Bong Road – Ward 3

Bong Bong Road, Horsley – No Stopping restriction

BACKGROUND

Council has received a request from a bus operator to increase the length of No Stopping restrictions on the south side of Bong Bong Road, east of Sierra Drive. This is due to restricted sight lines to view westbound traffic on Bong Bong Road when turning out of Sierra Drive.

The sight distance for drivers waiting at Sierra Drive to enter Bong Bong Road is approximately 30m when looking east. This is attributed to the fence on the south east corner of the intersection and the geometry of the roundabout. Currently, this does not meet the minimum Austroads requirements.

With the removal of 7m of parking, sight distance increases to approximately 39m, which complies with minimum Austroads requirements for this type of road.

CONSULTATION

Consultation with the adjacent properties on the south side of Bong Bong Road will be undertaken.

COMMITTEE'S RECOMMENDATION:

- Extend the existing yellow unbroken line 7m east and
- Provide a new No Stopping (R) sign.

CARRIED UNANIMOUSLY

2 REGULATION OF TRAFFIC

2.1 CORRIMAL, Rosalia Lane – Ward 1

Rosalia Lane, Corrimal – Stormwater works

BACKGROUND

Stop Slow Traffic Control have applied for a road closure to carry out stormwater works over a four-day period on Rosalia Lane, Corrimal. The proposed dates for the works to be completed are Tuesday 18 January 2022 to Friday 21 January 2022. The proposed dates will avoid any school traffic.

CONSULTATION

Consultation with affected residents and businesses is a condition of approval for this road closure. St Columbkille's must be contacted directly as students and teachers often use the school premises during holidays.

COMMITTEE'S RECOMMENDATION:

The proposed Traffic Control Plan be approved subject to [Council's Standard Conditions for Road Closures](#) and the following conditions:

- Pedestrian controls are to be included in the TCP. Update the TCP to show how pedestrians will be managed on both sides of the laneway and along the Rosalia Lane connecting footpath.

CARRIED UNANIMOUSLY

2.2 WOLLONGONG, WIN Stadium – Ward 2

WIN Stadium, Wollongong – Wellington Phoenix A-League event

BACKGROUND

Additional to the Wellington Phoenix A League fixtures for the 2021/22 season that have been reported to the Traffic Committee meeting of 16 November 2021, WIN Sports and Entertainment Centres has received advice of the potential/tentative hosting of a Perth Glory vs Wellington Phoenix A League game on Saturday 15 January 2022. This fixture should be a home game for Perth Glory in Western Australia, however due to unknown COVID-19 restrictions on borders between and within New Zealand and Australia, this game may proceed to be played at WIN Sports and Entertainment Centre.

The scale of traffic management will vary based on forecast attendance and venue configuration. All games will be played using the 10-15,000 scale Traffic Control Plan. Some games will have a lower anticipated attendance and based on a risk assessment will have the same plan will be implemented without the 5 x truck mounted attenuators.

CONSULTATION

Consultation with affected residents and businesses is a condition of approval for this road closure.

COMMITTEE'S RECOMMENDATION:

The proposed road closure be approved subject to [Council's Standard Conditions for Road Closures](#) and the submitted Traffic Control Plan.

- WIN Sports and Entertainment Centre to ensure the bus zone in front of the Stadium on Crown Street is to remain in place.

CARRIED UNANIMOUSLY

2.3 KEMBLA GRANGE, Darkes Road – Ward 3

Darkes Road, Kemplla Grange – Sydney Trains works at Darkes Road level crossing

BACKGROUND

D & D Traffic Management have applied for a road closure for Sydney Trains to carry out ballast cleaning at the Darkes Road level crossing. The proposed works are to be carried out on Saturday 22 January and Sunday 23 January 2022.

The works will be continuous over the 2-day road closure to keep continuity of operations and assist in opening the road sooner.

The full closure is due to a Ballast cleaning train being required to sit on the tracks across the level crossing for an 8-hour block period. The impact to the local community will also be minimised with the starting time frame for works commencing at 00:01hrs on Saturday 22 January 2022. This would, therefore, assist in opening up the road by Sunday 23 January 2022.

At the meeting TfNSW and Council raised concerns with the road closure occurring at West Dapto Road in the west 1.5km from the proposed works. It was decided visitors and property owners along West Dapto Road will maintain access via the mapped detour to the corner of West Dapto Road and Darkes Road. Qualified traffic controllers will also be on hand to provide instruction of this detour. This will mean a minor delay accessing Darkes Road, due to the detour route via West Dapto Road, however, visitors/business clientele west of the proposed works will be able to function unimpacted.

CONSULTATION

Consultation with affected residents and businesses is a condition of approval for this road closure. Ensure all businesses and residents are included.

COMMITTEE'S RECOMMENDATION:

The proposed Traffic Control Plan be approved subject to [Council's Standard Conditions for Road Closures](#) and the following conditions:

- Clarify in the plans which side residents can access Darkes Road. (The Resident Access signs have a discrepancy between the two plans provided. One plan shows resident access on both sides while the other shows it on one side only).
- Update plan to show VMS Boards at key decision-making locations. This will provide a higher level of warning for residents. Set the VMS boards up at least 1 week prior to closure.
- The plan is to be amended to show Summit Street and associated signage. Summit Street is a new intersection that should be considered in all future TCP's as it is a collector road that feeds into Darkes Road.
- Modify the road closure of Darkes Road to give access to properties west of the rail line. The western closed end at West Dapto Road is not supported. The western closure will be 160m west of the rail line and utilise the road and driveway of 30 Darkes Road as a safe turning facility.

