

WOLLONGONG CITY COUNCIL
INFRASTRUCTURE STRATEGY & PLANNING DIVISION
TRAFFIC, TRANSPORT AND
ROAD SAFETY SECTION

AGENDA

CITY OF WOLLONGONG TRAFFIC COMMITTEE

WEDNESDAY, 21 JANUARY 2015

The City of Wollongong Traffic Committee is not a Committee of Wollongong City Council but a Technical Committee of the Roads & Maritime Services. The Committee operates under the authority conferred to Council by the RMS under the Transport Administration Act 1988.

Council has been delegated certain powers, from the RMS, with regard to traffic matters upon its local roads. A condition of this delegation is that Council must take into account the Traffic Committee recommendations.

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, the Roads & Maritime Services, the Local State Member of Parliament (for the location of the issue to be voted upon), and a representative of Wollongong City Council.
- If the RMS or NSW Police Force disagrees with any Traffic Committee recommendation, or Council's resolution on any Traffic Committee recommendation, that member may lodge an appeal with the Regional Traffic Committee for determination. The appeal must be lodged in writing within 14 days of Council's resolution. Any action relative to any issue under appeal must cease until the matter is determined. The Regional Traffic Committee is chaired by an independent chairperson and submissions and representations are welcomed from all interested parties.

IMPORTANT NOTE:

The Council can only recommend that:

- 1 The Traffic Committee recommendation be adopted.
- 2 The Traffic Committee recommendation not be adopted.
- 3 The Traffic Committee reconsider this issue.

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| <p>CWTC Meeting Level 10 Committee Rooms 2 & 3 Commencing 9.15 am</p> |
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**CITY OF WOLLONGONG TRAFFIC COMMITTEE
AGENDA
FORMAL ITEMS
(UNDER RMS DELEGATED AUTHORITY)**

GENERAL BUSINESS

| | | | |
|----|-----------------|---|--|
| 1 | AUSTINMER | Beach carpark | Park in bays only sign |
| 2 | KEIRAVILLE | Robsons Road | Proposal for No Parking Coaches Excepted adjacent to new entrance to University |
| 3 | WEST WOLLONGONG | Fisher Street | Replacement of a No Standing sign with No Stopping Restrictions |
| 4 | WEST WOLLONGONG | Powell Street | Replacement of a No Standing sign with No Stopping Restrictions |
| 5 | WOLLONGONG | Burelli Street east bound approaching the pedestrian facility (kerb extension) at IPAC | Install edgelines in Burelli Street in this section. |
| 6 | WOLLONGONG | Burelli Street east bound approaching pedestrian facility (kerb extension) at Globe Lane | Install edgelines east bound in Burelli Street in this section. |
| 7 | WOLLONGONG | Stewart Street east bound approaching the pedestrian facility (kerb extension) at the rear of the WCC Admin Building. | Install edgelines on the east bound carriageway between the pedestrian facility and Kembla Street. |
| 8 | WOLLONGONG | Various streets in Wollongong | Late night restrictions adjacent to taxi zones |
| 9 | MOUNT KEMBLA | Kirkwood Place | Review of No Stopping Restrictions |
| 10 | BERKELEY | 330-334 Flagstaff Road Access | Improvement to Line Marking Signs & Lines Plan DA - 2014/608 Condition # 4 |
| 11 | BERKELEY | Semaphore Road | Replace reflectors Berkeley Road and Cribb Street |
| 12 | KEMBLA GRANGE | Reddalls Road and West Dapto Road | Improvements to Line Marking |

REGULATION OF TRAFFIC

| | | | |
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| 13 | PORT KEMBLA | Military Road between Church & Allan Streets | Water Slide Event 21 March 2015 |
| 14 | PORT KEMBLA | Gloucester Boulevard | Illawarra Triathlon Club Road Closure Times Variations |

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| 15 | WOLLONGONG | Bourke Street, Kembla Street & Cliff Road | Tri The Gong Triathlon 7-8 March 2015 |
| 16 | WOLLONGONG | Marine Drive, Endeavour Drive, Cliff Road, Bourke Street, George Hanley Drive | The Colour Run 24 May 2015 |
| 17 | KEMBLA GRANGE | Darkes, West Dapto, Sheaffes and Paynes Roads | Kembla Joggers Winter Road Race Series 2015 |

DESIGN MATTERS

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| 18 | WOLLONGONG | Keira Street between Swan and Tait Streets | Refuge Pedestrian Facility |
| 19 | WOLLONGONG | Globe Lane | Provision of parking bays |
| 20 | BERKELEY | Winnima Way | Berkeley Community Hall New Car Park |
| 21 | DAPTO | Bong Bong Road and Glenlee Drive | Roundabout at the intersection of Bong Bong Road and Glenlee Drive |

**CITY OF WOLLONGONG TRAFFIC COMMITTEE
AGENDA
FORMAL ITEMS
(UNDER RMS DELEGATED AUTHORITY)**

GENERAL BUSINESS

**1. AUSTINMER
Beach Car Park – cars parking outside of bays**

Background:

There have been reports from residents that during busier times, cars are parking along the entry road to the carpark. Although there are some existing parking restrictions it would be desirable to limit the number of signs and the car park already has all of the parking bays marked. The installation of a “park in bays only” sign at the entrance will allow this car park to be regulated more easily than at present.

Proposal:

Install ‘Park in Bays Only’ sign at the entrance to the Austinmer Beach Car Park.

**2. KEIRAVILLE
Robsons Road – Proposal for ‘No Parking - Coaches Excepted’ adjacent to new entrance to University at approximately 68 Robsons Road**

Background:

The University of Wollongong are currently completing a new residential building and have requested that an area of Robsons Road be set aside for No Parking Coaches Excepted. This section of Robsons Road currently permits unrestricted parking but there are no opportunities for drivers to drop off and pick up passengers at times of high parking demand. The new residential building is likely to be serviced by coaches from time to time and there is insufficient space on site. Council can therefore consider permitting the University of Wollongong to install a 15 m length of ‘No Parking - Coaches Excepted’ in Robsons Road adjacent to the new driveway..

Proposal:

The university of Wollongong be permitted to install ‘No Parking - Coaches Expected’ for a length of 15m on the eastern side of Robsons Road immediately to the south of the new driveway at 68 Robsons Road.
Attachment 2

**3. WEST WOLLONGONG
Fisher Street – replacement of a No Standing Sign with No Stopping Restrictions**

Background:

During recent inspections it was noted that there is an old No Standing sign on the eastern side of Fisher Street adjacent to the Crown Street intersection. As these no longer have any legal significance, it is appropriate to have it replaced with No Stopping restrictions.

Proposal:

Install No Stopping restrictions to replace existing No Standing sign in Fisher Street (Eastern side) adjacent to Crown Street.

**4. WEST WOLLONGONG
Powell Street – replacement of a No Standing Sign with No Stopping Restrictions**

Background:

During recent inspections it was noted that there is an old No Standing sign on the eastern side of Powell Street adjacent to the Crown Street intersection. As these no longer have any legal significance, it is appropriate to have it replaced with No Stopping restrictions.

Proposal:

Install No Stopping restrictions to replace existing No Standing sign in Powell Street (Eastern side) adjacent to Crown Street.

5. WOLLONGONG
Burelli Street - east bound approaching the pedestrian facility (kerb extension) at the Illawarra Performing Arts Centre

Background:

The separation lines on the east bound carriageway of Burelli Street between Kembla Street and Town Hall Place indicates that the kerbside lane is a traffic lane under the road rules. Unfortunately there have been reports of vehicles colliding with the kerb extension blister, with significant risks to pedestrians waiting to cross Burelli Street. In practice it is a parking lane and a bus zone for the full length between Kembla Street and Town Hall Place; accordingly it is proposed to install edgelines in Burelli Street to address this concern.

Proposal:

Install edgelines on the east bound carriageway of Burelli Street between Kembla Street and Town Hall Place, with the separation lines to remain between Town Hall Place and Corrimal Street.
Attachment 3

6. WOLLONGONG
Burelli Street - east bound approaching the pedestrian facility (kerb extension) at Globe Lane

Background:

The separation line on the east bound carriageway of Burelli Street between Keira Street and Globe Lane indicates that the kerbside lane is a traffic lane under the road rules. Unfortunately there have been reports of vehicle colliding with the kerb extension blister, with significant risks to pedestrians waiting to cross Burelli Street. In practice it is a parking lane and a bus zone between Keira Street and Globe Lane; accordingly it is proposed to install edgelines in Burelli Street.

Proposal:

Install edgelines on the east bound carriageway in Burelli Street between Keira Street and Globe Lane.
Attachment 4

7. WOLLONGONG
Stewart Street – east bound approaching the pedestrian facility (kerb extension) at the rear of the Wollongong City Council Administration Building

Background:

The east bound carriageway of Stewart Street between Kembla Street and the pedestrian facility (kerb extension) at the rear of the Wollongong City Council Administration Building has no lane lines or edgelines. It can be regarded by drivers as a traffic lane and unfortunately there are reports of vehicles colliding with the kerb extension blister at significant risk to pedestrians waiting to cross Stewart Street. Therefore edgelines are proposed on the east bound carriageway between the pedestrian facility and Kembla Street.

Proposal:

Install edgelines on the east bound carriageway of Stewart Street between the pedestrian facility (rear of Council's Administration Building) and Kembla Street.
Attachment 5

8. WOLLONGONG
Various streets in Wollongong CBD – late night restrictions adjacent to taxi zones

Background:

Wollongong Radio Cabs have approached Council to provide a number of changes to parking restrictions adjacent to taxi zones to allow taxis to feed into the taxi zones during peak periods late at night. The entertainment centres in Wollongong generate the bulk of the demand for taxi services within the city during the period between 10pm and 6am. The existing taxi zones are not sufficient to accommodate the large number of taxis and the proposed changes will allow taxis to wait a short distance from the taxi zones in order to provide a reasonably continuous service to the public.

Proposal:

The late night parking restrictions on the plan tabled by Council be approved.
Attachment 6

9. MOUNT KEMBLA
Kirkwood Place – Review No Stopping Restrictions

Background:

In 2013 a new subdivision in Kirkwood Place was approved which proposed extending No Stopping restrictions to the opposite side of the street and to a short access way south of Kirkwood Place. The developer installed these restrictions late in 2014 and several residents have now questioned the need for the extended restrictions.

Proposal:

No Stopping restrictions be maintained on the northern side of Kirkwood Place and around the cul-de-sac however the No Stopping restrictions on the southern side and in the access way off Kirkwood Place be removed.

10. BERKELEY
Flagstaff Road Berkeley Signs & Lines Plan - Access Design - DA2014/608 Condition No 4

Background:

A property on the northern side of Flagstaff Road is being redeveloped for multiple dwellings and the designer for the applicant is proposing that parking restrictions be imposed either side of the new driveway in order to ensure adequate sight distance for approaching traffic.

Proposal:

No Stopping restrictions 12m long on the approach and 6 m long on the departure side to be provided by the developer at the new driveway of 334 – 340 Flagstaff Road Berkeley.
Attachment 7

11. BERKELEY
Berkeley Road and Cribb Street – Replace Reflectors on Centre-Line

Background:

Semaphore Road has a tight curve between Cribb Street and Berkeley Road where improved delineation and curve warning signs have previously been approved. Unfortunately there are still off road single vehicle crashes occurring at this location and in response to resident's concerns it is proposed to replace the reflectors on the centre-line between Berkeley Road and Cribb Street with the larger City Studs.

It is recognised that there may be noise issues in the use of the larger City Studs, but under the circumstances they are considered necessary to reduce the incidence of off road crashes and the risks to residents.

Proposal:

Install City Studs on the centre-line in Semaphore Road between Berkeley Road and Cribb Street.

12. KEMBLA GRANGE
Reddalls Road and West Dapto Road – Improvements to Line Marking

Background:

The double barrier lines on Reddalls Road at the three curves north of the intersection with West Dapto Road are fading quickly after being repainted as a result of the heavy vehicles using Reddalls Road. It is proposed to install City Studs on the centre lines to keep heavy vehicles to the correct side of the road, and to preserve the centre-line.

The area has no homes or buildings in the vicinity and therefore the noise associated with such a treatment should not affect any of the neighbouring properties.

Proposal:

Install City Studs along the centre line at the three curves in Reddalls Road located to the north of West Dapto Road.
Attachment 8

REGULATION OF TRAFFIC

13. PORT KEMBLA

Military Road between Church and Allan Streets – Water Slide Event from 6am – 10pm on Saturday 21 March 2015

Background:

The event organisers, City Slide, have proposed that an inflatable water slide be assembled on the section of Military Road between Church Street and Allan Street Port Kembla for the purposes of public entertainment. This involves a road closure of Military Road between 6am and 10pm to allow the slide to be assembled and removed at the end of the event.

The adjoining streets of Electrolytic, Fitzwilliam and Allan Streets will also need to be closed at Military Lane. The proposed road closure does not affect the bus route via Church Street and Military Road to the south and traffic can readily be diverted around the area via Church Street, Wentworth Street and Darcy Road.

The applicant is expected to provide the traffic management plans to be tabled at the meeting.

Proposal:

The closure of Military Road be approved subject to the submitted traffic management plans and Councils standard conditions for road closures.

14. PORT KEMBLA

Gloucester Boulevarde – Extension to Road Closure Times – Illawarra Triathlon Club (Z14/459636)

Background:

Council has previously approved the 2015 series of triathlon races on Gloucester Boulevarde for the Illawarra Triathlon Club. As a result of hosting the Police Games Triathlon in March 2015 the times for the road closure will need to be extended from 8am to 9am as originally approved, to 7.45am to 10.30am on Sunday 15 March 2015. The club has also asked for a small extension to the closure times on Sunday 12 April 2015 to become 8am to 9.30am.

Proposal:

The road closures previously approved for the Illawarra Triathlon club be extended to

- 7.45am – 10.30am on Sunday 15 March 2015
- 8.00am – 9.30am on Sunday 12 April 2015

15. WOLLONGONG

Tri the Gong Triathlon – 7 & 8 March 2015

Background:

The event company Elite Energy has proposed to run a series of triathlon events on Saturday and Sunday 7 & 8 March 2015.

The format is the same as for 2014 where the closures on Saturday 7 March are proposed in Cliff Road between Endeavour Drive and Harbour Street, Endeavour Drive, Marine Drive and Crown Street between Harbour Street and Marine Drive.

The events on Saturday are held between Wollongong Harbour and the southern end of Marine Drive. In order to facilitate normal trading in the area, the organisers will provide traffic control on the roadway to and from Wollongong Harbour to permit two-way traffic. On the Saturday the organisers of the event have negotiated with the bus operators and Transport NSW to provide alternative bus terminus areas in Harbour Street and in Crown Street immediately west of Harbour Street, as there will be no access to the Marine Drive bus terminus. The Saturday street closures will operate from 6am to 3pm.

On Sunday 8 March the triathlon events will be held between Wollongong Harbour and the turning point on Towradgi Road a few metres short of Rothery Street Bellambi. For the main event the road closures will involve Cliff Road from Marine Drive to Bourke Street, the eastern end of Bourke Street between Cliff Road and Kembla Street, Kembla Street, George Hanley Drive, Squires Way, Carters Lane and Pioneer Road to Bellambi (Rothery Street). This closure will be from 6am to 11am.

The smaller triathlon events will run from mid-morning Sunday 8 March and the road closures will be in place from Cliff Road from Marine Drive to Bourke Street, the eastern end of Bourke Street between Cliff Road and Kembla Street, Kembla Street, George Hanley Drive and Squires Way (a few metres south of Elliotts Road). The shorter triathlon course will involve road closures from 6am to 3pm.

Bus services for the Sunday events will generally not be affected however the Gong Shuttle and Route 8 services will need to be diverted. During the Saturday events the Gong Shuttle will be diverted via Corrimal Street and as noted above the route services will terminate in Harbour and Crown Streets rather than Marine Drive.

Proposal:

The proposed road closures be approved subject to:

- a) Permission from NSW Police
- b) Approval from Transport NSW for changes to bus routes
- c) ROL for the traffic signalised intersections from NSW Roads & Maritime Services
- d) Councils standard conditions for road closures, including comprehensive advice to the community.

16. WOLLONGONG

The Colour Run - Sunday 24 May 2015 – 5am to 1pm

Background:

The Colour Run was held in 2014 over the same course as is proposed for May 2015 and the traffic management plans are the same as previously. The event involves the closure of Marine Drive, Endeavour Drive, Cliff Road, Bourke Street, George Hanley Drive (south bound section) and Kembla Street north of Bourke Street. The closures are proposed for 5am to 1pm however Marine Drive and part of Endeavour Drive will be re-opened after 10am.

The event involves runners passing through a number of colour stations where a vegetable starch colour will be thrown onto the course and participants will finish in Stuart Park. The 1pm re-opening time for the roads takes into account the time required for the colours to be cleared from the public roadways.

The organisers have arranged for the Gong Shuttle to be permitted on George Hanley Drive and Kembla Street during the event however the Gong Shuttle will then divert via Corrimal Street. Access to the bus terminus will be maintained on Marine Drive throughout the event.

Proposal:

The proposed road closures be approved subject to:

- a) Approval from Transport NSW for changes to bus routes
 - b) ROL for the traffic signalised intersections from NSW Roads & Maritime Services
 - c) Councils standard conditions for road closures
- Attachment 9

17. KEMBLA GRANGE

Kembla Joggers Winter Road Race Series 2015

Background:

Kembla Joggers have previously conducted a race series at Kembla Grange and at Mount Kembla successfully and in 2015 there are events proposed on Sunday:

- 6 June (Kembla Grange).....the regulation of traffic will occur from 1.30pm to 4pm
- 4 July (Kembla Grange).....the regulation of traffic will occur from 2.30pm to 4.30pm
- 18 July (Mount Kembla)..... the regulation of traffic will occur from 2.30pm to 4.30pm
- 15 August (Kembla Grange).... the regulation of traffic will occur from 2.30pm to 4.30pm

There are no road closures involved however participants in these events use roads with temporary 40kph speed limits and warning signage to advise drivers to expect runners on the road ahead. The roads involving the regulation of traffic on 6 June, 4 July and 15 August are Darkes, West Dapto, Sheaffes and Paynes Roads. Authorised traffic controllers are used at the entry point to Integral Energy Park (start and finish), and at the points where runners begin the return leg of the race.

The event on 18 July is held at Mount Kembla and involves the regulation of traffic on Harry Graham Drive and Cordeaux Road south west of Harry Graham Drive.

Proposal:

The proposed regulation of traffic for the Kembla Joggers Winter Race Series 2015 be approved subject to the standard conditions for road closures and approval from the NSW Police.

Attachment 10

DESIGN MATTERS

18. WOLLONGONG

Refuge Pedestrian Facility in Keira Street between Swan Street and Tait Street

Background:

Councils plans for the refuge pedestrian facility in Keira Street were previously endorsed by Traffic Committee however the design has been adjusted and the original endorsement needs to be confirmed in light of the changes.

Proposal:

Council plans 5161 – D CO 1-4 be approved.

