

WOLLONGONG CITY COUNCIL

Traffic Committee Agenda

30 August
2022



TUESDAY 30 AUGUST 2022
9.15 AM

PURPOSE OF MEETING

The City of Wollongong Traffic Committee is not a Committee of Wollongong City Council however a Technical Committee of Transport for NSW (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 (previously RMS) 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 NSW, 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 the Minutes being published on the Council's website. 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.

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1 STANDING AGENDA ITEMS

1.1 Welcome

1.2 Acknowledgement of Country

"We pay our respects to and acknowledge the traditional custodians of Dharawal Country, the land on which we meet, and pay our respects to Elders past, present and those emerging. We also extend our respects to Aboriginal and Torres Strait Islander people present here today."

1.3 Declarations of Interest

1.4 Apologies

1.5 Confirmation of Minutes Arising from Previous Minutes

1.6 Business Arising from Previous Meeting

2 GENERAL BUSINESS

2.1 WOMBARRA, Monash Street – Ward 1 – No Stopping restrictions

BACKGROUND

Residents have requested improvements to the road lines and signs on Monash Street, Wombarra.

It is proposed to provide the following treatments:

- No Stopping Lines - Install No Stopping (C3) lines at Lawrence Hargrave Drive and at Haig Street intersection.
- Pedestrian Advisory Signs – Pedestrian advisory signs west of Haig Street to alert drivers that pedestrians may be present.
- Stop Line and Sign - A Stop Sign on Monash Street at the intersection with Lawrence Hargrave Drive. Due to the road geometry of Lawrence Hargrave Drive, the sight distance is insufficient.

CONSULTATION

Council met with the primary concerned resident. There have also been several phone calls and emails with several residents in the area.

PROPOSAL

Refer to the attached plan.

2.2 WOONONA, Popes Road – Ward 1 – No Stopping

BACKGROUND

Council has been informed of sight distance issues on Popes Road, Woonona due to parked vehicles on both sides of the road. As an incremental safety measure it is proposed to install No Stopping lines (C3) and barrier lines (BB) at the intersection with Woonona Parade and High Street. These measures will improve sight distance at these intersections and safety along Popes Road.

CONSULTATION

No consultation is required as the restrictions align with NSW Road Rules.

PROPOSAL

Refer to the attached plan.

2.3 WOONONA, Lighthorse Drive – Ward 1 – No Stopping restrictions

BACKGROUND

Council has received a customer request regarding parked vehicles close to the intersection of Lighthorse Drive and Railway Parade, Woonona.

It is proposed to install 10m of No Stopping restrictions using a continuous yellow line (C3) to improve sight distance for drivers.

CONSULTATION

No consultation is required as the restrictions align with NSW Road Rules.

PROPOSAL

Refer to the attached plan.

2.4 CORRIMAL, Cox Lane – Ward 1 – Give Way sign and line

BACKGROUND

Council has received a customer request regarding drivers not stopping or giving way at the T intersection of Cox Lane and Underwood Street, Corrimal. Council has been advised there have been a few near miss collisions at this location. It is proposed to install a Give Way line and sign at this intersection to improve safety.

CONSULTATION

Consultation will need to be carried out with residents No consultation is required as the restrictions align with NSW Road Rules.

PROPOSAL

Refer to the attached plan.

2.5 CORRIMAL, Murray Road – Ward 1 – Adjustment to School Bus Zone time

BACKGROUND

Premier Bus Service has requested a time change to the Bus Zone located adjacent to Corrimal High School on Murray Road, Corrimal.

The existing Bus Zone time is timed 2.30pm to 4pm School Days. To align with the current school start and finish times, Premier have requested that the Bus Zone time change from 2.30pm to 4pm School Days Only to 8am to 9.30am and 1pm to 3.30pm School Days Only.

CONSULTATION

Corrimal High School Deputy Principal has been contacted and agrees to the proposed Bus Zone time changes. No further consultation required.

PROPOSAL

Refer to the attached plan.

2.6 STANWELL PARK, The Drive – Ward 1 – Installation of No Truck Over 10.5m sign

BACKGROUND

Residents have raised concerns regarding long trucks travelling along The Drive between Park Parade and Hillside Crescent, Stanwell Park. In this section there is a notable hairpin bend which trucks are struggling to navigate through, the street also reduces to 4.5m width with parked vehicles.

Residents have reported long vehicles have damaged property. The installation of No Truck signs over 10.5m at the intersections of The Drive with Parks Parade and Hillside Crescent will deter the large vehicle drivers from entering this section of The Drive. There is a suitable alternative route along Park Parade.

The allowed length would still be suitable for the largest Remondis waste truck which is 10.2m.

CONSULTATION

No consultation is required.

PROPOSAL

Refer to the attached plan.

2.7 BALGOWNIE, Balmoral Street – Ward 2 – No Stopping

BACKGROUND

A resident has raised issues regarding sight distance issues at the four way unsignalised intersection of Kembla and Balmoral Street, Balgownie. To improve sight lines at this intersection, it is proposed to install continuous No Stopping (C3) lines.

CONSULTATION

No consultation is required as the restrictions align with the Road Rules.

PROPOSAL

Refer to the attached plan.

2.8 WOLLONGONG, 4 Evans Street – Ward 2 – Relocation of No Stopping signs and line

BACKGROUND

A resident has contacted Council requesting an adjustment to the existing No Stopping restrictions outside 4 Evans Street, Wollongong. The resident has mobility issues and is requesting if they can use this space outside the property. The existing No Stopping restriction in front of the subject property is approximately 20m long which is more than the minimum 10m No Stopping restriction. Relocation of the No Stopping restriction will resolve this still and still provide 16m of restrictions.

CONSULTATION

No consultation is required.

PROPOSAL

Refer to the attached plan.

2.9 WOLLONGONG, Crown Street – Ward 2 – Line marking and signage changes

BACKGROUND

Council has been successful in its application for the NSW Government's Streets and Shared Spaces program Round 2 for an outdoor dining trail that connects the CBD with the sea along our high-street – Crown Street, Wollongong. A key component of this trail is the re-allocation of road reserve to outdoor dining and seating areas.

Council is proposing to test flexible infrastructure solutions that can facilitate multiple functions and changes to traffic and pedestrian movement on top of delivery the SASS project. Council is also seeking to utilise this project to inform outcomes across the LGA catering to a variety of different street types, sizes, and layouts.

WCC will need to carry out line marking and sign changes to facilitate this. Starting from the western side through to the east, install -

- New guided line marking for the right turn path from Kembla into Crown Street.
- Post and new One-Way sign facing north for south travelling vehicles.
- Post and new One-Way sign facing south for north travelling vehicles.
- Chevron lane markings on southern travel lane at beginning to narrow Crown Street to one lane. Then install chevron lane markings halfway down Crown Street to guide vehicles to loading zone and install chevron lane markings at the end of Crown Street to create two exiting lanes
- High Pedestrian Activity Signs above current No Stopping signs on north and south sides of Crown Street.
- 30km/h marking with arrows to re-enforce new speed and lane change in Crown Street.
- Shoulder line marking northern side of Crown Street and one parking bay to create perception of lane narrowing.
- Parking bays along southern side of Crown Lane, 3 car bays and 1 motorcycle bay.
- 2 accessible parking bays 5.4m x 3.2m as per Aust Standards with a 2.4m shared path area to access ramp.
- 2 x No entry and 2 x No left Turn signs at eastern end of Crown Street.
- Left turn and right turn lane marking arrows on the eastern end of Crown Street at the intersection to enforce no access from eastern end of Crown Street.

CONSULTATION

Consultation is ongoing with residents, Councillors, MPs, businesses and Transport for NSW. Overall, businesses are supportive of this initiative.

PROPOSAL

Refer to the attached plan.

2.10 WOLLONGONG, Victoria Street – Ward 2 – Installation of Loading Zone

BACKGROUND

A local business representative has requested to change the 2P ticket parking signs to a timed Loading Zone (7am to 6pm Mon to Sat) in front of the property No. 3 Victoria Street. This will also include the relocation of the existing No Stopping sign and removal a small amount of 2P ticket parking. What does this improve?

CONSULTATION

Consultation has been carried out with the businesses.

PROPOSAL

Refer to the attached plan.

2.11 WOLLONGONG, Burelli Street – Ward 2 – Keep Clear delineation

BACKGROUND

Transport for NSW (TfNSW) has identified the need for Keep Clear pavement marking at the access to McDonalds on Burelli Street, Wollongong. It is common for drivers travelling east bound along Burelli Street attempting to make a right-hand-turn into McDonalds carpark to back-up to the Corrimal and Burelli Street traffic signals. The Keep Clear marking will prevent west bound traffic from obstructing this turn and allow for overall better flow of traffic.

Transport for NSW (TfNSW) will carry out the works.

CONSULTATION

Consultation is not required.

PROPOSAL

Refer to the attached plan.

2.12 FIGTREE, Woodlands Place – Ward 2 – Install No Stopping zones

BACKGROUND

Woodlands Place, Figtree runs off Jacaranda Avenue, south of Nareena Hills Public School boundary. It is a short cul-de-sac street with unrestricted parking and is used by parents to drop off and pick up students. Drivers are currently parking on the nature strip restricting pedestrian access and damaging the nature strip/grass verge. The proposal is to install a 10m of No Stopping zone (using sign only) at the entrance of Woodlands Place and a 35m section of timed No Stopping (2:30pm to 4:00pm School Days).

This will reduce conflict with pedestrians walking and vehicles parked on Woodlands Place, Figtree.

CONSULTATION

Consultation with affected residents at Number1 and Number 4 Woodlands Place, Figtree. Positive feedback was received for a No Parking zone.

Consultation with the school community is to be carried out.

