



# **BUSINESS PAPER**

Notice is hereby given in accordance with the *Local Government Act 1993* and *Local Government (General) Regulation 2005* of the below mentioned meeting.

## **Traffic Committee Meeting**

**Wednesday, 01 June 2022**

**Commencing at 9:30 AM**

**Shellharbour Civic Centre**

# AGENDA

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## **1. Attendance**

Record of attendees to be taken at the meeting.

## **2. Acknowledgement to Country**

Shellharbour City Council acknowledges the Traditional Custodians of the Dharawal Country and recognise their continued connection to the land we meet on today. We pay our respects to Elders past, present and emerging and the contribution they make to the life of this city and this region and extend our recognition to their descendants who continue to live on country.

## **3. Apologies / Leave of Absence**

## **4. Confirmation of Minutes**

### **4.1. Traffic Committee Meeting 4 May 2022**

That the Minutes of the Traffic Committee Meeting held on 4 May 2022 as circulated be taken as read and confirmed as a correct record of proceedings.

## **5. Addresses to Traffic Committee**

## **6. Disclosure of Interest**

## **7. Presentations**

## 8. Traffic Reports

### 8.1. Lapwing Avenue, Shell Cove - Temporary Road Closure

#### To the Chief Executive Officer

<b>Directorate:</b>	Amenity and Assets
<b>Group:</b>	Built and Natural Environment
<b>Manager:</b>	Matthew Apolo - Group Manager Built and Natural Environment
<b>Author:</b>	Wayne Wilson - Senior Transport Engineer

#### Summary

The purpose of this report is to seek endorsement from the Committee for a temporary closure of Lapwing Avenue, Shell Cove (**Attachment 1**) on Thursday 9 June 2022 between 7:00am and 4:00pm together with a partial closure of Cormorant Way for the erection of 3 tower cranes for buildings A, B and C of the proposed Parkview development as per the Traffic Management Plan shown in (**Attachment 2**).

#### Background

Council has received a request from the developer Parkview for the temporary closure of Lapwing Avenue, Shell Cove, on Thursday 9 June 2022 between 7:00am and 4:00pm, to erect a tower crane for buildings A, B and C of the proposed Parkview development on Lot 15 Cormorant Way, Shell Cove. The proposed temporary road closure of Lapwing Avenue is to allow for a Mobile Crane to stand on Lapwing Avenue, Shell Cove between Whimbrel Terrace and Cormorant Way. This closure will impact a number of properties along Cormorant Way, between Whimbrel Terrace and Turnstone Lane, Shell Cove.

The applicant will need to communicate this temporary closure to the residents and businesses of Lapwing Avenue and Cormorant Way together with that area bounded by Whimbrel Terrace, Brigantine Drive and Turnstone Lane, at least seven days and then one day before the closure via a letterbox drop. The applicant must retain local resident's access during the closure and provide suitable alternative parking for those residents directly impacted by the mobile crane while on site. The applicant will also provide traffic control and facilitate detour routes for the street system in close proximity to this site to service the above residents/organisations, adjacent work sites as well as the general public.

As a full temporary road closure is being pursued for Lapwing Avenue, the developer has submitted a Traffic Management Plan (TMP) to Council, which is considered

satisfactory. This TMP also shows the partial closure of Cormorant Way at various locations and the traffic impacts will be minor for local residents.

Public Liability Insurance Cover to the value of \$20,000,000 should be available to cover Council against any claims which may arise as a consequence of this event.

The applicant shall inform all Emergency Services of the proposed road closure (that is NSW Police, Fire Brigade, Ambulance, SES and RMS) and must maintain a four-metre wide emergency vehicle lane at all times, with all services (e.g. fire hydrants) remaining free of any obstruction.

All local residents, business organisations and construction sites shall be given advanced warning of the proposed closure at least 7 days prior to the event. The developer should letterbox drop any property within 150 metres (walking distance) of any part of this temporary closure.

### **Financial / Resources Implications**

Nil

### **Legal and Policy Implications**

Nil

### **Public / Social Impact**

Potential minor detour impacts during closure.