19. WOLLONGONG

Globe Lane Provision of Parking Bays

Background:

Council has prepared Plan No: 5091 SK2 to define parking spaces in the covered section of Globe Lane between Church Street and the western boundary of the David Jones property.

Proposal:

Councils Plan No: 5091 SK2 be approved.

20. BERKELEY

Winnima Way – Berkeley Community Hall New Car Park

Background:

Plan numbered 4895 has been prepared for construction of new car park at the Berkeley Community Hall and Senior Citizens Centre. The design provides new off street parking for 20 cars, including 4 designated Accessible Parking spaces. With the new entrance being constructed a new 'No Stopping' area is also being installed for added sight distance. Submitted for endorsement by Traffic Committee.

Proposal:

The submitted Plans be approved.

Attachment 11

21. DAPTO

Bong Bong Road and Glenlee Drive roundabout

Background:

The design of a roundabout at the Bong Bong Road and Glenlee drive intersection is a condition of approval for the Brooks reach subdivision on the south western end of Bong Bong Road and the plans were originally endorsed by Council. Following public consultation and a review of the plans there have been a number of adjustments and the original endorsement needs to be confirmed.

Proposal:

The developers plan No: FR110079-001 C2009 be approved.
Attachment 12

**INFORMAL ITEMS
(TRAFFIC ENGINEERING ADVICE ONLY)**

STANDARD CONDITIONS APPLYING TO SPECIAL EVENTS AND WORK-RELATED ACTIVITIES WITHIN COUNCIL ROAD RESERVES

A road closure, following approval by the Traffic Committee, is subject to the following additional Council conditions:

- 1 The applicant must apply to for a section 138 permit to occupy the road reserve. The application must include:
 - a A copy of these conditions signed as accepted
 - b A copy of a letter from the Traffic Committee authorising the closure
 - c The TMP
 - d The ROL (if required)
 - e Police approval
 - f Public liability insurance
- 2 The applicant must obtain written approval from the NSW Police Service.
- 3 The applicant must obtain an ROL (Road Occupancy Licence) from the Roads & Maritime Services if the closure is on a classified road or within 100m of any traffic control signals.
- 4 The applicant must advise all affected residents and business owners within the closure area of the closure dates and time in writing, seven days prior to the intended date of works.
- 5 The applicant must advise the Emergency Services (Ambulance, Fire Brigade, NSW Police), Taxi Co-op and Bus Companies of the closure dates and times in writing, seven days prior to the intended date of works. The applicant must endeavour to minimise the impact on bus services during the closure.
- 6 The closure must be set up in accordance with a Traffic Management Plan (TMP) prepared by an appropriately qualified traffic control person. A copy of the person's qualifications must be detailed within the TMP.
- 7 The TMP must be physically set-up by appropriately qualified traffic control persons or the NSW Police.
- 8 Access for affected business owners and residents must be maintained where possible. Where direct access cannot be achieved an alternative arrangement must be agreed to by both the applicant and affected person/s.
- 9 The applicant must advertise the closure in the Public Notice section of the local newspaper, detailing the closure dates and times. This advertisement must appear no less than seven days prior to the closure.
- 10 The applicant must provide Council with a copy of a current public liability insurance policy to a value no less than 10 million dollars which covers Wollongong City Council against any claims arising from the closure.

PROPOSAL FOR NO PARKING, COACHES EXCEPTED
ROBSONS ROAD KEIRAVILLE ADJACENT TO NEW ENTRANCE TO UNIVERSITY





Burelli Street east bound approaching the pedestrian facility (kerb extension) at the IPAC. The separation lines on both carriageways indicates that the kerbside lane is a traffic lane under the road rules. In practice it is a parking lane and a bus zone for the full length between Kembla and Town Hall Place; accordingly it is proposed to install edgelines on both sides of Burelli Street in this section. The separation lines should remain between Town Hall Place and Corrimal Street.



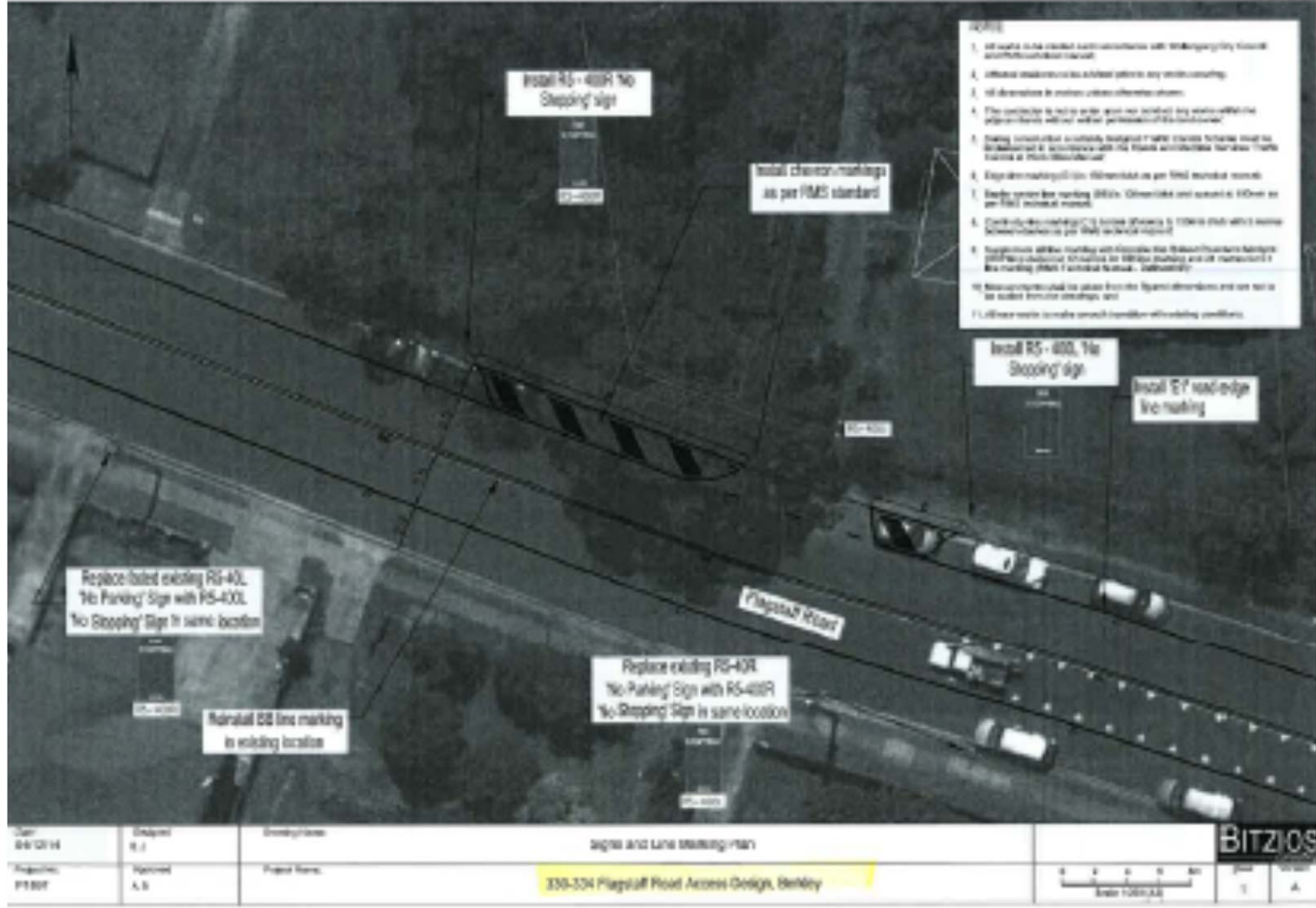
Burelli Street east bound approaching the pedestrian facility (kerb extension) at Globe Lane. The separation line on the east bound carriageway indicates that the kerbside lane is a traffic lane under the road rules. In practice it is a parking lane and a bus zone between Keira Street and Globe Lane; accordingly it is proposed to install edgelines east bound in Burelli Street in this section.



Stewart Street east bound approaching the pedestrian facility (kerb extension) at the rear of the WCC Admin. Building. The lack of separation lines indicates that if there is enough space two lanes of traffic could work, but for the kerb extension. Edgelines are proposed on the east bound carriageway between the pedestrian facility and Kembla Street.

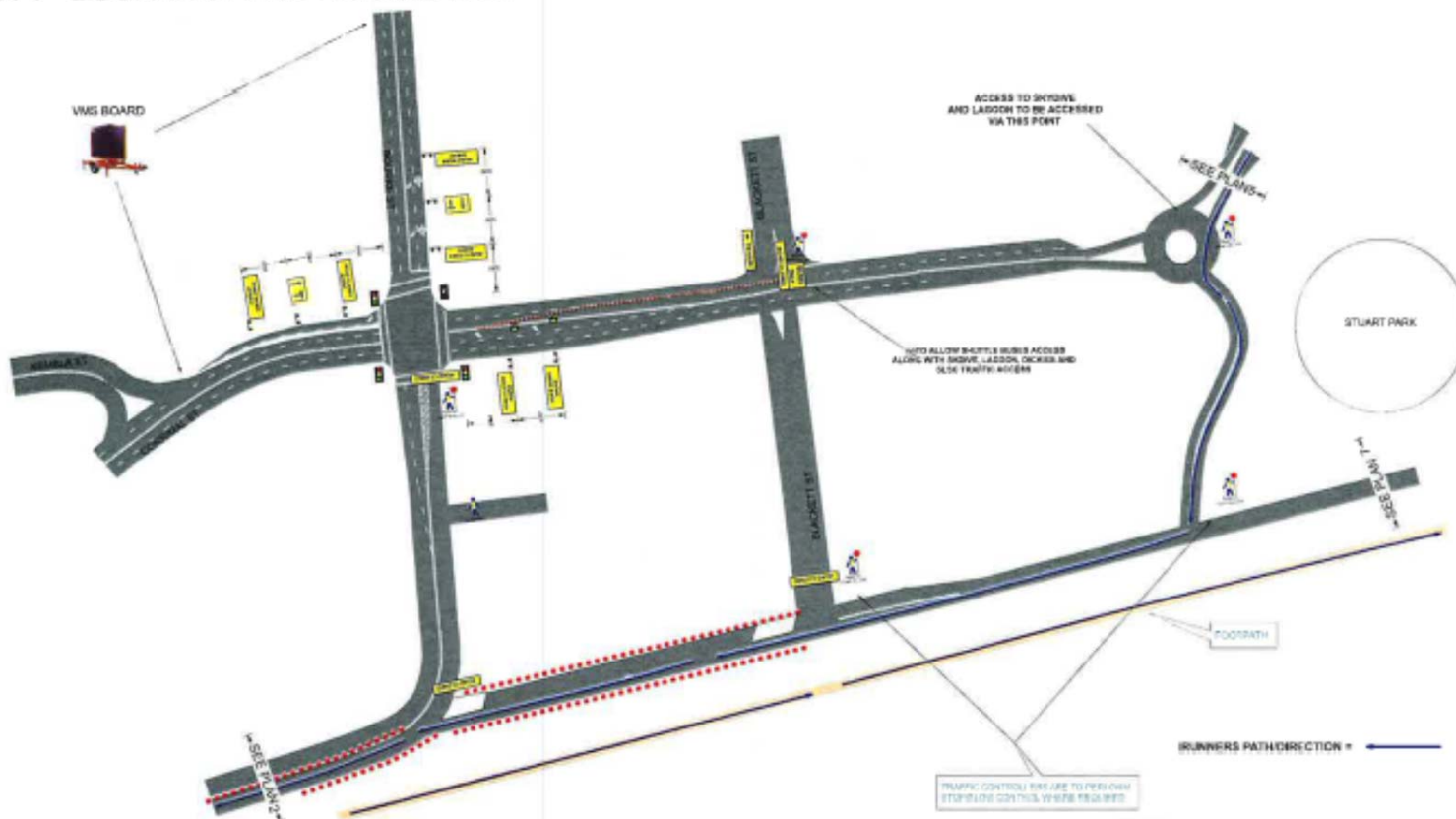


Flagstaff Road Berkeley Signs & Lines Plan - Access Design - DA2014/608 Condition # 4



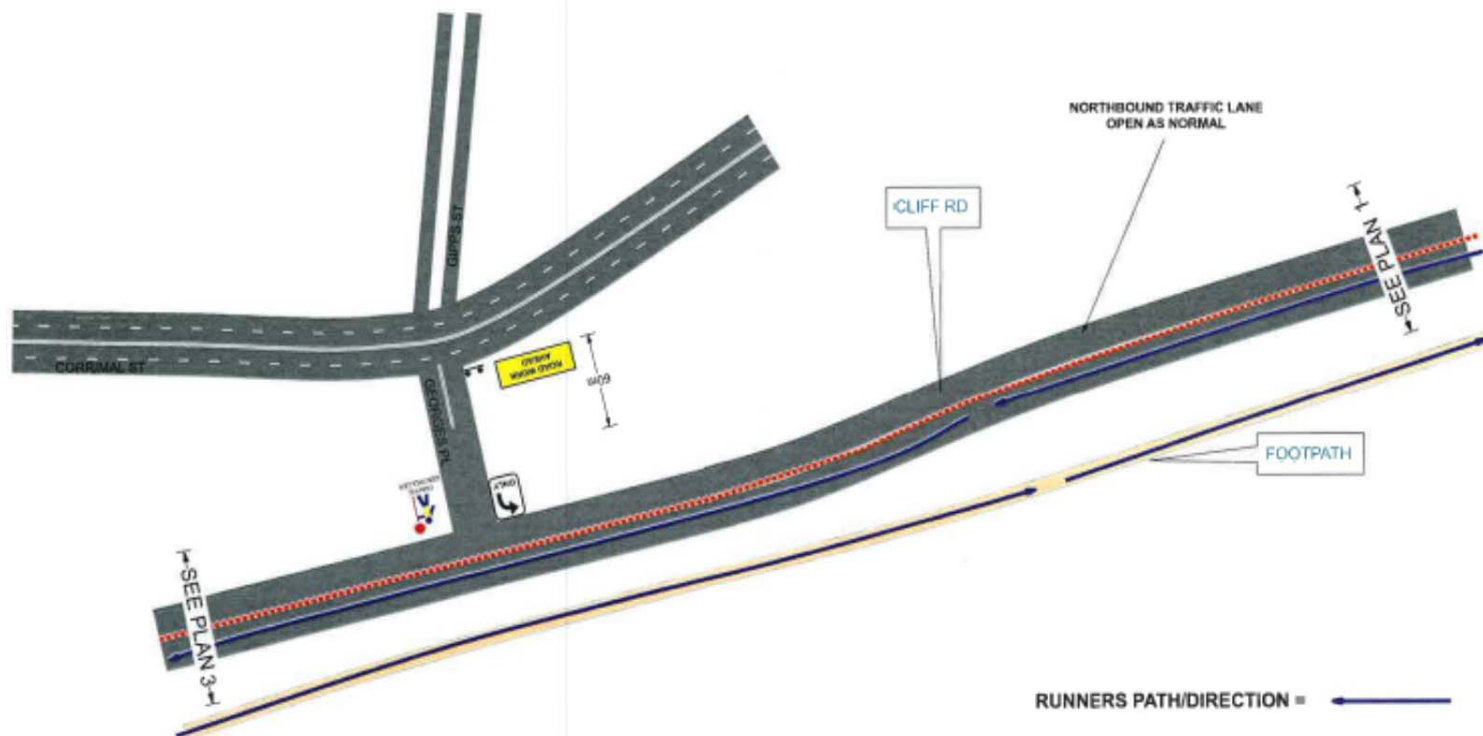



THE COLOR RUN 2015 PLAN 1 - BOURKE ST AND CORRIMAL ST



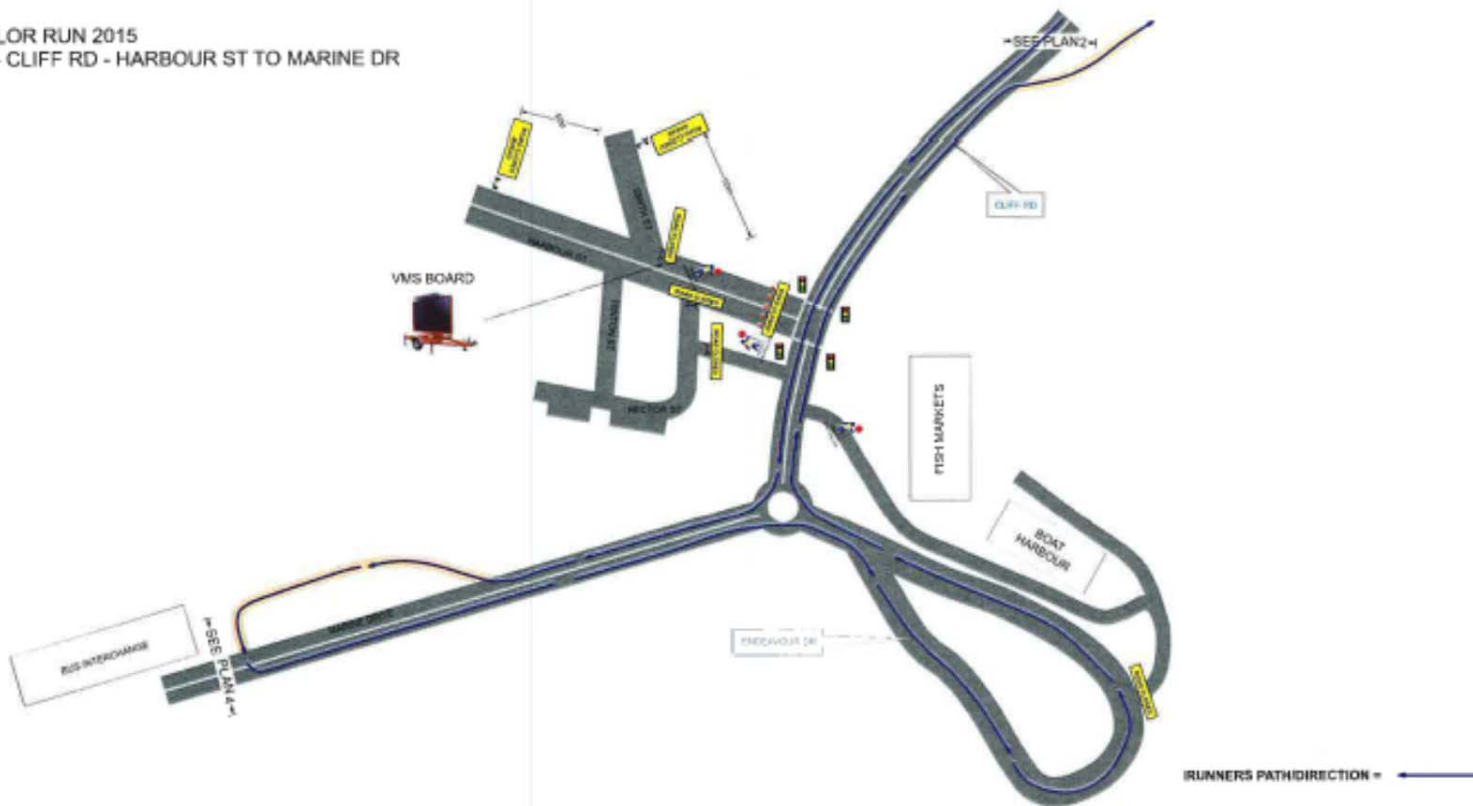
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|  <p>PLAN NOT TO SCALE</p> | <p>Author: T. Diaz</p> <p>PREPARED BY: Allen Brown</p> <p>CERT NO: 510014103</p> <p>TMP No:</p> <p>TCRGEN-P1</p> | <p>Implemented By</p> <p>Name:</p> <p>Date:</p> <p>Signed:</p> <p>Cert No:</p> | <p>Comments:</p> <ol style="list-style-type: none"> 1. TCP Designed as a guide only. 2. Team leader is to select & modify TCP to suit. 3. All signage is to be removed on completion of the works. 4. Sign distance may vary due to obstructions, drive ways etc. 5. Traffic Controllers are to manage pedestrian as well. <p>This plan is in accordance with AS 1142 Traffic Control Devices at work sites and the 'TRA' Traffic Control at work sites manual.</p> | <p>PROJECT</p> <p>THE COLOR RUN</p> |  <p>WOLLOOBYONG</p> <p>Phone: (02) 42727133</p> <p>Fax: (02) 42727134</p> <p>SYDNEY</p> <p>Phone: (02) 9531 7962</p> <p>Fax: (02) 9531 7963</p> <p><small>S&O TRAFFIC MANAGEMENT DOES NOT ACCEPT LIABILITY FOR IMPLEMENTATION OF THIS TCP IF NOT DIRECTLY INVOLVED IN ITS IMPLEMENTATION</small></p> |  |
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THE COLOR RUN 2015
PLAN 2 - CLIFF RD - GEORGES PL TO BOURKE ST



