

AGENDA

Local Traffic Committee



We're with you

Thursday 23 November 2023

Council Chambers |, Wingecarribee Shire Council Civic Centre
68 Elizabeth Street, Moss Vale at 9:30 am

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING
THURSDAY 23 NOVEMBER 2023**

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Our Mission, Our Vision, Our Values

OUR MISSION

To create and nurture a vibrant and diverse community growing and working in harmony with our urban, agricultural and natural environments

OUR VISION

Leadership: *'An innovative and effective organisation with strong leadership'*

People: *'A vibrant and diverse community living harmoniously, supported by innovative services and effective communication with Council'*

Places: *'Places that are safe, maintained, accessible, sympathetic to the built and natural environment, that supports the needs of the community'*

Environment: *'A community that values and protects the natural environment enhancing its health and diversity'*

Economy: *'A strong local economy that encourages and provides employment, business opportunities and tourism'*

OUR VALUES

Integrity, trust and respect

Responsibility and accountability

Communication and teamwork

Service quality

1 OPENING OF THE MEETING

The Senior Traffic Engineer will open the meeting.

2 ACKNOWLEDGEMENT OF COUNTRY

“Wingecarribee Shire Council acknowledges the Gundungurra and Tharawal people as the traditional custodians of this land we now call the Wingecarribee Shire. I pay my respect to Elders both past, present and emerging. I would also like to extend that respect to all Aboriginal and Torres Strait Islanders present here today.”

3 APOLOGIES

Nil at time of print.

4 ADOPTION OF MINUTES OF PREVIOUS MEETING

That the minutes of the Traffic Committee meeting held on 26 October 2023, recommendation numbers TC 2023/57 to TC 2023/65 inclusive, copies of which were forwarded to Committee members, have been adopted by email as a correct record of the proceedings of the meeting.

5 DECLARATIONS OF INTEREST

The provisions of Chapter 14 of the Local Government Act 1993 regulate the way in which nominated staff of Council conduct themselves to ensure that there is no conflict between their private interests and their public trust.

The Act prescribes that where a member of Council (or a Committee of Council) has a direct or indirect financial (pecuniary) interest in a matter to be considered at a meeting of the Council (or Committee), that interest and the reasons for declaring such interest must be disclosed as soon as practicable after the start of the meeting.

As members are aware, the provisions of the Local Government Act restrict any member who has declared a pecuniary interest in any matter from participating in the discussions or voting on that matter and further require that the member vacate the Chamber.

Council’s Code of Conduct provides that if members have a non-pecuniary conflict of interest, the nature of the conflict must be disclosed. The Code also provides for a number of ways in which a member may manage non pecuniary conflicts of interest.

Where necessary any Councillor, Committee Member and nominated staff of Council should disclose any interest and the reason for declaring such interest in the matters under consideration at this meeting.

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING
THURSDAY 23 NOVEMBER 2023**

Councillors and Committee Members are requested to complete the appropriate form to be handed up at the Meeting.

6 AGENDA REPORTS

6.1 Police Report on recent road crashes in the Shire

Report Author: Traffic Engineer

Authoriser: Karin Targa, Director Service and Project Delivery

PURPOSE

Reporting on recent road crashes in the Shire recorded by Police.

RECOMMENDATION

THAT the information be received and noted.

REPORT

BACKGROUND

At its meeting on 28 April 2010, Council adopted the recommendation of the Traffic Committee as follows:

THAT the Police report to each Traffic Committee meeting any fatal and serious injury crashes and locations where a pattern of crashes are developing AND THAT these crashes also be reported to Council staff to permit a timely investigation of the road environment.

CONCLUSION

That the information be received and noted.

ATTACHMENTS

Nil

6.2 Intersection of North Street and Baker Street Moss Vale - Proposed Give way restriction.

Report Author: Traffic Engineer

Authoriser: Karin Targa, Director Service and Project Delivery

PURPOSE

The installation of the proposed Give way restriction help controls conflicting traffic streams and regulate movement at the intersections of North Street and Baker Street, Moss Vale.

RECOMMENDATION

THAT the Council approves:

- 1. The installation of a Give way sign on North Street at the intersection of Baker Street Moss Vale.***
- 2. The installation of 10m TB line on North Street along the kerb line; and***
- 3. The installation 10m unbroken central barrier lines in North Street.***

REPORT

BACKGROUND

A customer request was received by the Council to install a Stop sign in North Street to control current traffic flow at Baker Street. Both North and Baker Street are local roads formed a right-angled T-intersection. Currently there is no traffic control in place in this intersection.

REPORT

The intersection has been inspected. North Street forms a T- intersection with Baker Street. A review of the intersection has determined that traffic flow in Baker Street has the priority. There is no significant issue of line of sight in this intersection. The sight distances from North Street (both directions) along Baker Street are considered adequate. A Stop sign is not considered currently.

The current volume of traffic in both North Street and Baker Street is considered moderate. Given the traffic condition control measures are required for the traffic flow of North Street by installing a Give Way restriction in it.

CONSULTATION

The proposed location of the Give Way sign will have minimum impact on adjoining residents. A consultation with residents is not required.

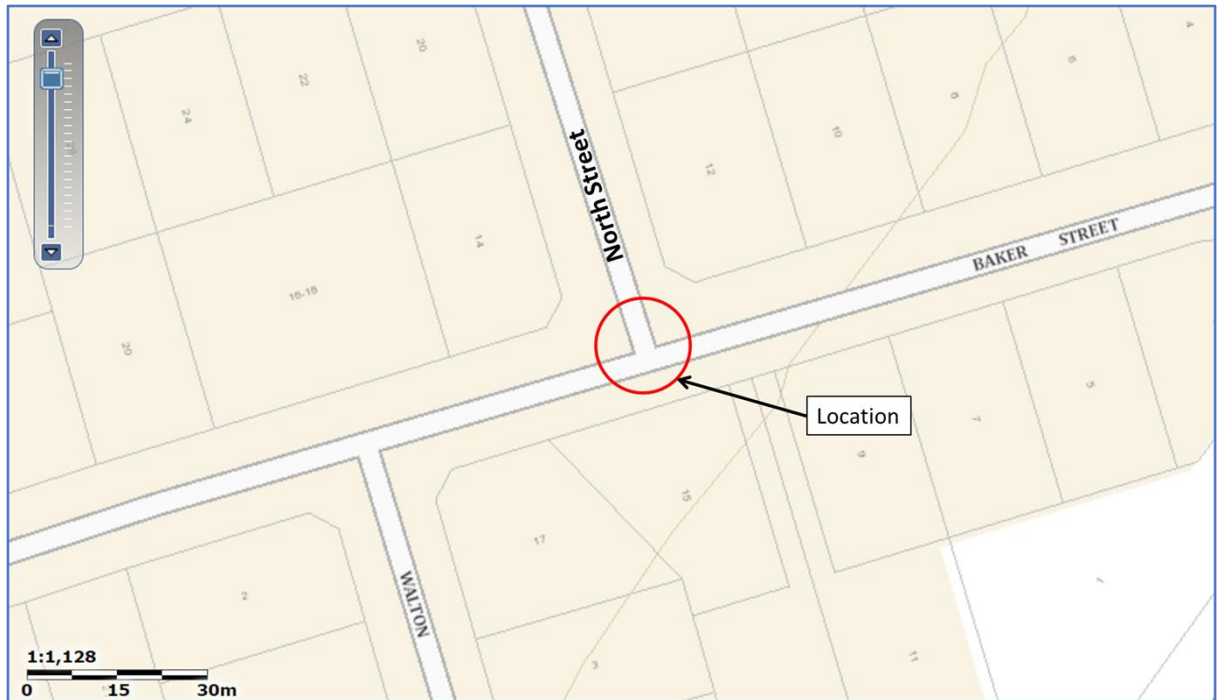


Fig.1- Location



Fig.2- Plan showing proposed Give way restrictions in the intersection of North Street and Baker Street



Fig.3- View from North Street

CONCLUSION

Currently there is no traffic control in place at this intersection. As traffic flow in Baker Street has the priority, the control of traffic flow in North Street needs to be controlled.

It is proposed that,

1. The installation of a Give way sign on North Street at the intersection of Baker Street Moss Vale.
2. The installation of 10m TB line on North Street along the kerb line; and
3. The installation 10m unbroken centre line in North Street as shown in Figures 2 & 3

ATTACHMENTS

{No attachments}

6.3 Intersection of Elm Street and Railway Avenue, Colo Vale - No Stopping Zone

Report Author:	Traffic Engineer
-----------------------	-------------------------

Authoriser: Karin Targa, Director Service and Project Delivery

PURPOSE

To install an 18 meters statutory No Stopping Zone in the intersection of Elm Street and Railway Avenue, Colo Vale.

RECOMMENDATION

THAT Council approves the installation of an 18 meters statutory No Stopping Zone in the intersection of Elm Street and Railway Avenue, Colo Vale.

REPORT

BACKGROUND

Colo Vale is developing with more shops near/within the service center at the corner of Elm Street and Railway Avenue which will attract more staff and customers to this location.

As the parking within the service center is limited this will lead to more vehicles using the on-street parking in Elm Street and Railway Avenue.

REPORT

The service center “ENHANCE” is on the corner of Elm Street and Railway Avenue and is the only petrol station in Colo Vale. There will be an increase in on-street parking due to the recent refurbishment of the existing service center and construction of more business in the vicinity of the center.

Elm Street has a large amount of spare capacity for on-street parking. Vehicles are regularly parked close to the eastern intersection corner with Railway Avenue, often within the prohibited 10m distance from the tangent point of the kerb line.

Elm Street forms a T-intersection with Railway Avenue and traffic flow is currently controlled by Give way sign and lines. Cars parked close to the intersection restrict sight distance for cars turning right from Elm Street into Railway Avenue.

Large vehicles find it difficult turning right from Elm Street due to cars being parked too close to the corner.

It is proposed that statutory No Stopping signage be placed at the corner of Elm Street and Railway Avenue to create an 18 meter No Stopping Zone as shown in figures 2 & 3.

CONSULTAION

The proposed 18 meter statutory No Stopping Zone on the corner of Elm Street and Railway Avenue is required by the legislation. A public consultation will not be required.

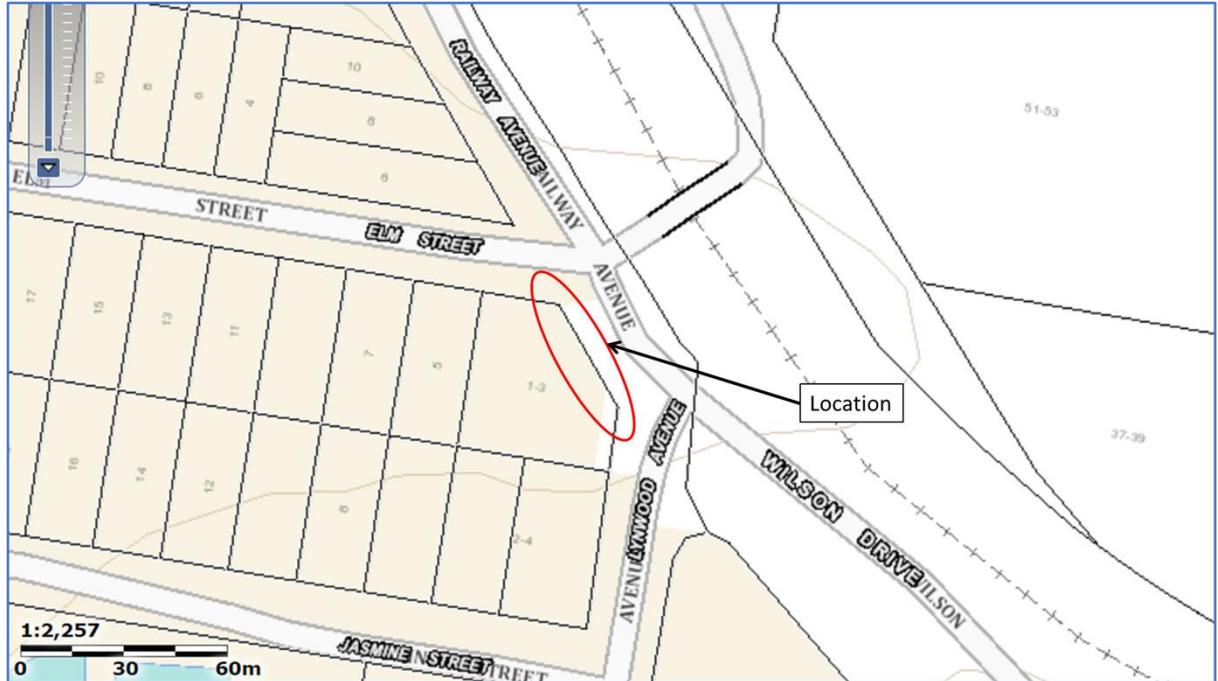


Fig. 1- Location



Fig. 2- Proposed No Stopping Zone on the corner of Elm Street and Railway Avenue, Colo Vale



Fig. 3- Front view

CONCLUSION

The proposed No Stopping Zone on the corner of Elm Street and Railway Avenue will create greater sight distance and therefore safety for vehicles exiting Elm Street. The No Stopping Zone will also remove obstructions for large vehicles turning right from Elm Street to Railway Avenue. The No Stopping Zone is recommended for approval.