PROPOSAL

Refer to the attached plan.

2.13 WARRAWONG, Minnegang Street intersections – Ward 3 – Intersection line marking

BACKGROUND

Council recently received a request from Council's Compliance and Regulation team requesting the installation of No Stopping signs at the intersection of Wilma Avenue and Hurry Crescent where they intersect with Minnegang Street, Warrawong.

Council Officers have reviewed the location and have determined that the existing line marking is not best practice in accordance with TfNSW Delineation guidelines. It is proposed that no stopping line marking be updated in accordance with the attached plan to assist with enforcement of illegal parking. The proposal does not increase parking restrictions in the area but rather better delineates that area for motorists and Council's Compliance and Regulation team.

CONSULTATION

A letter was sent to eight (8) properties which are adjacent to the proposed line marking improvements. No responses were received, however, this letter served as a notification rather than consultation given that the proposed line marking does not result in an increase of parking restrictions.

PROPOSAL

Refer to the attached plan.

2.14 HORSLEY, Huxley Drive – Ward 3 – Installation of line marking

BACKGROUND

Council received a customer request regarding the termination of the centre line marking at Huxley Drive, Horsley due to a limitation in road width. However, due to the winding nature of the road and presence of parking bays on the northern side of the road, Council Officers have determined that the extension of the double barrier line marking to the roundabout at Huxley Drive and Sunnybank Crescent, Horsley would improve sight distance and ensure consistency of Huxley Drive, Horsley.

CONSULTATION

Consultation letters were sent to impacted residents (total of 20 residents) requesting feedback on the proposed changes and subsequent parking restrictions. The concerns have been responded to and adjustments have been made to proposed plan where appropriate and possible.

PROPOSAL

Refer to the attached plan.

2.15 DAPTO, Darkes Road – Ward 3 – Bridge line and sign upgrade

BACKGROUND

Council has recently been completing road and bridge upgrades to the western bridge along Darkes Road, Dapto. The City Works team have requested that the Transport team review the signage and line marking in the area to complement the bridge structural upgrades. The Transport team have identified inconsistent signs and lines and have proposed a new plan in accordance with current standards.

CONSULTATION

No consultation is required.

PROPOSAL

Refer to the attached plan.

wollongong
City of Wollongong

Date: 21/03/2022 **Author:** Cole Handigan **Project:** Monash SI Interchange

C.Comments:
CR00097587
Cars in Monash Street turning right into Lawrence Hargrave Drive have very little visibility waiting when it comes to cyclists travelling south and those are furthermore difficult to see between the trees at the intersection.



Item 2.2 - WOONONA, Popes Road – No Stopping



Item 2.3 - WOONONA, Lighthorse Drive – No Stopping on intersection



Item 2.4 - CORRIMAL, Cox Lane – Stop line and Give Way



Item 2.5 - CORRIMAL, Murray Road – Time change to Bus Zone signage

All line marking to be installed in accordance with Transport for NSW Delineation Guidelines
All signage to be installed in accordance with AS1742.2

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	Signage & Linemarking Plan Bus Times Upgrade		Legend	
	Date 10/08/22 Scale 1:300 Page 1 of 1	Street Suburb Drawn	Murray Road Corrimal Reviewed	Existing Post R5-20 (L) BUS ZONE (8AM-9:30AM & 1:00PM-3:30PM) R5-20 (R) BUS ZONE (8AM-9:30AM & 1:00PM-3:30PM)

Item 2.6 - STANWELL PARK, The Drive – Installation of “No Truck Over 10m” sign



Item 2.7 - BALGOWNIE, Balmoral Street – No Stopping



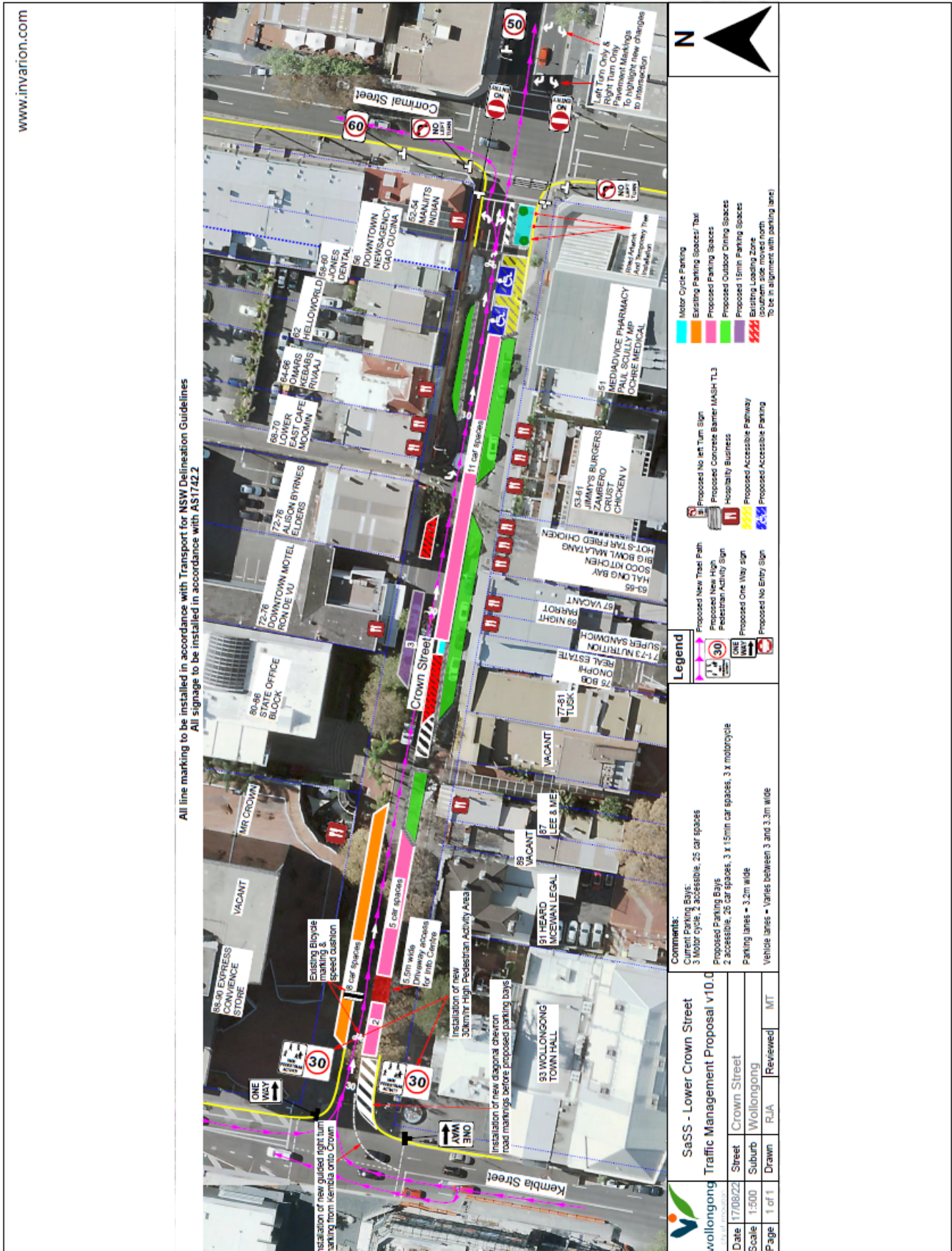
Item 2.8 - WOLLONGONG, 4 Evans Street – Relocation of No Stopping signs/lines



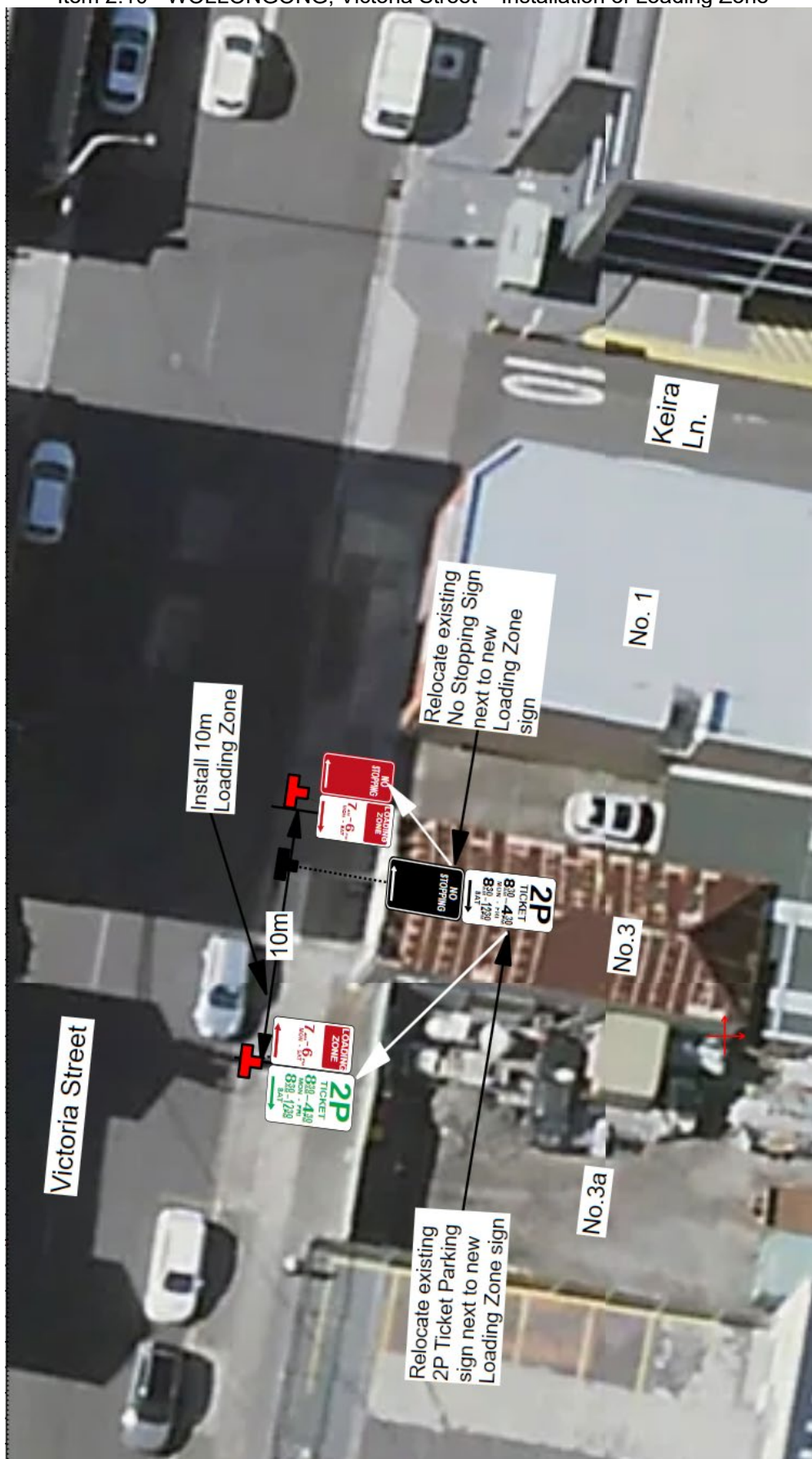
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Item 2.9 - WOLLONGONG, Crown Street – Line marking and signage changes – page 2 of 2



