



You are invited to attend the next Traffic Committee Meeting:

Date: Tuesday, 7 February 2023

Time: 3.00PM - 4.00PM

Location: Bottlebrush Room
Shire Hall
Menangle Street
Picton

AGENDA

**Traffic Committee Meeting
7 February 2023**

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	No reports this meeting	

1 REPORTS

1.1 EURELIA ROAD AND EAST PARADE, BUXTON - PROPOSED 'NO STOPPING' AT INTERSECTION

File Number: 10623#246

EXECUTIVE SUMMARY

The purpose of this report is to consider the proposed installation of 'No Stopping' signage at the intersection of Eurelia Road and East Parade, Buxton. The report recommends that the 'No Stopping' signage be installed.

RECOMMENDATION

That:

1. No Stopping signage be installed, for a distance of 10m in each direction from the prolongation of the kerblines, at the intersection of Eurelia Road and East Parade, Buxton, as shown in Appendix 1.
2. Council's Rangers and the resident who raised the matter be notified of Council's decision.

REPORT

The background to this report is that a resident has raised concerns about vehicles parked too close to the intersection, which has a detrimental effect on sight distance for drivers exiting Eurelia Road onto East Parade. It is reported that the issue is occurring mainly on weekends when there is parking demand to access the facilities at Telopea Park, which is situated at this intersection, fronting both East Parade and Eurelia Road.

Current Situation

Council's officers have investigated the matter and confirm the likelihood of sight distance being adversely affected if vehicles are parked within the mandatory 10m No Stopping area at the intersection.

It is recommended that 10m (from prolongation of the kerblines) of 'No Stopping' restriction be installed, at the north-eastern and south-eastern kerblines of the intersection, to reinforce the mandatory 10m parking restriction (as shown in Appendix 1). By keeping parked vehicles clear of the intersection it is anticipated that this will keep sight distances clear at the intersection for turning vehicles.

Consultation

The issue has not been raised and discussed in a Community Forum.

Financial Implications

Funding has been allocated and is available under Council's annual TfNSW block grant for signs and linemarking.

ATTACHMENTS

1. Eurelia Road, Buxton - Appendix 1 [↓](#)

Eurelia Road and East Parade, Buxton—Proposed 'No Stopping'—Appendix 1



1.2 WARRAGAMBA ANZAC DAY MARCH EVENT TUESDAY 25 APRIL 2023

File Number: 10623#247

EXECUTIVE SUMMARY

The purpose of this report is to consider proposed traffic arrangements for the Warragamba ANZAC Day March event for Tuesday 25 April 2023. The report recommends that the proposed road closure for the event be approved.

RECOMMENDATION

That:

1. Council approve the following road closures, between the hours of 9:30am and 12:00pm on Tuesday 25 April 2023, for the staging of "The Warragamba ANZAC Day March", subject to the requirements for the issue of a permit for Road Management Approval for Events:
 - (a) Fourteenth Street, Warragamba (as shown in Appendix 1).
 - (b) Civic Centre Circle, Warragamba (as shown in Appendix 1).

2. Council issue the road closure permit and note the information included in the report.

REPORT

The Warragamba ANZAC Day Committee has sought Council's permission to march from Warragamba Neighbourhood Centre to the Warragamba Town Hall along Fourteenth Street, Warragamba to commemorate ANZAC Day 2023 on Tuesday, 25 April 2022. The proposal is to close the Civic Centre Circle and a section of Fourteenth Street, from Twentieth Street to Weir Road, for the marchers participating in the event.

The event organiser advises that march participants consist of Police, Blacktown Pipe Band Service members, ex-service personnel, relatives of ex-service personnel and cadets who will be present with marchers, starting at the Warragamba Neighbourhood Centre at 11.00am, along Fourteenth Street towards the Warragamba Town Hall.

The expected duration of the march and the ceremony is 1 hour 30 minutes for the affected road length. Traffic is proposed to be diverted during the closure via Twentieth Street, Nineteenth Street, Eighteenth Street and Thirteenth Street. The organiser advises that all traffic control will be undertaken by authorised traffic controllers, and that conduct of the march will have minimal impact to the public as it has been well publicised and supported by the local community in the past.