ATTACHMENTS

{Nil}

6.4 Bendooley Estate Development, Old Hume Highway, Berrima, Traffic Arrangements

Report Author: Traffic Engineer

Authoriser: Karin Targa, Director Service and Project Delivery

PURPOSE

To assess the proposed traffic arrangements for the development of Bendooley Estate, located at 3020 Old Hume Highway, Berrima.

RECOMMENDATION

THAT the proposed traffic arrangements for the development of Bendooley Estate, located at 3020 Old Hume Highway, Berrima, be supported.

REPORT

BACKGROUND

Bendooley Estate is a popular tourist destination in the Southern Highlands which includes accommodation, wine tasting and dining facilities.

Bendooley Estate currently has a development application with Council to increase the facilities on the property. The development includes to creation of internal roads and a second access driveway from the Old Hume Highway.

REPORT

Old Hume Highway adjacent to Bendooley Estate is an 80km/h zone.



Image 1 – Aerial photograph of Bendooley Estate

The proposed new access road includes the creation of a painted seagull island, a left turn lane, and for the right lane of the existing east bound two lanes to be dedicated as a right turn lane into the existing and proposed accesses to Bendooley Estate.

The left turn lane is 70m long with a 30m taper.

The right turn lane is 280m long. There will be direction signs in advance to advise drivers of the right turn lane.

Please see attachment for details.

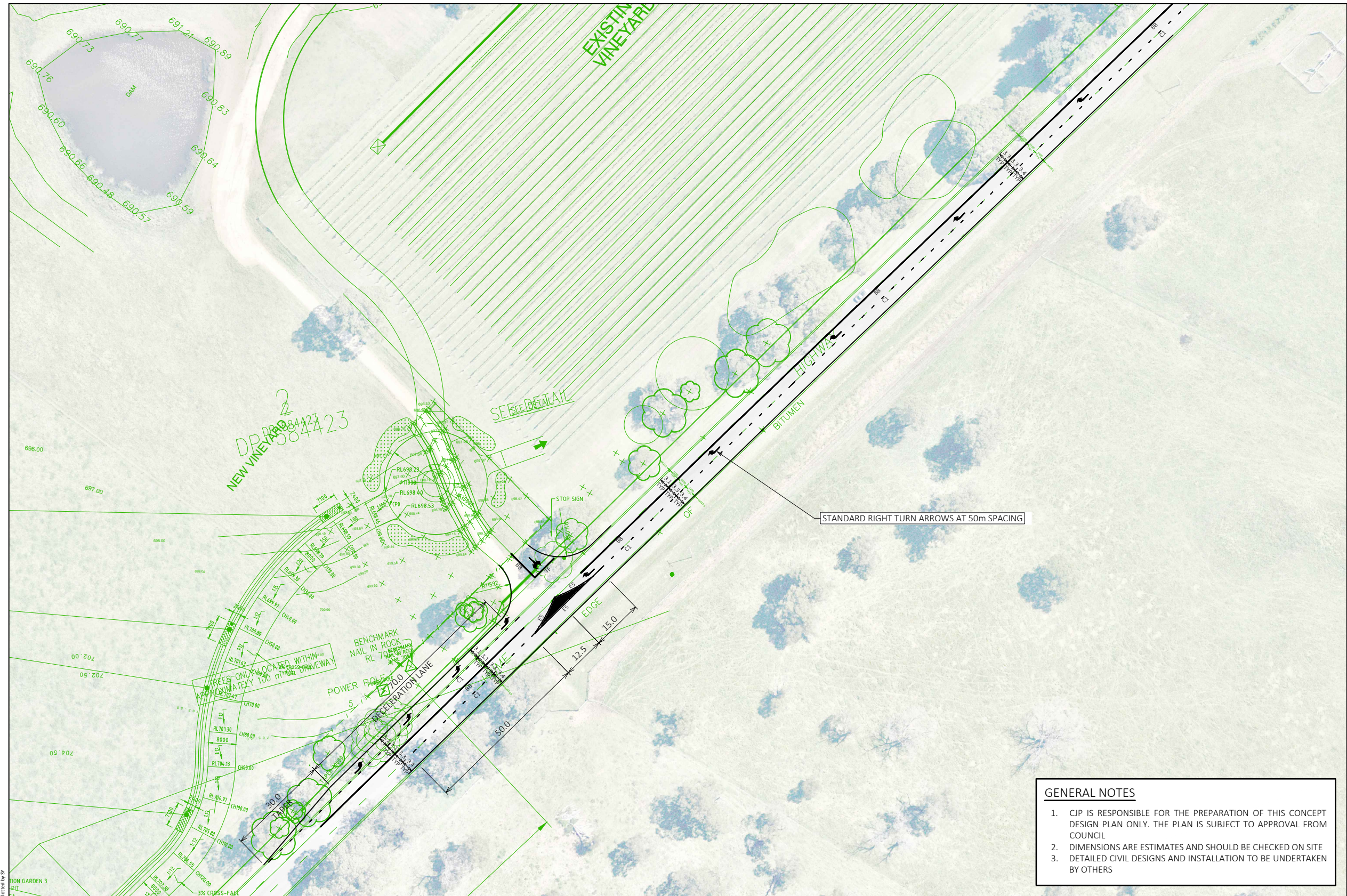
CONCLUSION

The proposed traffic arrangements for the development of Bendooley Estate will improve safety for turning movements in and out of the proposed new access road.

The traffic arrangements described in this report are recommended for approval.

ATTACHMENTS

1. ECM 480469 v 1 22-1830 04 - CONCEPT LAYOUT - 3020 OLD HUME HIGHWAY BERRIMA - R A-2023-7753 - [6.4.1 - 2 pages]
2. ECM 480464 v 1 22-1830 04 - SITE PLANS - 3020 OLD HUME HIGHWAY BERRIMA - R A-2023-7753 - [6.4.2 - 9 pages]



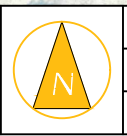
- GENERAL NOTES**
1. CJP IS RESPONSIBLE FOR THE PREPARATION OF THIS CONCEPT DESIGN PLAN ONLY. THE PLAN IS SUBJECT TO APPROVAL FROM COUNCIL
 2. DIMENSIONS ARE ESTIMATES AND SHOULD BE CHECKED ON SITE
 3. DETAILED CIVIL DESIGNS AND INSTALLATION TO BE UNDERTAKEN BY OTHERS

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PRELIMINARY PLAN
 FOR DISCUSSION PURPOSES
 ONLY SUBJECT TO CHANGE
 WITHOUT NOTIFICATION

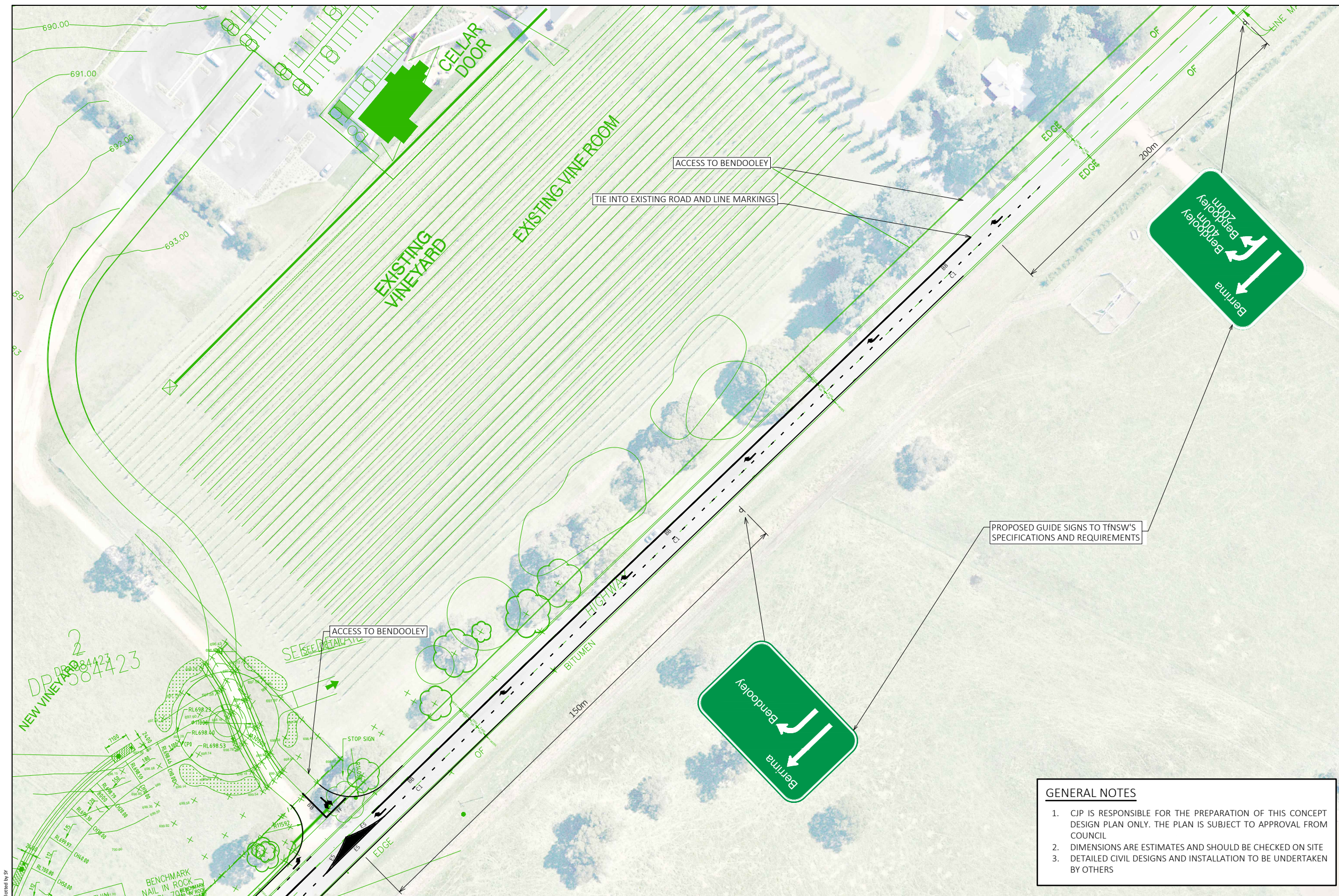
WARNING
 THE LOCATIONS OF UNDERGROUND SERVICES
 ARE APPROXIMATE ONLY.
 THE EXACT LOCATIONS SHALL BE PROVEN ON SITE.
 ALL EXISTING SERVICES SHOWN ARE NOT GUARANTEED.

**3020 OLD HUME HIGHWAY, BERRIMA
 PROPOSED SEAGULL INTERSECTION TREATMENT
 CONCEPT LAYOUT**



SCALE 0 10.0 20.0 1:1000 @ A3	
DRAWING NO. 22132-D01-V3	SHEET NO. 01 OF 02
ISSUE DATE 16 January 2023	DRAWN BY Y.HUANG REVIEWED BY C.PALMER

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 WITHOUT NOTIFICATION

WARNING
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 ALL EXISTING SERVICES SHOWN ARE NOT GUARANTEED.