CARRIED UNANIMOUSLY

3 DEVELOPMENT MATTERS

3.1 THIRROUL, Bangalow Road – Ward 1

92-92 Bangalow Road, THIRROUL – Land and Environment Court (LEC) Matter

BACKGROUND

The access for a proposed townhouse development on Bulli Pass, Thirroul only allows left in left out traffic due to the jersey barrier down the centre of the road.

The applicant proposed a roundabout facility within Bangalow Road and a 'No U-turn' sign on Princes Highway to satisfy TfNSW concerns.

However, from discussions with the Strategic Traffic Team at the time, the concept of a U-turn facility adjacent to No's 3 and 5 Bangalow Road wasn't supported due to the impact in lost street parking (approx. 7 spaces). The concern was that the proposed mid-block turning area doesn't provide a benefit for residents of Bangalow Road but will have additional vehicles turning across the travel lanes.

Instead, the preference was for a turning head to be constructed by the developer at the cul-de-sac end of Bangalow Road where there isn't significant loss of parking, and the community will obtain a benefit. The road reserve was thought to be 20 metres wide and should therefore accommodate a turning area which meets the standards.

The applicant was asked to provide a concept design for the cul-de-sac design for consideration by Council. Consultation would be required with affected property owners in Bangalow Road (separate to the DA process).

Traffic matters were conditioned and a civil plan was drawn up. However, the DA was refused and this matter is being considered by the LEC.

Since the cul-de-sac request, it has been discovered that Bangalow Road is not owned by Council. It is an old title. However, traffic and parking are managed by Council.

The turning movements from a 6 townhouse development (as per the RTA Guide rates 0.65 trips per dwelling in the peak hour) equates to roughly 3.9 peak hour trips. Some vehicles would be heading north not needing to turn in Bangalow Road, so the turning facility may only be required for 2 peak hour trips (1 vehicle every 30 minutes).

During internal LEC discussions, the road ownership and required significant tree removal to construct a cul-de-sac were raised by Council officers as significant issues.

In view of this, the Traffic Committee have been asked to review the originally submitted traffic management, signs and lines.

Attached are:

- a ground floor plan;
- TfNSW's most recent response;
- the original plan with just a U-turn sign and 3 point turn (not supported by TfNSW at the time); and
- the proposed signs and lines for the turnaround facility which TfNSW supports.

CONSULTATION

TfNSW were consulted as part of the DA process.

Standard DA notification to nearby residents was carried out. It is noted residents have not been notified on the mid-block line marked roundabout facility.

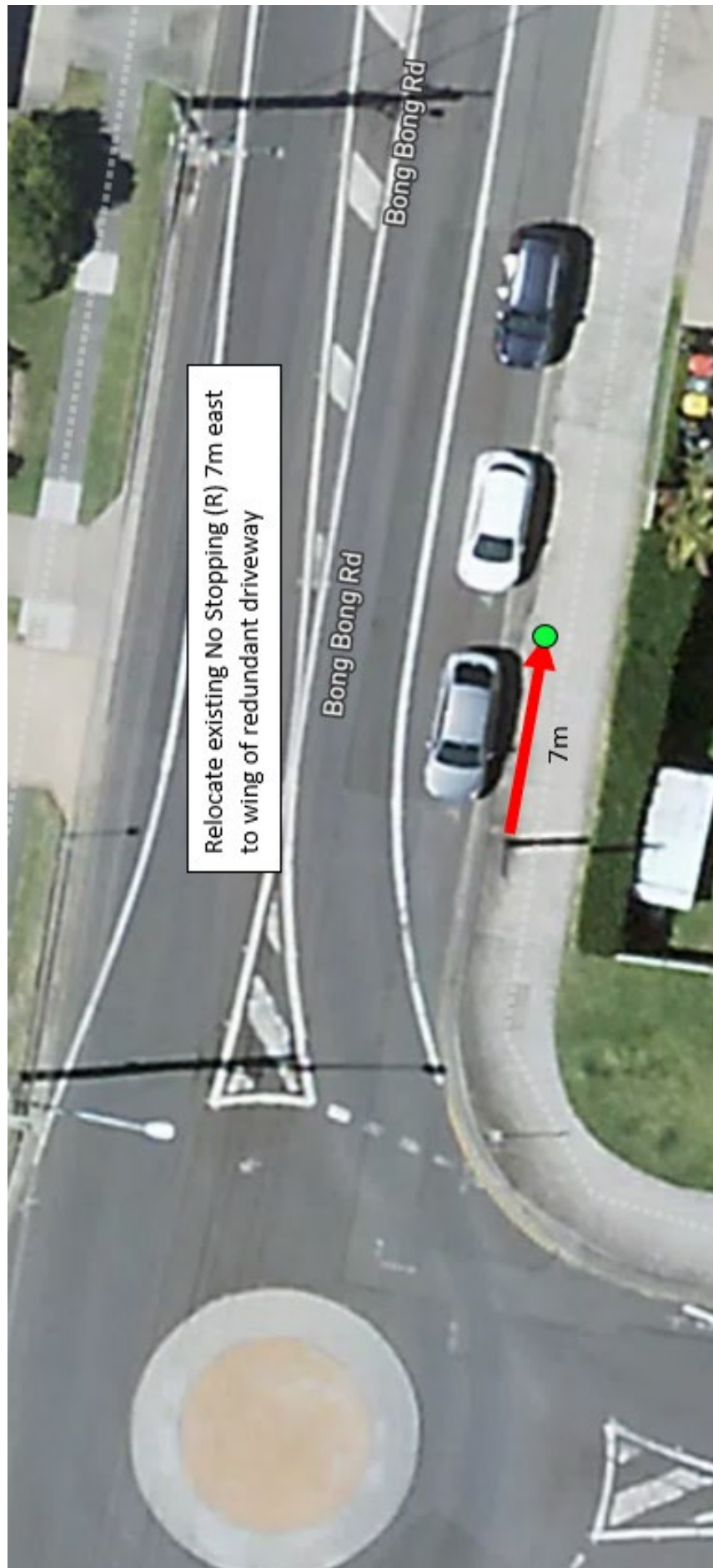
COMMITTEE'S RECOMMENDATION:

Traffic Committee review and provide comment on the above options prior to the Land and Environment Court hearing. Comments are as follows:

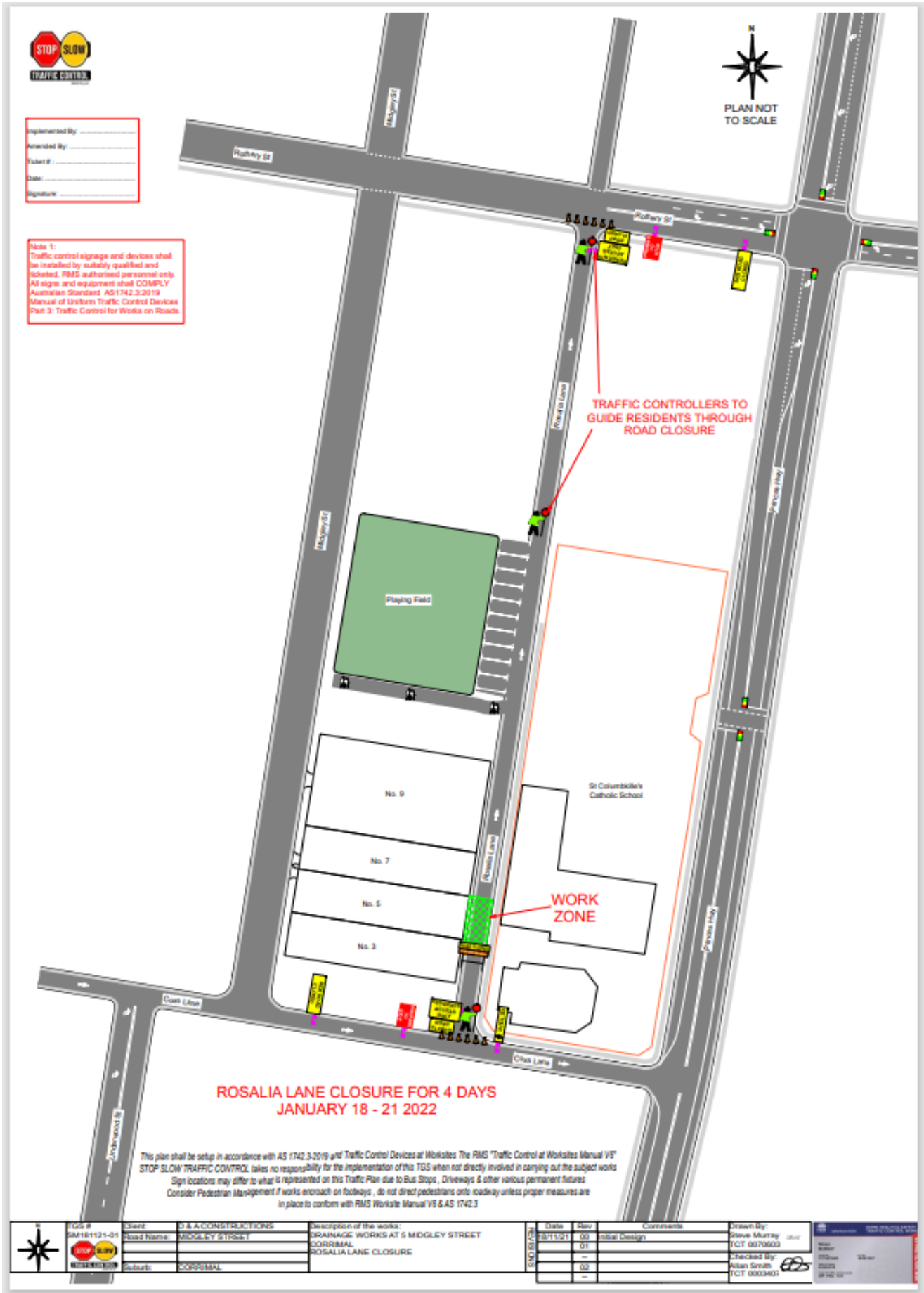
- The roundabout does not include any warning signs and linemarking associated with a roundabout.
- There are concerns with the current layout with potential conflict between U-turning vehicles and southbound through vehicles due to the lack of delineation and hold lines.
- Transport for NSW is to provide comment by 10 January 2022, noting that they have previously agreed in principle to the proposal.
- **CARRIED UNANIMOUSLY**

The next meeting of the City of Wollongong Traffic Committee will be held on 25 January 2022 at 9.15am.