Though not generally a traffic management matter for the Local Traffic Committee in its recommendations to Council, the event organiser has advised that Hostile Vehicle Mitigation (HVM) procedures have been considered by utilising the Rural Fire Service (RFS) heavy vehicles for road blockage along with the use of waterfilled barriers.

As a result of additional HVM, the organisers are seeking to commence with the road closure of Civic Centre Circle (around the Cenotaph) at 9:30am, as this will allow additional time for the RFS crews to place and fill the waterfilled barriers. Adequate detours around the march route will be in place to minimise disruption to traffic (as shown in Appendix 1).

Consultation

This issue has not been raised and discussed in a Community Forum. The organiser has indicated that this event has strong community support.

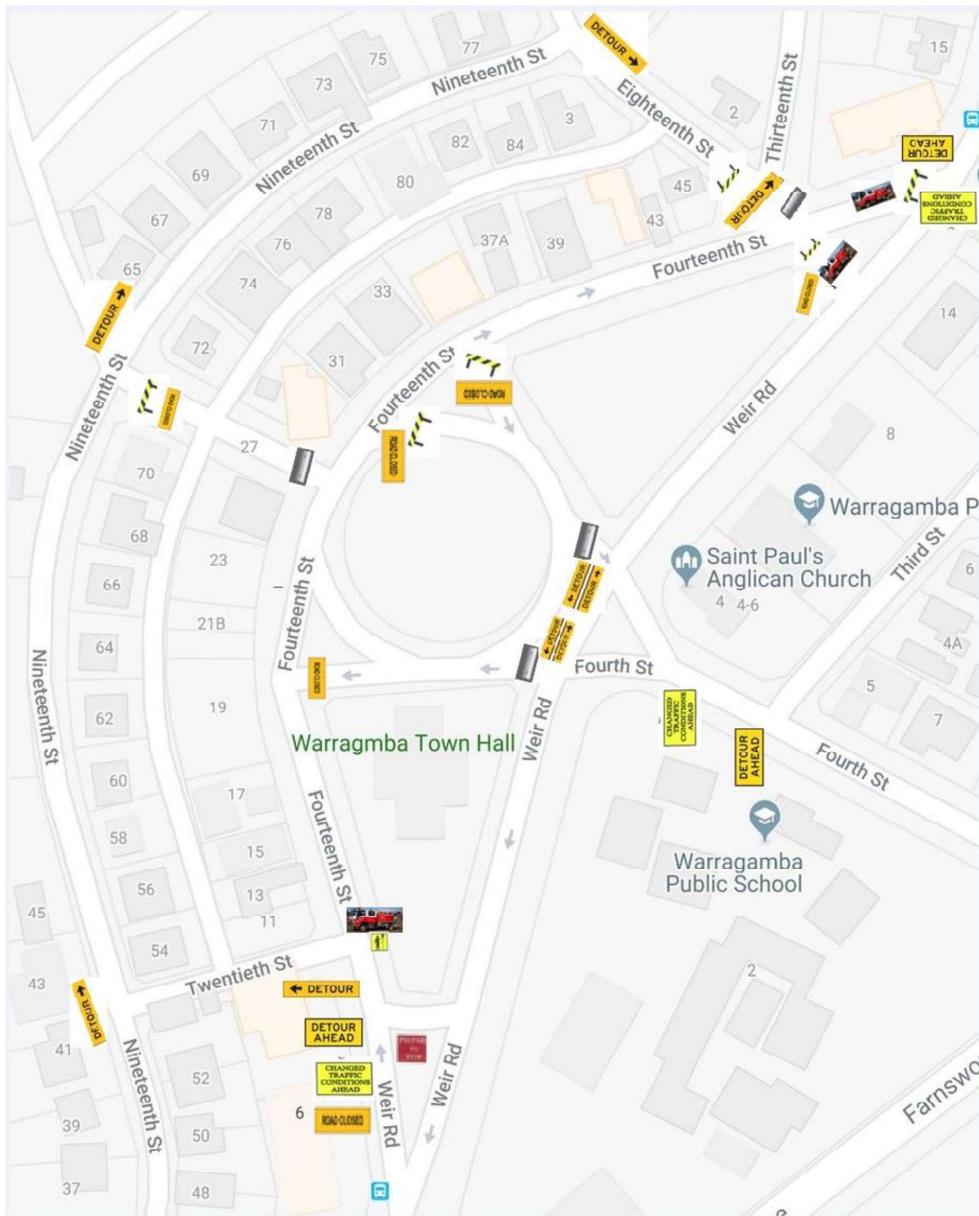
Financial Implications

This matter has no financial impact on Council's adopted budget or forward estimates.