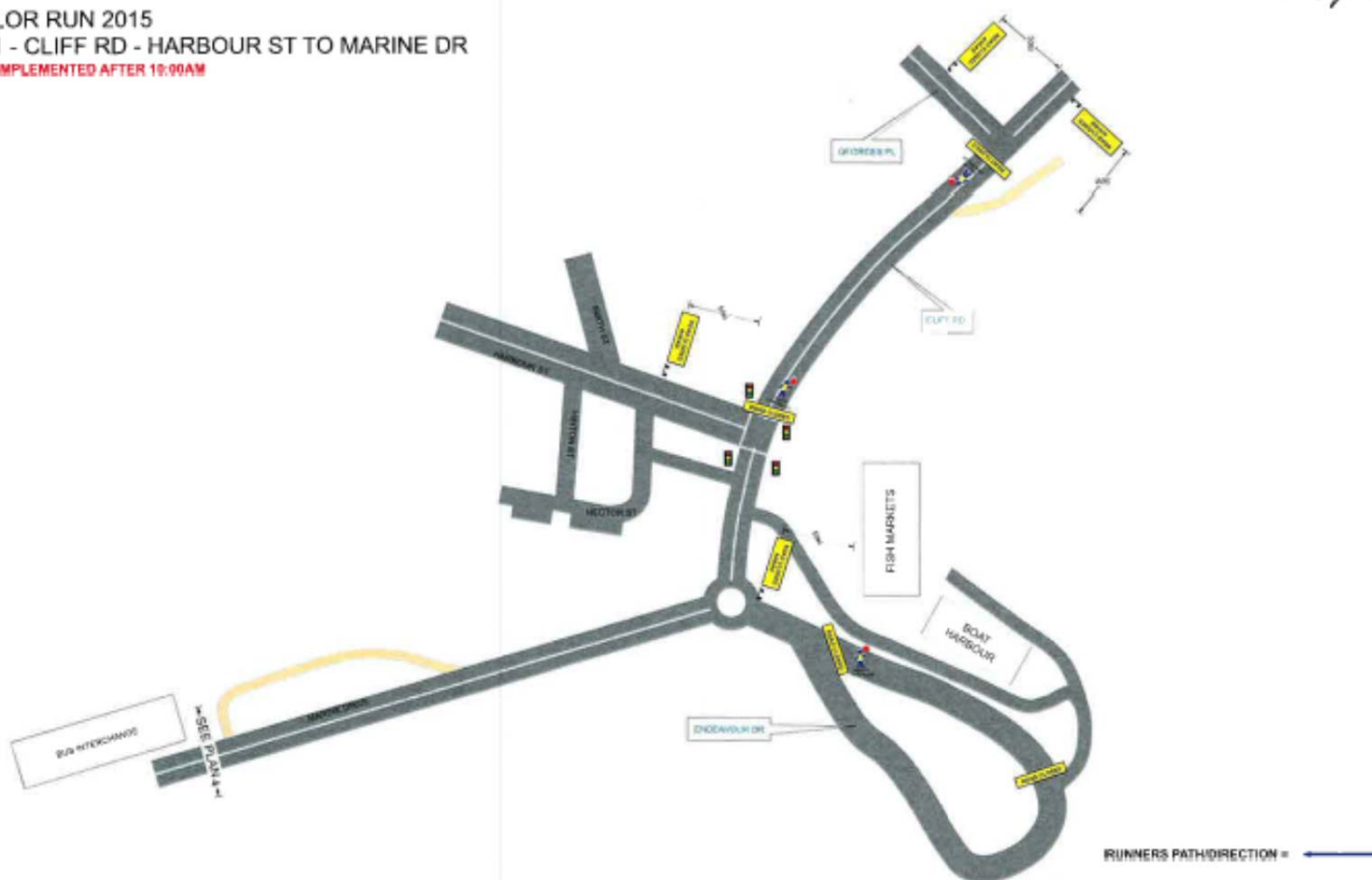
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|  <p>PLAN NOT TO SCALE</p> | <p>Author: T Diaz</p> <p>PREPARED BY AINM SMITH CERT NO: 5183014183</p> <p>TMP No: TCRGEN-P2</p> | <p>Implemented By</p> <p>Name:</p> <p>Date:</p> <p>Signed:</p> <p>Cert No:</p> | <p>Comments:</p> <ol style="list-style-type: none"> 1. TCP Designed as a guide only. 2. Team leader to Select & Modify TCP to suit. 3. All signage is to be removed on completion of the works. 4. Sign distances may vary due to obstructions, driveways etc. 5. Traffic Controllers are to manage pedestrians as well. <p>This plan is in accordance with AS 1742.3 Traffic Control Devices at work sites and The RTA "Traffic Control at work sites" manual.</p> | <p>PROJECT</p> <p>THE COLOR RUN</p> |  <p>B&B Traffic Management</p> <p>WOLLONGONG SYDNEY</p> <p>Phone: (02) 42727133 Phone: (02) 9631 7962</p> <p>Fax: (02) 42727134 Fax: (02) 9631 7963</p> <p><small>OUR TRAFFIC MANAGEMENT DOES NOT ACCEPT LIABILITY FOR IMPLEMENTATION OF THIS TSP IF NOT DIRECTLY INVOLVED IN ITS IMPLEMENTATION</small></p> |  |
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THE COLOR RUN 2015
PLAN 3 - CLIFF RD - HARBOUR ST TO MARINE DR



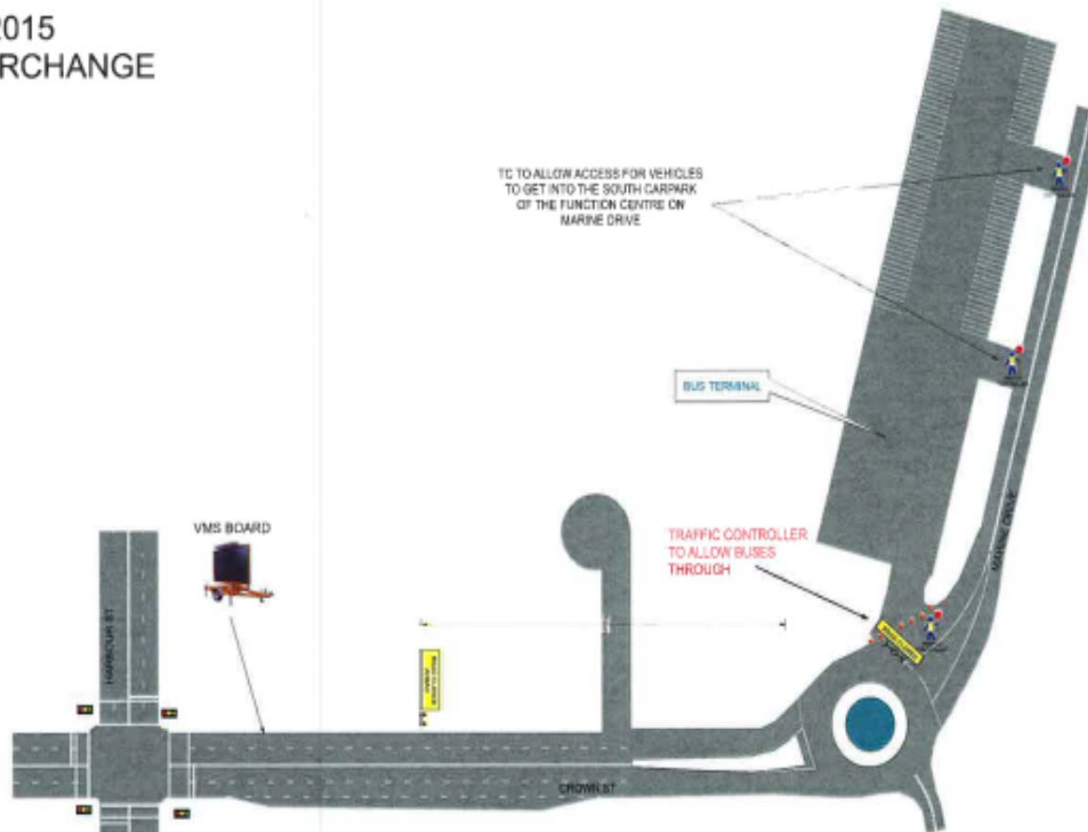
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|  <p>PLAN NOT TO SCALE</p> | <p>Author: T Diaz</p> <p>PREPARED BY Alan SMITH CERT NO. 518254189</p> <p>TMP No:</p> <p>TCRGEN-P3</p> | <p>Implemented By</p> <p>Name:</p> <p>Date:</p> <p>Signed:</p> <p>Cert No:</p> | <p>Comments:</p> <ol style="list-style-type: none"> 1. TCP Designed as a guide only. 2. Train leader to Select & Modify TCP to suit. 3. All signage is to be removed on completion of the works. 4. Sign distances may vary due to obstructions, driveways etc. 5. Traffic Controllers are to manage pedestrianism as well. <p>This plan is in accordance with AG 1142 3 Traffic Control Devices at work sites and The RTA (Traffic Control at work sites) Manual.</p> | <p>PROJECT</p> <p>THE COLOR RUN</p> <div style="text-align: right;">  </div> <p>B&D Traffic Management WOLLONGONG Phone: (02) 42727133 Fax: (02) 9631 7962 E-mail: (02) 42727134 Fax: (02) 9631 7963</p> <p><small>DES TRAFFIC MANAGEMENT DOES NOT ACCEPT LIABILITY FOR ANY INADEQUACIES OF THIS TCP IF NOT DIRECTLY INVOLVED IN ITS IMPLEMENTATION</small></p> |
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THE COLOR RUN 2015
 PLAN 3.1 - CLIFF RD - HARBOUR ST TO MARINE DR
 PLAN TO BE IMPLEMENTED AFTER 10:00AM



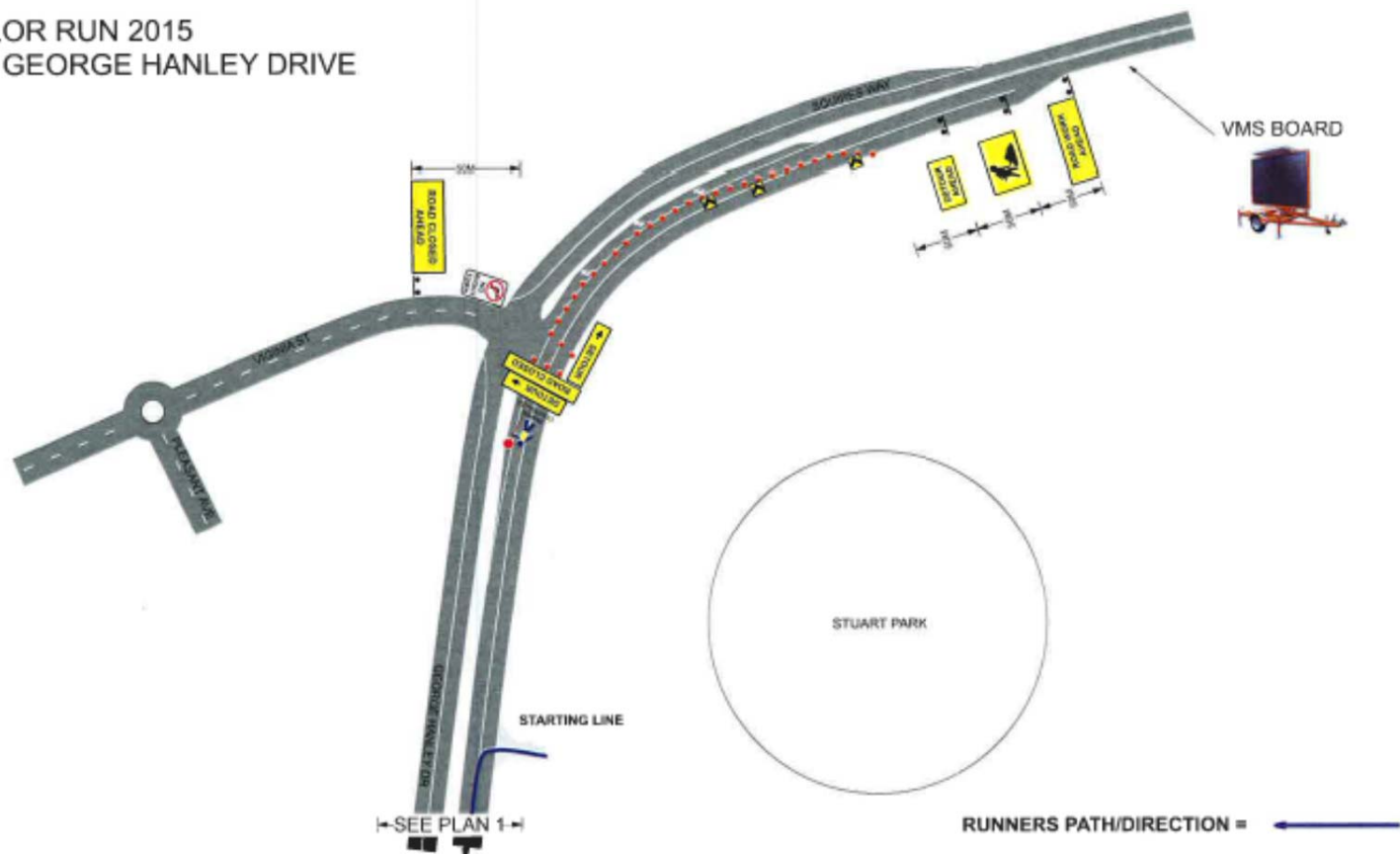
| | | | | | | |
|--|---|---|---|---------------------------------|---|---|
|  PLAN NOT TO SCALE | Author: T Diaz PREPARED BY AUSA SMITH CERT NO: 5783014183 TMP No: TCRGEN-P3.1 | Implemented By Name: Date: Signed: Cert No: | Comments: 1. TCP Designed as a guide only. 2. Team leader to Select & Modify TCP is null. 3. All signage is to be removed on completion of the works. 4. Sign distances may vary due to obstructions, driveways etc. 5. Traffic Conditions are to manage pedestrians as well. This plan is in accordance with NSW TNC 3 Traffic Control Devices at intersections and The TNC Traffic Control at work sites manual. | PROJECT THE COLOR RUN |  Traffic Management WOLLONGONG SYDNEY Phone: (02) 42727135 Phone: (02) 9631 7962 Fax: (02) 42727134 Fax: (02) 9631 7963 DED TRAFFIC MANAGEMENT DOES NOT ACCEPT LIABILITY FOR IMPLEMENTATION OF THIS TCP IF NOT DIRECTLY INVOLVED IN ITS IMPLEMENTATION |  |
|--|---|---|---|---------------------------------|---|---|



THE COLOR RUN 2015 PLAN 4 - BUS INTERCHANGE



| | | | | | | |
|--|---|---|--|---------------------------------|---|---|
|  PLAN NOT TO SCALE | Author: T Qiaz PREPARED BY ALEN SMITH CERT NO. 81805/1183 TMP No: TCRGEN-P4 | Implemented By Name: Date: Signed: Cert No: | Comments: 1. TCP Designed as a guide only. Team leader to Select & Modify TCP to suit. 2. All signage is to be removed on completion of the works. 3. Sign distances may vary due to obstructions, driveways etc. 4. Traffic Controllers are to manage pedestrians as well. This plan is in accordance with AS 1112-3 Traffic Control Devices at work sites and the RTA "Traffic Control at work sites" manual. | PROJECT THE COLOR RUN |  Traffic Management MOLLONGONG SYDNEY Phone: (02) 42727133 Phone: (02) 9631 7362 IFax: (02) 42727134 Fax: (02) 9631 7563 D&B TRAFFIC MANAGEMENT DOES NOT ACCEPT LIABILITY FOR IMPLEMENTATION OF THIS TCP IF NOT DIRECTLY INVOLVED IN ITS IMPLEMENTATION |  |
|--|---|---|--|---------------------------------|---|---|