**3020 OLD HUME HIGHWAY, BERRIMA
 PROPOSED WAY-FINDING SIGN
 CONCEPT LAYOUT**



SCALE 0 10.0 20.0 1:1000 @ A3	
DRAWING NO. 22132-D01-V3	SHEET NO. 02 OF 02
ISSUE DATE 16 January 2023	DRAWN BY Y.HUANG REVIEWED BY C.PALMER

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BENDOOLEY ESTATE DEVELOPMENT LOT 2 DP584423 BERRIMA, NSW 2850 EXTERNAL ROAD RESERVE

DRAWINGS LIST

- X1.00 COVER SHEET
- X2.00 EXISTING SITE PLAN
- X3.00 GENERAL PLAN
- X4.01 OLD HUME HWY LONGITUDINAL PLAN - SHEET 1
- X4.02 OLD HUME HWY LONGITUDINAL PLAN - SHEET 2
- X7.00 INTERSECTION TREATMENT DIMENSIONING
- X8.00 PAVEMENT PLAN
- X10.1 VEHICLE SIMULATION PLAN - SHEET 01
- X10.2 VEHICLE SIMULATION PLAN - SHEET 02



 **LOCATION PLAN**
SCALE 1:2500 AT A1

25.0m 0.0 50.0 100.0 150.0 200.0 250.0m
SCALE 1:2500 AT A1 SHEET | 1:5000 AT A3 SHEET

ISSUED FOR APPROVAL	14.02.23	B	J.O.M.
ISSUED FOR CLIENT REVIEW	23.11.22	A	J.O.M.
AMENDMENTS	DATE	ISSUE	BY
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CLIENT
**BENDOOLEY ESTATE
PROPERTY HOLDINGS
3020 OLD HUME HIGHWAY
BERRIMA**

PROJECT
**BENDOOLEY ESTATE
BERRIMA
NSW 2577**

DESIGNED: J.O.M. DRAWN: FLK. DATE: OCT 22 SIZE: A1 CAD REF: TX15580.01 - X01

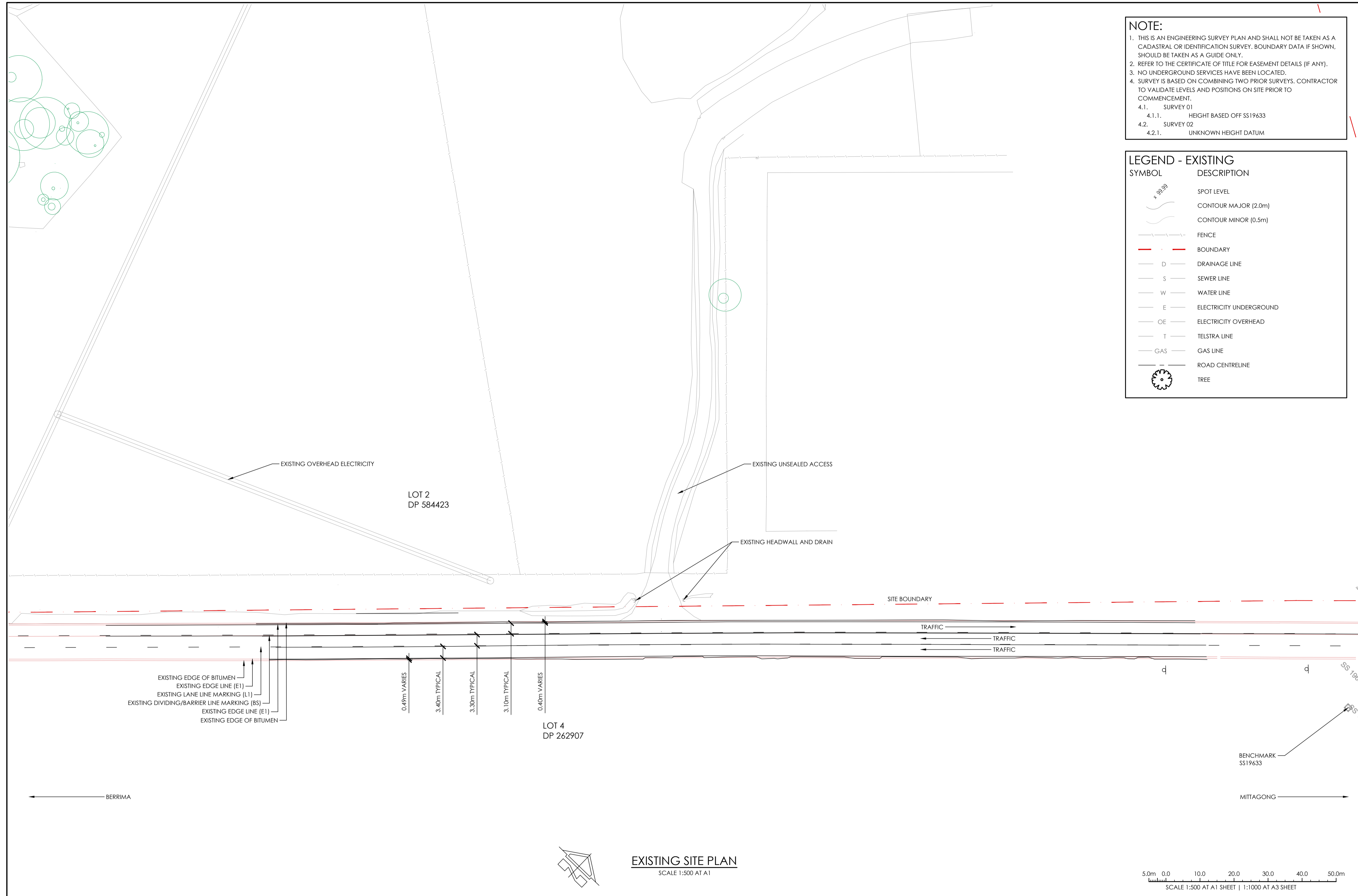


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COVER SHEET

PROJECT No. **TX15580.01** DRAWING No. **X1.00** ISSUE **B**



NOTE:

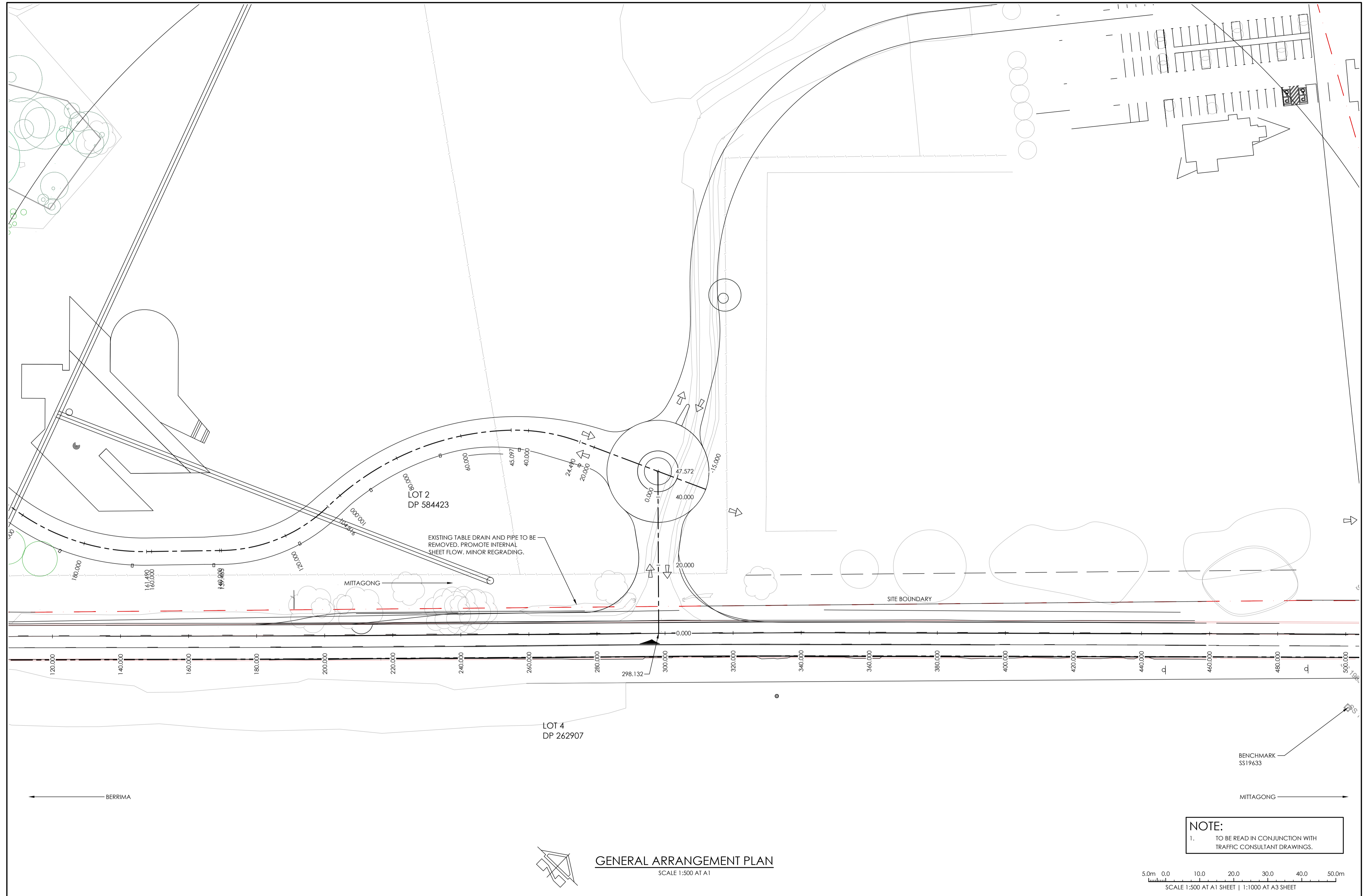
- THIS IS AN ENGINEERING SURVEY PLAN AND SHALL NOT BE TAKEN AS A CADASTRAL OR IDENTIFICATION SURVEY. BOUNDARY DATA IF SHOWN, SHOULD BE TAKEN AS A GUIDE ONLY.
- REFER TO THE CERTIFICATE OF TITLE FOR EASEMENT DETAILS (IF ANY).
- NO UNDERGROUND SERVICES HAVE BEEN LOCATED.
- SURVEY IS BASED ON COMBINING TWO PRIOR SURVEYS. CONTRACTOR TO VALIDATE LEVELS AND POSITIONS ON SITE PRIOR TO COMMENCEMENT.
 - SURVEY 01
 - HEIGHT BASED OFF SS19633
 - SURVEY 02
 - UNKNOWN HEIGHT DATUM

LEGEND - EXISTING

SYMBOL	DESCRIPTION
	SPOT LEVEL
	CONTOUR MAJOR (2.0m)
	CONTOUR MINOR (0.5m)
	FENCE
	BOUNDARY
	DRAINAGE LINE
	SEWER LINE
	WATER LINE
	ELECTRICITY UNDERGROUND
	ELECTRICITY OVERHEAD
	TELSTRA LINE
	GAS LINE
	ROAD CENTRELINE
	TREE

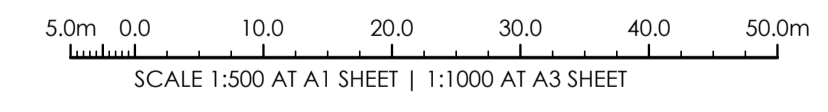
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	<p>NOT FOR CONSTRUCTION</p>	<p>PROJECT No.</p> <p>TX15580.01 - X2.00</p>	<p>DRAWING No.</p> <p>B</p>	<p>ISSUE</p>			

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GENERAL ARRANGEMENT PLAN
SCALE 1:500 AT A1

NOTE:
1. TO BE READ IN CONJUNCTION WITH TRAFFIC CONSULTANT DRAWINGS.