ATTACHMENTS

1. Warragamba ANZAC Day - Appendix 1 [↓](#)

ATTACHEMENT 3



Signs and Devices:

-  X 3
-  X 3
-  X 1
-  X 1
-  X 4
-  X 1
-  X 7
-  Water Filled Barriers x 14
-  As Required
-  X 3 Fire appliances

Notes:

1. 09:30Hrs RFS to commence layout of signage and the closure of the Civic Circuit with water filled barriers
2. 10:00Hrs RFS to commence traffic & pedestrian control - Fourteenth St & Weir Rd (Neighbourhood Centre)
3. 10:00Hrs RFS to control parking in Fourteenth St between Twentieth and Fifteenth Street
4. 10:30Hrs RFS to complete closure as per TMP
5. 12:00Hrs RFS to commence opening of roads
6. Combination of Water Filled Barriers and RFS appliances will be used in strategic intersections for Hostile Vehicle Mitigation (HVM), which will also allow parked vehicles to be release quickly following the event

Warragamba ANZAC Day Ceremony 2023 - TMP Prepared by E Murphy 0038851091 26th November 2022

- TMP Approved by J Webb 2034048671, 0023088104 26th November 2022



1.3 WELLERS ROAD & GREAT SOUTHERN ROAD, BARGO - PROPOSED 'NO STOPPING' AT INTERSECTION

File Number: 10623#248

EXECUTIVE SUMMARY

The purpose of this report is to consider the proposal to install 'No Stopping' signposting at the intersection of Wellers Road and Great Southern Road, Bargo. The report recommends that the 'No Stopping' signage be installed.

RECOMMENDATION

That

1. Installation of 'No Stopping' restrictions by undertaken at the intersection of Wellers Road and Great Southern Road, Bargo, as shown in Appendix 1 to this report.
2. The existing 'No Parking' restrictions, on the northern side of Wellers Road, be reduced to 50m in overall length by adjusting easternmost commencement point 10m to the west, as shown in Appendix 1.
3. The Council's Rangers and affected properties be notified of Council's decision.

REPORT

The background to this report is that Council's Rangers have advised Council's traffic engineering team that vehicles are sometimes parking in close proximity to the sweeping bend, on the western leg of the intersection of Wellers Road and Great Southern Road, Bargo. The location is opposite a function centre (Kalinya Estate) fronting Wellers Road, popular for weddings, which is understood to be the source of parked vehicles which is generally on weekends.

Great Southern Road becomes a major collector road through the eastern side of the town of Bargo, with northbound traffic using this intersection to access Remembrance Driveway. A report to Local Traffic Committee was previously prepared and presented on 2 February 2021, and subsequently resolved on by Council, resulting in the installation of 60m of 'No Parking' restrictions being implemented on the northern side of Wellers Road fronting the function centre.

Current Situation

Council's officers have re-investigated the matter, including the possible need for signposted 'No Stopping' restrictions at the intersection itself. It was concluded that there would be a road safety benefit to signposting the intersection with 'No Stopping' signage, and extending it beyond the mandatory 10m at the western leg of the intersection (as shown in Appendix 1).

It is therefore recommended that 'No Stopping' signage be installed, and existing 'No Parking' signage be adjusted, as shown in Appendix 1. There is adequate room for some vehicles to continue to park on the shoulder west of the intersection (lane & shoulder clearances shown in Appendix 2), provided that adequate lane clearance for turning manoeuvres at the bend is facilitated.

Consultation

The issue has not been raised and discussed in a Community Forum.

Financial Implications

Funding has been allocated and is available under Council's annual TfNSW block grant for signs and linemarking.

ATTACHMENTS

1. **Wellers Road and Great Southern Road, Bargo - Proposed No Stopping at Intersection - Appendix 1** [↓](#)
2. **Wellers Road and Great Southern Road, Bargo - Proposed No Stopping at Intersection - Appendix 2** [↓](#)

Wellers Road & Great Southern Road, Bargo—Proposed 'No Stopping'—Appendix 2



1.4 JOHNSTON AND HAWTHORNE ROADS, BARGO - PROPOSED 'NO STOPPING' AT INTERSECTION

File Number: 10623#249

EXECUTIVE SUMMARY

The purpose of this report is to consider the proposal to install 'No Stopping' signposting at the intersection of Johnston and Hawthorne Roads, Bargo. The report recommends that the 'No Stopping' signage be installed.