### **Link to Community Strategic Plan**

This report supports the following objectives and strategies of the Community Strategic Plan:

<b>Objective:</b>	2.3	A city that is connected through places and spaces
<b>Strategy:</b>	2.3.3	Provide and promote a sustainable , safe and connected transport network
	2.3.4	Facilitate the development of a built environment to meet community needs

### **Consultations**

The following consultations were undertaken:

**Internal**

Manager Floodplain and Transport

Manager Compliance and Regulation

**External**

Nil

**Political Donations Disclosure**

Not Applicable

**Committee Recommendation**

**That Council approve the temporary full road closure of Lapwing Avenue, Shell Cove between Cormorant Way and Whimbrel Terrace, to allow a mobile crane to set up Tower Crane on No.15 Cormorant Way, Shell Cove from 7:00am to 4:00pm on Thursday 9 June 2022, or in the event of problems on this date, on Monday 16 June 2022, subject to the following conditions.**

- 1. The applicant must inform all residents/businesses within or with access/frontage to any parts of this section of Lapwing Avenue / Cormorant Way at least seven (7) days and then one (1) day before the closure via a letterbox drop.**
- 2. The applicant must cater for the access requirements of any resident/business/organisations with direct access to their properties from this section of Lapwing Avenue and Cormorant Way by managing access for impacted properties, with accredited RMS Traffic Controllers at all times while the closure is operational.**
- 3. The applicant must supply and erect any barriers and traffic signs necessary for the road closure as stipulated by the approved Traffic Control Plan (TCP) and remove them at the completion of the works.**
- 4. Council must be indemnified against all claims for damage or injury that may result from either the activities or from the occupation of part of the public way during the activities. A copy of Public Liability Insurance Cover to the value of \$20,000,000 shall be provided to Council prior to the event and Council must be listed as in interested party on the insurance.**
- 5. Council must be reimbursed for the cost of repair of any damage caused to Council property as a result of the activities.**

6. **The applicant must inform all Emergency Services of the proposed road closure (that is NSW Police, Fire Brigade, Ambulance & State Emergency Services).**
7. **Shellharbour Council reserves the right to cancel this approval at any time.**
8. **Should the temporary closure not occur on the approved date due to extenuating circumstances, Council's Group Manager Built and Natural Environment be authorised to alter the approved date.**

### **Approved By**

<b>Approved for Council's Consideration:</b>	Matthew Apolo
<b>Date of Meeting:</b>	1 June 2022

### **Attachments**

1. Locality Plan
2. Traffic Management Plan

**Attachment 1 - Locality Plan**





Attachment 2 – Traffic Management Plan

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**Spacing of Cones/Devices**

Purpose and usage	Speed zone of device location km/h	Maximum spacing m
On approach to a traffic controller position (centreline or edge line)	All cases	4
Merge tapers	55 to 75	9
	greater than 75	12
Lateral shift tapers	55 to 75	12
	greater than 75	18
Protecting freshly painted lines	55 to 75	24
All other purposes	less than or equal to 55	4
	55 to 75	12
	greater than 75	18

**Adjusting or Modifying A TGS:**

**ITCP Holder:**

- ITCP qualified person must ensure that the TGS is implemented as approved. Minor adjustments can be completed in accordance with Section 7.10.3 Tolerances on positioning of signs and devices. Modifications will be recorded on the TGS checklist and a signed copy will be available on-site.

**PWZTMP Holder:**

- Modifications to a Site Specific TGS must be approved by the PWZTMP or relevant qualification holder, and must be supported by a TMP or risk assessment to ensure all TGSs considers and mitigate identified site-specific conditions and risks.
- If risk is identified during the implementation of the TGS and requires modification outside of the tolerance listed below, the works must be stopped until an updated TGS is drafted and approved by a PWZTMP qualified person prior to works recommencing (refer to TCAWS 7.10.4).
- Any anomalies or inconsistencies found in the TGSs being used must be recorded and reported back to the TGS designer who is PWZTMP qualified.