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PROPERTY HOLDINGS
3020 OLD HUME HIGHWAY
BERRIMA**

PROJECT
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BERRIMA
NSW 2577**

DESIGNED	DRAWN	DATE	SIZE	CAD REF
JO.M.	FLK.	OCT 22	A1	TX15580.01 - X01

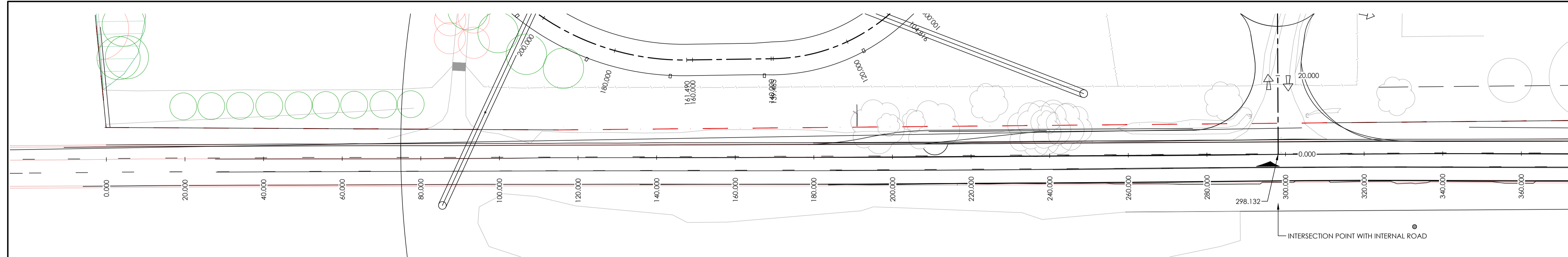


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GENERAL ARRANGEMENT PLAN

PROJECT No. DRAWING No. ISSUE
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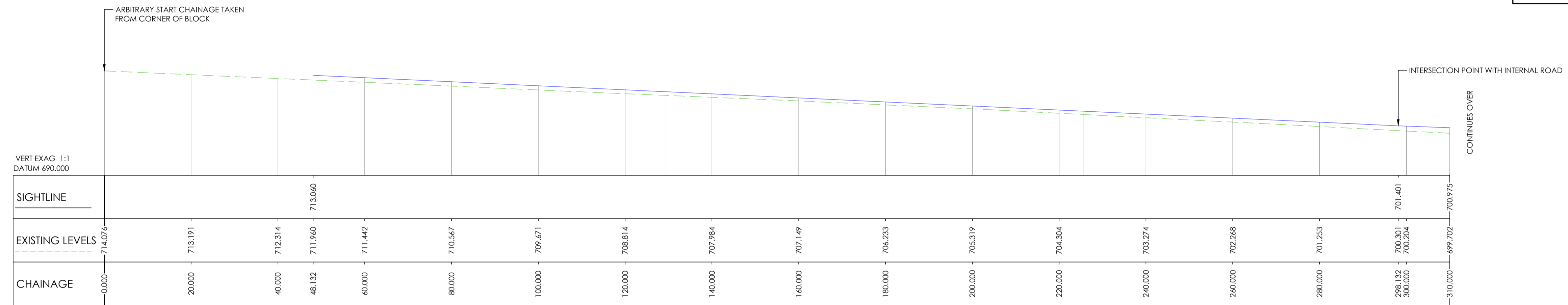


OLD HUME HWY CH0.00m TO CH310.00m
SCALE 1:500 AT A1

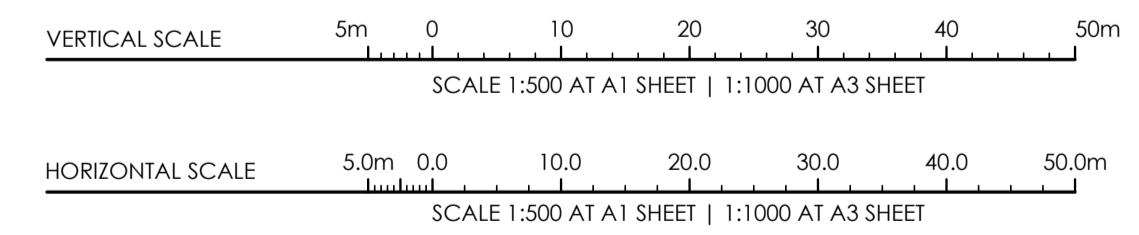
NOTE:
1. TO BE READ IN CONJUNCTION WITH TRAFFIC CONSULTANT DRAWINGS.

SIGHTLINE:
1. AS NOTED IN AUSTRROADS GRD4A FIGURE 3.2. CASE FOR SIGHT DISTANCE (VERTICAL) REFERENCE A 1.1m DRIVER HEIGHT AND A 1.25m TOP OF CAR. SHOWN IS THE CONSERVATIVE COMBINED CASE OF 1.1m EITHER WAY

NOTE:
1. VERTICAL INFORMATION SHOWN IS AN APPROXIMATION OF EXISTING SURFACE



OLD HUME HWY LONGITUDINAL SECTION CH0.00m TO CH310.00m
HORIZONTAL SCALE 1:500 AT A1
VERTICAL SCALE 1:500 AT A1



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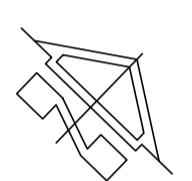
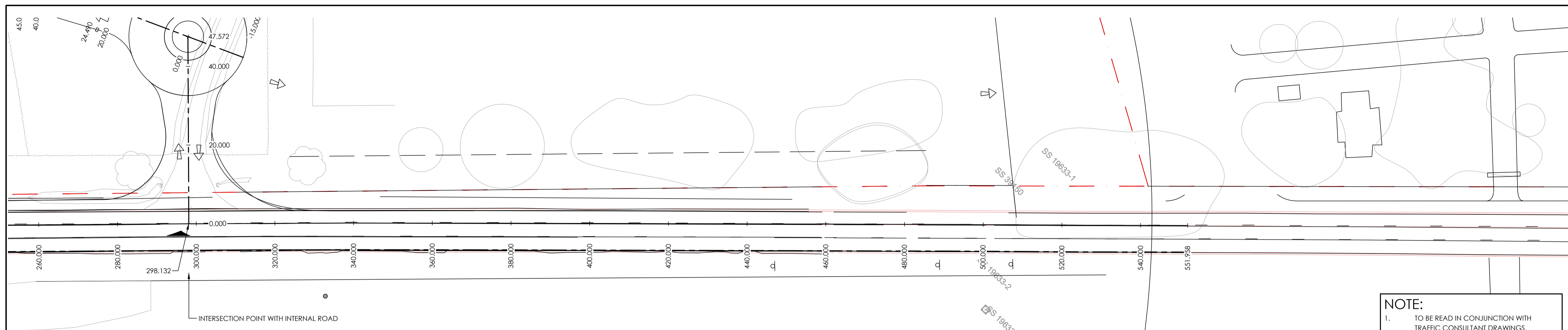


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SECTIONS - SHEETS 1**

PROJECT No. TX15580.01 DRAWING No. X4.01 ISSUE B



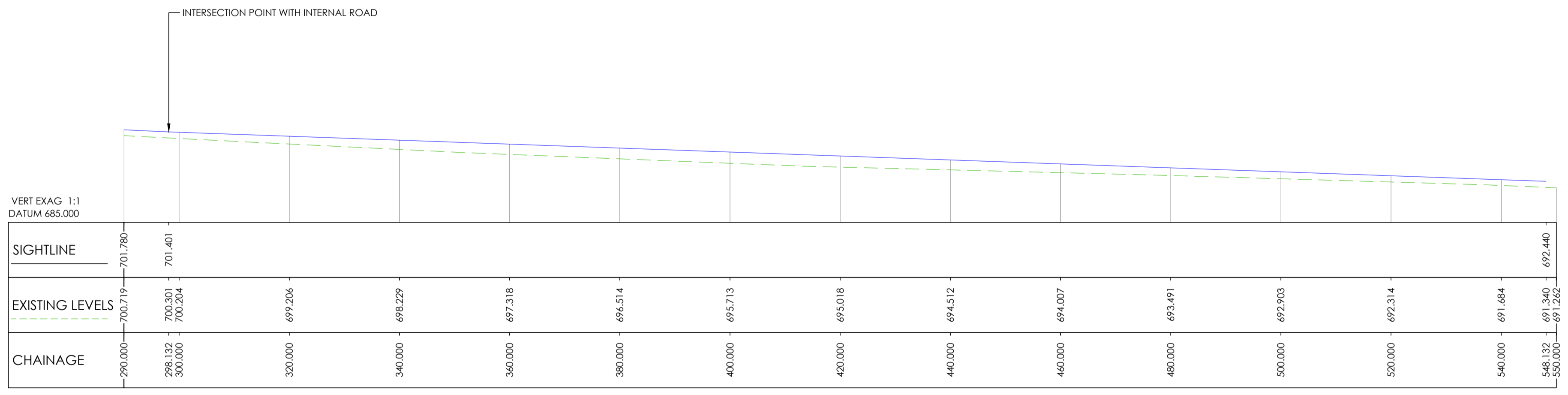
OLD HUME HWY CH290.00m TO CH550.00m

SCALE 1:500 AT A1

NOTE:
1. TO BE READ IN CONJUNCTION WITH TRAFFIC CONSULTANT DRAWINGS.

SIGHTLINE:
1. AS NOTED IN AUSTRROADS GRD4A FIGURE 3.2, CASE FOR SIGHT DISTANCE (VERTICAL) REFERENCE A 1.1m DRIVER HEIGHT AND A 1.25m TOP OF CAR. SHOWN IS THE CONSERVATIVE COMBINED CASE OF 1.1m EITHER WAY.
2. SIGHTLINE NOT REQUIRED THIS DIRECTION WITH SEA GULL TREATMENT BUT SHOWN AS INDICATIVE OF GRADES PRESENT ALONG MAJOR ROAD.

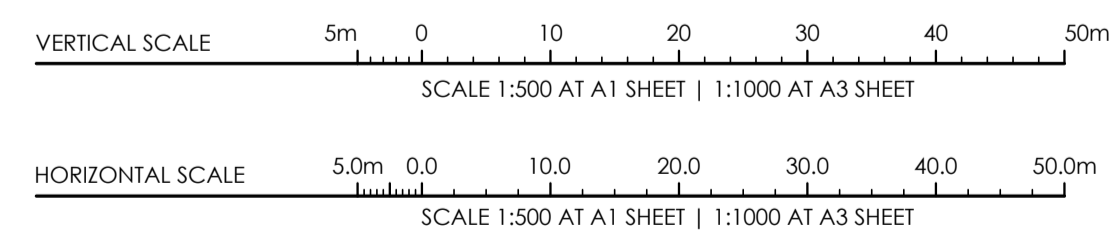
NOTE:
1. VERTICAL INFORMATION SHOWN IS AN APPROXIMATION OF EXISTING SURFACE



CL-OLD_HUME_HWY LONG SECTION

OLD HUME HWY LONGITUDINAL SECTION CH290.00m TO CH550.00m

HORIZONTAL SCALE 1:500 AT A1
VERTICAL SCALE 1:500 AT A1



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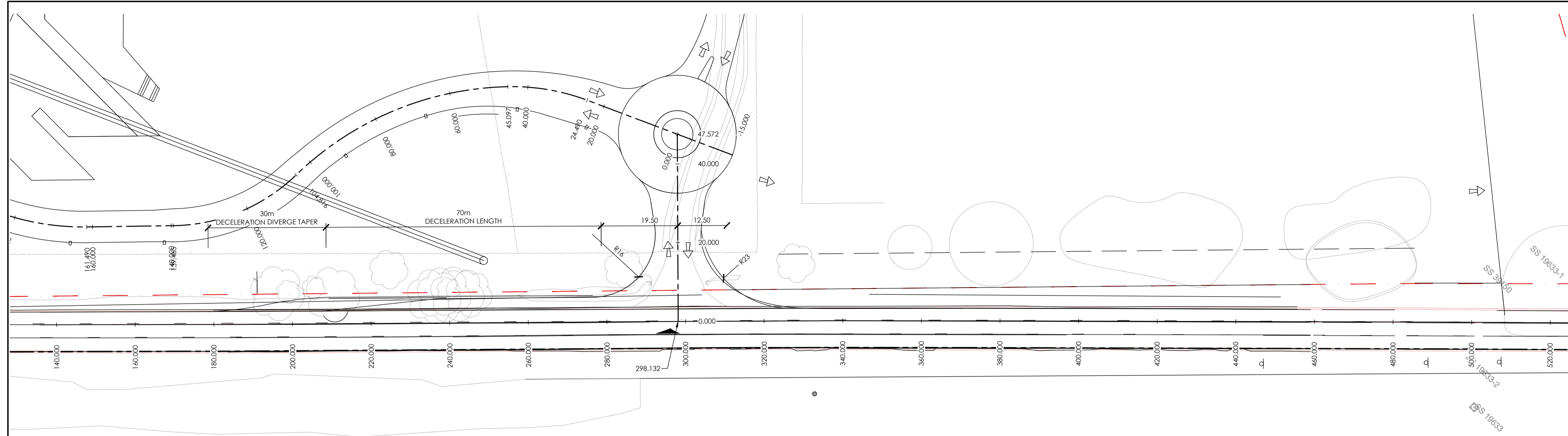