RECOMMENDATION

That:

1. Installation of 'No Stopping' restrictions be implemented at the intersection of Johnston and Hawthorne Roads, Bargo, as shown in Appendix 1 to this report.
2. Council's Rangers, affected properties and the resident who raised the matter be notified of Council's decision.

REPORT

The background to this report is that a resident has raised concerns with Council regarding constriction of the intersection caused by vehicles parked in close proximity to the intersection. It is noted that buses also negotiate this intersection during School terms.

Johnston and Hawthorne Roads are local roads under the care and control of Council, with Johnston Road noted to be a vehicular connection between the rear entrance to Bargo Public School and Bargo Road. The intersection is controlled by 'Give Way' signage and linemarking, giving priority to Johnston Road, which is the primary location of concern and is approximately 7.5m to 7.7m wide.

Current Situation

Council's officers have investigated the matter, including site inspections to review traffic conditions at this location, and confirm that the number of parked vehicles on the western leg of the intersection at Johnston Road is greater generally than that in the rest of the street.

It is considered that there are regular occasions when one or more vehicles may be parked within the mandatory 10m 'No Stopping' zone at the intersection, and it is noted that there are regularly vehicles parked on both sides of the road adjacent to the intersection.

Negotiating the western leg of the intersection when a vehicle is approaching from the opposite direction is difficult in this instance as there is little, by way of yielding opportunities to allow the other vehicle to pass. It is possible that a situation would arise whereby one vehicle may be forced to reverse in order to allow passage of the other, particularly if a bus were involved and there are vehicles parked on both sides of the road.

It is therefore recommended that 'No Stopping' signage be installed at this location, with 'No Stopping' at some points to be extended beyond the mandatory 10m, as shown in Appendix 1. It is anticipated that this will adequately assist in clearing the throat of the intersection to better facilitate approach and departure movements of vehicles.

Consultation

The issue has not been raised and discussed in a Community Forum.

Financial Implications

Funding has been allocated and is available under Council's annual TfNSW block grant for signs and linemarking.

ATTACHMENTS

1. **Johnston & Hawthorne Roads, Bargo - Appendix 1 - LTC attachment - February 2023** [↓](#)

1.5 GREENBRIDGE DRIVE, WILTON - PROPOSED ALTERATION OF TIMED PARKING RESTRICTIONS

File Number: 10623#250

EXECUTIVE SUMMARY

The purpose of this report is to consider altering half hour restricted parking (½P) fronting Wilton shopping Centre on Greenbridge Drive, Wilton, so as to restrict parking for more than the current signposted School Zone hours. The report recommends that half hour restricted parking (½P) be altered.

RECOMMENDATION

That:

1. Consultation be undertaken with affected business owners, with any substantial objections to be referred back to the Local Traffic Committee for consideration.
2. Subject to no substantial objections being received, half hour restricted parking (½P), from 6.30am to 6.30pm Mon-Fri, be installed fronting Wilton Shopping Centre on Greenbridge Drive, Wilton, as shown in Appendix 1.
3. Council's Rangers and Wilton Medical Centre be notified of Council's decision.

REPORT

The background to this report is that concerns have been raised with Council regarding the existing restricted parking times displayed fronting shops (known as Wilton Plaza) at Greenbridge Drive, Wilton. The existing signage restricts parking to half an hour (½P) 'Rear to Kerb', from 8am to 9:30am and from 2:30pm to 4pm on School Days.

Greenbridge Drive is a local road under the care and control of Council, which fronts the local shopping strip, Wilton Public School and residential properties within the Wilton subdivision. The parking provision at this location is 45-degree angled parking which has been designated for rear to kerb parking manoeuvres so as to facilitate forward egress onto the roadway.

Current Situation

Council's officers have investigated the matter, and confirm that the site may benefit from having the half hour (½P) restrictions made applicable from 6.30am to 6.30pm Mon-Fri so as to provide improved day-long parking turnover for shoppers. These proposed times are consistent with those signposted in adjacent Spearing Street, which also fronts Wilton Plaza.