**Implementing A TGS:**

- A TGS must be installed, maintained and removed in a planned and safe manner. The implementation of a TGS must only be undertaken by an ITCP qualified person. (Refer To TCAWS 7.10.1)
- Signs and traffic control devices must be installed in a sequence via GPS, survey, landmarks, side streets or change in accordance with TCAWS V6 Section 6.4 and AGTM Section 6.2
- An implementation TGS should be provided if the risk of implementation is deemed high. The sequence of implementation should be determined as part of the drafting process in TGS or SWMS, rather than being determined on-site. (Refer To TCAWS 7.10.2)

**Notes:**

- This Traffic Guidance Scheme is developed by competent and experienced persons in accordance with the requirements outlined in the TNSW TCAWS issue 6.0, AS1742.3 and the Road Management Act 2004.
- Prior to implementation of the TGS, D&D Traffic Management will carry out an inspection and risk assessment.
- A signed copy of the SWMS is available on-site at all times.
- A PWZTMP and/or ITCP qualified person must ensure the TGS is implemented, and the work area maintained as per attached TGS. Otherwise, any adjustment and modification will be captured in the shift paperwork.
- Pedestrian management is to be overseen by onsite crew and supported by a risk assessment. If additional signage (TCAWS 6.5.2 - Table 6.5) is required it is subject to modifying TGS criteria, see below.
- Signs to be installed on high legs if sight obstruction is present (for example behind guardrails/barriers, etc.)
- Site Specific TGS is drafted for nominated works that is noted on the TGS. The TGS must be formally reviewed and signed off by a PWZTMP qualified person (a minimum of every 12 months from the drafted date) as per TCAWS 7.11.2. For details, refer to the title box below.
- D&D Traffic Management does not accept liability for the implementation of this TGS, when not directly involved in carrying out the subject works.

**Recommended Taper Lengths**

Existing permanent speed limit (km/h)	Recommended taper length (m)		
	Traffic control taper	Lateral shift taper	Merge taper
40 or less	15	15	15
46 to 55	15	15	30
56 to 65	30	30	60
66 to 75	N/A	70	115
76 to 85	N/A	90	130
86 to 95	N/A	80	145
96 to 105	N/A	100	160
Greater than 105	N/A	110	180

**Allowable Tolerance on amending Spacings**

Tolerance	Positioning of signs, length of tapers or markings	Spacing of delineating devices
Minimum	10% less than the distances or lengths given	Nil
Maximum	25% more than the distances or lengths given	10% more than the spacing shown

**Edge Clearances for Cones/Bollards**

Edge of traffic lane to:	Edge Clearances
Line of traffic cones or bollards	<ul style="list-style-type: none"> <li>• 0.6 m for traffic speeds less than 65 km/h</li> <li>• 1.0 m for traffic speeds greater than 65 km/h</li> </ul>

**Site Entry and Exit Process**

- Highlight entry point with double cones and leaving a small break as per above diagram.
- Prior to Entering Worksite, work vehicles shall:
  - Turn on beacons
  - Radio Traffic Management on approach to Site using nominated UHF channel
- Traffic Controllers are to ensure that no local traffic follows work vehicles in the work area
- Above diagram is depicting a Lane 1 Closure. Set-up is to be mirrored in case of median lane closures.

**Spacing of Cones/Devices**

Four traffic cones are to be installed on the centre line at 4m spacing, with a T5-S(L) at both ends.  
TC must remain 1.2m from live traffic and maintain a clear escape route at all times whilst operating PORTABOOM

**Use of Stop/Slow bats requires a 2-up Fulton Hogan Management approval to be obtained prior to commencement of works, and completion of the required Stop/Slow Bat Approval Request Form. This must also be recorded in the Field Notes section and this TGS signed off as modified/approved.**