Item 1.1 – Bong Bong Road, Horsley – No Stopping restriction



Item 2.1 - Rosalia Lane, CORRIMAL – Stormwater works



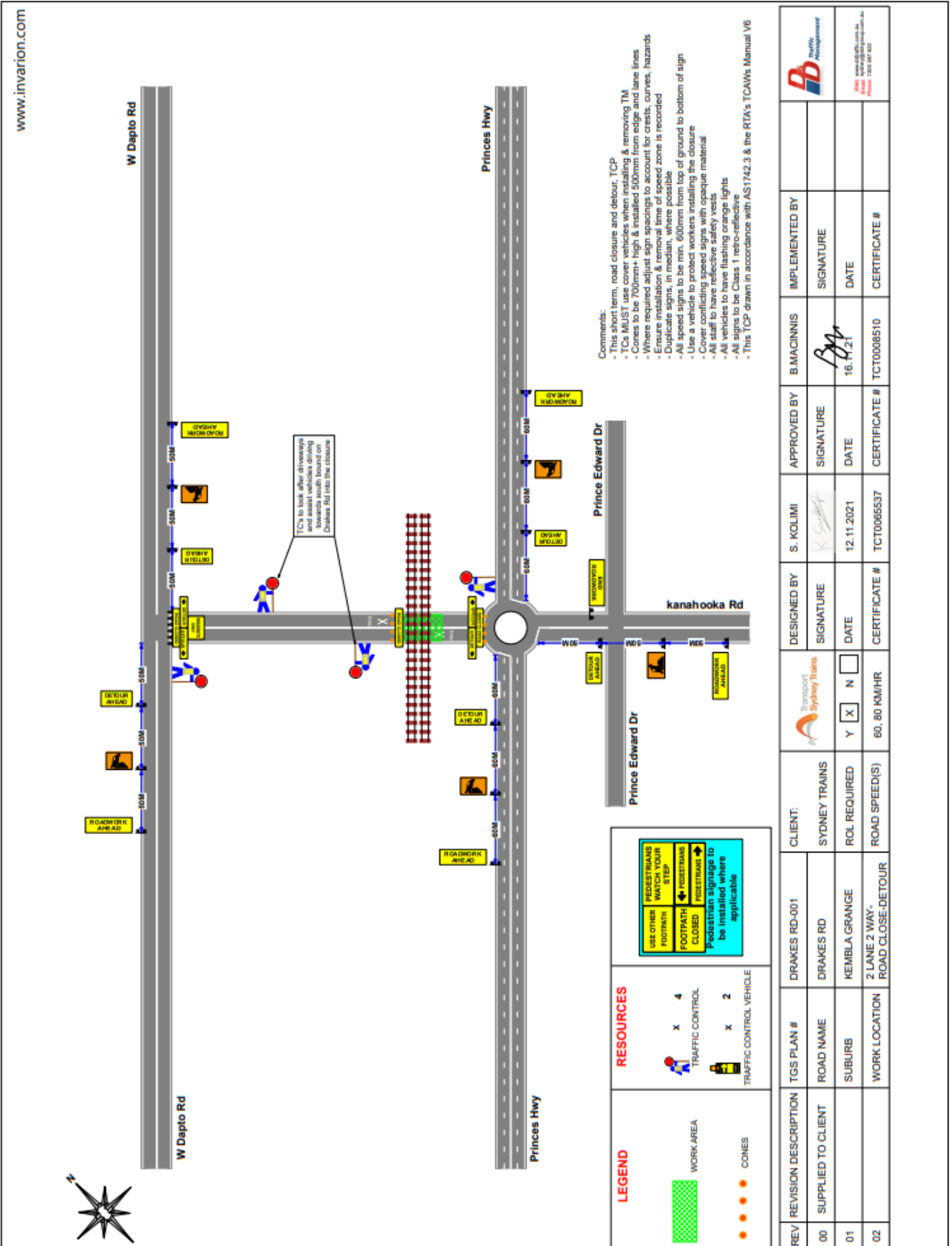
Legend

- 5x TCs
- 5x TMA Truck
- Cone
- Drop Off Zone
- Special needs drop off zone
- TC Truck