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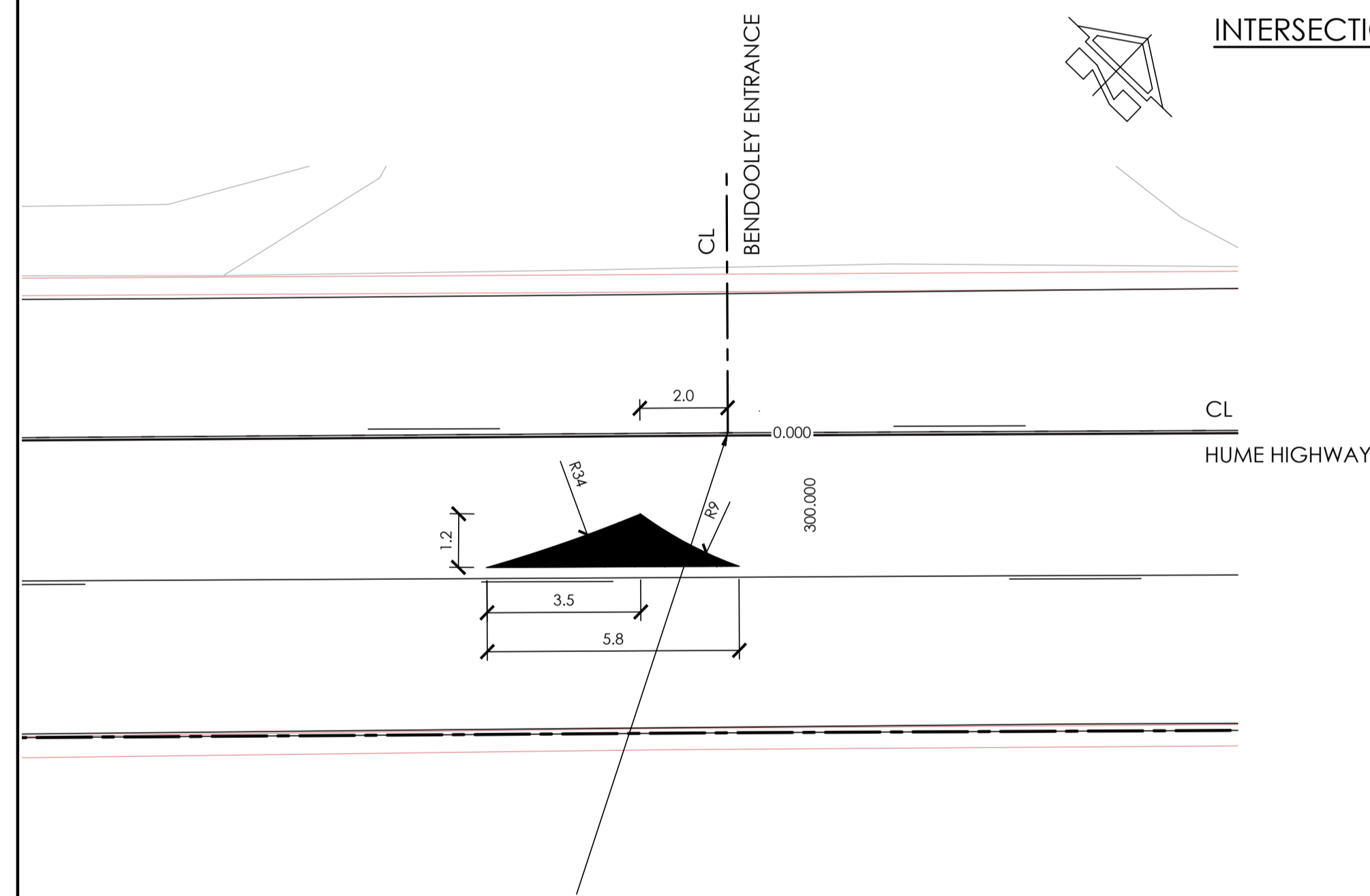
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**OLD HUME HWY LONGITUDINAL
SECTIONS - SHEETS 2**

PROJECT No. TX15580.01 DRAWING No. X4.02 ISSUE B



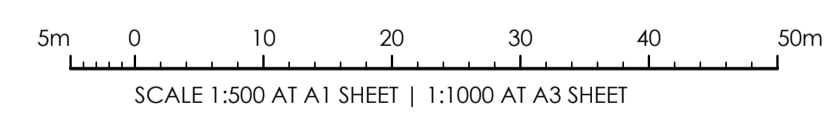
INTERSECTION TREATMENT DIMENSIONING
SCALE 1:500 AT A1



SEAGULL SPLITTER ISLAND DIMENSIONING
SCALE 1:100 AT A1

DIMENSIONING:
1. FROM VEHICLE SWEEP PATHS

NOTE:
1. TO BE READ IN CONJUNCTION WITH TRAFFIC CONSULTANT DRAWINGS.



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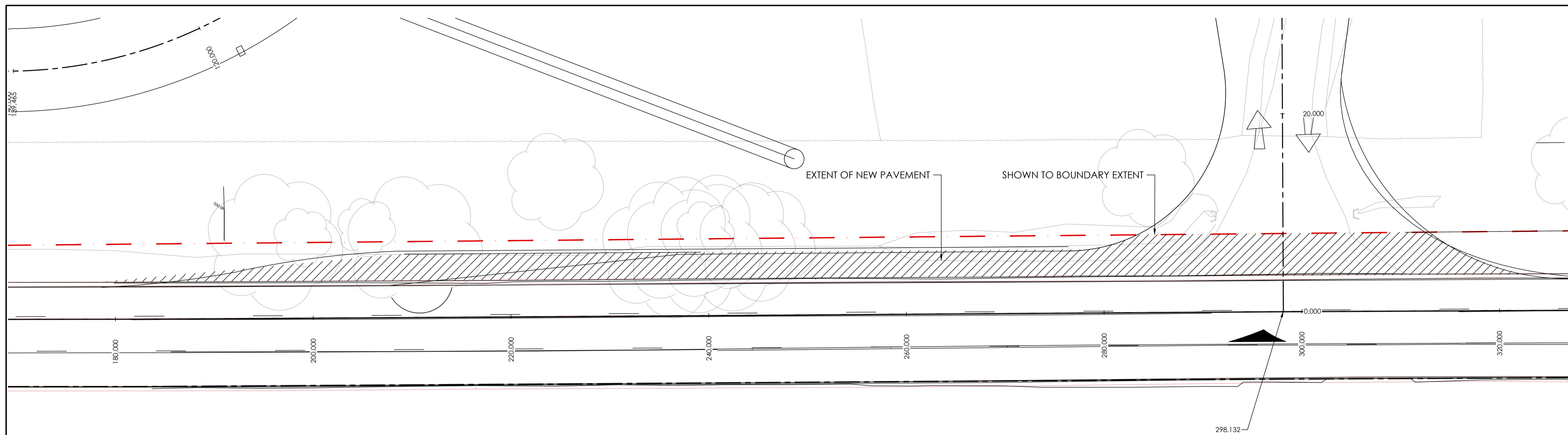


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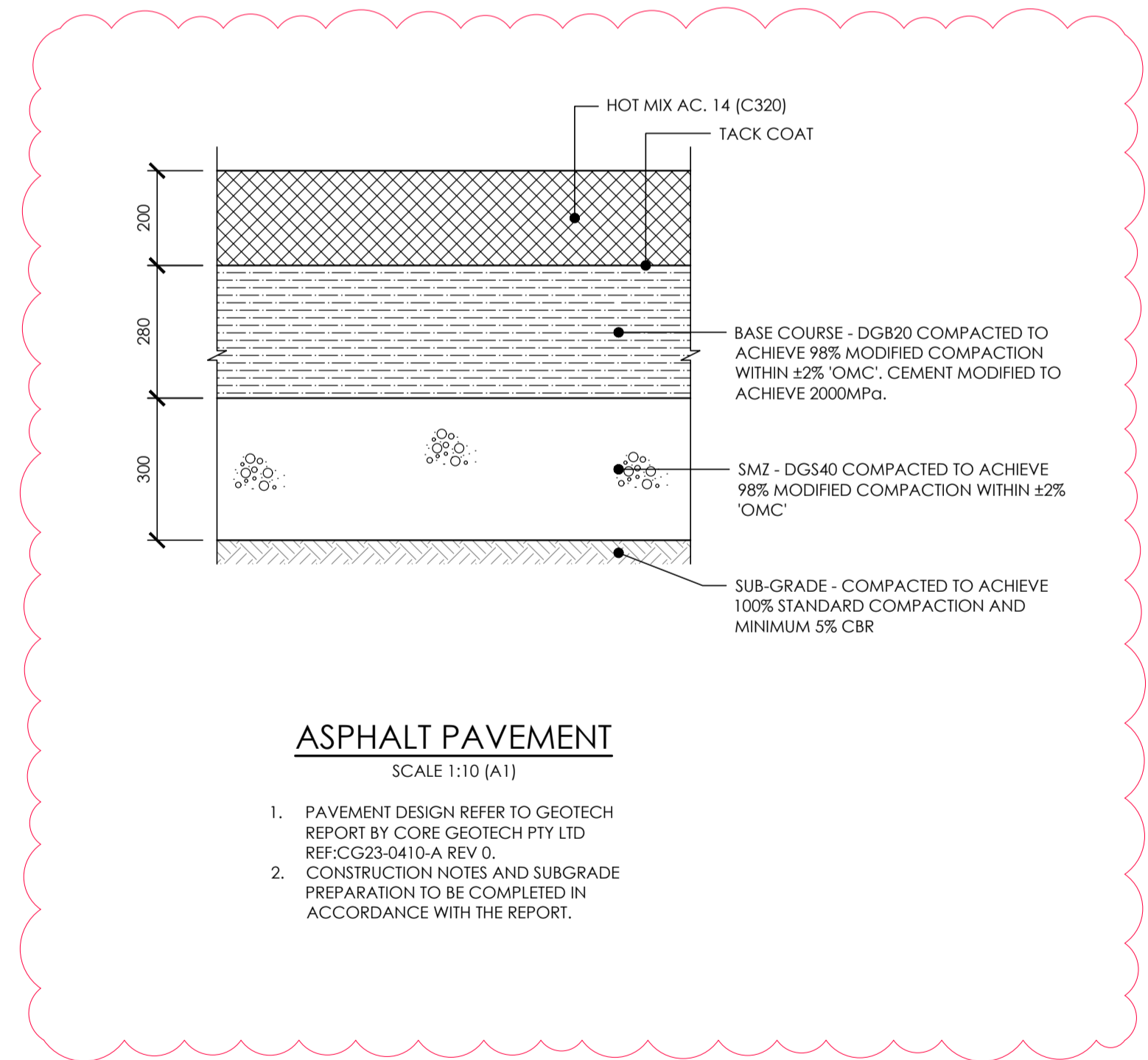
DRAWING TITLE
**INTERSECTION TREATMENT
DIMENSIONING**

PROJECT No. TX15580.01 DRAWING No. X7.00 ISSUE B



INTERSECTION TREATMENT DIMENSIONING

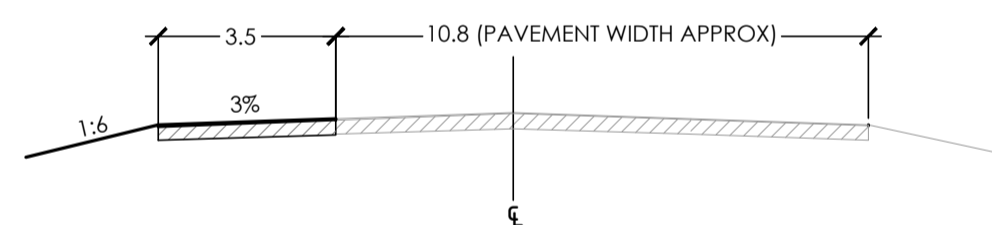
SCALE 1:500 AT A1



ASPHALT PAVEMENT

SCALE 1:10 (A1)

1. PAVEMENT DESIGN REFER TO GEOTECH REPORT BY CORE GEOTECH PTY LTD REF:CG23-0410-A REV 0.
2. CONSTRUCTION NOTES AND SUBGRADE PREPARATION TO BE COMPLETED IN ACCORDANCE WITH THE REPORT.

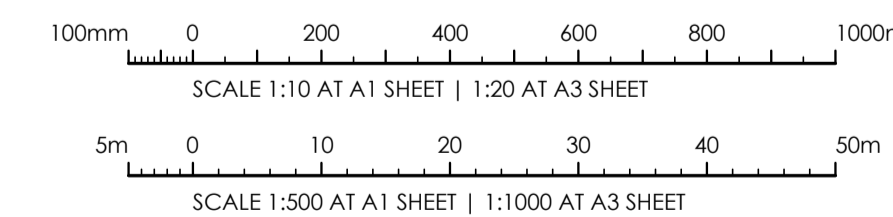


TYPICAL CROSS-SECTION TURN LANE CONSTRUCTION

NOT TO SCALE

NOTE:

- MINIMUM ACCEPTABLE BASE MATERIAL EITHER DGB 20, GMB 20.
- MINIMUM SUB-BASE MATERIAL EITHER DCS 20, DCS 40, GMS 40.
- MATERIAL DEPTH TO BE DETERMINED BY CBR TESTING.
- REFER ASPHALT PAVEMENT DETAIL.