**AHEAD** OR **ALTERNATE SIGNAGE ARRANGEMENT**

**Light Towers to be used where required to illuminate TC's if lighting is insufficient.**

**Speed Reduction Signage to be repeated at a distance of 500m max.**

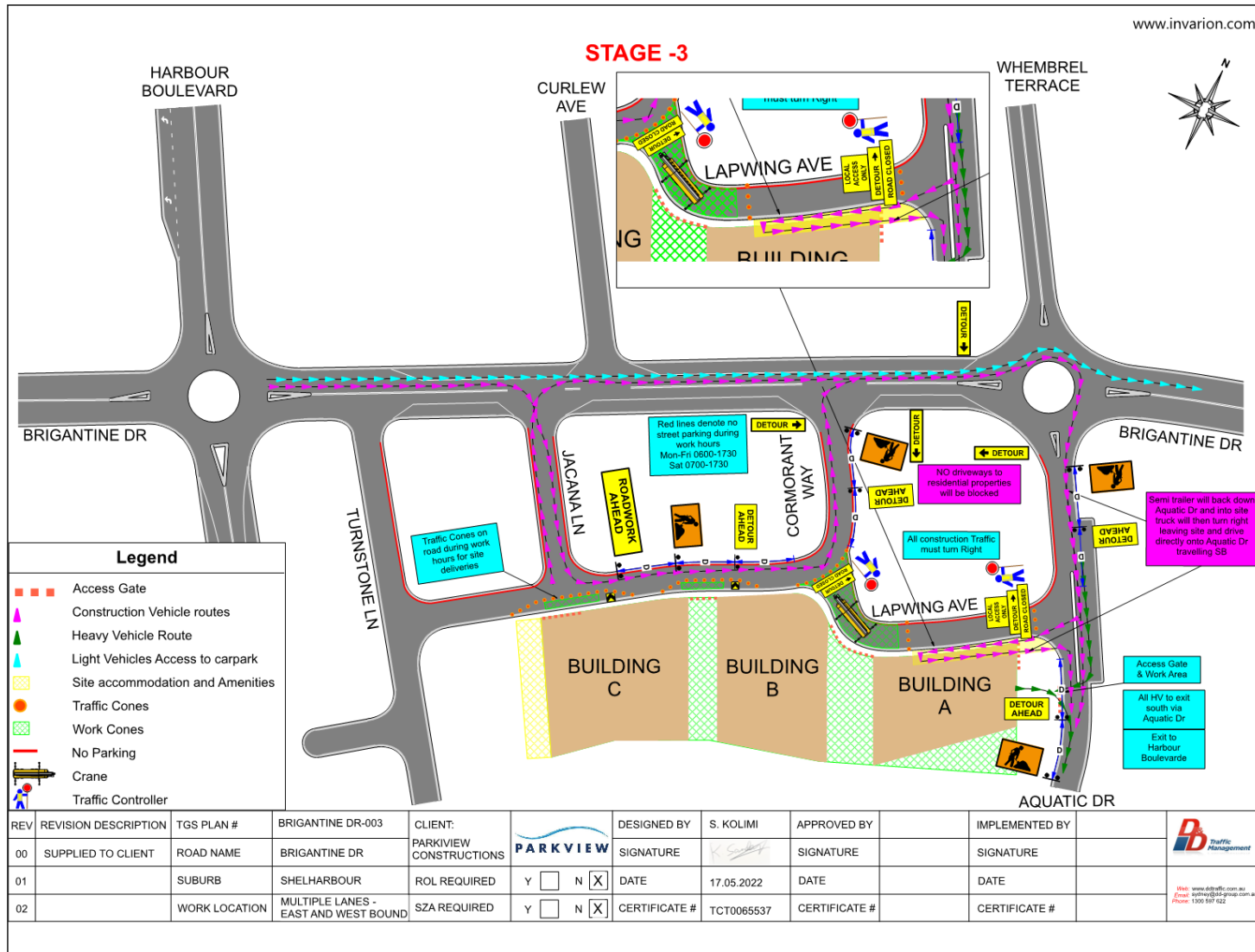
**Existing Speed Signs to be covered with opaque material.**

**Posted Speed Limit of Subject Road/s**

**Dimension 'D'**  
AS 1742.3: A distance expressed in metres, determined in accordance with Clause 4.1.5, and used for the positioning of advanced warning signage.

Speed Limit (km/H)	Dimension D (m)
< 55 km/H	15 m
60 km/H	45 m
> 65 km/H	Approach Speed

REV	REVISION DESCRIPTION	TGS PLAN #	BRIGANTINE DR-003	CLIENT: PARKVIEW CONSTRUCTIONS		DESIGNED BY	S. KOLIMI	APPROVED BY		IMPLEMENTED BY		
00	SUPPLIED TO CLIENT	ROAD NAME	BRIGANTINE DR	PARKVIEW CONSTRUCTIONS		SIGNATURE		SIGNATURE		SIGNATURE		
01		SUBURB	SHELLHARBOUR	ROL REQUIRED	Y <input type="checkbox"/> N <input checked="" type="checkbox"/>	DATE	17.05.2022	DATE		DATE		
02		WORK LOCATION	MULTIPLE LANES - EAST AND WEST BOUND	SZA REQUIRED	Y <input type="checkbox"/> N <input checked="" type="checkbox"/>	CERTIFICATE #	TCT0065537	CERTIFICATE #		CERTIFICATE #		



## Notations

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### End of Queues and Avoiding Collisions

Refer to TfNSW TCWS Manual V6 Section 4.6 End-of-queue management regarding placement of "PREPARE TO STOP" signs, assessment of expected queue lengths and procedures for reducing end-of-queue collisions.