THE COLOR RUN 2015
PLAN 5 - GEORGE HANLEY DRIVE

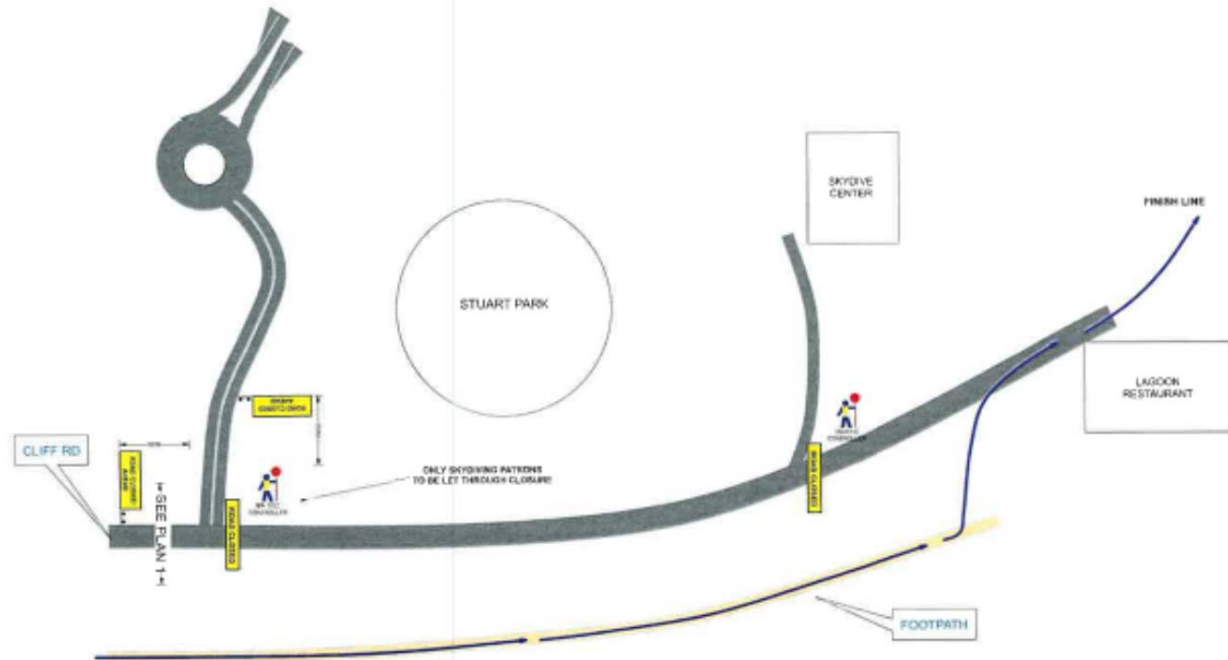


| | | | | | | |
|--|--|--|---|--|---|---|
|  <p>PLAN NOT TO SCALE</p> | <p>Author: T. Dine</p> <p>PREPARED BY Alex Smith CERT NO: 8183014183</p> <p>TMP No: TCRGEN-P5</p> | <p>Implemented By</p> <p>Name:</p> <p>Date:</p> <p>Signed:</p> <p>Cert No:</p> | <p>Comments:</p> <ol style="list-style-type: none"> 1. TCP Designed as a guide only. 2. Towns border to be used & modify TCP to suit. 3. All signage is to be removed on completion of the works. 4. Sign distances may vary due to obstructions, crossovers etc. 5. Traffic Controllers are to manage pedestrians as well. <p>The plan is in accordance with AS 1742.3 Traffic Control Devices at work sites and The RTA 'Traffic Control at work sites' manual</p> | <p>PROJECT</p> <p>THE COLOR RUN</p> |  <p>Traffic Management</p> <p>WOLLONGONG SYDNEY</p> <p>Phone: (02) 42727133 Phone: (02) 9631 7962</p> <p>Fax: (02) 42727134 Fax: (02) 9631 7963</p> <p>DMG TRAFFIC MANAGEMENT DOES NOT ACCEPT LIABILITY FOR IMPLEMENTATION OF THIS TCP IF NOT DIRECTLY INVOLVED IN ITS IMPLEMENTATION</p> |  |
|--|--|--|---|--|---|---|

A detailed map of the intersection area. Streets shown include Keira St, Park St, Church St, Ocean St, Virginia St, Bessell Ave, Pleasant Ave, Squires Way, George Hanley Drive, and Bourke St. Traffic signs include 'NO RIGHT TURN' and 'LEFT TURN ONLY'. Event-related markings include 'ROAD CLOSED', 'ONE WAY', and 'SKY DIVING BUS/ LAGOON PATRONS ACCESS ONLY'.

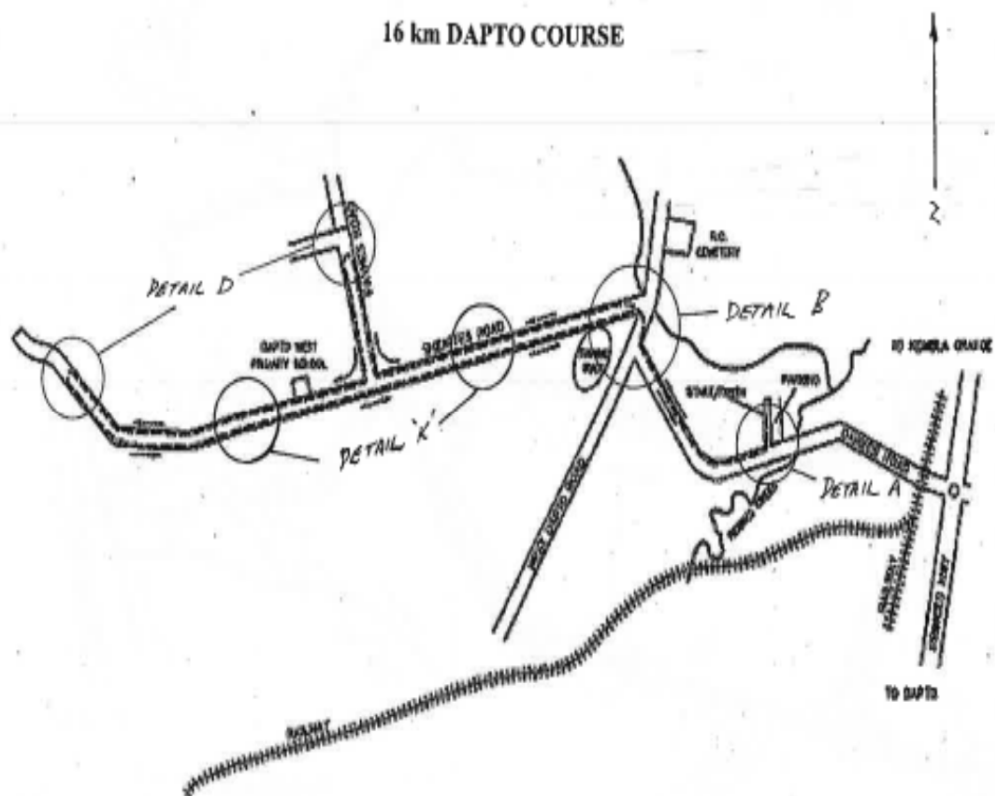


THE COLOR RUN 2015 PLAN 7 - STUART PARK



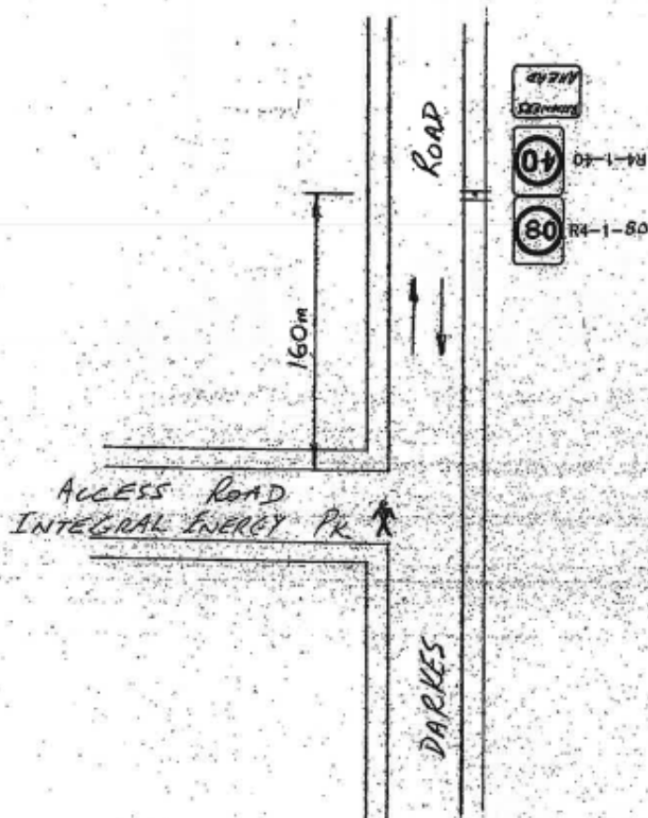
RUNNERS PATH/DIRECTION =

| | | | | | | |
|--|--|---|---|---|---|---|
|  PLAN NOT TO SCALE | Author: T Diaz PREPARED BY Allen SWTH CERT NO: 516284183 TMP No: TCRGEN-P7 | Implemented By Name: _____ Date: _____ Signed: _____ Cert No: _____ | Comments: 1. TOP Designed as a guide only. 2. Team leader to Select & Modify TOP to suit. 3. All signage is to be removed on completion of the works. 4. Sign distances may vary due to obstructions, driveways etc. 5. Traffic Controllers are to manage pedestrians as well. This plan is in accordance with AS 1742.3 Traffic Control Devices at work sites and The RTA Traffic Control at work sites manual | PROJECT THE COLOR RUN |  D&B Traffic Management WOLLONGONG SYDNEY Phone: (02) 42727133 Phone: (02) 9531 7962 Fax: (02) 42727134 Fax: (02) 9531 7563 D&B TRAFFIC MANAGEMENT DOES NOT ACCEPT LIABILITY FOR IMPLEMENTATION OF THIS TOP IF NOT DIRECTLY INVOLVED IN ITS IMPLEMENTATION |  |
|--|--|---|---|---|---|---|



8 km

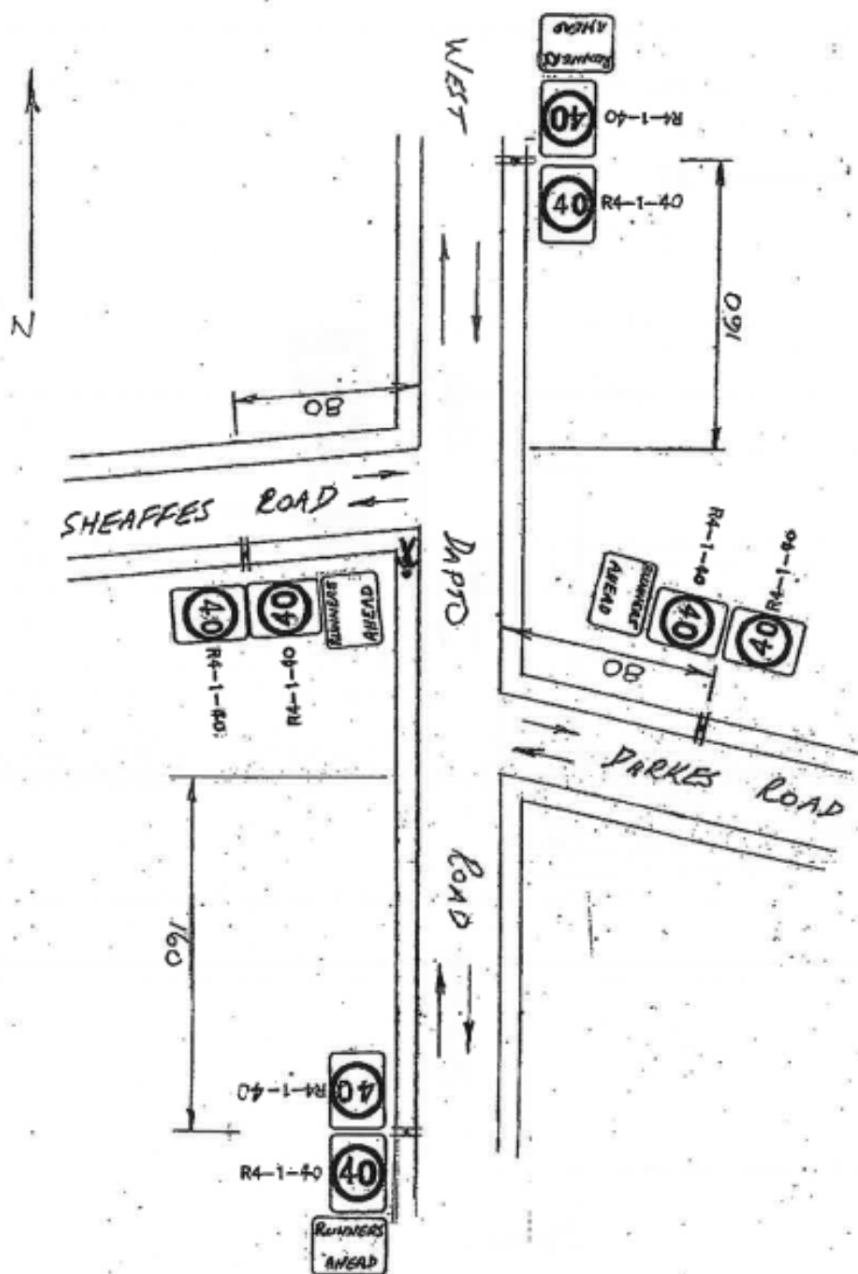
N



DETAIL 'A'

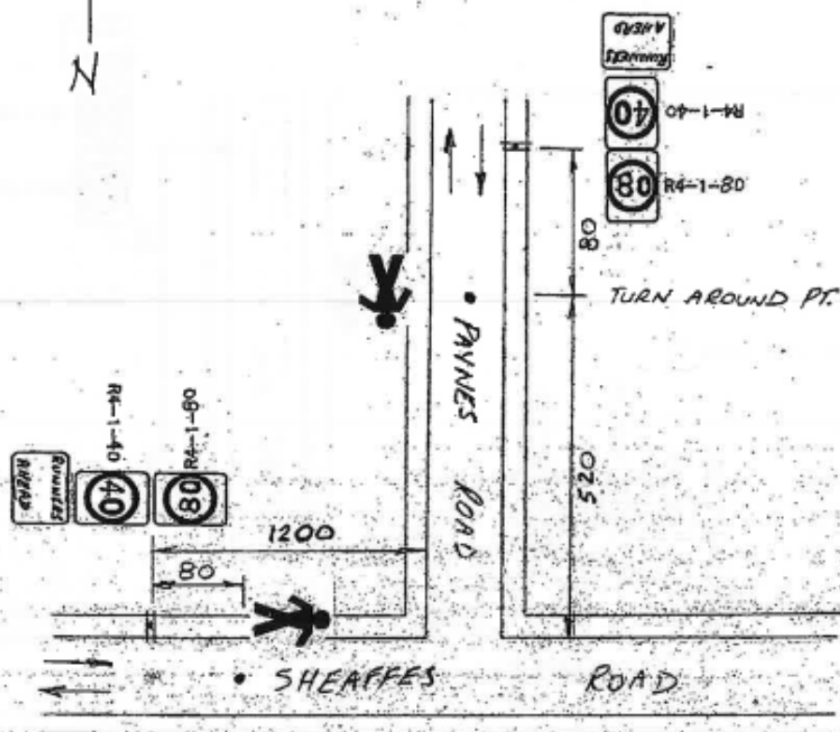
SPEED LIMIT

Based on Top 57



DETAIL 'B'
SPEED LIMIT

Based on TcP's 57 & 78.

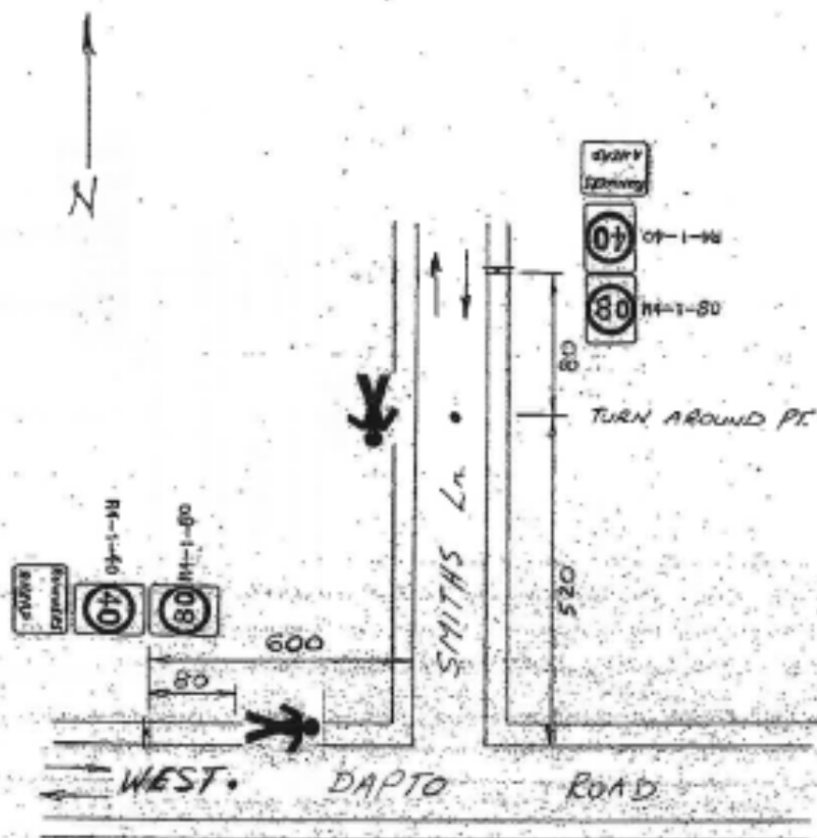


TURN AROUND
POINT

DETAIL 'D'