ISSUED FOR APPROVAL 30.06.23 B J.O.M.
ISSUED FOR APPROVAL 14.02.23 A J.O.M.
AMENDMENTS DATE ISSUE BY

NOT FOR CONSTRUCTION

ARCHITECT
BLEU DESIGN

CLIENT
**BENDOOLEY ESTATE
PROPERTY HOLDINGS
3020 OLD HUME HIGHWAY
BERRIMA**

PROJECT
**BENDOOLEY ESTATE
BERRIMA
NSW 2577**

DESIGNED JO.M. DRAWN FLK. DATE OCT 22 SIZE A1 CAD REF TX15580.01 - X01

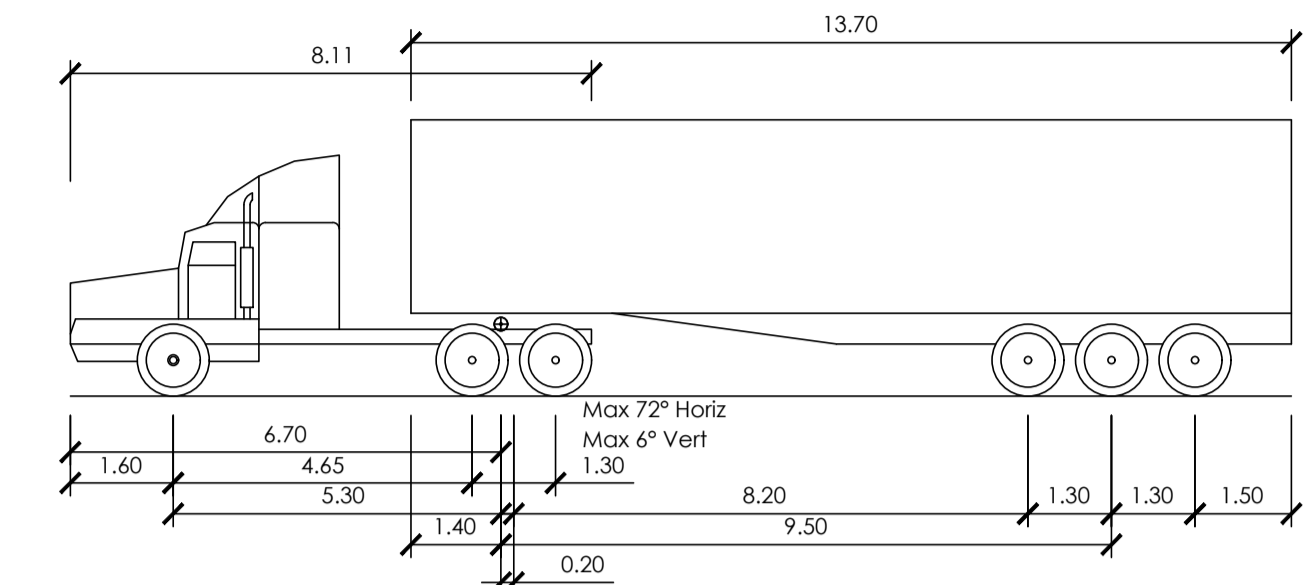
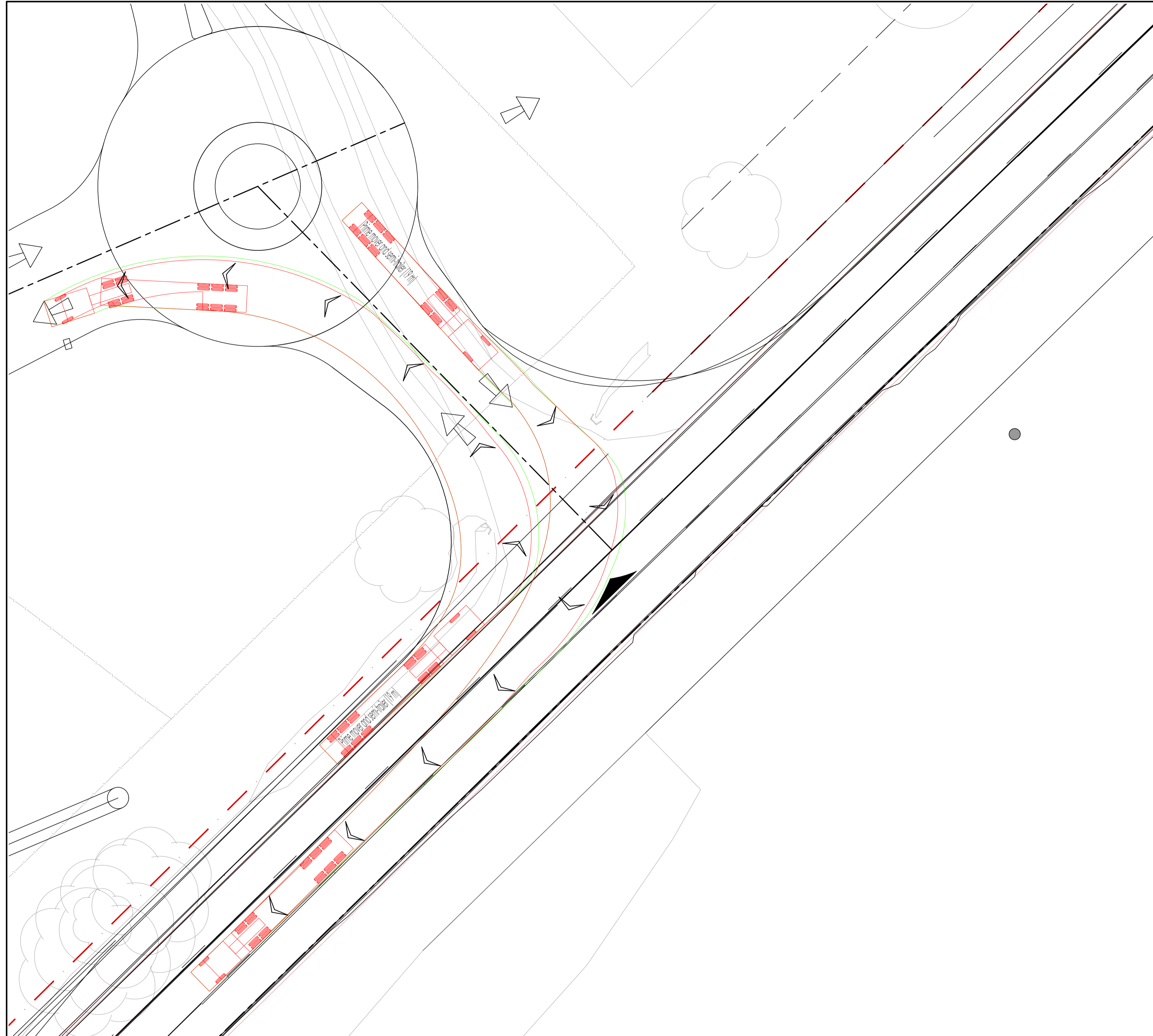


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DRAWING TITLE
PAVEMENT PLAN

PROJECT No. TX15580.01 DRAWING No. X8.00 ISSUE B



Prime mover and semi-trailer (19 m)	
Overall Length	19.00m
Overall Width	2.50m
Overall Body Height	4.30m
Min Body Ground Clearance	0.540m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

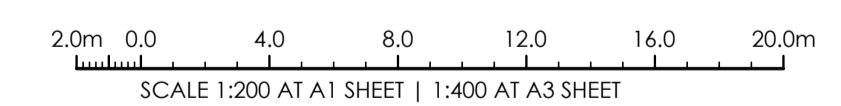
VEHICLE PROFILE
N.T.S.

SWEPT PATH ANALYSIS

SYMBOL	DESCRIPTION
	WHEEL PATH EXTENT (FORWARD)
	VEHICLE CHASSIS ENVELOPE (FORWARD)
	WHEEL PATH EXTENT (REVERSE)
	VEHICLE CHASSIS ENVELOPE (REVERSE)
	ARROW FORWARD DIRECTION
	ARROW REVERSE DIRECTION

- VEHICLE SWEPT PATH ANALYSIS UNDERTAKEN USING CIVIL3D2023 VEHICLE TRACKING MODULE.
- DESIGN SPEED
 - FORWARD = 5km/h U.N.O.
 - REVERSE = 2.5km/h U.N.O.
- VEHICLE/S USED IN SWEPT PATH ANALYSIS.
 - 19m SEMI AUSTRROADS 2013.

VEHICLE SIMULATION PLAN - SHEET 1
SCALE 1:200 AT A1



ISSUED FOR APPROVAL	14.02.23	B	JO.M.
ISSUED FOR CLIENT REVIEW	23.11.22	A	JO.M.
AMENDMENTS	DATE	ISSUE	BY
NOT FOR CONSTRUCTION			