### Defining "D"

Refer to TfNSW TCWS Manual V6 section 4.3.6 Sight distances, Table 7-2. Dimension D calculation based on speed zone AND section 7.10.3 Tolerances on positioning of signs and devices.

### TfNSW TCWS Manual V6.1: Section 4.3.4 Minimum clearances of workers to traffic (Page 47)

Work must be planned and designed to provide maximum clearances to workers on foot and plant. When performing static work, the minimum allowable clearance of 1.5m must be maintained at all times between workers on foot, plant, and traffic. Where workers are closer than 1.5m to moving traffic a 30km/h speed zone should be installed.

Other considerations to be undertaken in the specific Risk Assessment of working within 1.5m of passing traffic are to deploy VMS Radar Data Boards, Portable Speed Humps, Rumble Strips, Escort/Patrol Vehicle.

(TfNSW TCWS technical manual V6 section 7.6.6 Workers on foot. Also refer to Section 4.3.5 Protection of work area (Page 47) and Table 4 Mandatory and recommended controls for protection of a work area (Page 48)).

Other considerations to be undertaken in the specific Risk Assessment of working within 1.5m of passing traffic are to deploy VMS Radar Data Boards, Portable Speed Humps, Rumble Strips, Escort/Patrol Vehicle.

### Traffic Controllers

Refer to TfNSW TCAWS V6 Section 5.4.3 Requirements for traffic controllers. Table 5-11 provides the general requirements that must be applied when a traffic controller is used, including the use of a PTC and also refer to TfNSW TCAWS V6 Section 6.6 Portable traffic control devices Subsection 6.6.1 General

### Sight distances

Refer to TfNSW TCWS Technical Manual V6.1:

>Section 5.4.5 Traffic control locations "When a traffic controller is utilized for operation of a PTC or a STOP/SLOW bat, a sight distance of 1.5D must be allowed for." (Page 89).

>Section 5.4.3 Requirements for traffic controllers (Page 86) Table 5-11 General requirements for the use of a traffic controller. Specifically the "Visibility" and "Positioning" aspects therein.

Refer to AUSROADS Temporary Traffic Management Guidelines Part 3 Static Worksites:

>Section 2.5.4 Sight distance (Page 15)

# Table 2.3: Recommended sight distances to a traffic control device

# Figure 2.3: Appropriate sight distance

### Termination Area

Traffic Control Risk Assessment undertaken prior to works commencing and as works progress to monitor the effectiveness and suitability of the END ROAD WORK sign placement and re-instatement of posted speed limits. Refer to the TfNSW TCAWS technical manual V6 Section 7.6.2.5 Termination Area and also refer to the AGTTM03-19 Part 3 Static Worksites: Section 4.9 Termination Area and "Table 4.5: Placement of termination signs" therein.

### Field notes:

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## 8.2. Proposed Road Closure Shell Cove Marina - Shellharbour Rocks

### To the Chief Executive Officer

<b>Directorate:</b>	Amenity and Assets
<b>Group:</b>	Built and Natural Environment
<b>Manager:</b>	Matthew Apolo - Group Manager Built and Natural Environment
<b>Author:</b>	Wayne Wilson - Senior Transport Engineer

### Summary

The purpose of this report is to seek approval from the traffic committee for the Traffic Management Plan (TMP) to close sections of Aquatic Drive, Cove Boulevard and Anchorage Parade, Shell Cove (**Attachment 1**) on Saturday 18 June 2022 between 6:00am and 11:00pm, as part of the Shellharbour Rocks The Marina event.

### Background

Shellharbour Rocks is a 'live n local' event, curating musicians and artists from across the region in a unique one day activation event.

This free one-day festival will bring together approximately 30 local music acts, performing inside and outside of local businesses, with local designers, artists and the wider community, all coming together to create a vibrant celebration across the Waterfront; its public spaces, restaurants, cafes and bars.

The event will operate over a single day and includes a strong program of live music, workshops, displays and retail activations. The event is designed to ensure a steady flow of attendees throughout the day and in to the night. It is deliberately presented in a low visitation season to ensure retail activation without overwhelming the precinct. Prior versions of this event have not created any traffic, nor parking, issues. With the steady flow of attendees, precinct parking has proved to be adequate with planned areas of overflow parking not attracting a single car in a 12 hour period.