Item 2.10 - WOLLONGONG, Victoria Street – Installation of Loading Zone



Item 2.11 – WOLLONGONG, Burelli Street – Keep Clear delineation

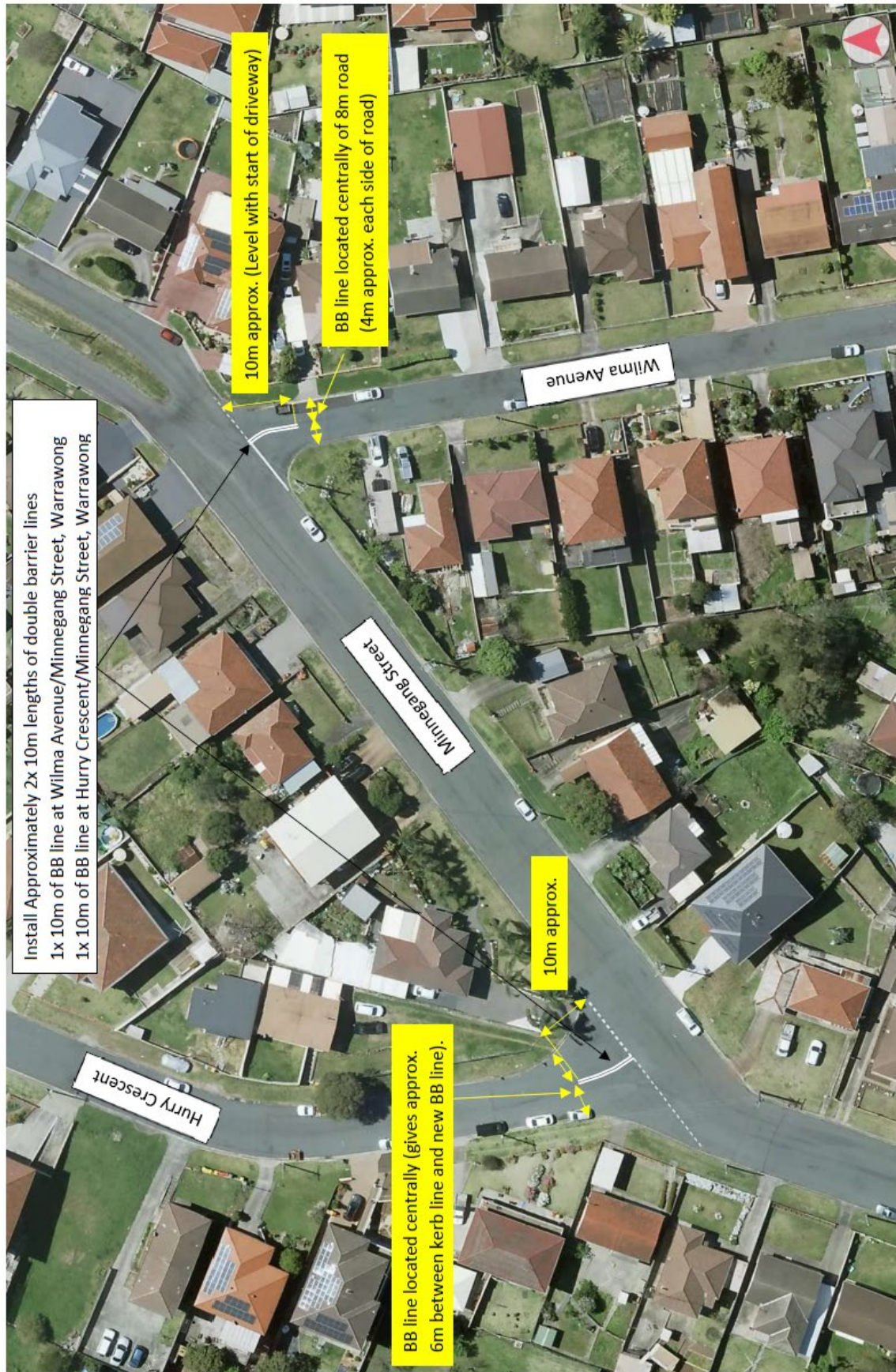
Keep Clear line marking Burelli Street, Wollongong



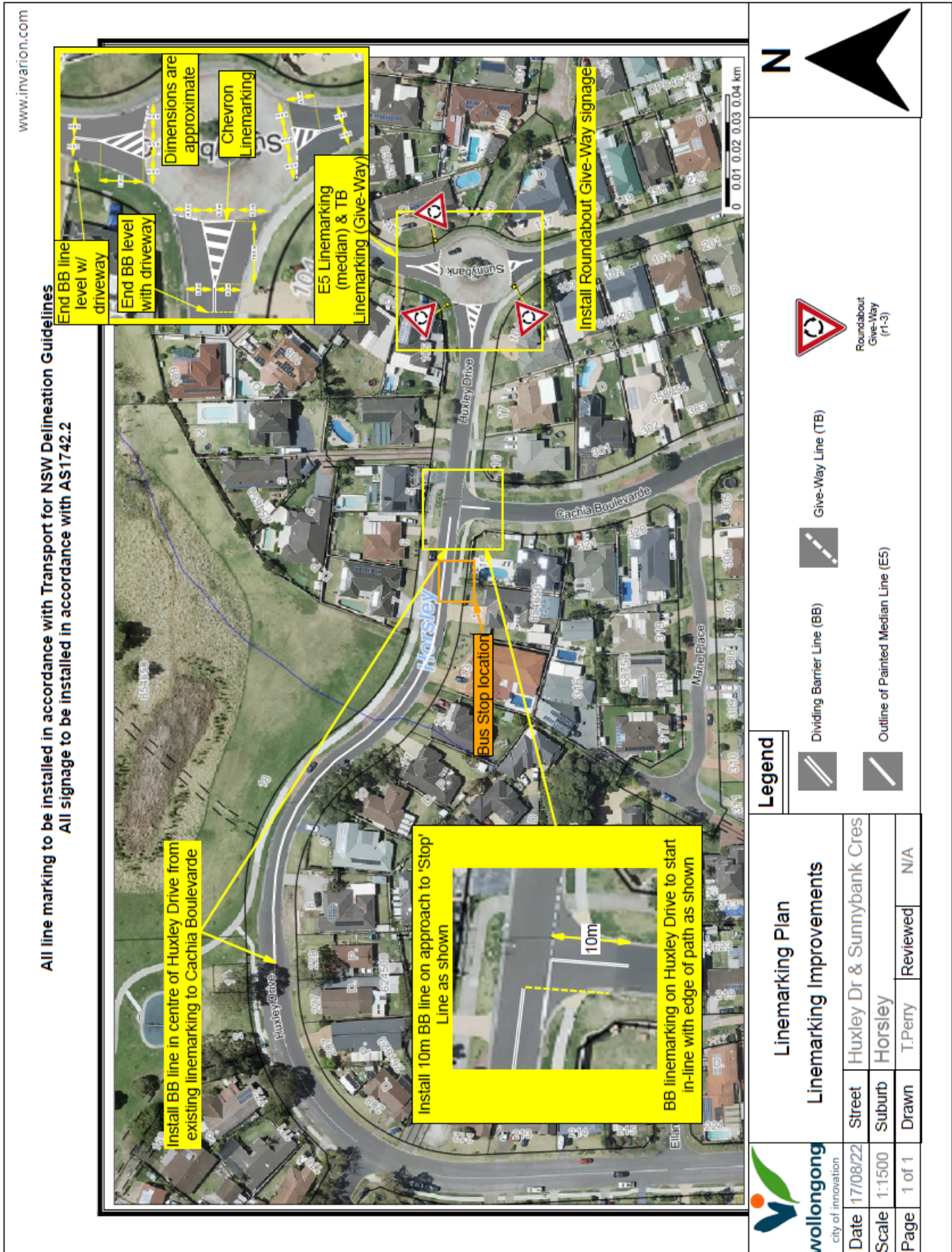
Dual lane requires double Keep Clear line marking