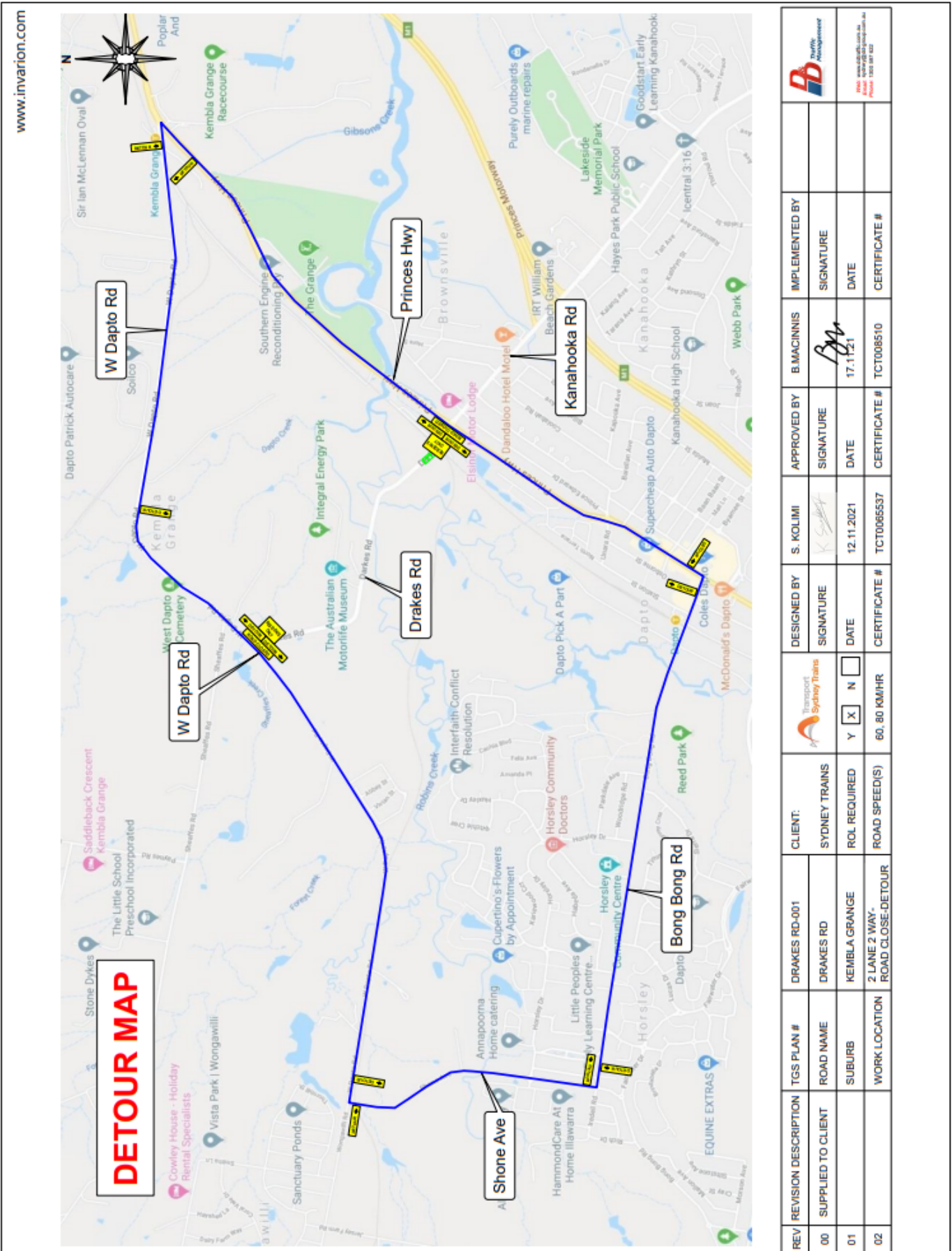
Vehicle Mitigation Key:
TC Vehicle is used to create a barrier by lining the gap behind the road closure. This is to be implemented with gaps no greater than 1.2m wide.

Client: Win Entertainment Centre	Designed By: M. Jones	Scale: 1:1000
Location: Harbour St, Wollongong	Date: 03/03/2023	Sheet: 1 of 1
TCP No: AS-48871	REV: B	Signature: [Signature]
Scope Of Works: Major TCP 1000 - 15000		
Drawn Using AutoCAD: SA		
File Name: Harbour St TCP 1000 - 15000.dwg		
Project Manager: [Name]		

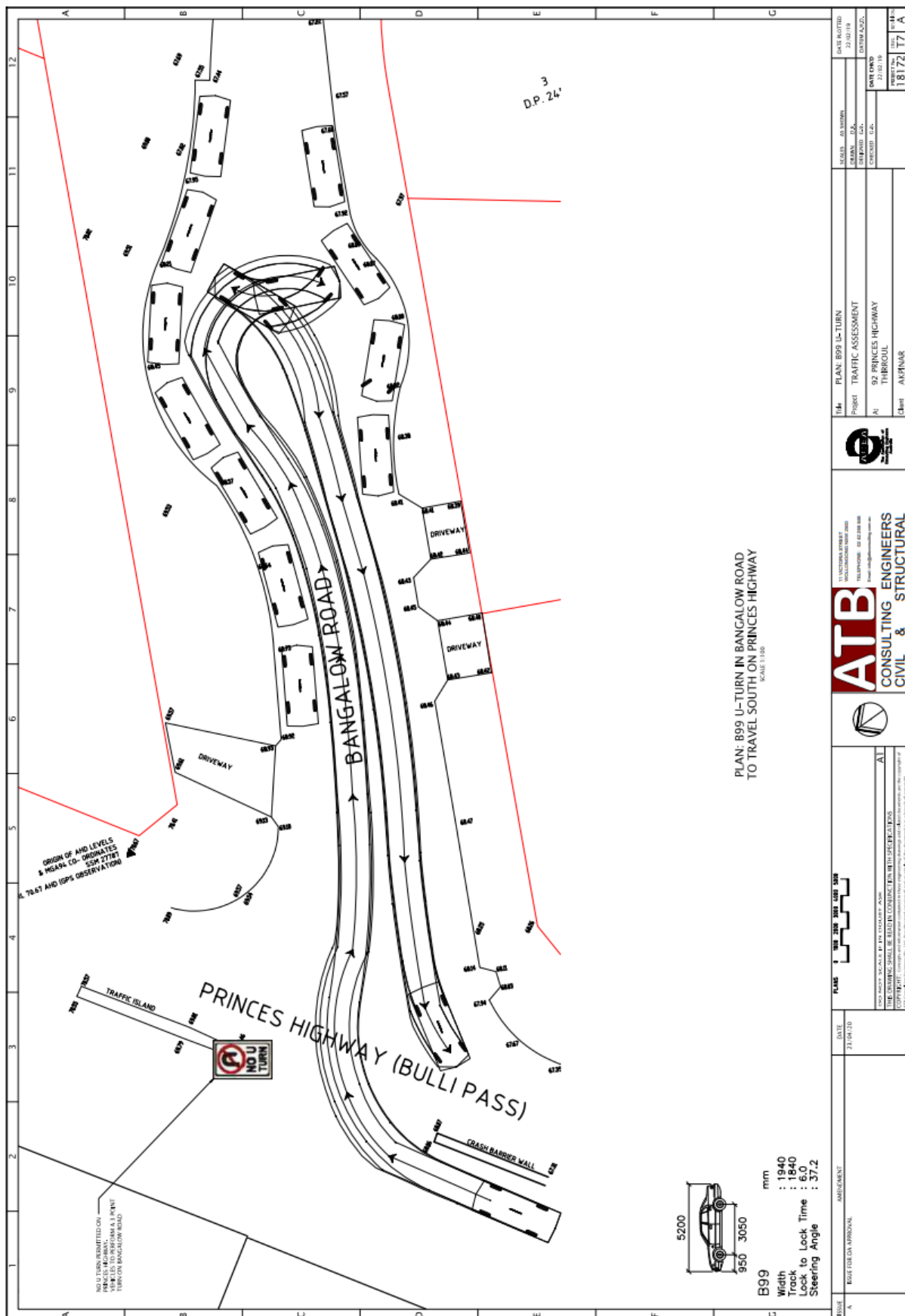
Item 2.3 - Darkes Road, KEMBLA GRANGE – Sydney Trains works at Darkes Road level crossing – Page 1 of 2