The proposed road closures are recommended for pedestrian safety and to ensure safe positioning, and operation, of infrastructure, food trucks and market stalls.

The Traffic Management Plan is attached (**Attachment 2**). This plan was created for the Marina Food and Wine event and was previously approved by this committee. Traffic Logistics have been engaged to develop this plan specific to the Shellharbour Rocks event and will finalise the plan pending any feedback from the Traffic Committee on the example proposed.

The Traffic Management Plan includes the closure of:

- Aquatic Drive between Harbour Boulevard and Lapwing Avenue
- Cove Boulevard between Civic Avenue and Waterfront Promenade
- Waterfront Promenade between Cove Boulevard and Aquatic Drive
- Civic Avenue between Aquatic Drive and Cove Boulevard
- These closures will not impact access to the Shell Cove Marina Shopping Centre carpark areas.

This will restrict any vehicle access to Civic Ave and Waterfront Promenade for the entire temporary road closure period.

The design allows for bus transport to continue as per normal operations in the area.

Proposed temporary road closures would be in place from 6:00 am Saturday 18 June (allowing for a short window to remove parked cars and contractors) and re-opening 11:00 pm Saturday 18 June. Traffic Logistics have been engaged to undertake traffic management planning for the event. To ensure a successful event, these closures will ensure:

- Increased pedestrian safety
- Increased room for local artists to perform and workshops to operate.
- Additional activations from local business and local creatives
- More seating opportunities for attendees

Car parking is provided within the normal precinct operations. Additional stallholder parking will be at a closed carpark (managed by security access) at the old sale office site which is marked in yellow. Festival overflow parking is also available via the vacant lots towards the boat ramp end of the site. These areas are highlighted in red on **(Attachment 3)** and the conservative calculation assessment is for 563 cars

There is an area marked in blue across the south edge of The Tavern building. This is to provide additional access parking within the site. This will be via a combination of advertising the existing access sites and closing off an additional area of parking to create additional access sites. This will be a noted addition in our communications and is consistent with our inclusion and access plan for the event.

The event organiser has conducted a risk assessment and does not believe hostile vehicle mitigation barriers are required for this event. Crowded place assessments have been undertaken and the event organiser has worked very closely with emergency stakeholders and traffic management consultants.

The control point at the community garden edge of the site is also a managed access point to allow for performer drop off in to the loading zone area behind the stage. This

will be managed with security and traffic controllers. The control point at the half way point on Cove Boulevard has a natural barrier with the concrete verge down the centre and the artworks in play. This area is also where production vehicles will be parked and so access via a runaway vehicle is not possible. Given the precinct is busy at the best of times, the risk of someone driving a vehicle through the pedestrian zones without the control points in place is higher (and easier) than it would be with a managed event in progress.

A shuttle bus will run from Shellharbour Junction Train Station to the site as advertised intervals. Communications on how to get to the event, with a heavy emphasis on sustainable transport, is a large part of our overall campaign for the event. There is also a bus route that runs right to the drop off point for the event. Encouragement for the use of public transport, drop off zones, walking and biking to the event is a focus of how we work and will be a focus of this event also.

### **Financial / Resources Implications**

Nil

### **Legal and Policy Implications**

Nil

### **Public / Social Impact**

Destination events offer residents the opportunity to connect and make contact with council and the wider community in a positive way.

### **Link to Community Strategic Plan**

This report supports the following objectives and strategies of the Community Strategic Plan:

<b>Objective:</b>	1.1	Vibrant, safe creative and inclusive
<b>Strategy:</b>	1.1.1	Deliver and promote events and activities for our community
<b>Objective:</b>	3.2	Supports and increases employment and business opportunities
<b>Strategy:</b>	3.3.1	Activate the Shell Cove Harbour Precinct as a lifestyle and boating destination providing development, tourism and community opportunities

## Consultations

The following consultations were undertaken:

### Internal

Manager Community Engagement and Activation

Manager Floodplain and Transport

Manager Compliance

### External

Frasers Property

Traffic Logistics

Kao Kreative

### Political Donations Disclosure

Not applicable

## Committee Recommendation

**That Council approve the Traffic Management Plan for the following temporary road closure for the proposed Shellharbour Rocks The Marina event as shown on Attachment 2:**