From site inspections, it appears currently that construction building workers are parking long-term, fronting the shops, to work in nearby construction locations. It is considered that this site, immediately fronting shops, could more appropriately be set aside for short stay parking such as would facilitate shoppers.

The existing parking restrictions, being from 8am to 9:30am and from 2:30pm to 4pm on School Days only, were likely agreed to during the Development Application stage of the subdivision so as to prevent these parking spaces being used by staff from the adjacent Wilton Public School to park all day in this location. It also restricts parents/carers from long-stay parking to drop-off and/or pick up school children.

As such, the parking spaces located directly across the street, on Greenbridge Drive, are considered to be appropriately signposted to prevent long-stay parking exclusively during school peak drop off and pick up times. There is no proposal to amend these parking restrictions, only those directly fronting the shops, as show in Appendix 1. It is also noted that there is a single parking space, at the western end fronting the shopping strip, designated as Accessible Parking, which is proposed to remain unaltered.

It is therefore recommended that half hour restricted parking (½P), 'Rear to Kerb' from 6.30am to 6.30pm Mon-Fri, be installed to replace existing time-restricted parking on Greenbridge Drive, Wilton (as shown in Appendix 1), being a total of nine (9) parking spaces, following consultation with affected business owners.

Consultation

The issue has not been raised and discussed in a Community Forum.

Financial Implications

Funding is allocated and available under Council's annual TfNSW block grant for signs and linemarking.

ATTACHMENTS

1. **LTC Attachment February 2023 - Greenbridge Drive, Wilton - Proposed Alteration to Half Hour Parking times - Appendix 1** [↓](#)



1.6 FAIRWAY DRIVE, WILTON - ENDORSEMENT OF SIGNS AND LINEMARKING PLAN PROPOSED BY DEVELOPER

File Number: 10623#251

EXECUTIVE SUMMARY

The purpose of this report is to consider proposed signage and linemarking plans provided by developer (Metro Property Group) for Fairway Drive, Wilton. The report recommends that the plans be accepted for endorsement by Council, and for installation by the developer at no cost to Council.

RECOMMENDATION

That:

1. Signs and Linemarking Plans (Drawing Numbers: NA82013043-005-SK021 to NA82013043-005-SK023, Revision 1, dated 18 January 2023, by Cardno Pty. Ltd.), for double-barrier 'BB' linemarking and 'Give Way' signage and linemarking treatments on Fairway Drive (as shown in **Appendix 1**), be endorsed for installation.
2. Proposed alterations to the existing roundabout splitter island, to retrofit pedestrian walk-through facilities (as per Drawing Number: NA82013043-005-SK021, Revision 1, dated 18 January 2023, by Cardno Pty. Ltd.), at the southern leg of the roundabout at the intersection with Stirling Drive, be endorsed for construction (as shown in **Appendix 1**).
3. Proposed alterations to the existing roundabout splitter island, to retrofit pedestrian walk-through facilities (as per Drawing Number: NA82013043-005-SK023, Revision 1, dated 18 January 2023, by Cardno Pty. Ltd.), at the western leg of the roundabout at the intersection with Pembroke Parade, be endorsed for construction (as shown in **Appendix 1**).
4. All works are to be undertaken by the developer Metro Property Group, at no cost to Council, subject to any requisite Road Management approvals (including payment of requisite fees) being satisfactorily obtained under Section 138 of the Roads Act 1993.

REPORT

The background to this report is that, as part of the consent for DA/2015/283, the developer Metro Property Group, is seeking to undertake works on Fairway Drive in compliance with consent conditions. Development consent was obtained in 2016, via the appointment of expert witnesses and consideration of expert witness' reports and other evidence by the Land and Environment Court.

Preparation of a Joint Expert Witness Traffic Report was undertaken in 2016, by appointment of the Court, jointly prepared by Shane Healey of Cardno (engaged by the Applicant) and Craig McLaren of McLaren Traffic Engineering (engaged by the Respondent, being Council). The report was prepared as a part of the Land & Environment Court matter No 10554 of 2015.