ARCHITECT
BLEU DESIGN

CLIENT
**BENDOOLEY ESTATE
PROPERTY HOLDINGS
3020 OLD HUME HIGHWAY
BERRIMA**

PROJECT
**BENDOOLEY ESTATE
BERRIMA
NSW 2577**

DESIGNED: JO.M. DRAWN: FLK. DATE: OCT 22 SIZE: A1 CAD REF: TX15580.01 - X01

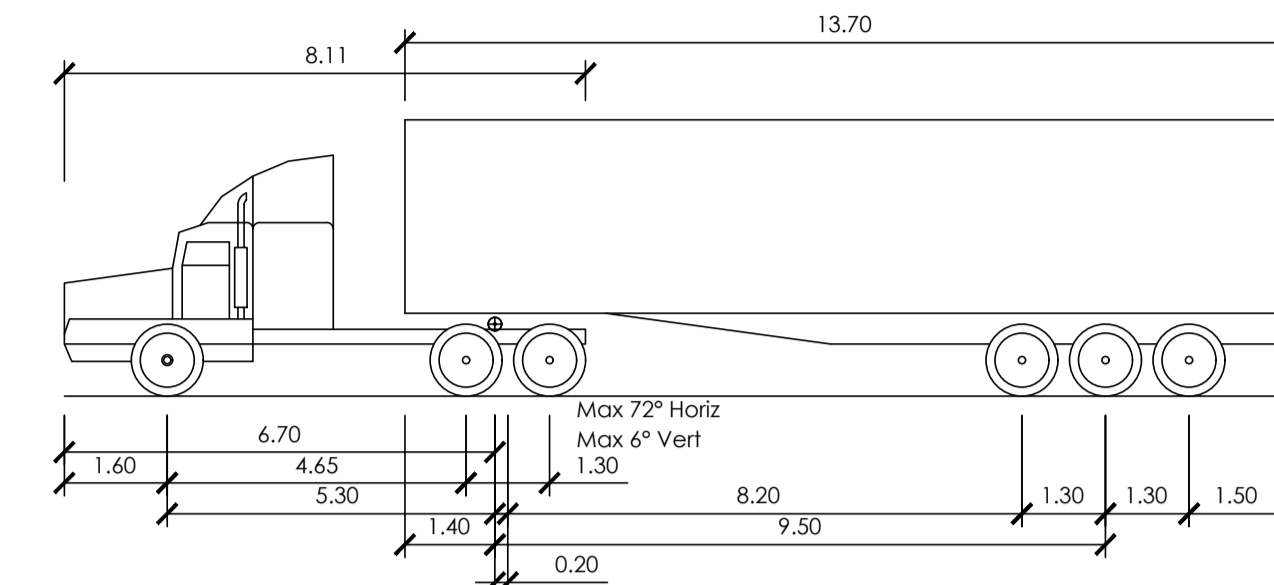
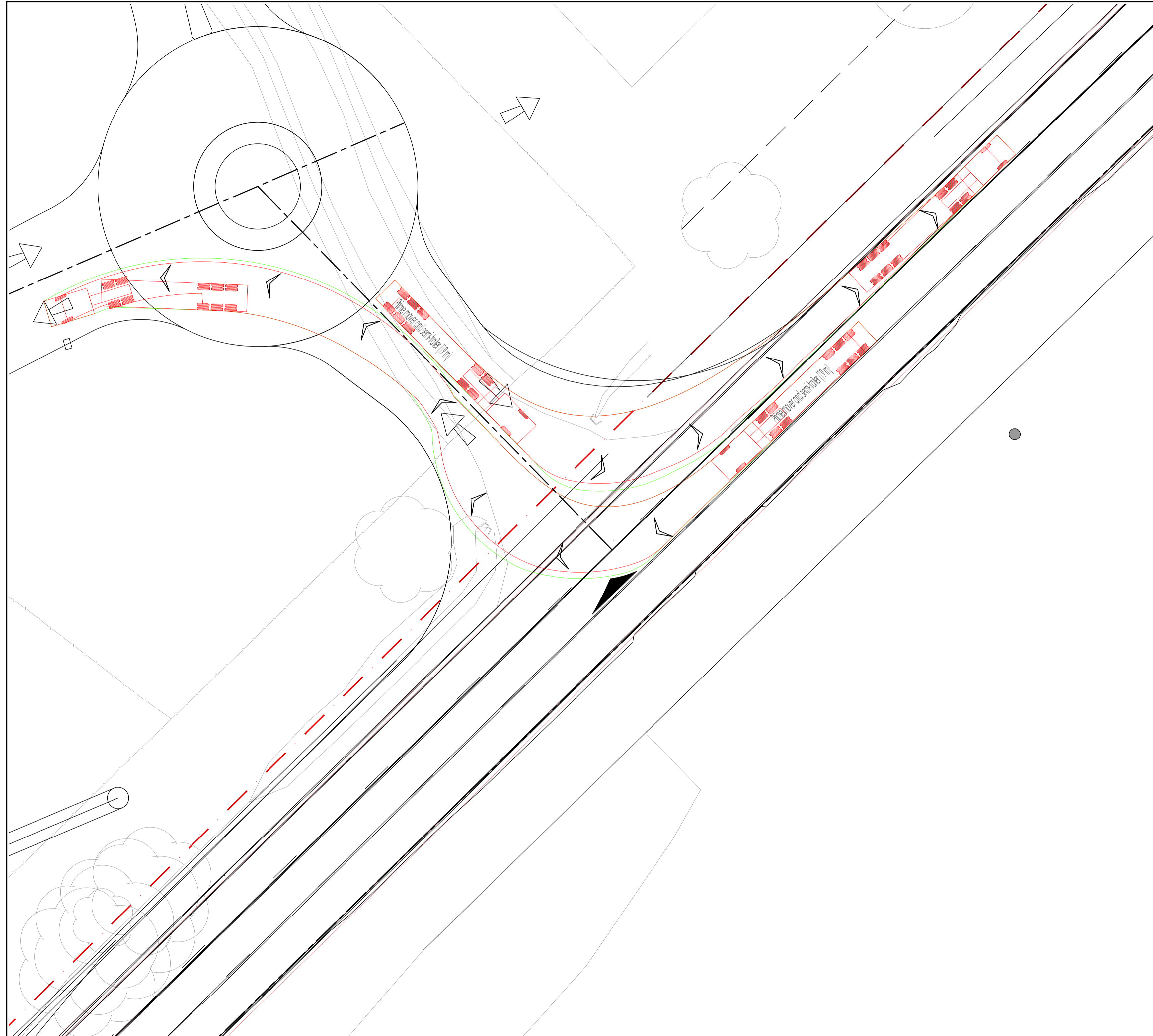


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DRAWING TITLE
VEHICLE SIMULATION PLAN - SHEET 1

PROJECT No. DRAWING No. ISSUE
TX15580.01 - X10.1 B



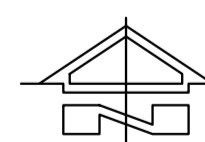
Prime mover and semi-trailer (19 m)	
Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

VEHICLE PROFILE
N.T.S.

SWEPT PATH ANALYSIS

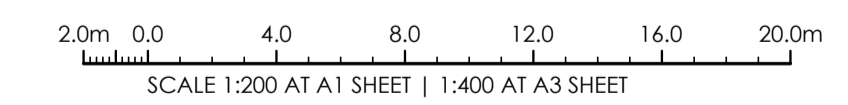
SYMBOL	DESCRIPTION
	WHEEL PATH EXTENT (FORWARD)
	VEHICLE CHASSIS ENVELOPE (FORWARD)
	WHEEL PATH EXTENT (REVERSE)
	VEHICLE CHASSIS ENVELOPE (REVERSE)
	ARROW FORWARD DIRECTION
	ARROW REVERSE DIRECTION

- VEHICLE SWEPT PATH ANALYSIS UNDERTAKEN USING CIVIL3D2023 VEHICLE TRACKING MODULE.
- DESIGN SPEED
 - FORWARD = 5km/h U.N.O.
 - REVERSE = 2.5km/h U.N.O.
- VEHICLE/S USED IN SWEPT PATH ANALYSIS.
 - 19m SEMI AUSTRROADS 2013.



VEHICLE SIMULATION PLAN - SHEET 2

SCALE 1:200 AT A1



ISSUED FOR APPROVAL	14.02.23	B	JO.M.
ISSUED FOR CLIENT REVIEW	23.11.22	A	JO.M.
AMENDMENTS	DATE	ISSUE	BY
NOT FOR CONSTRUCTION			

ARCHITECT
BLEU DESIGN

CLIENT
**BENDOOLEY ESTATE
PROPERTY HOLDINGS
3020 OLD HUME HIGHWAY
BERRIMA**

PROJECT
**BENDOOLEY ESTATE
BERRIMA
NSW 2577**

DESIGNED	DRAWN	DATE	SIZE	CAD REF
JO.M.	FLK.	OCT 22	A1	TX15580.01 - X01



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DRAWING TITLE
VEHICLE SIMULATION PLAN - SHEET 2

PROJECT No. DRAWING No. ISSUE
TX15580.01 - X10.2 B

6.5 Parking Arrangements for the Upgrade of Moss Vale Train Station

Report Author: Traffic Engineer

Authoriser: Karin Targa, Director Service and Project Delivery

PURPOSE

To create temporary changes to bus stops in Argyle Street and Kirkham Street, Moss Vale to accommodate the temporary closure of Moss Vale Train Station for upgrade works.

RECOMMENDATION

THAT the proposed temporary changes to the operation times of bus stops located on Kirkham Street and Argyle Street, Moss Vale, be supported.

REPORT

BACKGROUND

Transport for NSW plan to upgrade Moss Vale Train Station. The upgrade will cause the temporary restriction of vehicles being able to access the station.

Buses that currently access the train station are an essential part of the wider State Rail transportation service.

REPORT

This report proposes to temporarily change the time restricted bus zones on Argyle Street and Kirkham Street to be untimed bus zones that will operate 24/7.

The changes to the bus zones will allow the buses that would otherwise access the train station to still drop off and pick up passengers near the station.

The current bus zone on Argyle Street operates between 8:00am – 9:00am Monday to Friday and is located adjacent to the northern end of Leighton Gardens.

The current bus zone on Kirkham Street operates between 9:00am – 4:00pm Monday to Friday and is located adjacent to Moss Vale Aquatic Centre.

Please see attachments for traffic guidance schemes

CONCLUSION

The bus services that currently access Moss Vale Train Station as part of the wider State Rail transport network are an essential service.

The changes proposed in this report will provide temporary access for bus passengers as near as can be practical to rail services while Moss Vale Train Station is upgraded.

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING
THURSDAY 23 NOVEMBER 2023**

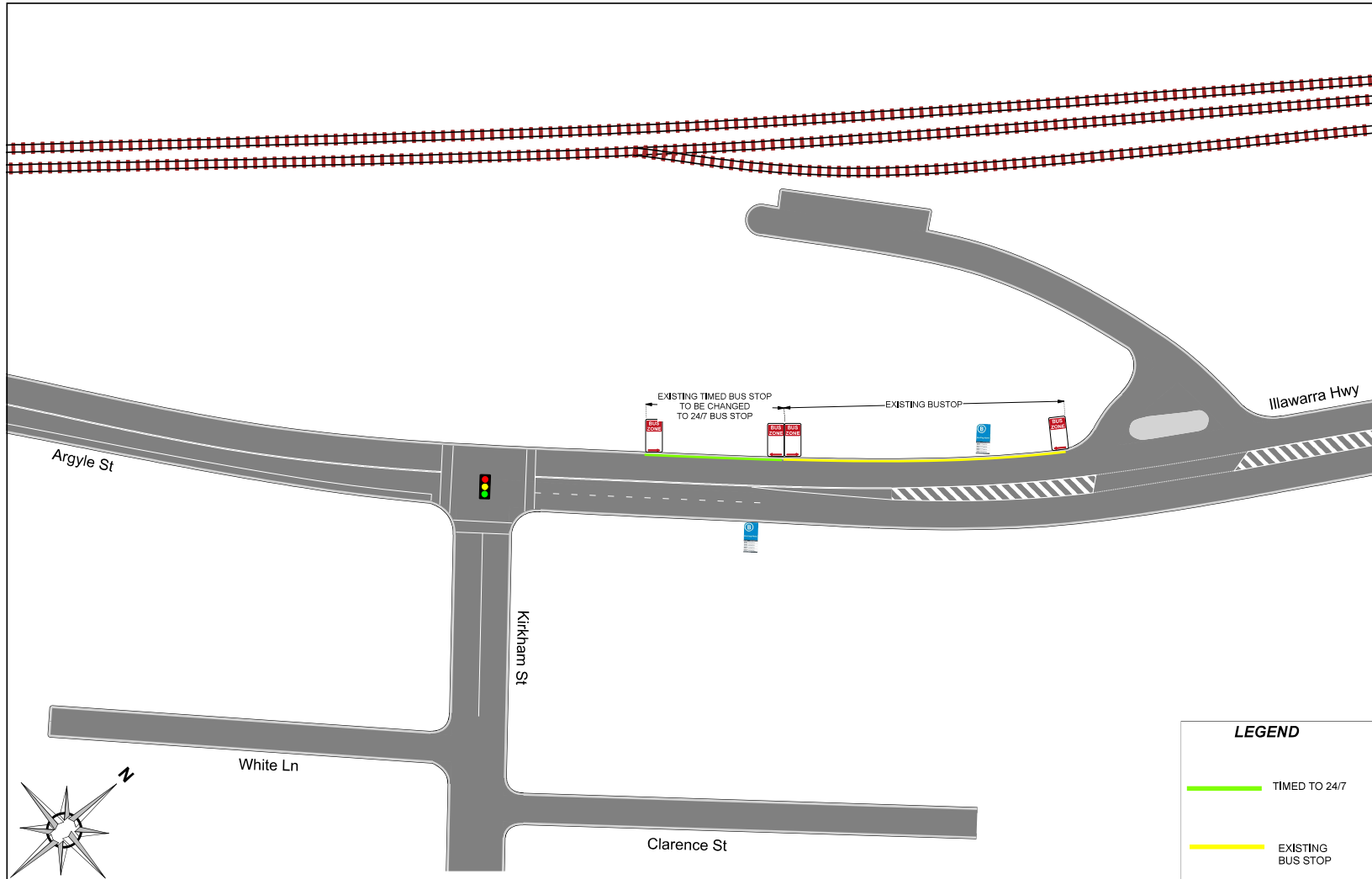
The temporary changes to the bus stop operating hours to operate 24 hours a day, 7 days a week, are recommended for approval.