- **Aquatic Drive between Harbour Boulevard and Lapwing Avenue.**
- **Cove Boulevard between Civic Avenue and Waterfront Promenade.**
- **Waterfront Promenade between Cove Boulevard and Aquatic Drive**
- **Civic Avenue between Aquatic Drive and Cove Boulevard**

## Approved By

<b>Approved for Council's Consideration:</b>	Matthew Apolo
<b>Date of Meeting:</b>	1 June 2022



## **Attachments**

1. Locality Plan
2. Traffic Management Plan
3. Overflow Parking



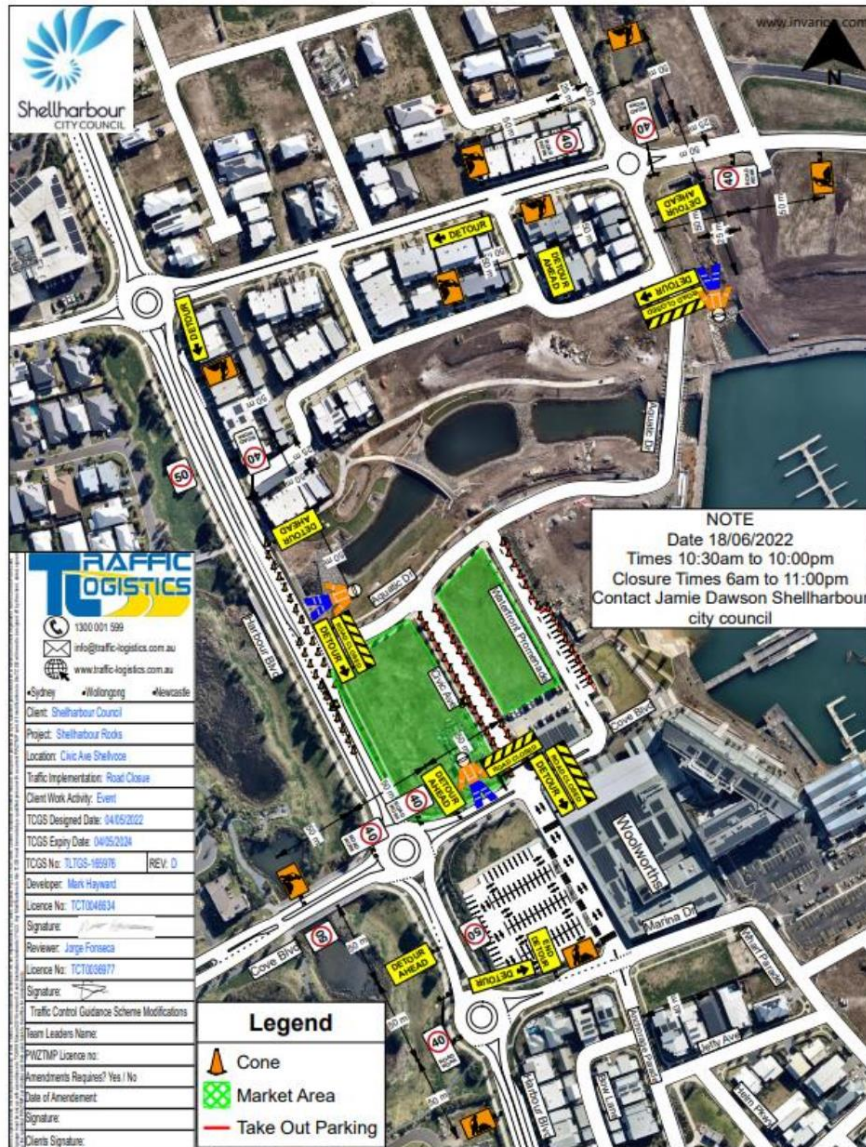
Attachment 1 - Locality Plan



<p>Printed: 12/05/2022</p>	<p>This map is supplied on the understanding that Council will not be responsible for any loss or damage which may result from any use made of such information as a result of errors or omissions contained in the map.</p> <p>Copyright © NSW Spatial Services and Shellharbour City Council 2022.</p>	 <p>Scale: 1:3500</p>	 <p>Shellharbour CITY COUNCIL</p>
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**Attachment 2 – Traffic Management Plan**





Attachment 3 – Overflow Parking



## **9. General Business**

## **10. Items for Information**

## **11. Next Meeting**

**Date:** 6 July 2022