SPEED LIMIT

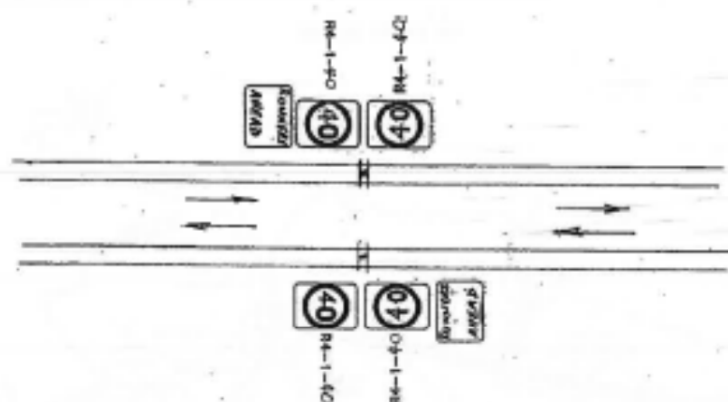
Based on Tel 57



DETAIL D

SPEED LIMIT

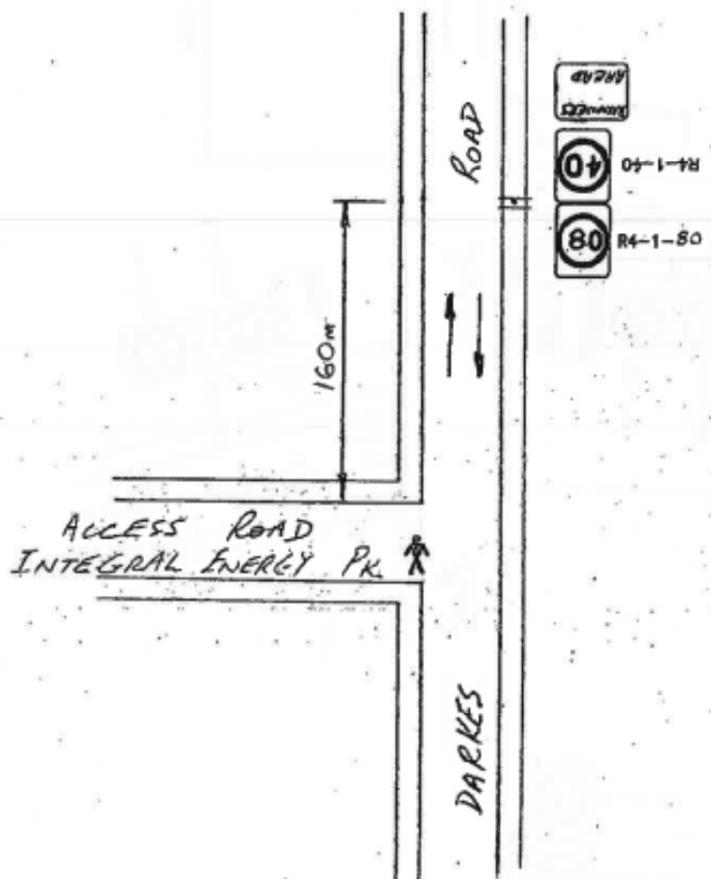
Based on Tel 57



DETAIL 'K'
SPEED LIMIT

Based on TSP 57

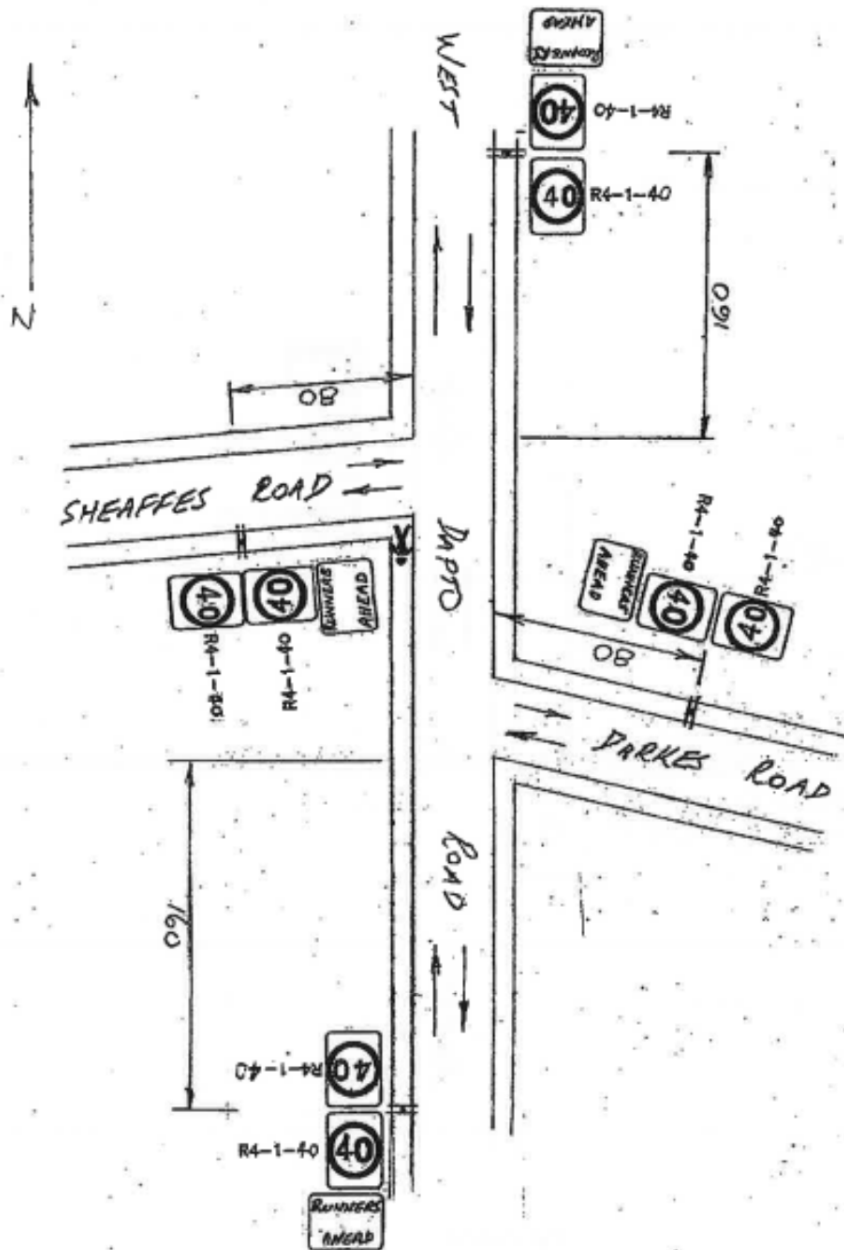
N



DETAIL 'A'

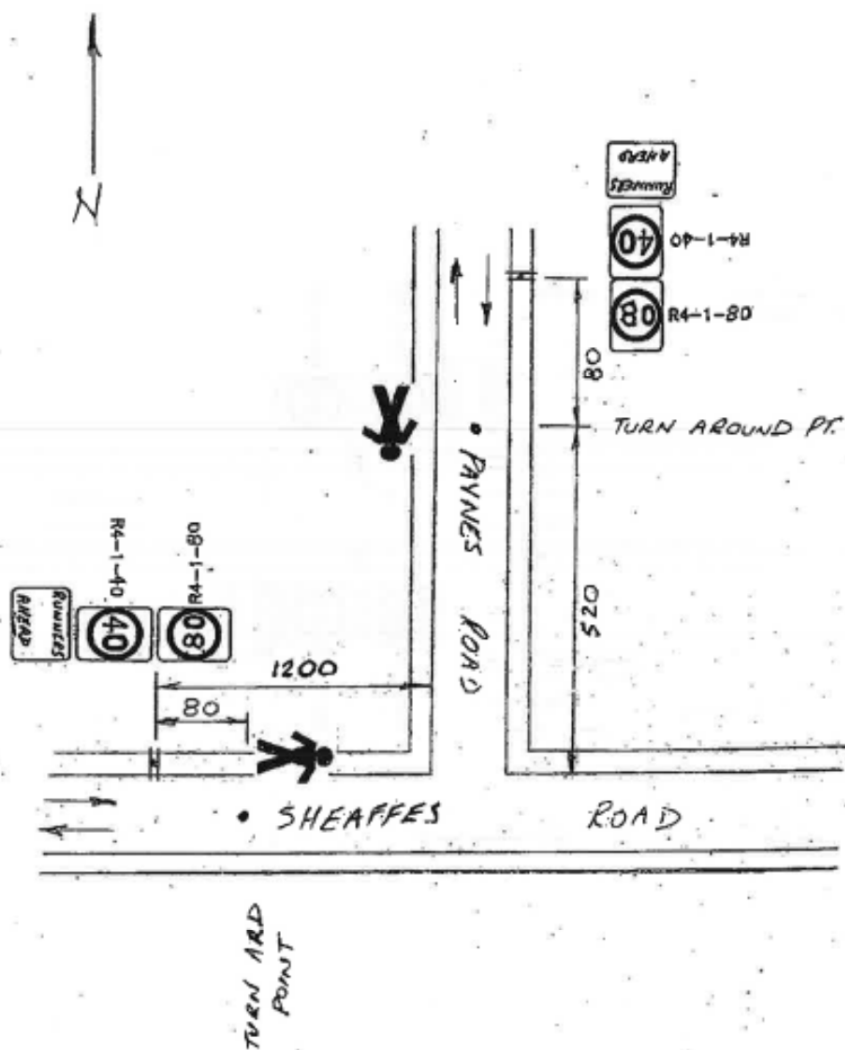
SPEED LIMIT

Based on TCP 57



DETAIL 'B'
SPEED LIMIT

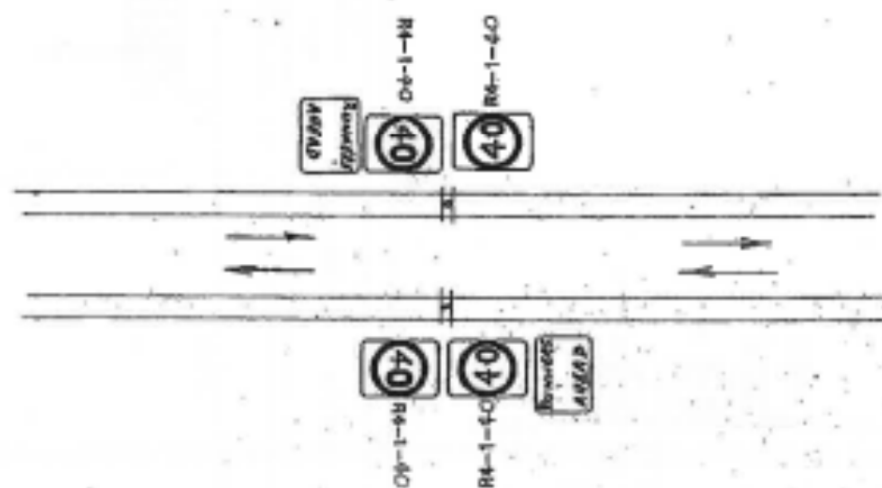
Based on TcP's 57 & 78.



DETAIL 'D'

SPEED LIMIT

Based on TSP 57

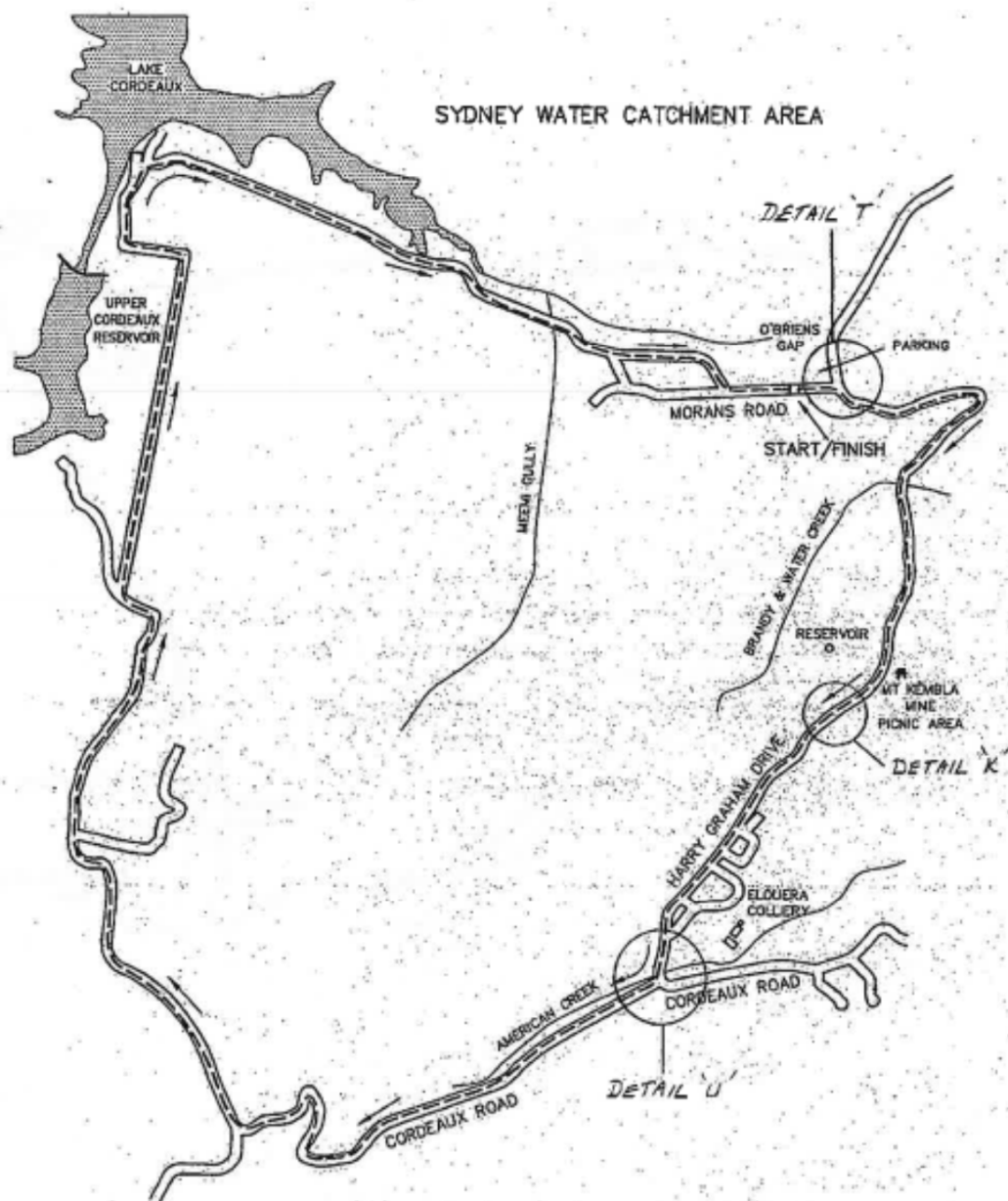


DETAIL K

SPEED LIMIT

Based on TCP 57

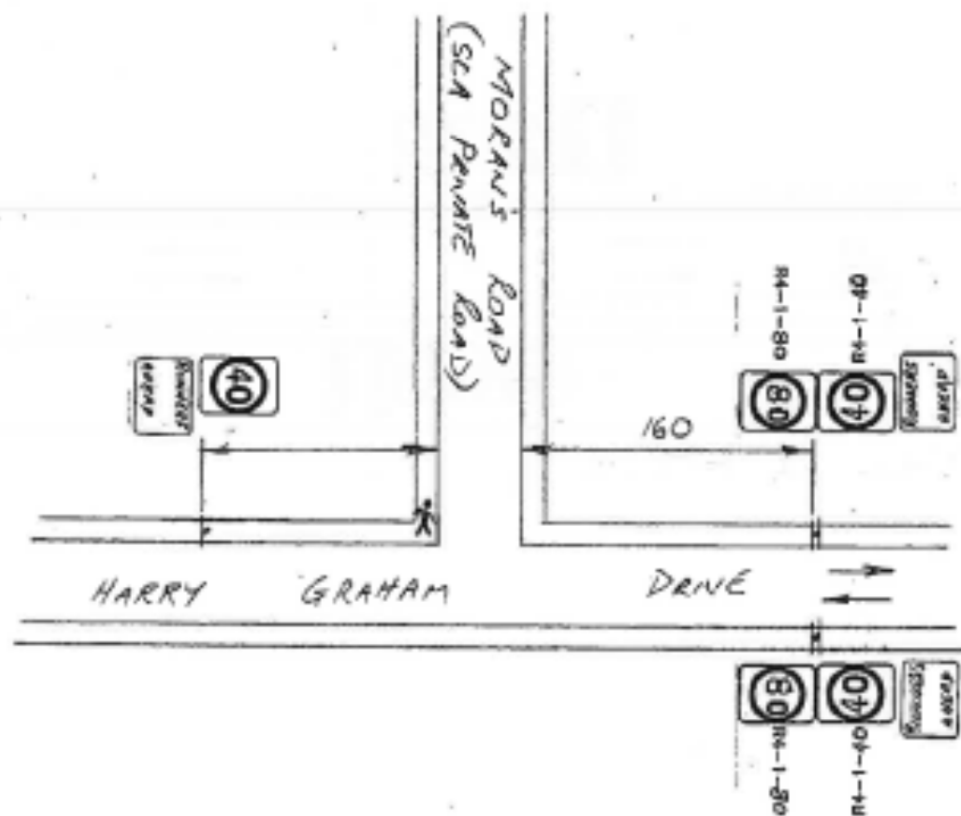
9 MILE (14.4K) MT KEMBLA COURSE





2 Miles

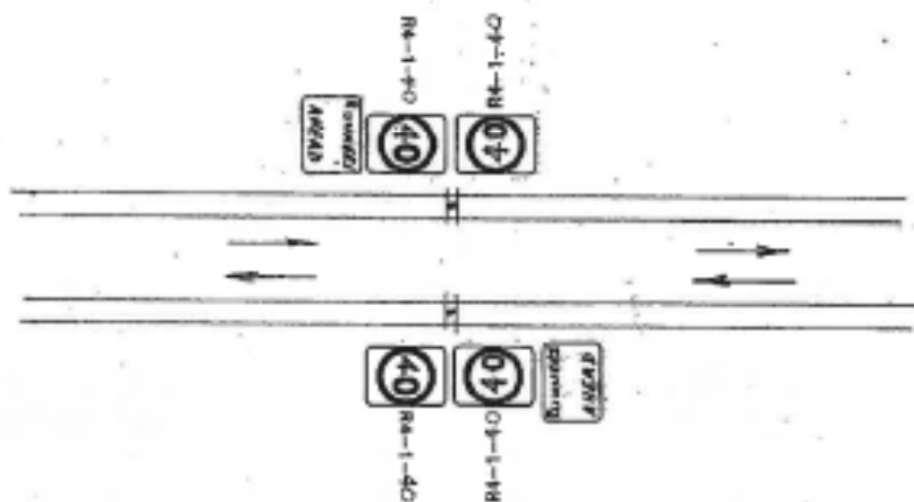
N →



DETAIL 'T'