The Joint Expert Witness Traffic Report states that once the daily vehicle volumes along Fairway Drive exceed 6000 vehicles per day, then a central median divided road be considered. Based on the current approved 1165 residential lots, traffic volumes are less than 6000 v/day. However, an increase in the resident lot count to 1800 lots in the future would likely result in the following traffic volumes.

Refer to **Table 1** below:

Table 1: Daily Traffic Volumes on Fairway Drive, Wilton

Location	Current Daily Traffic Volumes (vehicles/day)	Future Daily Traffic Volumes (vehicles/day)
Fairway Drive (Pembroke Parade to Sutton Crescent)	5500	7890
Fairway Drive (Sutton Crescent to Stirling Drive)	5470	7850

The Joint Expert Witness Traffic Report further states that the introduction of a central median would increase traffic movement capacity on Fairway Drive by removing the ability for vehicles to turn right entering or leaving private properties. It is stated in the report that, at a minimum, the median should have a width of 0.6m if on-street parallel parking were to be retained.

As an outcome of the abovementioned report, Condition 10(1) of the Land & Environment Court Order 158921 of 2016 required the applicant to submit plans to Council for construction of a concrete central median island and associated road widening on Fairway Drive, Wilton. Under the determination of the Court, Metro Property Group assume the role of 'Applicant' as per Court Order 158921 of 2016.

The developer has since engaged Cardno Pty. Ltd., who have been liaising with Council's Development Engineering team with respect to producing plans to Council's satisfaction, resulting in amended plans which are now being presented for Council endorsement following recommendation from the Local Traffic Committee.

Current Situation

The developer has subsequently submitted plans to Council for the proposed road widening works in order to comply with Condition 10(1) of the development consent, which specifically states that:

"The applicant shall submit to Wollondilly Shire Council and its Local Traffic Committee a detailed plan of the proposed changes to the existing built form of Fairway Drive (between Pembroke Parade and Stirling Drive) which incorporates:

- a) minimum 3.3m travel lanes, a 0.6m central median and provision for 2.2m wide indented on street parallel car spaces.*
- b) a pedestrian break on Fairway Drive at the location shown on Figure 1 (Annotated NA82012043-005 SK6). [and];*
- c) vehicle swept path analysis for the design bus (11 m single unit bus as shown on Figure 6.5 of the RTA Guide to Traffic Generating Development: 2002)."*

Upon assessment of the submitted plans, Council's Development Engineers determined that the proposed works would have significant adverse impact on existing residents, both during and after construction, particularly due to the proposal for installation of "No Right Turn" signage at the intersections with Sutton Crescent and also Kangaloon Close, which would ban existing right turn movements and reduce traffic permeability, as well as preventing right turns into properties. It is noted that there is no specific development consent condition requiring the installation of "No Right Turn" signs.

As such, Council's development engineers are not supportive of the proposal and amended plans were requested. Cardno Pty. Ltd. has now provided Council with amended plans (Drawing

Numbers: NA82013043-005-SK021 to NA82013043-005-SK023, Revision 1, dated 18 January 2023), which have been assessed and supported by Council's Development Engineering team, for endorsement and construction at no cost to Council (as shown in **Appendix 1**).

The amended plans propose installation of double-barrier 'BB' linemarking in lieu of a concrete central median island. It is considered that this would achieve appropriate delineation for the road, whilst maintaining right-turn access to/from residential properties, since under NSW legislation dividing (barrier) lines may be crossed in order to enter or leave the road to access properties.

The amended design plans include vehicle swept path analyses for a 12.5m HRV (heavy rigid vehicle) design vehicle entering and exiting Sutton Crescent and Kangaloon Close (as shown in **Appendix 2**). Council's Development Engineers advise that the submitted plans have been assessed in accordance with applicable standards, guidelines and technical directions.

A modification of the development consent may be required to formalise removal of the requirement for a concrete central median island. The advice from Council's Development Engineers is that modification of the consent condition can be formalised following Local Traffic Committee recommendations to Council for endorsement of plans.