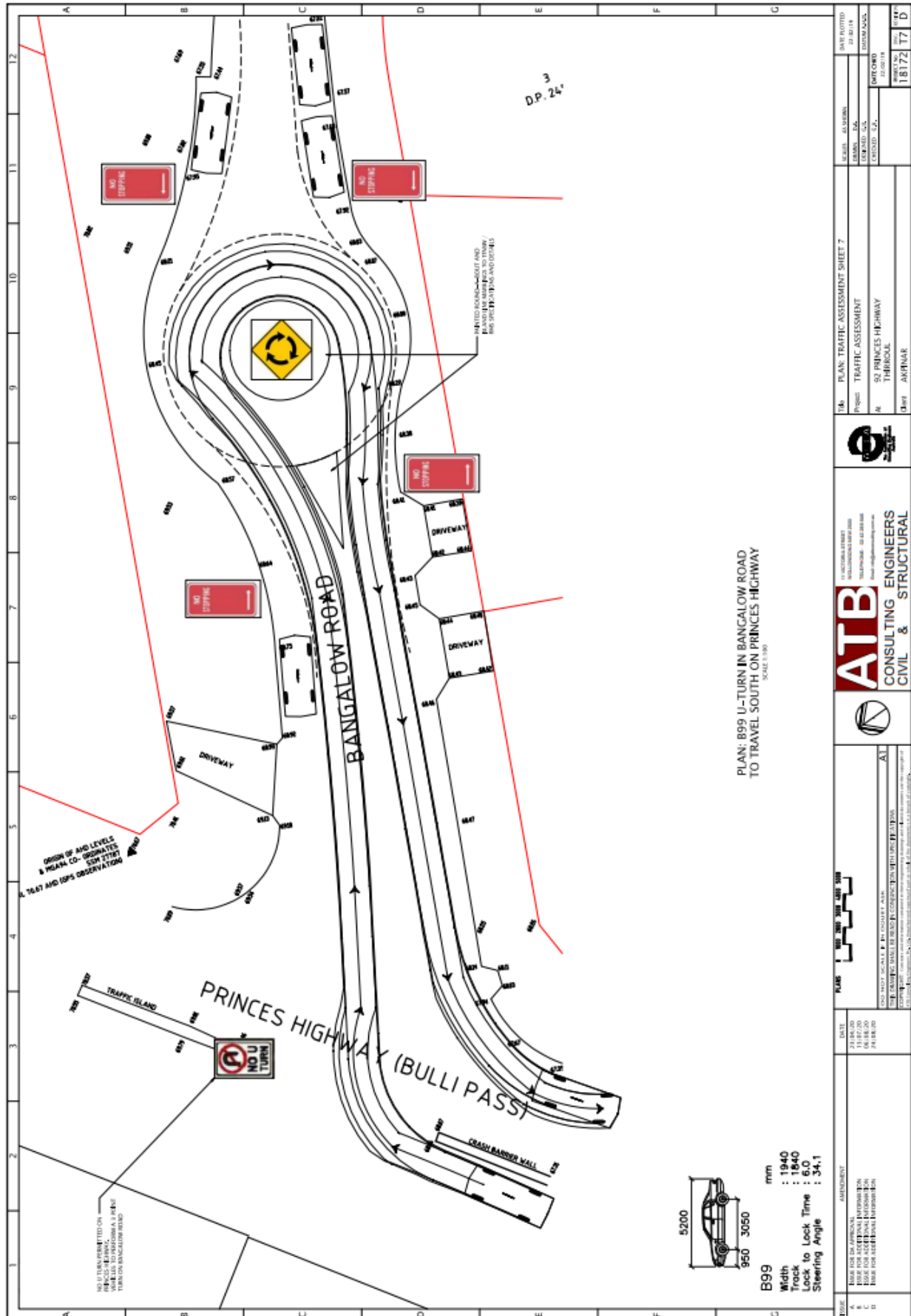
Item 2.3 - Darkes Road, KEMBLA GRANGE – Sydney Trains works at Darkes Road level crossing – Page 2 of 2