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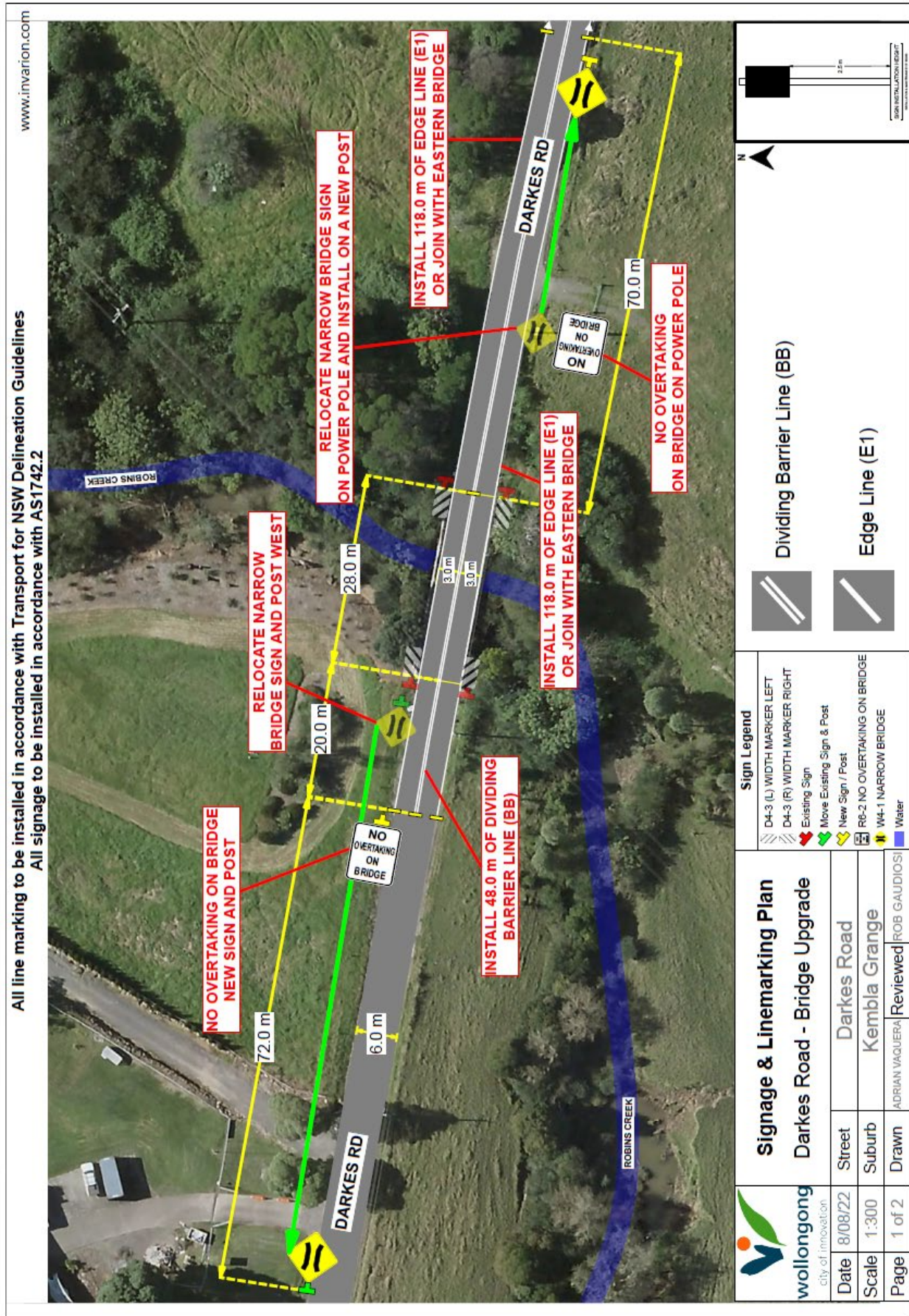
Item 2.13 – WARRAWONG, Minnegang Street intersections – Line marking improvements



Item 2.14 – HORSLEY, Huxley Drive – Installation of line marking



Item 2.15 – DAPTO, Darkes Road – Bridge upgrade



3 REGULATION OF TRAFFIC

3.1 HELENSBURGH, Various locations – Ward 1 – Filming

BACKGROUND

Forbidden Zone has made application for road closures at various locations in Helensburgh, associated with a filming production. The production company is in contact with Helensburgh & District Landcare Group regarding access to the filming location and will liaise with Sydney Trains to ensure the Station Master of Helensburgh Station is aware of the proposed traffic works.

The proposal includes:

- TGS 01 – Tunnel Road: - Monday 10 to Friday 14 October 2022, during off peak times, with the main filming scheduled for Wednesday 12 October. The remaining weekdays will consist of pre-rig and bump out.
- TGS 02 – Tunnel Road: Monday 26 – Friday 30 September (during off peak times) and Monday 3 to Friday 7 October 2022 (during off peak times), only if required to facilitate site deliveries during the bump in process.
- Helensburgh Unit Base Essentials: both vehicle parking areas as per the attached plan, with one area for parking equipment vehicles. A small number of vehicles will also park near the Helensburgh Tunnels and the remainder would decant and ferry equipment from the areas highlighted in blue on the plans.

CONSULTATION

It is a condition of approval that the applicant consult with residents and businesses who may be affected by the road closure.

PROPOSAL

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

Refer to the attached plan.

3.2 WARRAWONG, Greene Street – Ward 3 – NAIDOC week

BACKGROUND

Council is coordinating an event during NAIDOC week which involves a closure of Greene Street, Warrawong. The event is scheduled to take place on Monday 26 September 2022 between 10.00am and 1.00pm. There will be lead in times outside of these hours to organise the closure, commencing at approximately 8.30am and ending at 2.00pm. This event was previously approved at the Traffic Committee meeting of 31 May 2022, however, the event was cancelled due to extreme weather.

NSW Police will be in attendance for the duration of the event and will assist with any issues that arise from the partial road closure – NSW Police will place their van across one of the entrances to the road closure. The NSW Fire Brigade will be located at the other end of the road closure to provide assistance.

During the event, people still have access through the laneway with road closure ahead and detour signs at all possible entrances to Greene Street and road barriers with volunteer staff stationed at those barriers at all times. The road closure has been put in place to increase safety of attendees.

CONSULTATION

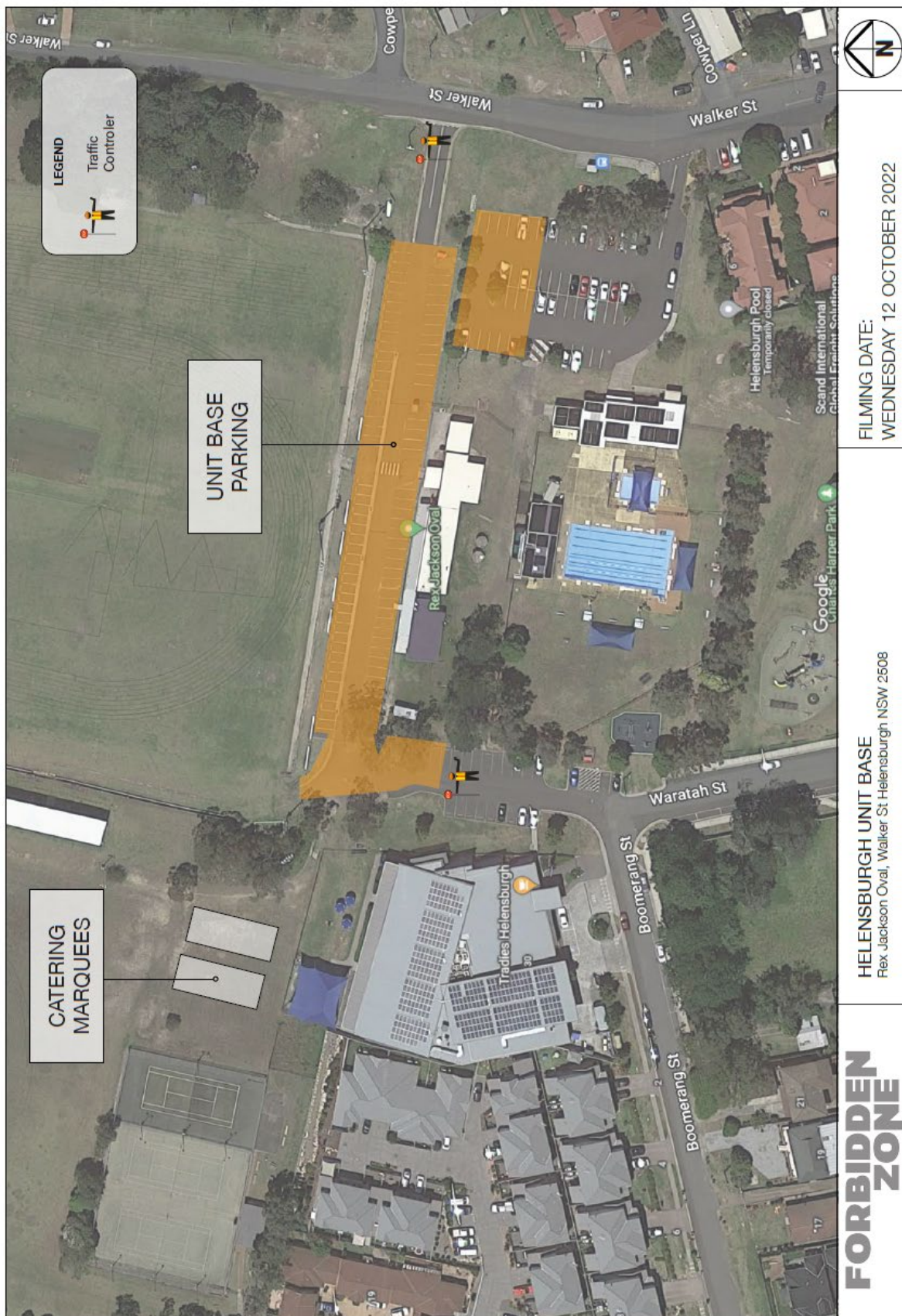
It is a condition of approval that the applicant consult with residents and businesses who may be affected by the road closure.