SPEED LIMIT

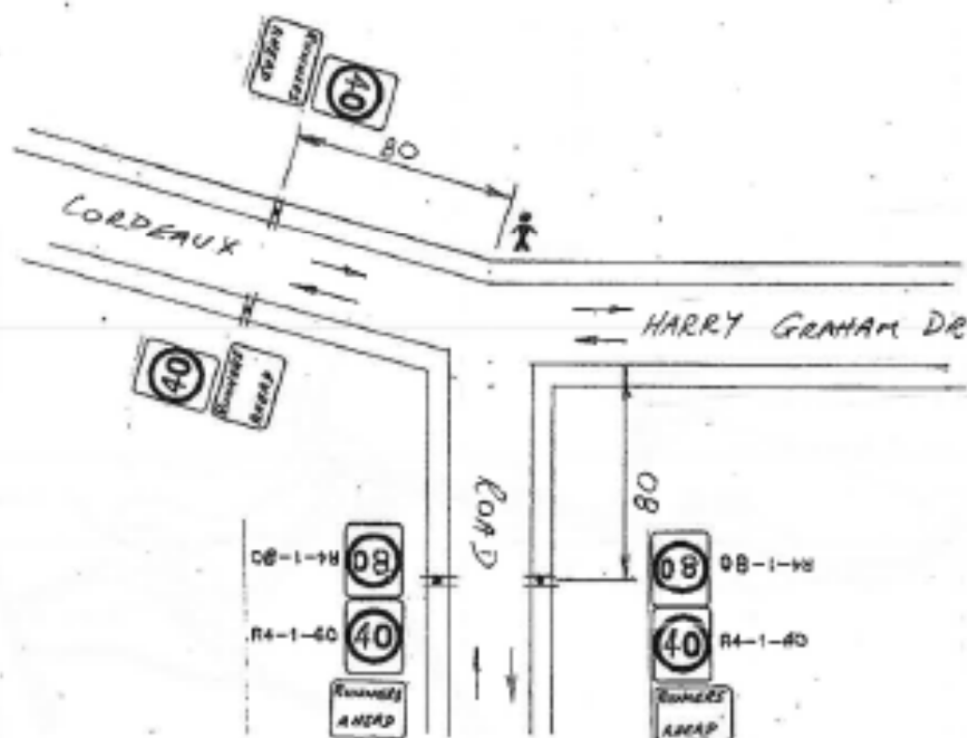
Based on TCP 57



DETAIL K
SPEED LIMIT

Based on TSP 57

N →

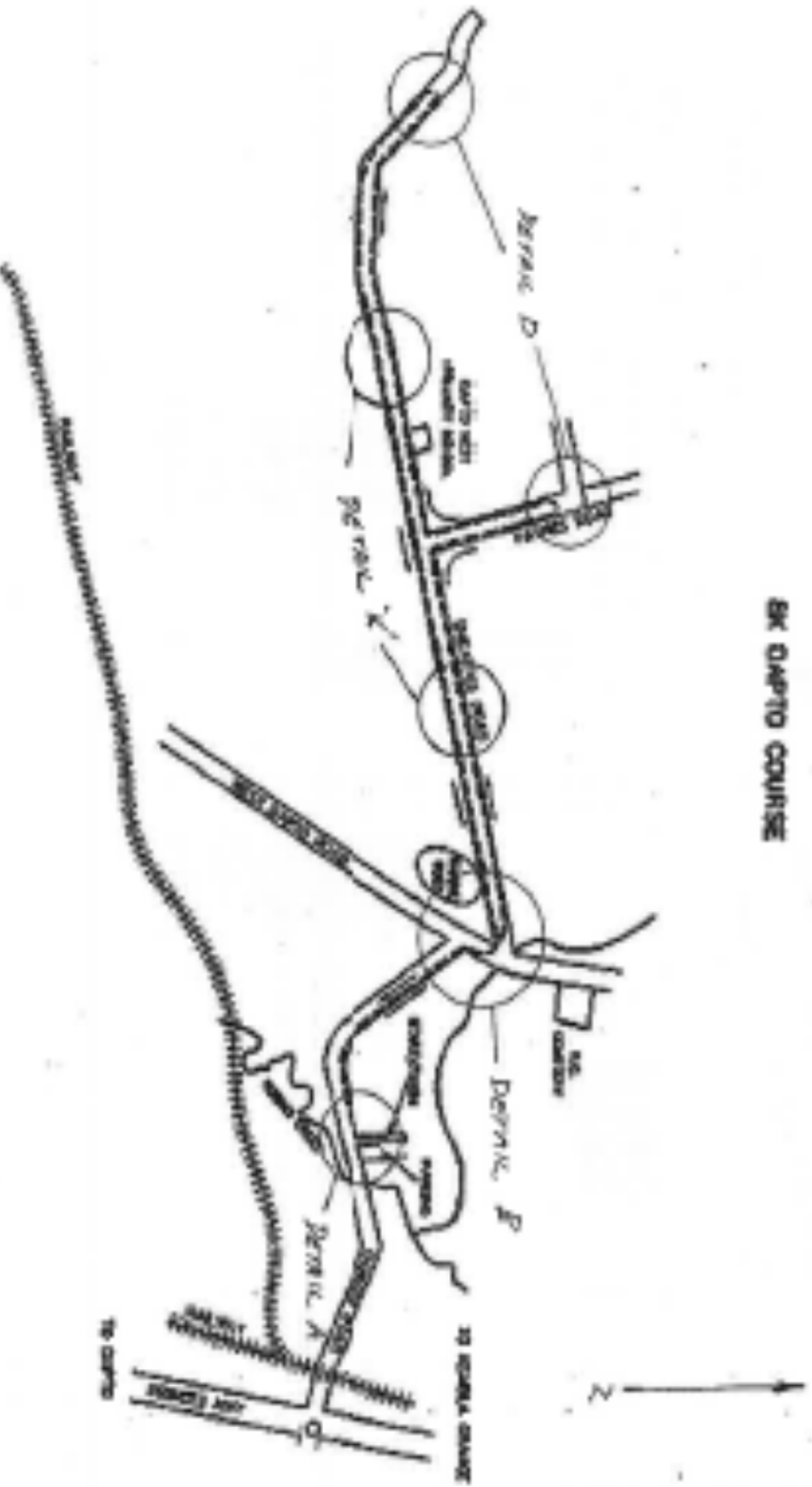


DETAIL 'U'

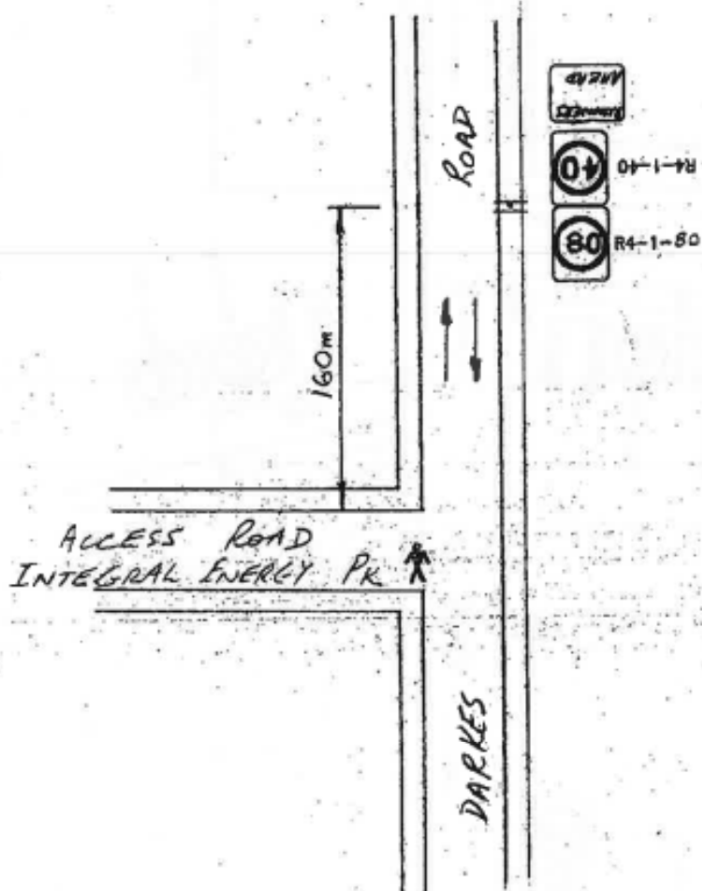
SPEED LIMIT

Based on T&P 57

6K OAPTO COURSE



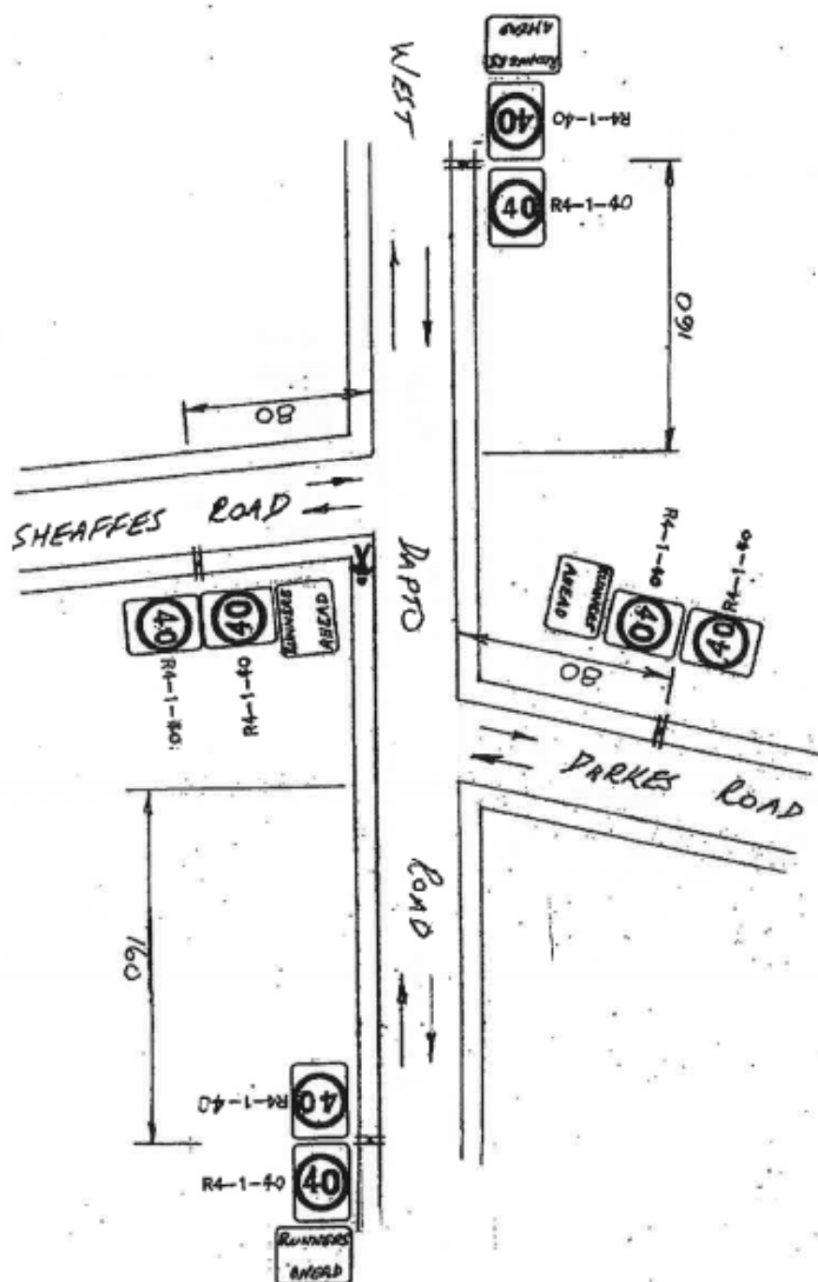
← N



DETAIL A

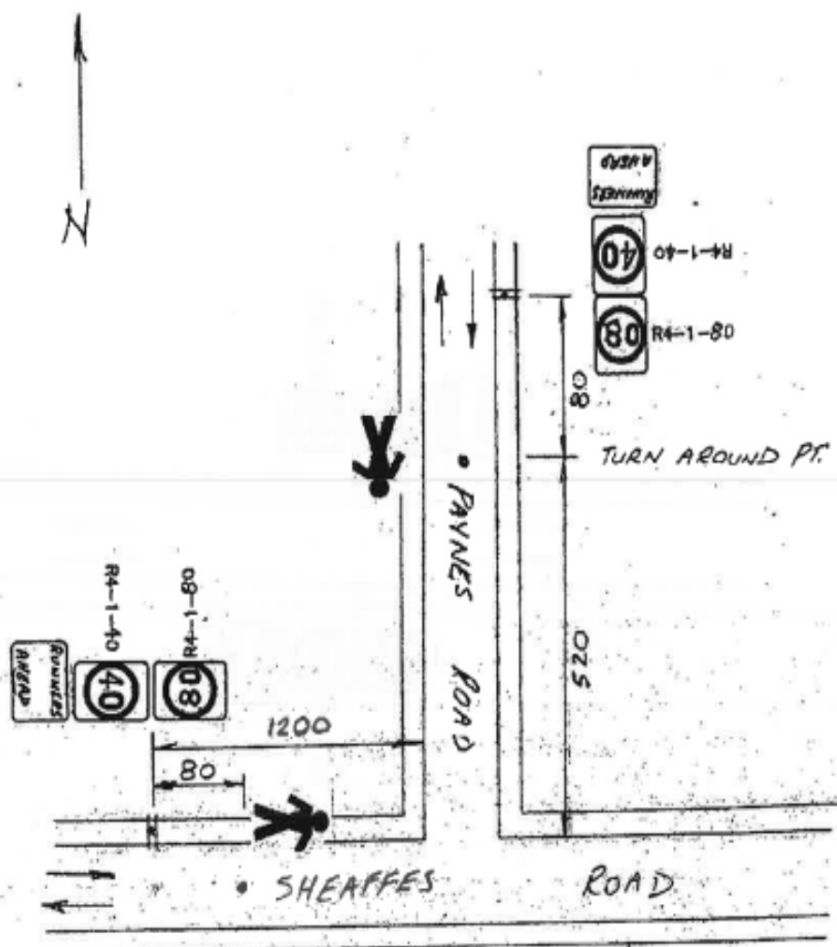
SPEED LIMIT

Based on T&P 57



DETAIL 'B'
SPEED LIMIT

Based on TcP's 57 & 78.

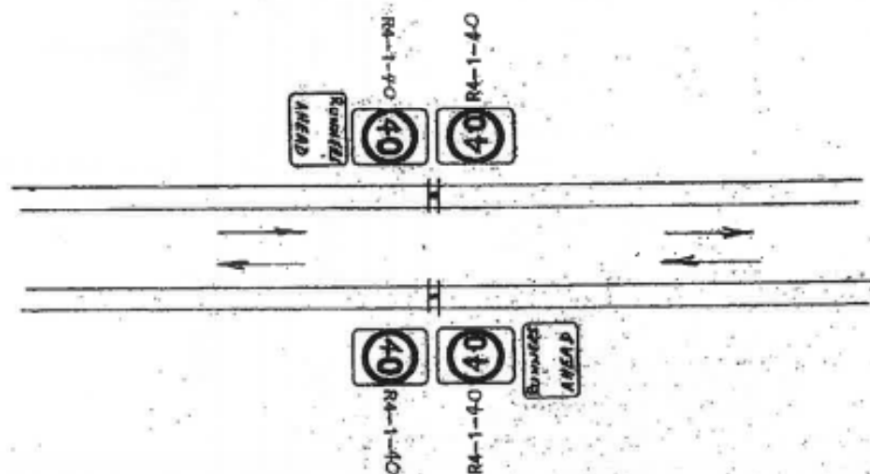


TURN AROUND
POINT

DETAIL D

SPEED LIMIT

Based on TCF 57



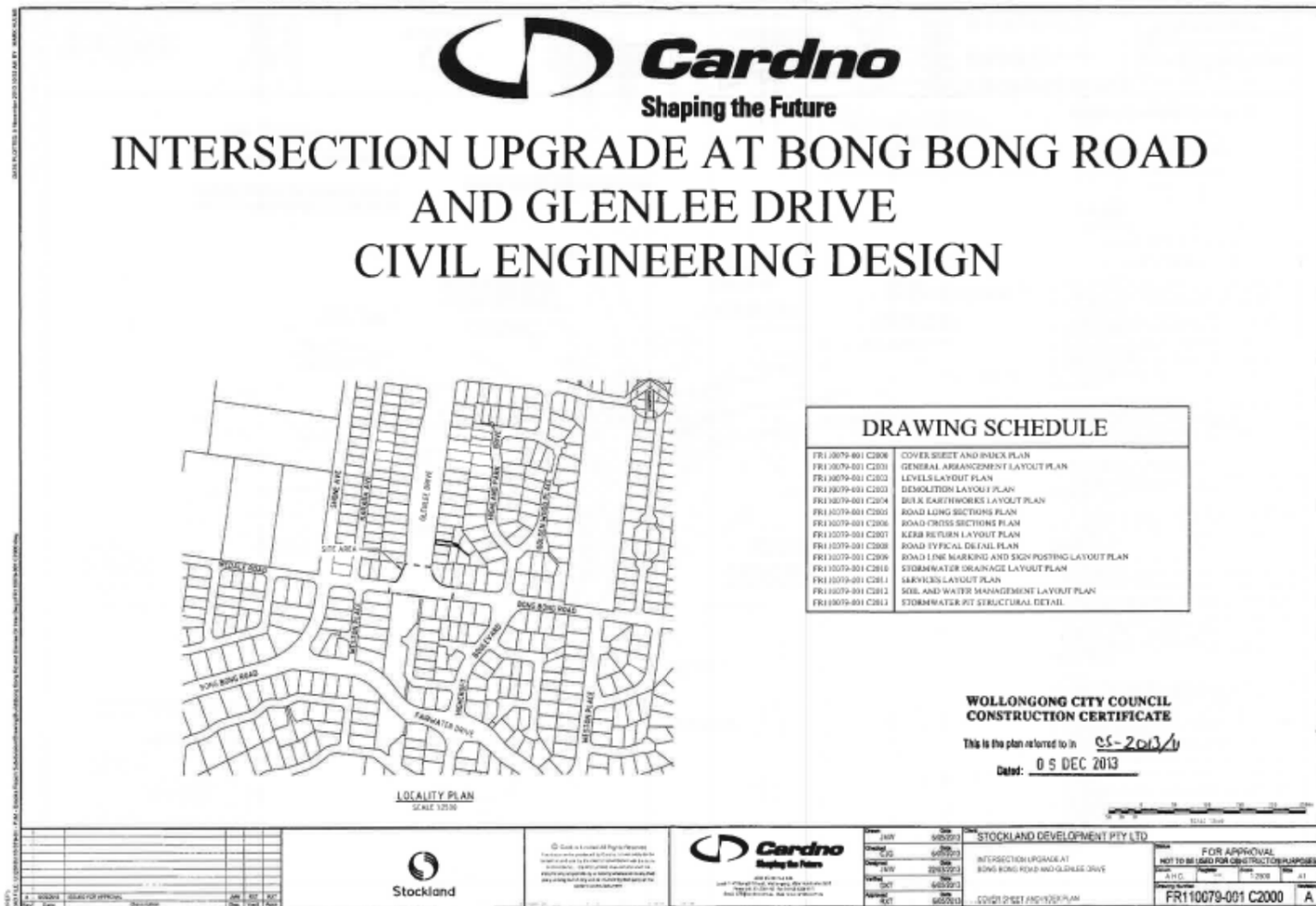
DETAIL K

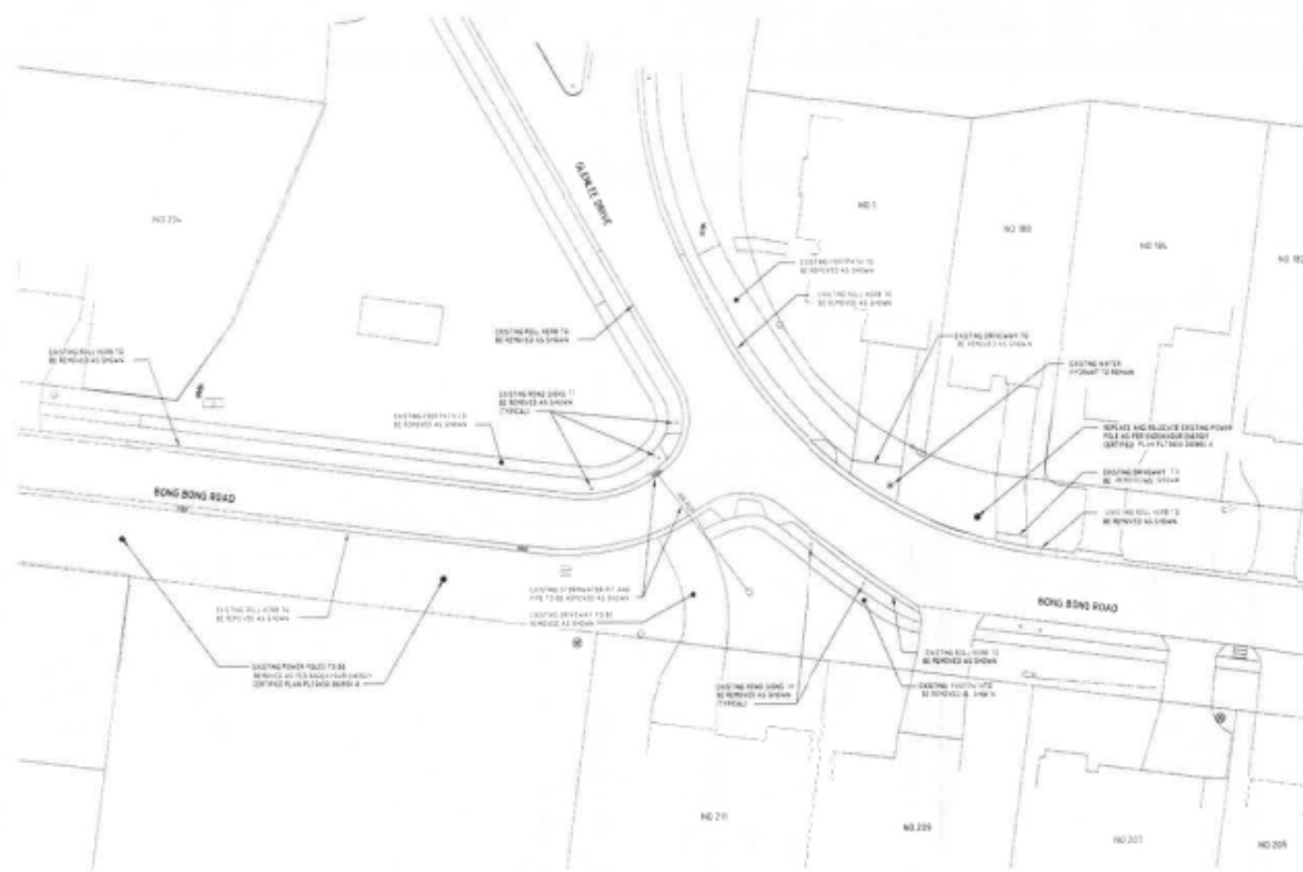
SPEED LIMIT

Based on TCP 57



Bong Bong Road and Glenlee Drive Roundabout





DEMOLITION LAYOUT PLAN
SCALE 1/2"=1'-0"

05 DEC 2013

- Existing infrastructure to be removed
- Existing infrastructure to remain

[illegible]

④ **Caution:** to avoid the ingress of rain and the consequent possibility of electric shock, do not touch the terminals of the battery with your hands or with any conductive object. Do not touch the terminals of the battery with your hands or with any conductive object.