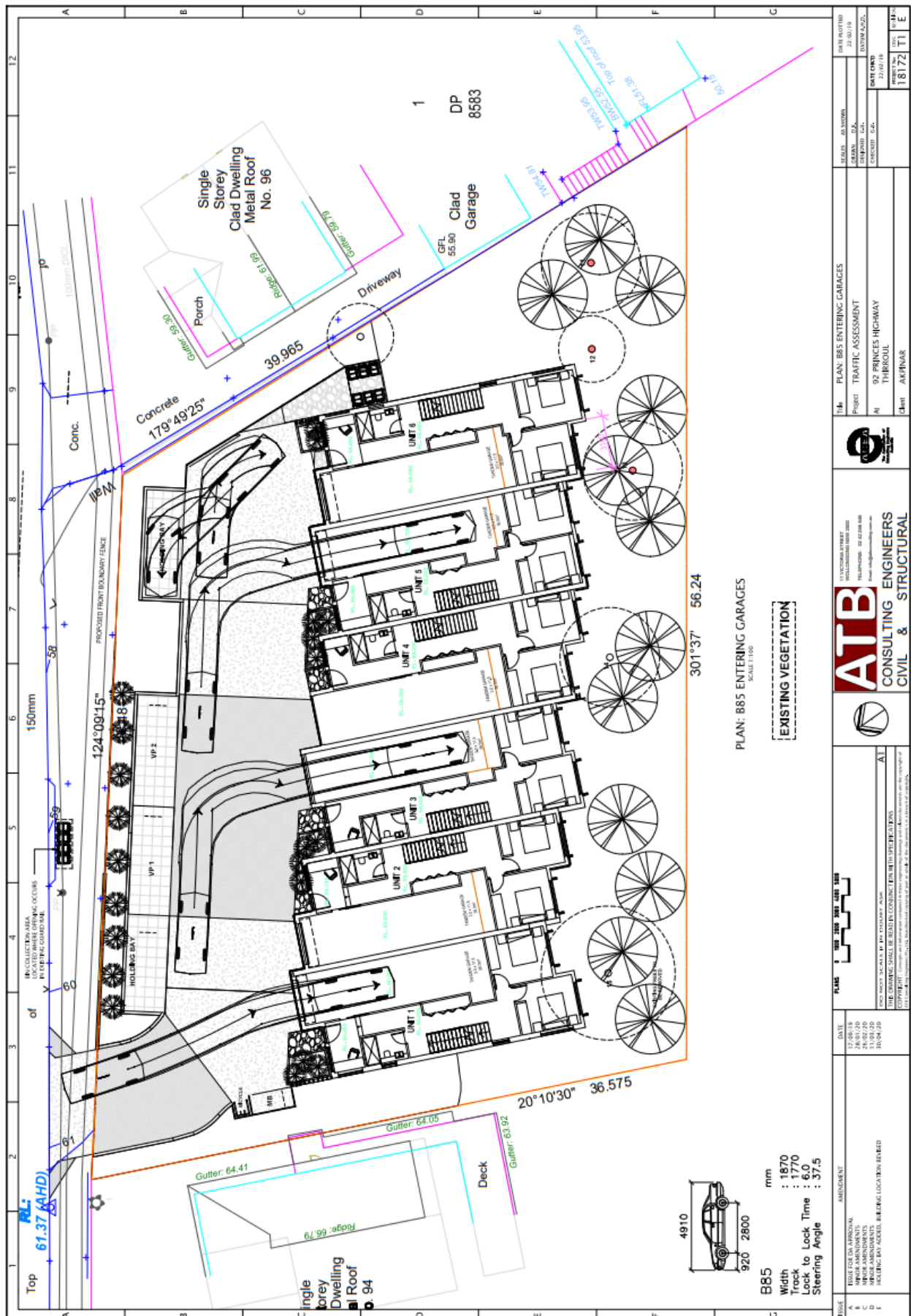
Item 3.1 - 92-92 Bangalow Road, THIRROUL – Land and Environment Court (LEC) Matter – Page 1 of 7 – Existing Manoeuvring – No Right Turn Sign Only



Item 3.1 - 92-92 Bangalow Road, THIRROUL – Land and Environment Court (LEC) Matter – Page 2 of 7 –
Bangalow Road Turning Facility



Item 3.1 - 92-92 Bangalow Road, THIRROUL – Land and Environment Court (LEC) Matter – Page 3 of 7 – Site Plan



Item 3.1 - 92-92 Bangalow Road, THIRROUL – Land and Environment Court (LEC) Matter – Page 4 of 7 –
Transport for NSW Response



Our ref: STH18/00064/11
Contact: Hayley Sarvanandan 4221 2423
Your ref: DA 2019/1124 (CNR-3283)

8 September 2020

Brigit Mathai
Wollongong City Council
BY EMAIL: bmathai@wollongong.nsw.gov.au
CC: council@wollongong.nsw.gov.au

**DEVELOPMENT APPLICATION 2019/1124 – LOT 2 DP 202822, 92-94 PRINCES HIGHWAY,
THIRROUL, DEMOLITION OF EXISTING DWELLING AND CONSTRUCTION OF MULTI DWELLING
HOUSING**

Dear Brigit

Transport for NSW (TfNSW, formerly Roads and Maritime Services) refers to your correspondence dated 26th August 2020 regarding the subject development application.