PROPOSAL

The closure of Greene Street between Bent Street and the one-way lane leading to Cowper Street be approved subject to the submitted Traffic Control Plan and [Council's Standard Conditions for Road Closures](#).

Refer to the attached plan.

Item 3.1 - HELENSBURGH, Various locations – Filming – page 1 of 5



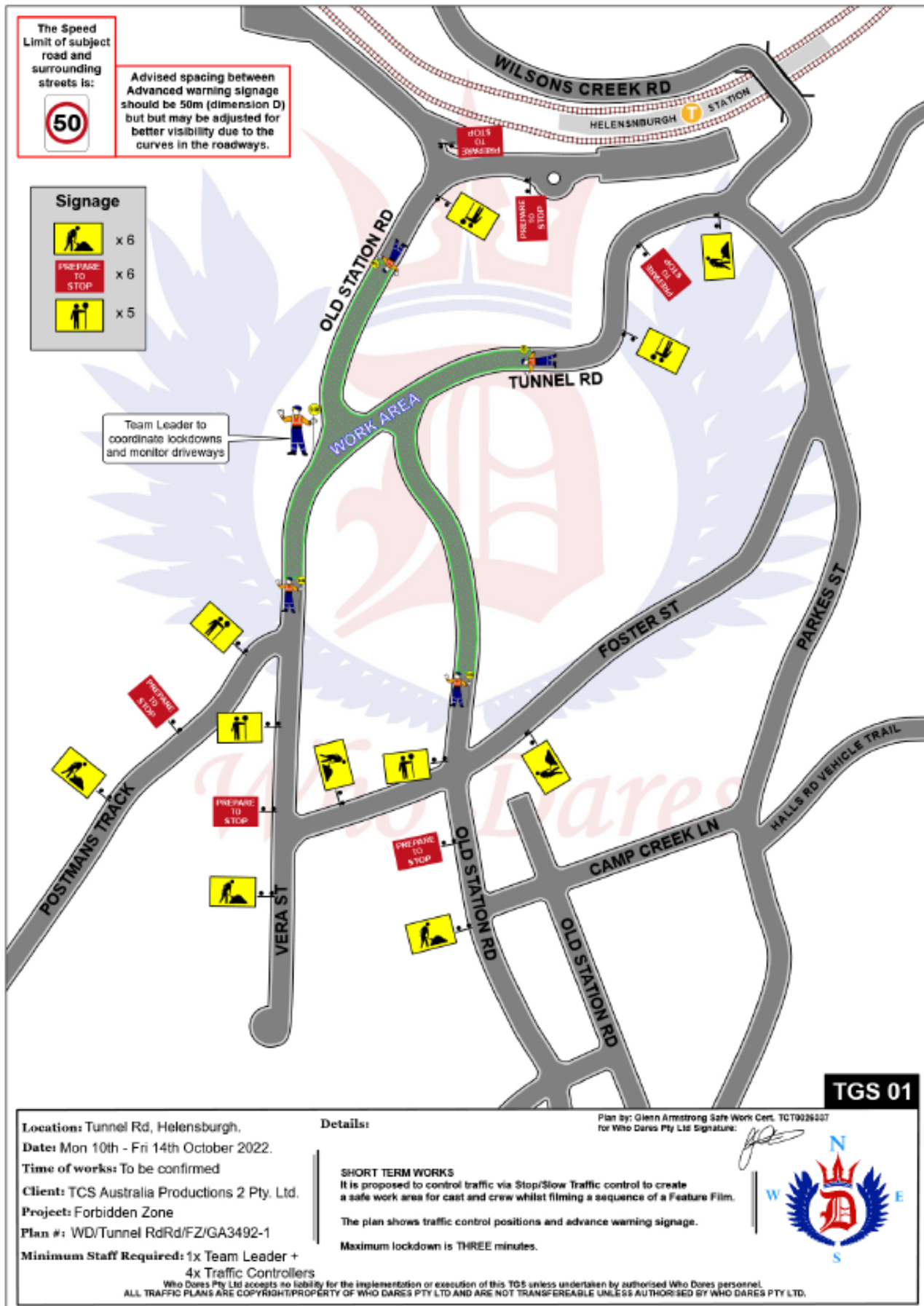
Item 3.1 - HELENSBURGH, Various locations – Filming – page 2 of 5



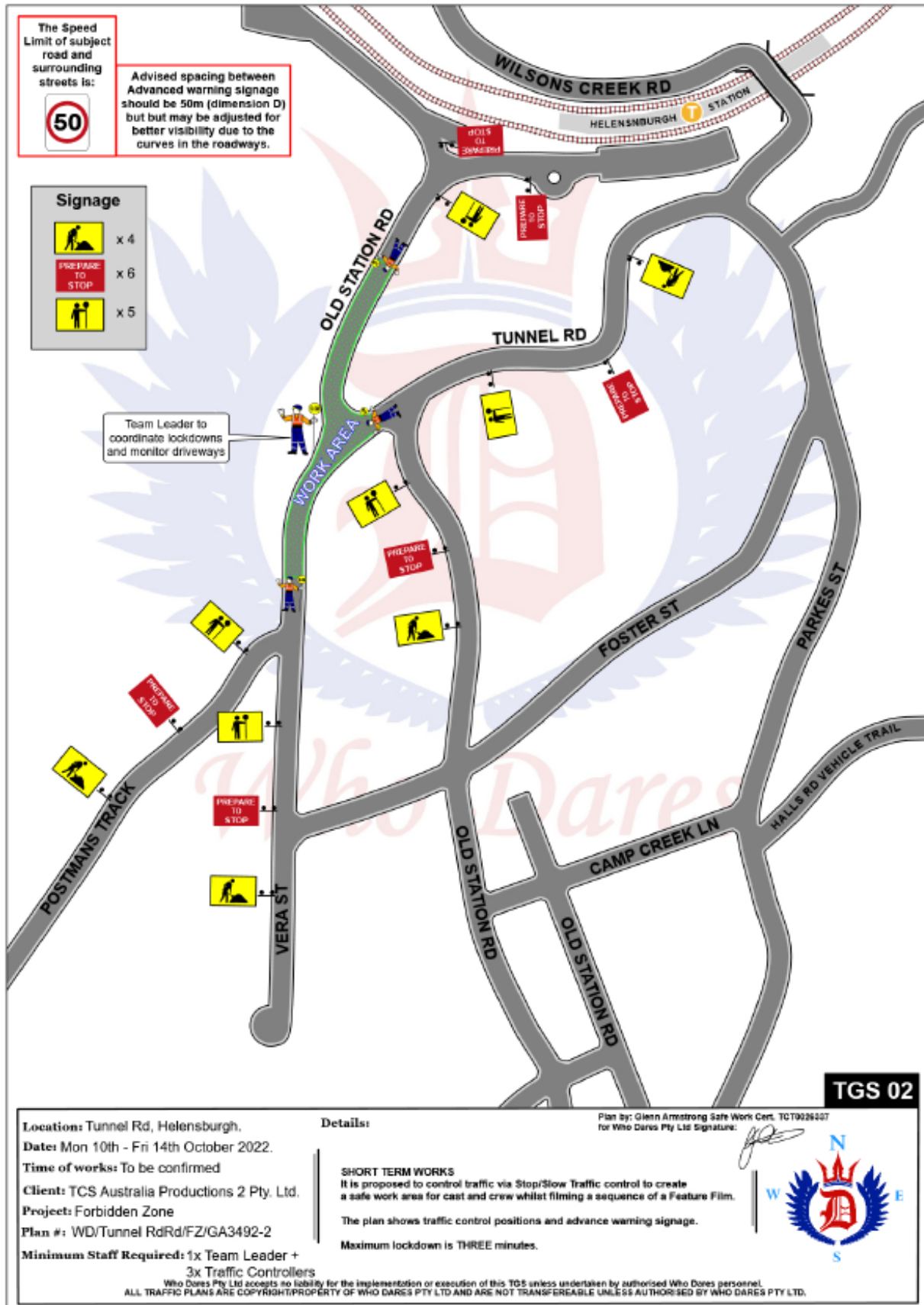
Item 3.1 - HELENSBURGH, Various locations – Filming – page 3 of 5



Item 3.1 - HELENSBURGH, Various locations – Filming – page 4 of 5



Item 3.1 - HELENSBURGH, Various locations – Filming – page 5 of 5



Item 3.2 – WARRAWONG, Greene Street – NAIDOC event

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1. ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH TfNSW TRAFFIC CONTROL AT WORK SITE MANUAL A S1742.3

2. ALL SIGNAGE TO BE INSTALLED BY ACCREDITED TRAFFIC CONTROLLERS

3. SURROUNDING PROPERTY ACCESS TO BE MAINTAINED AT ALL TIMES.

4. ROAD CLOSURE 26/9/2022

START EVENT FROM 09:00AM – 13:30PM

ALLOW RESIDENTS ONLY

EVENT PRECINCT

DETOUR AHEAD

ROAD CLOSED

DETOUR

LANE ACCESS PERMITTED

GREENE ST

KING ST

COWPER ST

DETOUR AHEAD

ROAD CLOSED

DETOUR

GREENE ST

BENT ST

20m

POLICE MITIGATION VEHICLE

NOTE:

1. Signage will be installed in accordance with A S1742.3

2. Signage location may vary due to the limited distance between intersecting roads and the subject development.

3. TMP may vary depending on the scheduled works.

4. Signs must be Class 1 Reflective.

5. Signs are to be placed permanently for duration of works.

Job Number: J2305-2553 TMP No.: T2305-2553 Date: 05.07.2022 Duration: 1 Day

Author: J Doboski Cert. No.: 5052193920 Client: Wollongong City Council Location: Greene St, Warrawong

Plan Amended By:
Time:
Date:
Prepare Work Zone Cert Number:
Signature:

Approves for Doboski
CNS 24-10-2022

Comments: TGS is provided to allow event to take place under road closure.
TRAFFIC MANAGEMENT SERVICES (AUST) DO NOT ACCEPT LIABILITY FOR IMPLEMENTATION OF THIS TCP IF NOT DIRECTLY INVOLVED IN ITS IMPLEMENTATION.