2005-2006
 LEAD: V. J. Schmitt, Vologda, NY
 2006-2007
 LEAD: V. J. Schmitt, Vologda, NY
 2007-2008
 LEAD: V. J. Schmitt, Vologda, NY

| Vehicle | Date |
|----------|-----------|
| BMW | 6/25/2013 |
| Chrysler | Date |
| CJL | 6/25/2013 |
| Georgian | Date |
| BMW | 2003/2013 |
| Veritas | Date |
| DCT | 6/25/2013 |
| Applause | Date |
| PLT | 6/25/2013 |

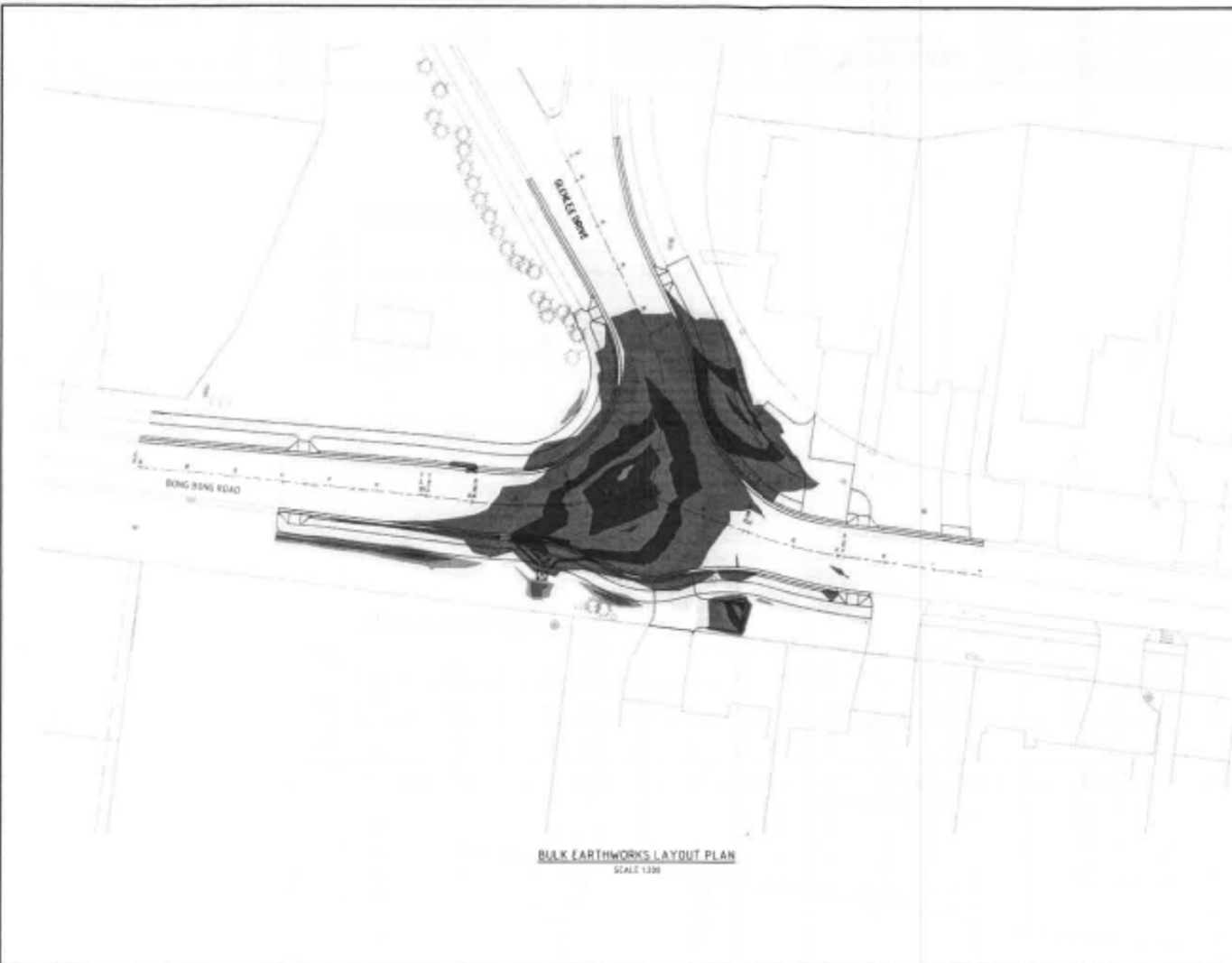
STOCKLAND DEVELOPMENT PTY LTD

INTERSECTION UPGRADE AT
HONG HONG ROAD AND CLIMBLE DRIVE

DEMOLITION LAYOUT PLAN

FOR APPROVAL
NOT TO BE LAMINATED FOR CONSTRUCTION PURPOSES

| | | | |
|--------------------|--------------|--------|--------|
| Accession | Registration | Series | Box |
| 6142 | | 1-206 | 41 |
| Drawing Number | | | Number |
| FR110079-001 C2003 | | | B |



WOLLONGONG CITY COUNCIL CONSTRUCTION CERTIFICATE

This is the plan related to **CS-2013/16**

Dated: **05 DEC 2013**

| LEGEND | |
|-----------------|--|
| 1.0m to 1.5m | |
| 1.5m to 2.0m | |
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| 99.5m to 100.0m | |

Scale 1:200

| NO. | DESCRIPTION | DATE | BY | CHECKED |
|-----|-------------|------------|-----------|---------|
| 1 | DESIGN | 05/12/2013 | WOLONGONG | |
| 2 | REVISION | 05/12/2013 | WOLONGONG | |
| 3 | REVISION | 05/12/2013 | WOLONGONG | |
| 4 | REVISION | 05/12/2013 | WOLONGONG | |
| 5 | REVISION | 05/12/2013 | WOLONGONG | |
| 6 | REVISION | 05/12/2013 | WOLONGONG | |
| 7 | REVISION | 05/12/2013 | WOLONGONG | |
| 8 | REVISION | 05/12/2013 | WOLONGONG | |
| 9 | REVISION | 05/12/2013 | WOLONGONG | |
| 10 | REVISION | 05/12/2013 | WOLONGONG | |



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| | | | | |
|-----|-------------|------------|-----------|---------|
| NO. | DESCRIPTION | DATE | BY | CHECKED |
| 1 | DESIGN | 05/12/2013 | WOLONGONG | |
| 2 | REVISION | 05/12/2013 | WOLONGONG | |
| 3 | REVISION | 05/12/2013 | WOLONGONG | |
| 4 | REVISION | 05/12/2013 | WOLONGONG | |
| 5 | REVISION | 05/12/2013 | WOLONGONG | |
| 6 | REVISION | 05/12/2013 | WOLONGONG | |
| 7 | REVISION | 05/12/2013 | WOLONGONG | |
| 8 | REVISION | 05/12/2013 | WOLONGONG | |
| 9 | REVISION | 05/12/2013 | WOLONGONG | |
| 10 | REVISION | 05/12/2013 | WOLONGONG | |

STOCKLAND DEVELOPMENT PTY LTD

INTERSECTION UPGRADE AT
BONG BONG ROAD AND GLENELG DRIVE
BULK EARTHWORKS LAYOUT PLAN

| FOR APPROVAL AND FOR RECORD PURPOSES | | | |
|--------------------------------------|-------------|------------|-----------|
| NO. | DESCRIPTION | DATE | BY |
| 1 | DESIGN | 05/12/2013 | WOLONGONG |
| 2 | REVISION | 05/12/2013 | WOLONGONG |
| 3 | REVISION | 05/12/2013 | WOLONGONG |
| 4 | REVISION | 05/12/2013 | WOLONGONG |
| 5 | REVISION | 05/12/2013 | WOLONGONG |
| 6 | REVISION | 05/12/2013 | WOLONGONG |
| 7 | REVISION | 05/12/2013 | WOLONGONG |
| 8 | REVISION | 05/12/2013 | WOLONGONG |
| 9 | REVISION | 05/12/2013 | WOLONGONG |
| 10 | REVISION | 05/12/2013 | WOLONGONG |

FR110079-001 C2004 B



LONGITUDINAL SECTION - BONG BONG ROAD
SCALE: HORIZ. 1:100 VERTICAL 1:10



LONGITUDINAL SECTION - GLENELG DRIVE
SCALE: HORIZ. 1:100 VERTICAL 1:10

WOLLONGONG CITY COUNCIL CONSTRUCTION CERTIFICATE

This is the plan referred to in CC-2013/11

Dated: 05 DEC 2013



| | | | | | |
|-------------|-------------|-------------|-------------|-------|-------|
| Author | Design | Check | Draw | Scale | Notes |
| NADIA HADJI | NADIA HADJI | NADIA HADJI | NADIA HADJI | 1:100 | |



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Cardno
Building the Future

| | | | | | |
|-------------|-------------|-------------|-------------|-------|-------|
| Author | Design | Check | Draw | Scale | Notes |
| NADIA HADJI | NADIA HADJI | NADIA HADJI | NADIA HADJI | 1:100 | |

STOCKLAND DEVELOPMENT PTY LTD
INTERSECTION UPGRADE AT
BONG BONG ROAD AND GLENELG DRIVE
ROAD LONG SECTIONS PLAN

| | | | |
|-------------------|-------------|-------------|-------------|
| FOR APPROVAL | | | |
| Author | Design | Check | Draw |
| NADIA HADJI | NADIA HADJI | NADIA HADJI | NADIA HADJI |
| Project Number | | | Scale |
| FR110079-001C2005 | | | A1 |



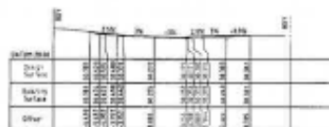
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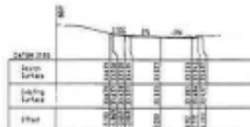
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CS-2003/11



CS-2003/11



CS-2003/11

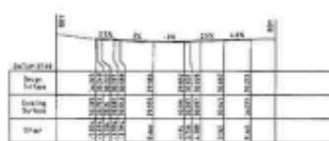


CS-2003/11

WOLLONGONG CITY COUNCIL CONSTRUCTION CERTIFICATE

This is the plan referred to in CS-2003/11

Dated: 05 DEC 2013



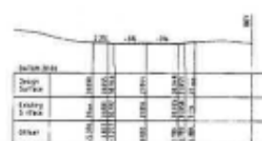
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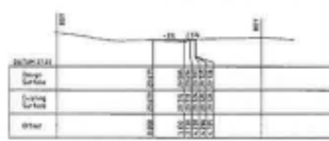
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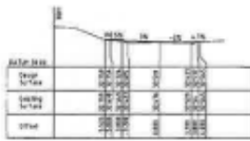
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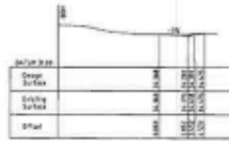
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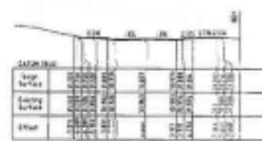
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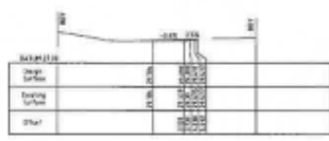
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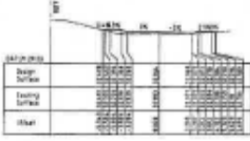
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CS-2003/11



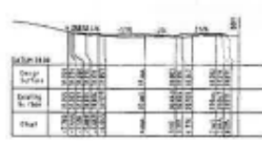
CS-2003/11



CS-2003/11



CS-2003/11



CS-2003/11

RONG BONG ROAD CROSS SECTIONS SCALE 1:200

OLENKE DRIVE CROSS SECTIONS SCALE 1:200



| | |
|---------------------|-------------------------------|
| Project Name | OLENKE DRIVE UPGRADE |
| Project No | 110079-001 |
| Project Date | 05 DEC 2013 |
| Project Status | FOR APPROVAL |
| Project Location | OLENKE DRIVE, WOLLONGONG |
| Project Description | OLENKE DRIVE UPGRADE |
| Project Owner | STOCKLAND DEVELOPMENT PTY LTD |
| Project Manager | JOHN BROWN |
| Project Engineer | JOHN BROWN |
| Project Designer | JOHN BROWN |
| Project Checker | JOHN BROWN |
| Project Approver | JOHN BROWN |



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Cardno
Building the Future

| | | | |
|----------|-----|------|----------|
| Author | JMB | Date | 05/12/13 |
| Checked | JMB | Date | 05/12/13 |
| Designed | JMB | Date | 05/12/13 |
| Drawn | JMB | Date | 05/12/13 |
| Approved | JMB | Date | 05/12/13 |

| | |
|---------------------|-------------------------------|
| Project Name | OLENKE DRIVE UPGRADE |
| Project No | 110079-001 |
| Project Date | 05 DEC 2013 |
| Project Status | FOR APPROVAL |
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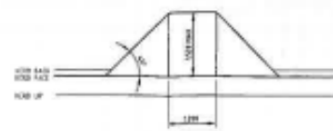
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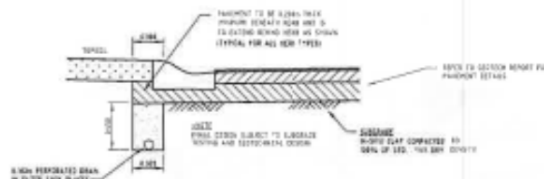
WOLLONGONG CITY COUNCIL CONSTRUCTION CERTIFICATE

This is the plan referred to in CS-2013/11

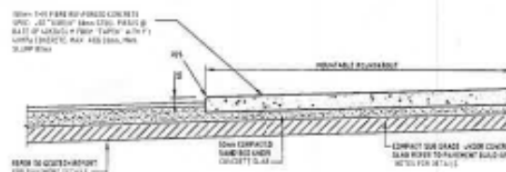
Dated: 05 DEC 2013



TYPICAL PRAM RAMP DETAIL
SCALE 1:50



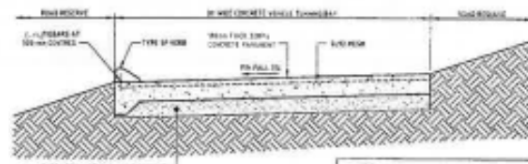
TYPICAL PAVEMENT DETAIL
SCALE 1:5



MOUNTABLE ROUNDABOUT CENTRE ISLAND DETAIL
SCALE 1:20



TYPICAL OVERLAY DETAIL
SCALE 1:5



TYPICAL 3m WIDE VEHICLE TURNING BAY DETAIL
SCALE 1:20

NOTE:
1. CONCRETE SHALL BE ALLOWED TO CURE FOR 28 DAYS
2. EXPANSION JOINTS TO BE ALLOWED FOR AT END OF BAY
3. CONCRETE SHALL BE ALLOWED FOR EVERY 3m AND IN LENGTH OF BAY BEHIND A TYPICAL



3m WIDE VEHICLE TURNING BAY DETAIL
SCALE 1:20

STORMWATER PIT NOTES:

1. MINIMUM COVER TO BE 100mm (SMALLER SHALL BE 30mm)
2. MINIMUM OF 100mm COVER TO BE MAINTAINED
3. MINIMUM OF 100mm COVER TO BE MAINTAINED
4. MINIMUM OF 100mm COVER TO BE MAINTAINED
5. MINIMUM OF 100mm COVER TO BE MAINTAINED
6. MINIMUM OF 100mm COVER TO BE MAINTAINED
7. MINIMUM OF 100mm COVER TO BE MAINTAINED
8. MINIMUM OF 100mm COVER TO BE MAINTAINED
9. MINIMUM OF 100mm COVER TO BE MAINTAINED
10. MINIMUM OF 100mm COVER TO BE MAINTAINED

TYPICAL FOOTPATH DETAIL
SCALE 1:20



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Building the Future

| Item | Qty | Unit |
|--------|--------|------|
| 1.000 | 1.000 | m |
| 2.000 | 2.000 | m |
| 3.000 | 3.000 | m |
| 4.000 | 4.000 | m |
| 5.000 | 5.000 | m |
| 6.000 | 6.000 | m |
| 7.000 | 7.000 | m |
| 8.000 | 8.000 | m |
| 9.000 | 9.000 | m |
| 10.000 | 10.000 | m |

STOCKLAND DEVELOPMENT PTY LTD
INTERSECTION UPGRADE AT
BONG BONG ROAD AND CLEVERLY DRIVE
ROAD TYPICAL DETAIL PLAN

FOR APPROVAL
NOT TO BE USED FOR CONSTRUCTION PURPOSES
A.H.D. 1/20/2013
FR110079-001 C2008 C



Stockland

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| Item | Qty | Unit |
|--------|--------|------|
| 1.000 | 1.000 | m |
| 2.000 | 2.000 | m |
| 3.000 | 3.000 | m |
| 4.000 | 4.000 | m |
| 5.000 | 5.000 | m |
| 6.000 | 6.000 | m |
| 7.000 | 7.000 | m |
| 8.000 | 8.000 | m |
| 9.000 | 9.000 | m |
| 10.000 | 10.000 | m |



This is the plan referred to in CS-20134

Date: 05 DEC 2013

5. ALL HOSTS ARE REQUIRED TO BE LOCATED PRIOR TO COMMUNICATIONS. COMMUNICATIONS SHOULD BE MADE IN ADVANCE AND INDICATE THE TYPE OF ACCESS REQUIRED. THE USER MUST INDICATE THE LOCATION OF THE WORKS.
6. ALL HOSTS ARE REQUIRED TO BE AVAILABLE TO SUPPORT REQUIRED LEVELS OF SECURITY.
7. THE SECURITY SERVICES AUTHORITY IS NOT TO BE CONSIDERED IN COMPLIANCE WITH THE REQUIREMENTS OF THE SECURITY SERVICES. THE SECURITY SERVICES ARE NOT TO BE CONSIDERED IN COMPLIANCE WITH THE REQUIREMENTS OF THE SECURITY SERVICES.