TfNSW has completed an assessment of the DA, based on the information provided and focussing on the impact to the state road network. TfNSW notes for this DA:

- The key state road is Princes Highway;
- Council is seeking advice from TfNSW to assist in its assessment under Clause 101 of State Environmental Planning Policy (Infrastructure) 2007; and
- The proposed access arrangements onto the Princes Highway and U-turn facility on Bangalow Road shown in Attachment 1.

TfNSW supports the proposed U-turn facility on Bangalow Road as it will improve the safety of the existing layout for vehicles wishing to turn around to travel east on Princes Highway. However TfNSW has concerns with the stacked parking arrangements, particularly within proposed Units 1 and 2 as this has the potential to create queuing at the entrance of the development. Although a holding bay is proposed, TfNSW believes this may be used as parking.

TfNSW also notes concerns with the proposed garbage collection arrangements and proposed bin capacity provision. If the bins are not collected from the roadside collection point in a timely manner this may cause a road safety hazard. TfNSW believes occupants would be encouraged to request additional bins due to the limited capacity proposed.

Having regard for the above, if Council is satisfied with the proposed arrangements TfNSW will not object to the DA subject to the conditions outlined in Attachment 2 being included in the conditions of development consent.

TfNSW highlights that in determining the DA under Part 4 of the *Environmental Planning and Assessment Act, 1979*, it is the consent authority's responsibility to consider the environmental impacts of any road works

Item 3.1 - 92-92 Bangalow Road, THIRROUL – Land and Environment Court (LEC) Matter – Page 5 of 7 –
Transport for NSW Response

which are ancillary to the development. This includes any works which form part of the proposal and/or any works which are deemed necessary to include as requirements in the conditions of development consent. Depending on the level of environmental assessment undertaken to date and nature of the works, the consent authority may require the developer to undertake further environmental assessment for any ancillary road works.

Upon determination of this matter, it would be appreciated if Council could send a copy of the Notice of Determination to development.southern@rms.nsw.gov.au.

Yours faithfully



Fiona McLauchlan
A/Senior Manager, Regional Customer Services
Community and Place | South Region

Item 3.1 - 92-92 Bangalow Road, THIRROUL – Land and Environment Court (LEC) Matter – Page 6 of 7 –
Transport for NSW Response

Attachment 1

See attached concept design titled Attachment 1

Item 3.1 - 92-92 Bangalow Road, THIRROUL – Land and Environment Court (LEC) Matter – Page 7 of 7 – Transport for NSW Response

Attachment 2

Prior to the issuing of the Construction Certificate, the developer must:

1. Apply for Section 138 consent under the Roads Act, 1993 from Council for all works on Princes Highway.
2. Demonstrate to the satisfaction of Council the post development storm water discharge from the subject site, if going into the Princes Highway drainage system, does not exceed the pre-development application discharge.

Prior to commencing works within the road reserve, the developer must:

1. Obtain Section 138 consent under the Roads Act, 1993 for the works on Princes Highway from Council.

Notes:

- Provided Council is satisfied the works have been designed in accordance with the relevant Council standard, TfNSW issues its concurrence under Section 138 of the Roads Act, 1993.

2. Apply for, and obtain a Road Occupancy Licence (ROL) from the TfNSW Traffic Operations Unit (TOU) prior to commencing roadworks on a State road or any other works that impact a travel lane of a State road or impact the operation of traffic signals on any road.

Notes:

- For information on the ROL process and to lodge an ROL application, please visit <https://myrta.com/oplinc2/pages/security/oplincLogin.jsf>
- The applicant will need to create an account (this may take a few days to register), prior to submitting the ROL application. The applicant must submit the ROL application 10 business days prior to commencing work. It should be noted that receiving an approval for the ROL within this 10 business day period is dependent upon TfNSW receiving an accurate and compliant TMP.
- The application will require a Traffic Management Plan (TMP) to be prepared by a person who is certified to prepare Traffic Control Plans. Should the TMP require a reduction of the speed limit, a Speed Zone Authorisation will also be required from the TOU.
- An approved ROL does not constitute an approval to commence works until an authorisation letter for the works has been issued by TfNSW Project Manager.

Prior to the issuing of the Occupation Certificate (interim or final), the developer must:

1. Design and construct the driveway on Princes Highway to the satisfaction of Council, generally in accordance with Attachment 1 and Council standards.
2. Design and construct the roundabout on Bangalow Road to the satisfaction of Council, generally in accordance with Attachment 1 and Council standards.
3. The developer must provide no U-turn signage on the Princes Highway as shown in Attachment 1 to prohibit U-turn movements within the entrance of Bangalow Road. To initiate the installation of the signage the developer should contact Network and Safety Officer, Danny Benedetti via email at danny.benedetti@transport.nsw.gov.au.