4 DESIGN MATTERS

4.1 WOLLONGONG, Church Street – Ward 2 – Kerb extensions with kerb ramps

BACKGROUND

The existing kerb ramps on Church Street at the intersections of George Street and Bank Street do not meet current standards and are creating accessibility concerns. The kerb ramps at George Street were raised at a Walking and Cycling Reference Group as they had limited accessibility. As a result, Council have proposed to slightly build out the kerb on both sides of Church Street and upgrade the kerb ramps.

The only change to existing carparking is adjusting the location of No Stopping signs in Bank Street by approximately 3m as shown on the plans.

CONSULTATION

Consultation is part of the design process.

PROPOSAL

Refer to the attached plan.

4.2 FIGTREE, Lewis Drive – Ward 2 – Figtree Heights Public School - Children Crossing

BACKGROUND

As part of the School Zone Infrastructure Sub Program funding, Council was granted funds by Transport for NSW (TfNSW) to complete a Children's Crossing on Lewis Drive, Figtree. Figtree Heights Public School does not currently have a school crossing facility and the new facility is welcomed by the school community.

This project includes a new Children Crossing with kerb extensions, a pickup and drop off zone on the northern side of Lewis Drive and edge lines along the road. The School Bus Stop will also now include a boarding platform. No Stopping lines (C3) have also been included at Mary Street.

CONSULTATION

Early consultation with the school has taken place however consultation with the community has not yet been completed.

PROPOSAL

Refer to the attached plan.

4.3 BERKELEY, 9 Barnes Street – Ward 3 – Bus Stop Upgrade

BACKGROUND

As part of an audit of bus stops across the Wollongong Local Government Area (LGA), the Bus Stop at No.9 Barnes Street, Berkeley (TSN 250678) scored a 25% Disability Standards Accessible Public Transport (DSAPT). The Project proposes to upgrade the existing Bus Stop to improve its accessibility compliance and associated infrastructure including Tactile Ground Surface Indicators (TGSIs) and new Bus Zone Signs. The objective will be to provide accessible Bus Stop Facilities in accordance with the relevant standards as well as encourage public transport trips with the improved infrastructure.

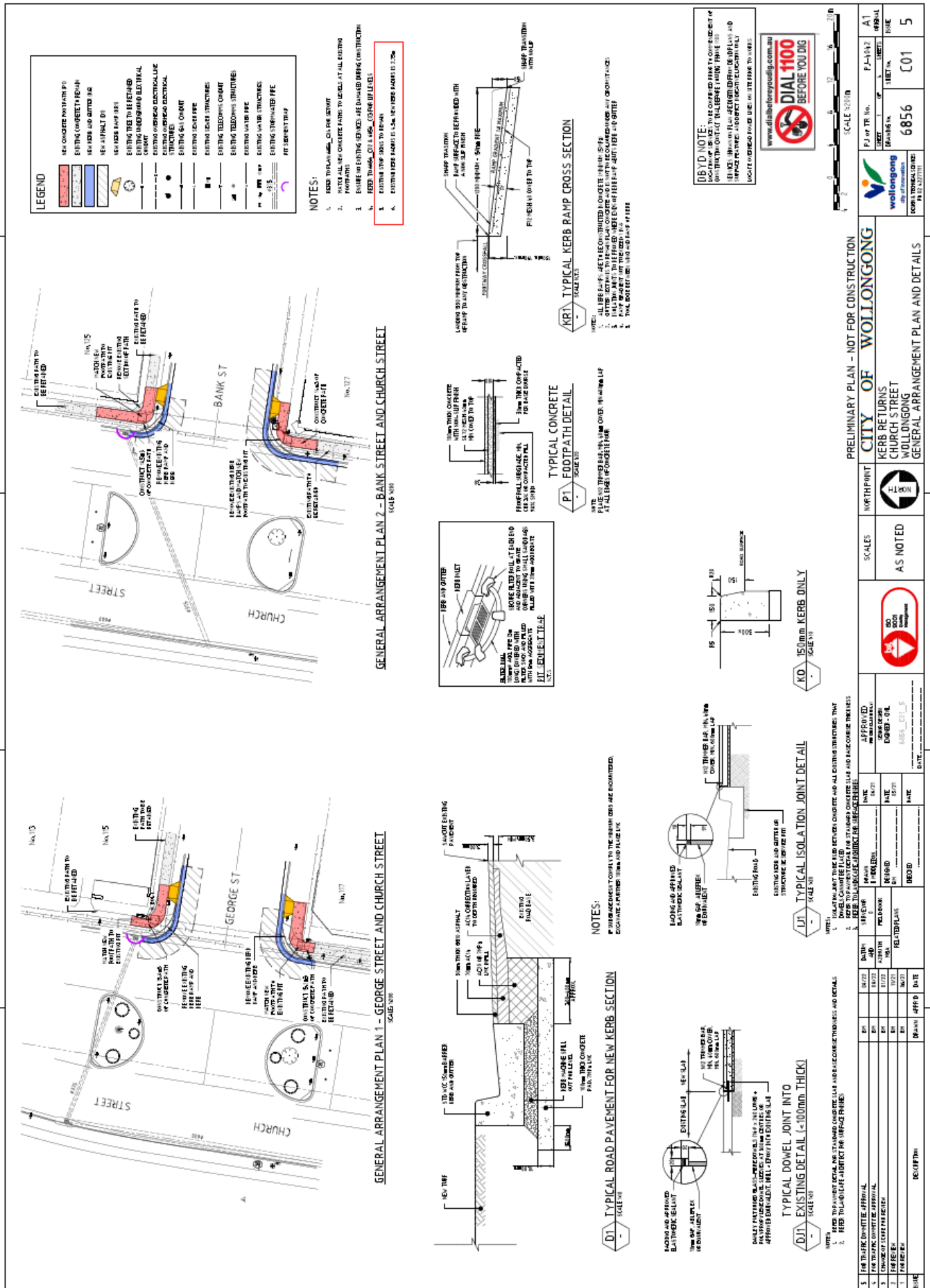
CONSULTATION

Consultation is a requirement of the design process.

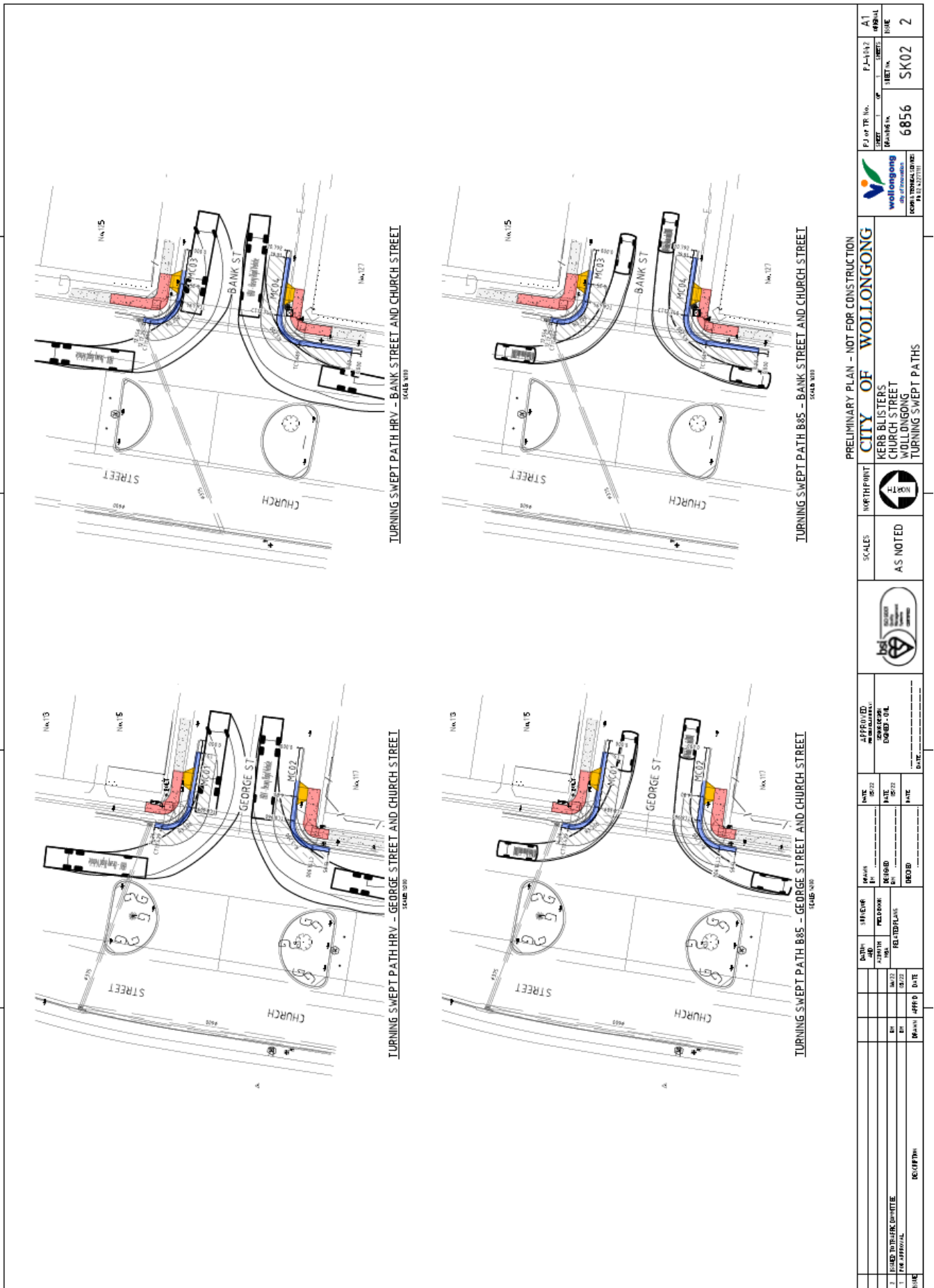
PROPOSAL

Refer to the attached plan.