EXISTING LIGHTNING LINE
EXISTING WATER LINE
EXISTING SEWER LINE
EXISTING GAS LINE
EXISTING TELEPHONE LINE



| | Date | Description | Debit | Credit |
|-----------|------|-------------|-------|--------|
| Paid Cash | | | | |
| To Cash | | | | |
| Total | | | | |



| Drawn | Date | Drawn By |
|----------|-----------|---|
| JAN | 6/6/2013 | STOCKLAND DEVELOPMENT PTY LTD |
| Checked | Date | |
| CAG | 6/6/2013 | |
| Designed | Date | |
| JAN | 22/6/2013 | INTERSECTION UPGRADE AT BONG BONG ROAD AND GLENLEE DRIVE |
| Verified | Date | |
| OK | 6/6/2013 | |
| Approved | Date | |
| ROD | 6/6/2013 | EXISTING SERVICES LAYOUT PLAN |

INTERSECTION UPGRADE AT
BONG NONG ROAD AND CHUA FIT ROAD

EXISTING SERVICES LAYOUT PLAN

| | | | |
|--|---------|---------------|-----|
| FOR APPROVAL | | | |
| NOT TO BE USED FOR CONSTRUCTION PURPOSES | | | |
| Author | Project | Size | Alt |
| A.H.G. | --- | 1,200 | Alt |
| Drawing Number | | Drawing Title | |
| FR110079-001 C2011 | | C | |



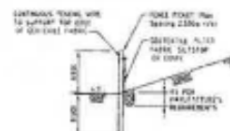
SOIL AND WATER MANAGEMENT LAYOUT PLAN
SCALE 1:500

**WOLLONGONG CITY COUNCIL
CONSTRUCTION CERTIFICATE**

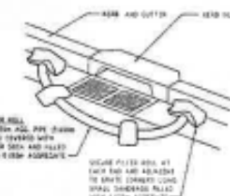
This is the plan referred to in **CC-2013/11**
 Date: **05 DEC 2013**

SOIL AND WATER MANAGEMENT NOTES

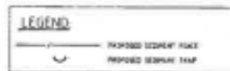
1. PERMANENT BUFFER TO BE INSTALLED WITH 3 METRE AND 10 METRE BUFFER AREAS.
2. ALL EXISTING AND PROPOSED AREAS TO BE PROTECTED FROM EROSION AND WATER POLLUTION WITH SOFT AND HARD EROSION CONTROL.
3. SLOPED AREAS TO BE REGULARLY MAINTAINED TO PREVENT EROSION AND WATER POLLUTION.
4. ALL EXISTING AREAS TO BE MAINTAINED TO PREVENT EROSION AND WATER POLLUTION.
5. ALL SOIL AND WATER MANAGEMENT DEVICES TO BE ORDERED AND MAINTAINED REGULARLY AND AFTER EACH WORK EVENT TO ENSURE PROTECTION AND PREVENTION.
6. ANY POLLUTION ON SITE TO BE REPORTED TO THE AUTHORITIES.
7. COST SUPPLEMENT EQUIPMENT TO BE AVAILABLE AT ALL TIMES INCLUDING WEATHER, ROADSIDE AND PUBLIC POLLUTION TO BE REPORTED TO THE AUTHORITIES.
8. EROSION CONTROL DEVICES TO BE REMOVED WHEN REVEALATION IS COMPLETED.
9. EROSION CONTROL DEVICES TO BE REMOVED WHEN REVEALATION IS COMPLETED.
10. EROSION CONTROL DEVICES TO BE REMOVED WHEN REVEALATION IS COMPLETED.
11. EROSION CONTROL DEVICES TO BE REMOVED WHEN REVEALATION IS COMPLETED.
12. EROSION CONTROL DEVICES TO BE REMOVED WHEN REVEALATION IS COMPLETED.
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14. EROSION CONTROL DEVICES TO BE REMOVED WHEN REVEALATION IS COMPLETED.
15. EROSION CONTROL DEVICES TO BE REMOVED WHEN REVEALATION IS COMPLETED.
16. EROSION CONTROL DEVICES TO BE REMOVED WHEN REVEALATION IS COMPLETED.
17. EROSION CONTROL DEVICES TO BE REMOVED WHEN REVEALATION IS COMPLETED.
18. EROSION CONTROL DEVICES TO BE REMOVED WHEN REVEALATION IS COMPLETED.
19. EROSION CONTROL DEVICES TO BE REMOVED WHEN REVEALATION IS COMPLETED.
20. EROSION CONTROL DEVICES TO BE REMOVED WHEN REVEALATION IS COMPLETED.



SEDIMENT CONTROL FENCE
SCALE: N.T.S.



SEDIMENT TRAP AROUND ALL PITS
SCALE: N.T.S.



| NO. | REVISION | DATE | BY | CHECKED | APPROVED |
|-----|---------------------|-------------|-----|---------|----------|
| 1 | ISSUED FOR APPROVAL | 05 DEC 2013 | ... | ... | ... |
| 2 | ISSUED FOR APPROVAL | 05 DEC 2013 | ... | ... | ... |
| 3 | ISSUED FOR APPROVAL | 05 DEC 2013 | ... | ... | ... |
| 4 | ISSUED FOR APPROVAL | 05 DEC 2013 | ... | ... | ... |
| 5 | ISSUED FOR APPROVAL | 05 DEC 2013 | ... | ... | ... |
| 6 | ISSUED FOR APPROVAL | 05 DEC 2013 | ... | ... | ... |
| 7 | ISSUED FOR APPROVAL | 05 DEC 2013 | ... | ... | ... |
| 8 | ISSUED FOR APPROVAL | 05 DEC 2013 | ... | ... | ... |
| 9 | ISSUED FOR APPROVAL | 05 DEC 2013 | ... | ... | ... |
| 10 | ISSUED FOR APPROVAL | 05 DEC 2013 | ... | ... | ... |

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Cardno Group Pty Ltd

Stockland Development Pty Ltd

INTERSECTION UPGRADE AT
BONDI ROAD AND GUNGAH DRIVE

SOIL AND WATER MANAGEMENT
LAYOUT PLAN

FOR APPROVAL

NOT TO BE USED FOR CONSTRUCTION PURPOSES

FR 110079-001 C2012 C



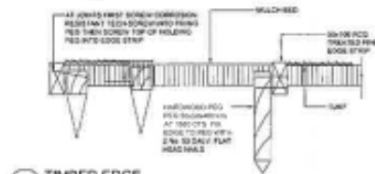
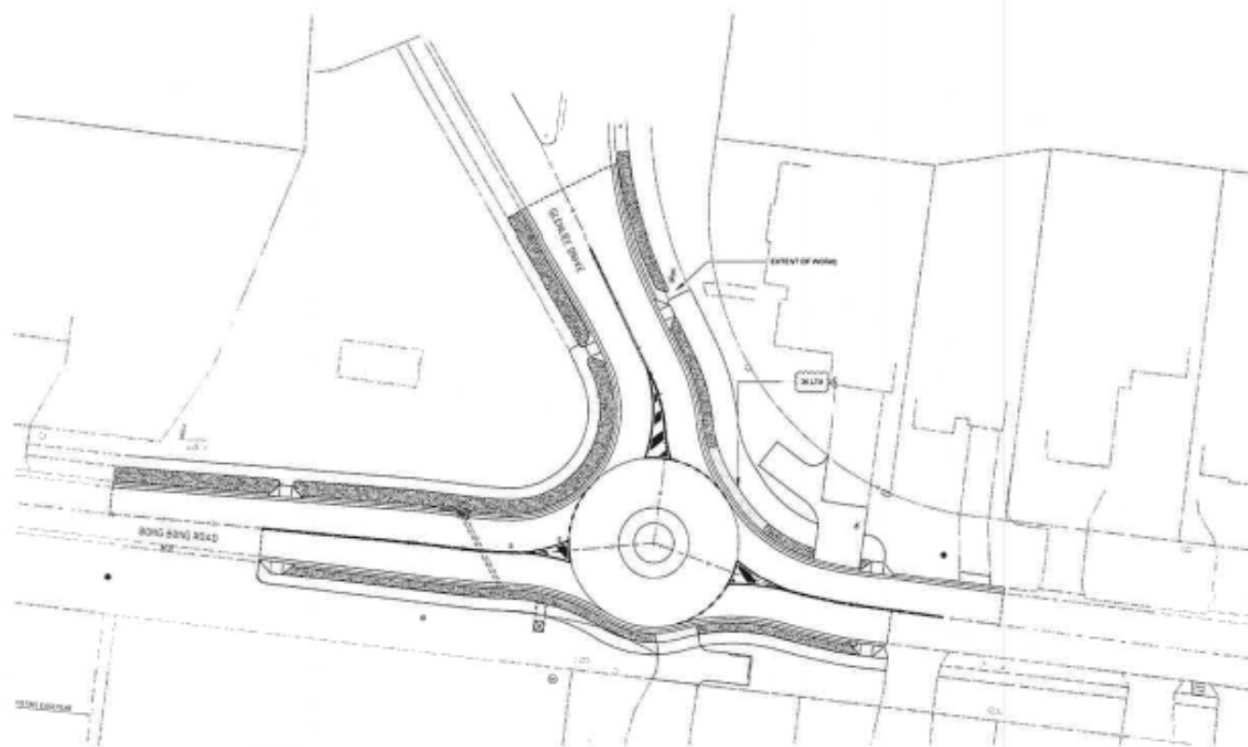
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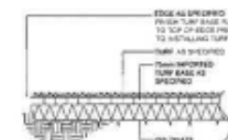
WOLLONGONG CITY COUNCIL CONSTRUCTION CERTIFICATE

This is the plan referred to in CS-2013/11

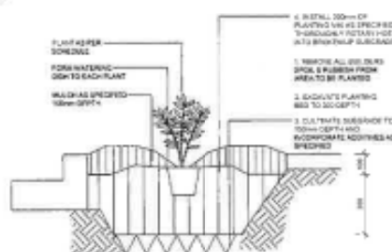
Dated: 08 DEC 2013



1 TIMBER EDGE
DETAIL 1:10



2 TURF
TYPICAL SECTION 1:20



3 MASS PLANTING BED
TYPICAL SECTION 1:10

SPECIFICATION NOTES

SERVICES

Before landscaping work is commenced, the Landscape Contractor is to establish the location of all services and structures that are to be installed and to ensure that they are installed in accordance with the relevant standards and specifications.

PLANTING MIXTURE

STAFFER GOLD SLURRY MIX, 100kg bags, 100kg bags, 100kg bags.

MULCH

APPLICATION: Mulch shall be applied to the specified areas, to a depth of 100mm, and to be in accordance with the relevant standards and specifications.

PLANT MATERIAL

All plants supplied must conform to the relevant standards and specifications, and to be in accordance with the relevant standards and specifications.

ROOT PRUNING

Plants shall be root pruned to remove any roots that are in contact with the existing structures.

FERTILISER

MASS PLANTING MIXTURE

Apply and water the plants immediately after planting, to a depth of 100mm, and to be in accordance with the relevant standards and specifications.

TURF

Order and install a specified amount of turf, to be in accordance with the relevant standards and specifications.

PLANT SCHEDULE

| Symbol | Species Name | No. | Size | Quantity |
|--------|-------------------------|-------|-------|----------|
| 1 | STAFFER GOLD SLURRY MIX | 100kg | 100kg | 100kg |

Taylor & Francis

Taylor & Francis Group

Taylor & Francis Group

Taylor & Francis Group

Taylor & Francis Group

Taylor & Francis Group

Taylor & Francis Group

Taylor & Francis Group

Taylor & Francis Group

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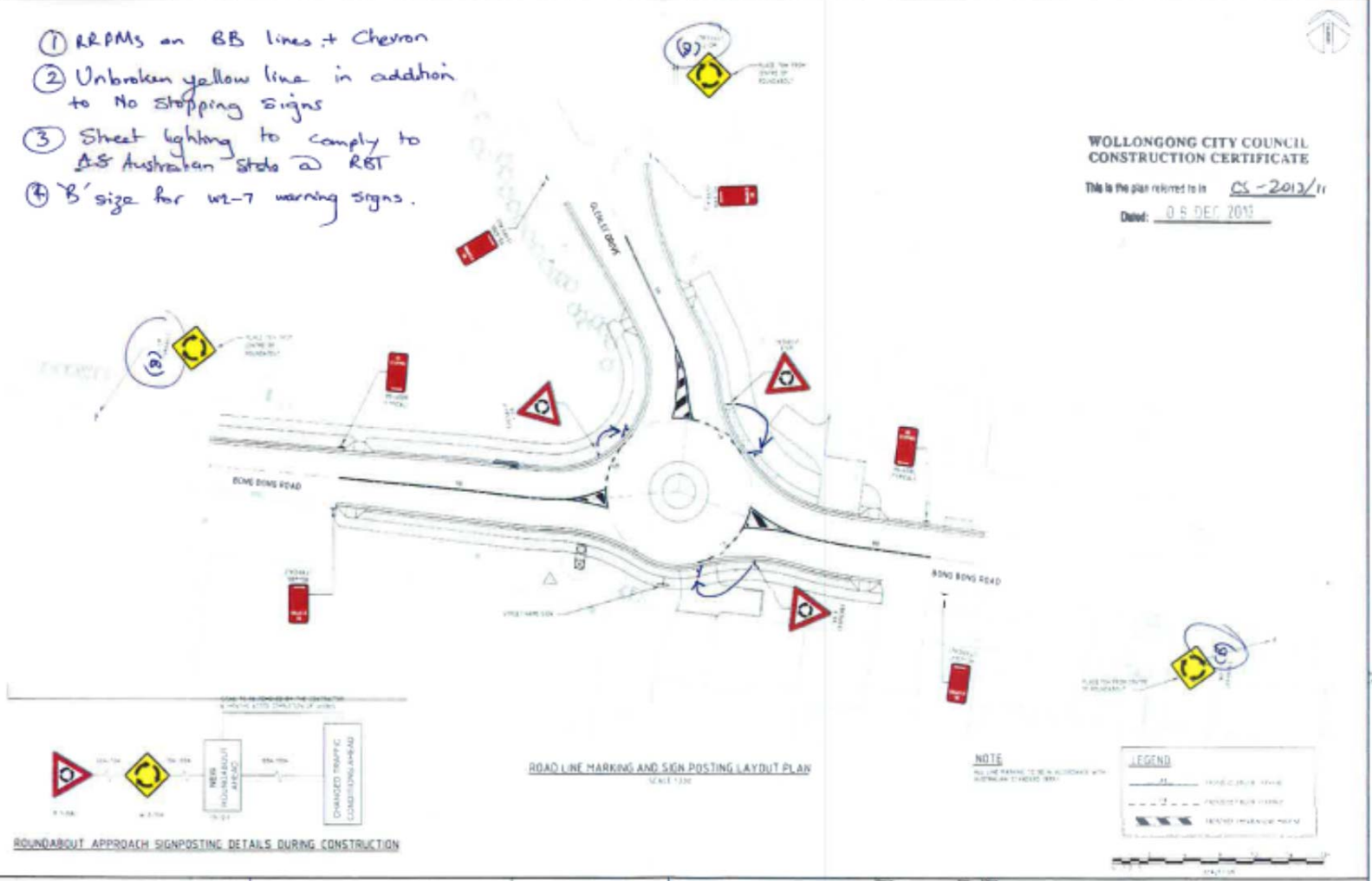
Taylor & Francis Group

- ① RRPMs on BB lines + Chevron
- ② Unbroken yellow line in addition to No Stopping Signs
- ③ Street lighting to comply to AS Australian Std 2 RST
- ④ B' size for W-7 warning signs.

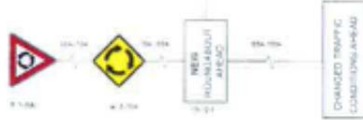
**WOLLONGONG CITY COUNCIL
CONSTRUCTION CERTIFICATE**

This is the plan referred to in CS-2013/11

Dated: 08 DEC 2013



ROUNDABOUT APPROACH SIGNPOSTING DETAILS DURING CONSTRUCTION



ROAD LINE MARKING AND SIGN POSTING LAYOUT PLAN
SCALE 1:200

NOTE

ALL LINE MARKING TO BE IN ACCORDANCE WITH AUSTRALIAN STANDARD 3881

LEGEND

| | |
|-------|----------------------|
| — | PROPOSED ROAD CENTER |
| - - - | PROPOSED ROAD EDGE |
| /// | PROPOSED ROUNDABOUT |

| | | | | | |
|---|--|---|--|---|--|
| | | | | STOCKLAND DEVELOPMENT PTY LTD | |
| <p>1. PROJECT: WOLLONGONG CITY COUNCIL CONSTRUCTION CERTIFICATE</p> <p>2. CLIENT: WOLLONGONG CITY COUNCIL</p> <p>3. PROJECT: WOLLONGONG CITY COUNCIL CONSTRUCTION CERTIFICATE</p> <p>4. PROJECT: WOLLONGONG CITY COUNCIL CONSTRUCTION CERTIFICATE</p> | | <p>1. PROJECT: WOLLONGONG CITY COUNCIL CONSTRUCTION CERTIFICATE</p> <p>2. CLIENT: WOLLONGONG CITY COUNCIL</p> <p>3. PROJECT: WOLLONGONG CITY COUNCIL CONSTRUCTION CERTIFICATE</p> <p>4. PROJECT: WOLLONGONG CITY COUNCIL CONSTRUCTION CERTIFICATE</p> | | <p>1. PROJECT: WOLLONGONG CITY COUNCIL CONSTRUCTION CERTIFICATE</p> <p>2. CLIENT: WOLLONGONG CITY COUNCIL</p> <p>3. PROJECT: WOLLONGONG CITY COUNCIL CONSTRUCTION CERTIFICATE</p> <p>4. PROJECT: WOLLONGONG CITY COUNCIL CONSTRUCTION CERTIFICATE</p> | |
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| <p>FOR APPROVAL</p> <p>NOT TO BE USED FOR CONSTRUCTION PURPOSES</p> <p>Scale: 1:200</p> <p>Sheet: 1 of 1</p> <p>FR110079-001 C2009</p> <p>C</p> | |
|--|--|