ATTACHMENTS

1. Argyle St- Moss Vale- Bus Zone TGS [6.5.1 - 1 page]
2. Kirkham St- Moss Vale- Bustop TGS [6.5.2 - 1 page]

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING
THURSDAY 23 NOVEMBER 2023**

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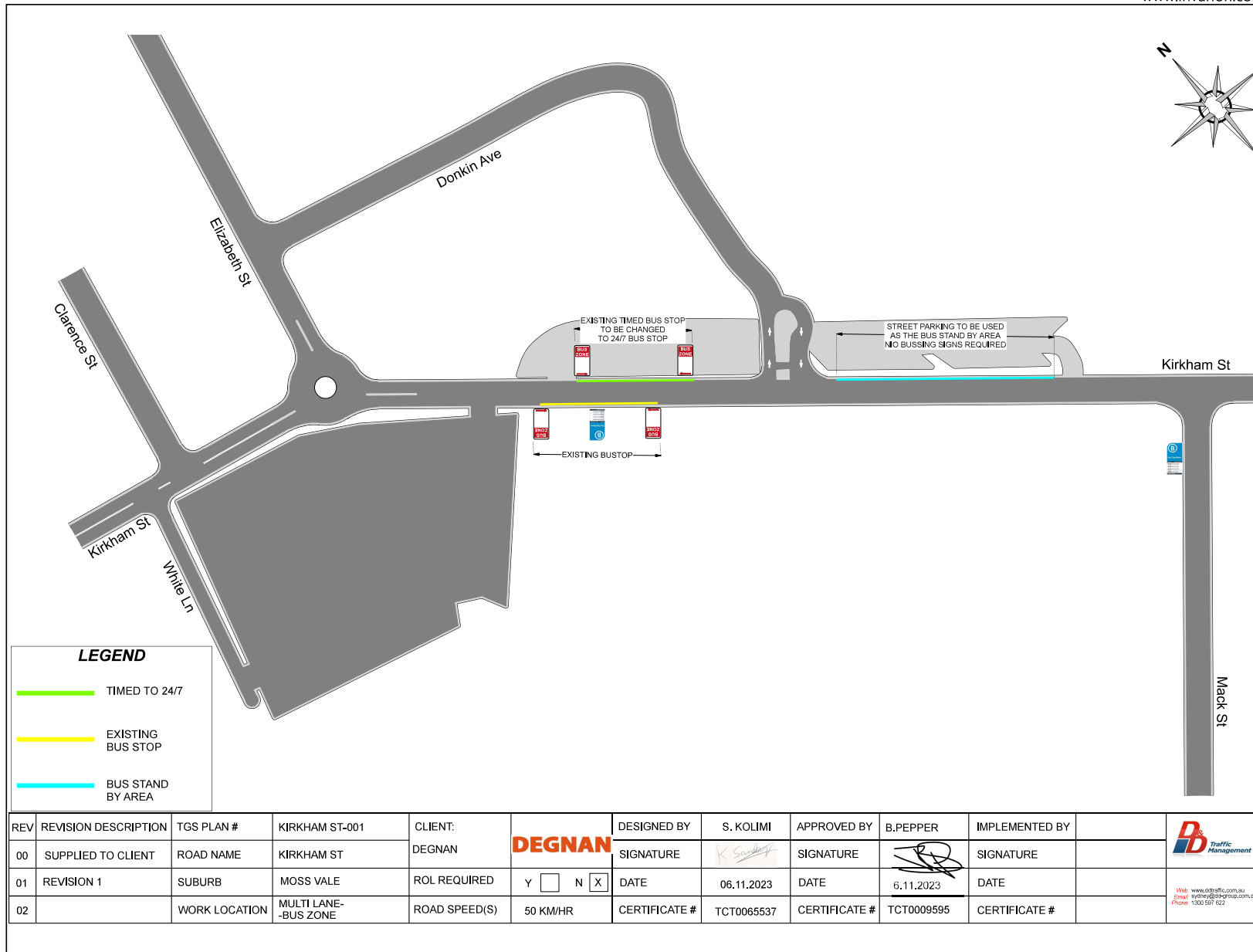
REV	REVISION DESCRIPTION	TGS PLAN #	ARGYLE ST-001	CLIENT:	DESIGNED BY	S. KOLIMI	APPROVED BY	B. PEPPER	IMPLEMENTED BY	
00	SUPPLIED TO CLIENT	ROAD NAME	ARGYLE ST	DEGNAN	DEGNAN	SIGNATURE	SIGNATURE	SIGNATURE	SIGNATURE	
01	REVISION 1	SUBURB	MOSS VALE	ROL REQUIRED	Y <input type="checkbox"/> N <input checked="" type="checkbox"/>	DATE	06.11.2023	DATE	6.11.23	DATE
02		WORK LOCATION	MULTI LANE-BUS ZONE	ROAD SPEED(S)	50 KM/HR	CERTIFICATE #	TCT0065537	CERTIFICATE #	TCT0009595	CERTIFICATE #



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**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING
THURSDAY 23 NOVEMBER 2023**

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6.6 11 Linda Street Hill Top - Review existing parking fronting Hill Top Public School

Report Author: Traffic Engineer

Authoriser: Karin Targa, Director Service and Project Delivery

PURPOSE

To improve the access for school students and staff to the school bus, Accessible Parking space and the pick-up drop-off zone, in the AM and PM school hours in Linda Street fronting Hill Top Public School, Hill Top.

Adjustments to the current parking arrangement proposed as follows:

1. Existing 41m, 2-Minute drop off & pick up area be reduced to 20m;
2. Existing 17.5m, Accessible Parking space be reduced to 7.8m for one space in the indented parking area;
3. Existing Bus Zone 8am-9:30am, 2:30pm-4pm School Days Only be relocated back to the indented parking area with a length of 28m between the 2-Minute drop off & pick up area and the Accessible Parking space; and
4. An additional 17m, 2-Minute drop off & pick up area proposed to be established adjacent to the school driveway in Linda Street.

RECOMMENDATION

THAT Council approves:

1. ***The decrease of the existing 41m, 2-Minute drop off & pick up area to 20m;***
2. ***The decrease of the existing 17.5m Accessible Parking space to 7.8m for one space in the indented parking area;***
3. ***The relocation of existing Bus Zone 8am-9:30am, 2:30pm-4pm School Days Only back to the indented parking area with a length of 28m, between the 2 Minute drop off & pick up area and the Accessible Parking space; and***
4. ***Establishment of an additional 17m, 2-Minute drop off & pick up area adjacent right to the school driveway in Linda Street fronting the school.***

REPORT

BACKGROUND

Council has received a request from the Hill Top Public School to review existing parking in Linda Street fronting the school. The current parking needs to be upgraded /reviewed to have better access to the school bus, Accessible Parking space and pick up drop off zone, in the AM and PM school hours.

REPORT

Hill Top Public School is located at 11 Linda Street, Hill Top. Linda Street is a local road with a width of 9m fronting the school. Considering the pavement width and for good access to the school bus, a 3m wide and 25m long intended bus bay was established fronting the school gate earlier. Only one school bus provides service to the school one time in the AM and PM school hours in Linda Street. In addition, a 20m, 2-minute drop-off pick-up parking was also established behind the bus bay, earlier.

Years ago, the parking was reviewed further as below:

- o The school bus bay was relocated to west side of school driveway,
- o 2-minute school drop-off pick-up area was added to the indented bay, and
- o Established a 17m Accessible Parking for two spaces as shown in Fig. 3.

Proposed reviews and adjustments are shown in Fig. 2 as follows:

1. Existing 41m, 2 Minute drop off & pick up area be reduced to 20m;
2. Existing 17.5m, Accessible Parking space be reduced to 7.8m for one space in the indented parking area;
3. Existing Bus Zone 8am-9:30am, 2:30pm-4pm School Days Only be relocated back to the indented parking area with a length of 20m between the 2-Minute drop off & pick up area and the Accessible Parking space; and
4. An additional 17m, 2-Minute drop off & pick up area proposed to be established adjacent to the school driveway in Linda Street.

The proposed review will improve the access to the school bus, Accessible Parking space and the pick-up drop-off zone, in the AM and PM school hours in Linda Street fronting Hill Top public school Hill Top.

Please see the plans below.

CONSULTATION

Hill Top Public School has surveyed the parents to see the parents believe the current arrangements which have been in place since the beginning of term 4 2023 are easy to understand and safer for students.

- 53.3% of parents think that the current parking arrangements are unclear
- 63.3% of parents think that the current arrangements are unsafe.

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING
THURSDAY 23 NOVEMBER 2023**

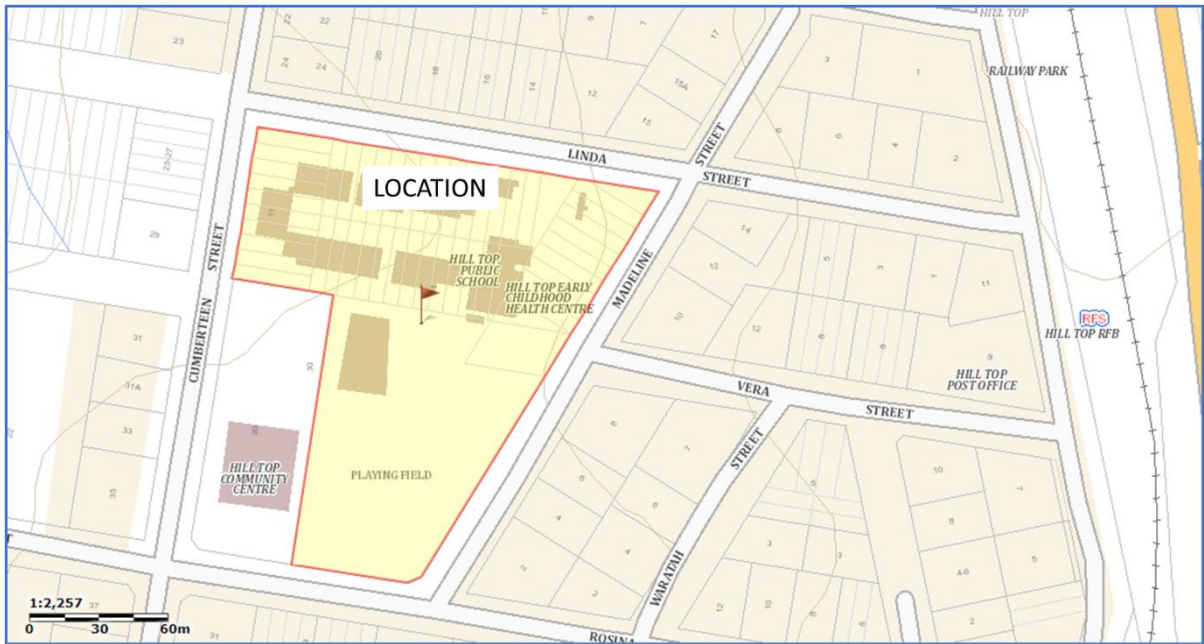


Fig.1: Shows the location.



Fig.2: Existing parking in Linda Street, Hill Top.



Fig.3: Proposed parking review in Linda Street fronting the Hill Top P School, Hill Top.

CONCLUSION

It is recommended that Council approves:

- ❖ The decreasing of existing 41m, 2-Minute drop off & pick up area to 20m;
- ❖ The decreasing of existing 17.5m Accessible Parking space to 7.8m for one space in the indented parking area;
- ❖ The relocation of existing Bus Zone 8am-9:30am, 2:30pm-4pm School Days Only back to the indented parking area with a length of 28m, between the 2-Minute drop off & pick up area and the Accessible Parking space; and
- ❖ Establishment of an additional 17m, 2-Minute drop off & pick up area adjacent right to the school driveway in Linda Street fronting the school.

ATTACHMENTS

{No attachment added}

6.7 Oxley Drive, Bowral, No Stopping Zone, Opposite the entrance to Bowral Lookout

Report Author: Traffic Engineer

Authoriser: Karin Targa, Director Service and Project Delivery

PURPOSE

To install a No Stopping Zone opposite the access to the Bowral Lookout on Oxley Drive Bowral.

RECOMMENDATION

THAT the proposed No Stopping Zone be installed opposite the access to Bowral Lookout on Oxley Drive, Bowral

REPORT

BACKGROUND

The access road to Bowral Lookout is accessed from Oxley Drive. The access road is currently closed due to pavement damage that is not suitable for traffic.

Bowral Lookout is a popular tourist destination. Visitors to the lookout park on Oxley Drive due to the access road being closed.

REPORT

There is a narrow verge located opposite the access to Bowral Lookout which is used by visitors to park their vehicles. The pavement of Oxley Drive at this location is 6m wide.

The verge is too narrow to allow vehicles to move completely off the pavement, which narrows the traffic lane making it difficult for two vehicles to pass each other in opposite directions.

A No Stopping Zone of 50m is proposed to deter vehicles from parking on Oxley Drive.

The signage required will be a No Stopping right facing arrow (R5-400R), a central No Stopping with arrows in both directions (R5-400LR), and a No Stopping with left facing arrow (R5-400L).



Image 1 – Existing narrow verge opposite the access to Bowral Lookout



Image 2 – Existing narrow verge opposite the access to Bowral Lookout



Image 3 – Proposed No Stopping Zone

CONCLUSION

The proposed No Stopping Zone on Oxley Drive will improve road safety by maintaining the existing 6m wide pavement width available for vehicles to pass in opposite directions.

The No Stopping Zone is recommended for approval.

ATTACHMENTS

Nil

7 DATE OF NEXT MEETING

The next meeting will be held on Thursday 22 February 2024 in the Council Chambers, Civic Centre, Elizabeth Street, Moss Vale commencing at 9:30am.

8 MEETING CLOSURE