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Item 4.1 - WOLLONGONG, Church Street – Kerb extensions with kerb ramps – page 2 of 2



PRELIMINARY PLAN - NOT FOR CONSTRUCTION

CITY OF WOLLONGONG

KERR BLISTERS
CHURCH STREET
WOLLONGONG
TURNING SWEEP PATHS



SCALES
AS NOTED



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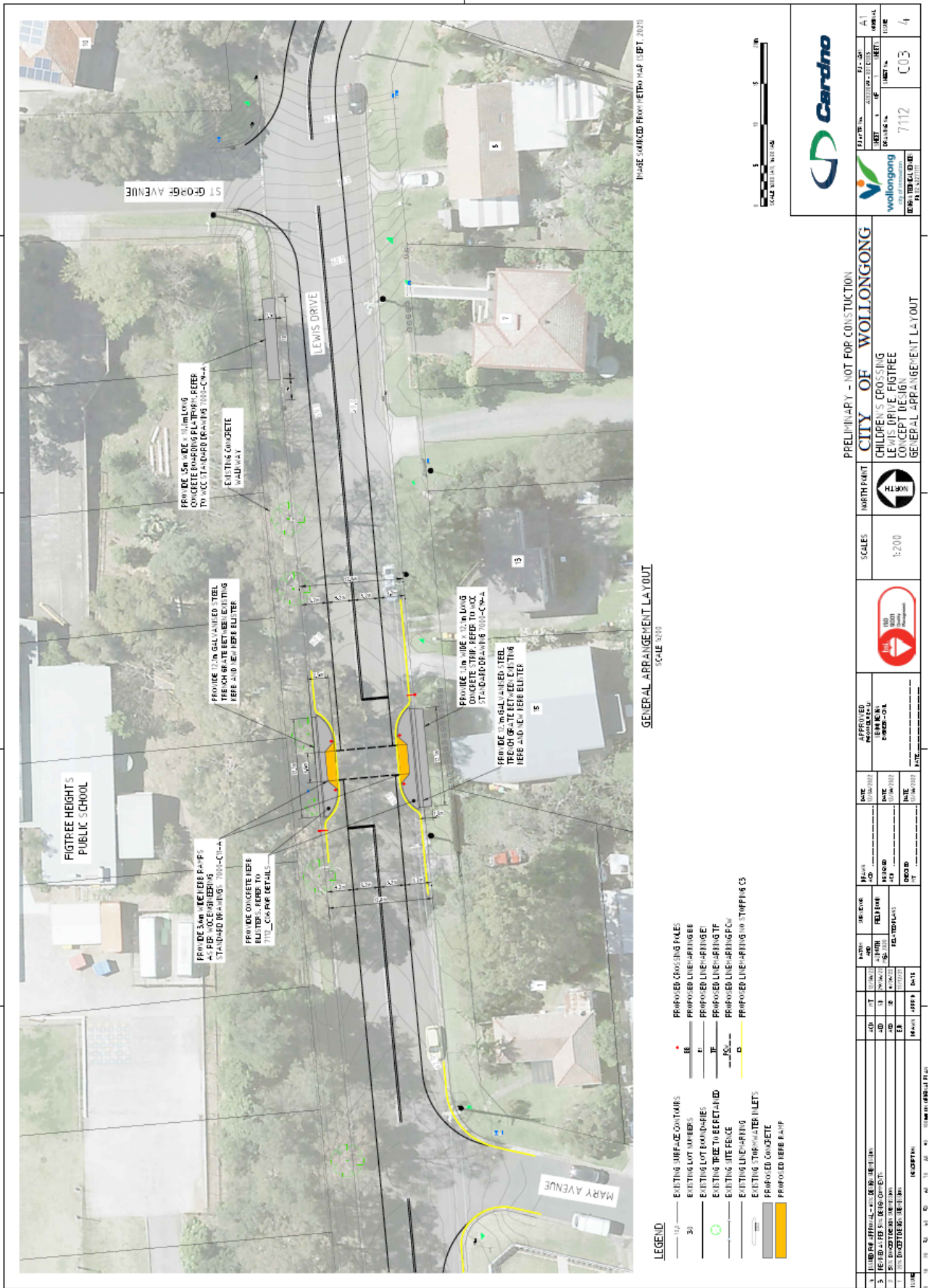
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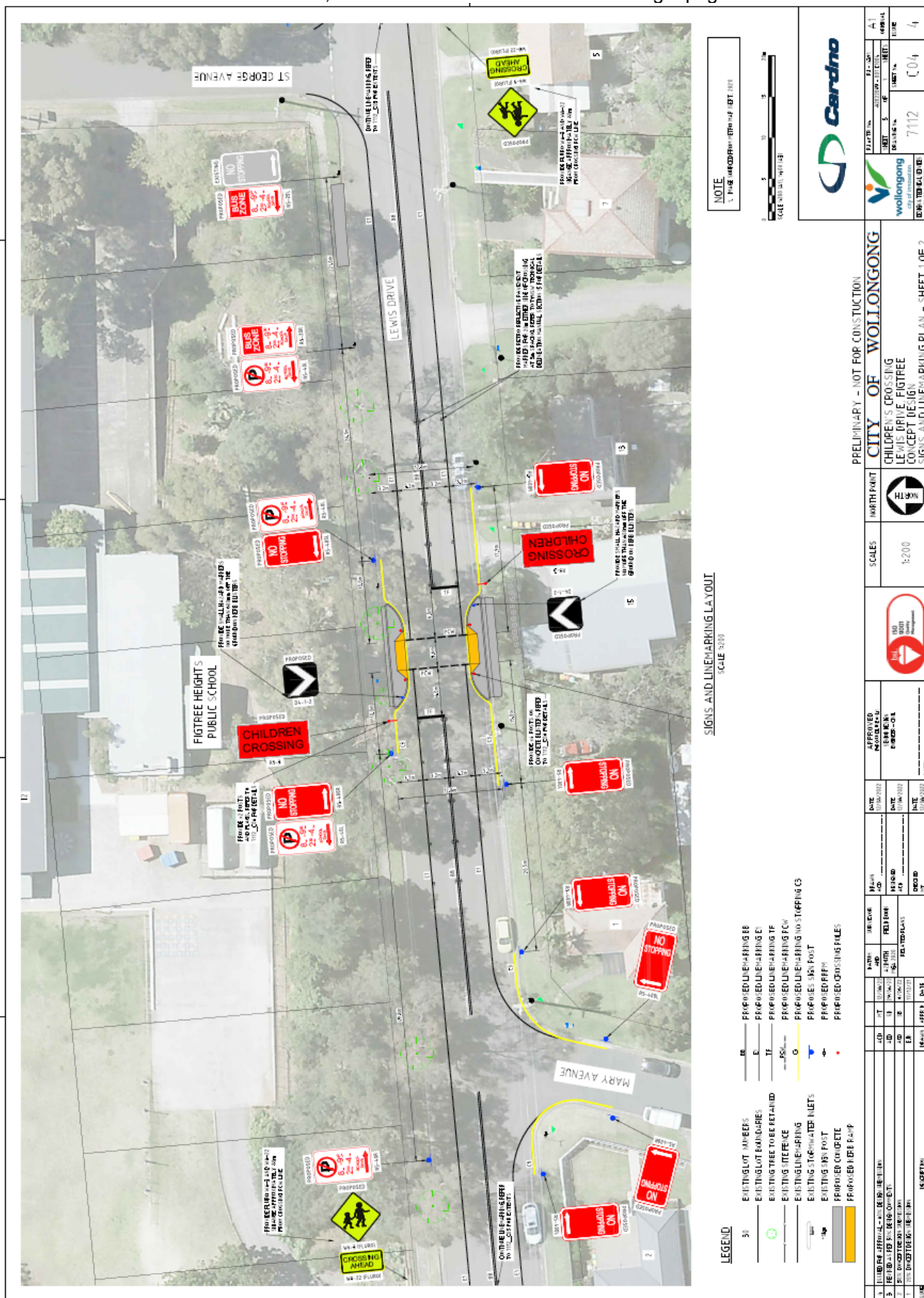
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PROJECT NO.	6856	SK02	2
PROJECT NAME	WOLLONGONG	SK02	2
PROJECT LOCATION	WOLLONGONG	SK02	2
PROJECT DATE	19/11/2019	SK02	2

Item 4.2 – FIGTREE, Lewis Drive -School Children crossing – page 1 of 3



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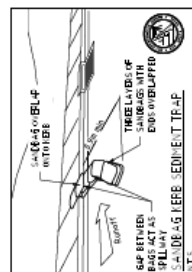
Item 4.2 – FIGTREE, Lewis Drive -School Children crossing – page 3 of 3



EROSION AND SEDIMENT CONTROL GENERAL NOTES

- [illegible]

SCALE: 1 : 100



	NEW 10MM CONCRETE FOOTPATH (1PI)
	TACTILE GROUND SURFACE INDICATORS
	SEGMENT NEAR SEGMENT TRAP
	PROPERTY BOUNDARY
	EXISTING OVERHEAD ELECTRICAL LINE
	EXISTING OVERHEAD ELECTRICAL STRUCTURES
	EXISTING OPTIC FIBRE (80/100)
	EXISTING TELEPHONES CONDUIT (80/100)
	EXISTING WATER PIPE (80/100)
	EXISTING GAS CONDUIT (80/100)
	EXISTING TELEPHONES STRUCTURES
	EXISTING TREES TO BE PROTECTED

IF ROOTS LARGER THAN 5 CM ARE ENCOUNTERED THAT REQUIRE WORKS ON DAMAGED CONTACT AGES ARIENT, USE A SPOTTER WHEN WORKING WITHIN THE TREE PROTECTION ZONE AND STRUCTURAL ROOT ZONES.³⁰



BYOD NOTE: TO RECOVER THE TO-CONNECTMENT OF LOCATION AT SERVICE, TO RECOVER THE TO-CONNECTMENT OF CONNECTION, CONTACT SALES/ENGINEERING, (800) 555-1111

[illegible]

5 DEVELOPMENT MATTERS

5.1 KEMBLA GRANGE, Parkside Stage 2A – Ward 3 - DA -2021/179/A – SWC-2021/18/B

BACKGROUND

As a requirement of the development consent the developer is required to submit a signs and lines plans plan for Council approval.

The lines and signs plan for the development was previously approved as part of the original SWC (CS-2021/18) and this approval is based on a modification to the DA to include the extension of Duffy St (Road 05). The subdivision is located in Kembla Grange with extension of Pastureland and Duffy St occurring as part of this development.

The 61 lot subdivision includes 5 roads.

The signs and lines plan has been prepared by Maker Eng.

CONSULTATION

The road design and layout has been prepared and approved as part of the development application assessment. The plans are designed in accordance with AUSTROADS Guide to Road Design, Council's Development Control Plan and Council's Subdivision Policy.

Consultation and notification to adjoining and affected residents of the development is undertaken during the development application process. Consultation with relevant stakeholders such as utility providers and TfNSW (where applicable) is also a requirement of the design process of the development application and the detailed design.

PROPOSAL

Signs and Line marking Layout Plan, drawing no. MKR00041-21-C230, Revision 3, by Maker Eng, dated 21 July 2022 be approved.

The Transport Team have already requested the following changes to submitted plans –

- No Stopping line (C3) marking on all legs of the T intersection.
- BB line the approach and departure of Road 02A and Road 02B

5.2 KEMBLA GRANGE, 105 Darkes Road – Parkside Stage 3 – Ward 3 – DA-2021/474

BACKGROUND

As a requirement of the development consent the developer is required to submit a signs and lines plans plan for Council approval.

The subdivision is located in Kembla Grange.

The 50 subdivision includes 4 roads.

The signs and lines plan has been prepared by Maker Eng.

CONSULTATION

The road design and layout has been prepared and approved as part of the development application assessment. The plans are designed in accordance with AUSTROADS Guide to Road Design, Council's Development Control Plan and Council's Subdivision Policy.

Consultation and notification to adjoining and affected residents of the development is undertaken during the development application process. Consultation with relevant stakeholders such as utility providers and TfNSW (where applicable) is also a requirement of the design process of the development application and the detailed design.

The design of the proposed road about considers Councils future design for Darkes Road and aligns with the current alignment of Darkes Road. The Subdivision works certificate assessment will ensure appropriate tie in with Council's future design along with the current road network.

PROPOSAL

The following plans be approved:

1. Signs and Line marking Layout Plan, drawing no. MKR00116-35-C225, Revision 1, by Maker Eng, dated 25 July 2022
2. Signs and Line marking Layout Plan, drawing no. MKR00116-35-C226, Revision 1, by Maker Eng, dated 25 July 2022.

The Transport Team have already requested the following changes to submitted plans -

Road 1:

- Double Barrier (BB) line for 10m at on Road 4 and 5 where it intersects with Road 1.
- Minimum 10m of No Stopping (C3) continuous yellow line at intersection of Road 4 and 5 with Road 1.
- Give way line and sign at the intersection of Road 4 and 5 with Road 1.
- No Stopping sign (R) at intersection of Road 5 with Road 1 to be on same post as Bus Zone (L).
- Extend proposed No Stopping line from Road 4 to connect with Bus Zone (R) to include road narrowing – add No Stopping (L).
- Extend proposed No Stopping line (C3) from Road 5 to include road narrowing/crossing point – add No Stopping (R) sign.

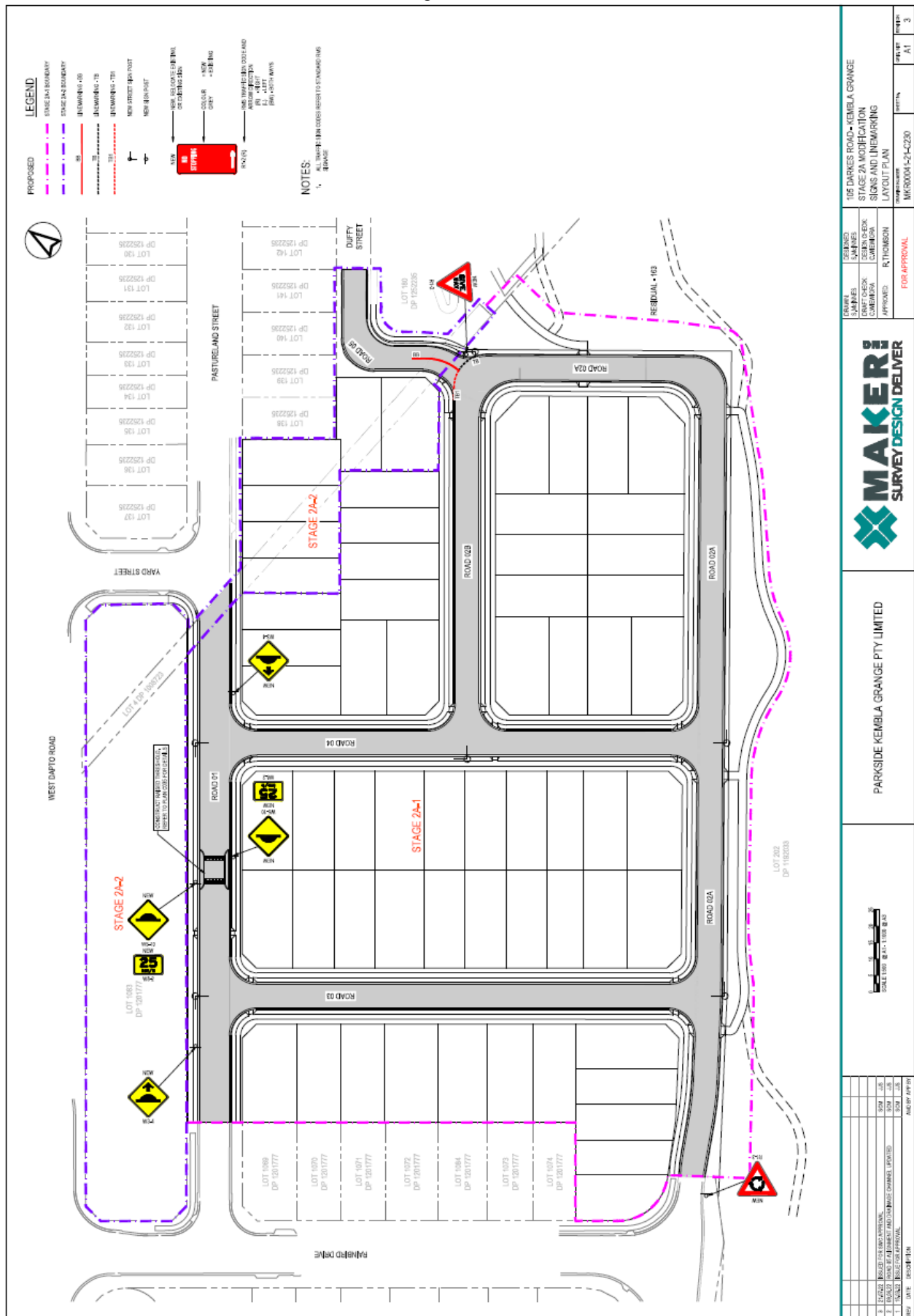
Road 11:

- Minimum 10 m of C3 No Stopping line at intersection of Road 3, 4 and 5 with Road 11.
- Double Barrier (BB) line on Road 3,4 and 5 for 10m where it intersects with Road 11.

Roundabout:

- No Stopping (C3) line for all legs of the roundabout to extend at least the length of the BB line (6-10 past the end of the BB line would be ideal to allow manoeuvring).

Item 5.1 - KEMBLA GRANGE, Parkside Stage 2A – Ward 3 - DA -2021/179/A – SWC-2021/18/B



6 DOB IN A HOON (SPEED COMPLAINTS)

STREET	SUBURB	CONCERN
Third Avenue	Port Kembla	Vehicles speeding – CR0110890
Princes Highway (norther side) between Bangalow Crescent and Pass Avenue	Thirroul	Driveways at the lower end of Bulli Pass – speeding vehicles, no speed signs, speed camera and lack of footpath
Avondale and Huntley Road	Avondale/Huntley	Following resurfacing there has been reporting hooning.