Consultation

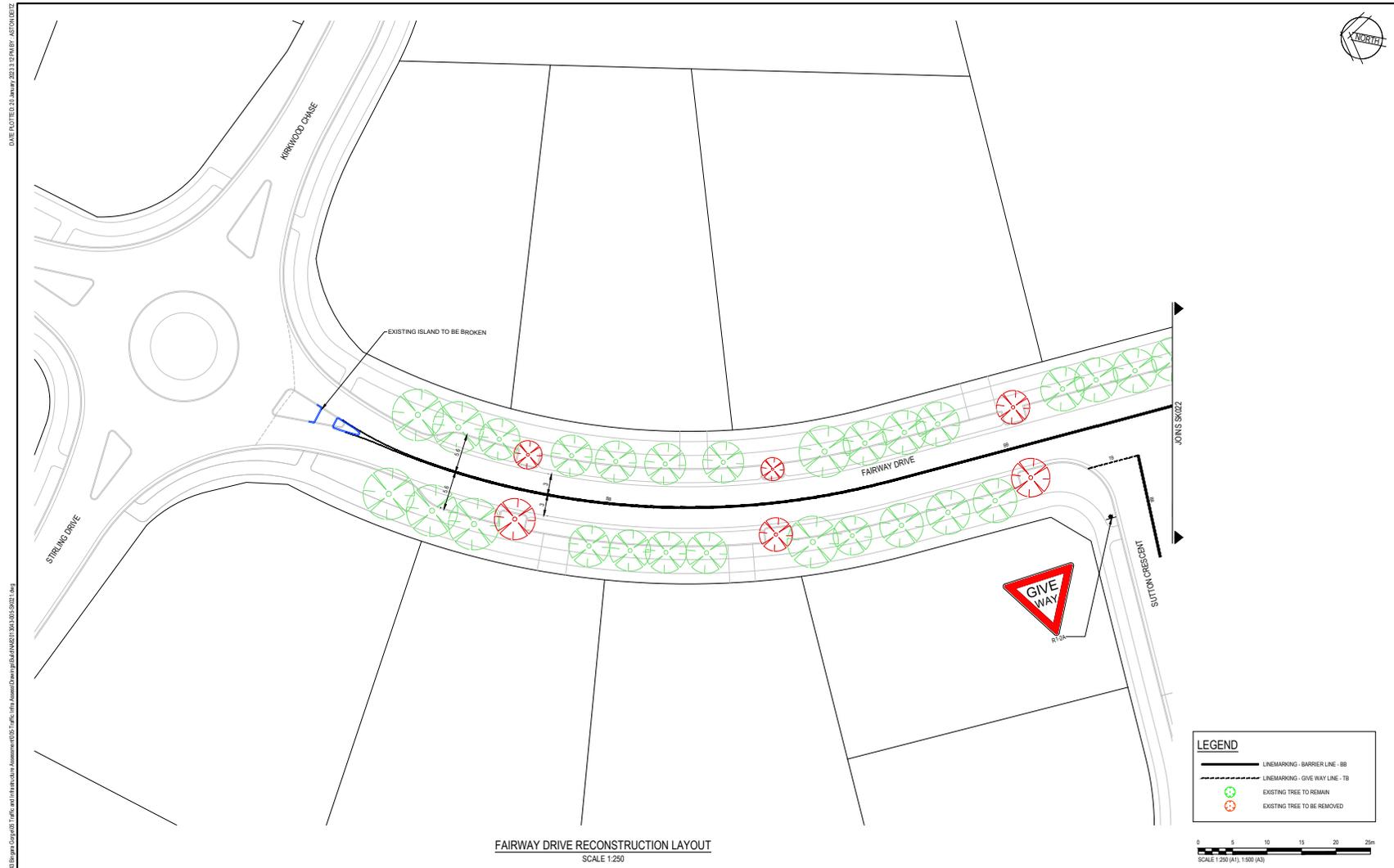
This issue has not been raised or discussed in the Community Forum. Cardno Pty Ltd have been in contact with Council staff to discuss the proposal.

Financial Implications

This matter has no financial impact on Council's adopted budget or forward estimates as the proposal is fully funded by the developer.

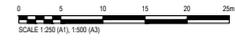
ATTACHMENTS

1. LTC Attachment February 2023 - Appendix 1 - Fairway Drive, Wilton - Amended Signs and Linemarking Plans (NA82013043-005-SK021 to NA82013043-005-SK023) - Cardno_dated 18 Jan 2023 [↓](#)
2. LTC Attachment February 2023 - Fairway Drive, Wilton - Appendix 2 - Swept Path Analysis (NA82013043-005-SK024) - Cardno - dated 21 Oct 2022Fairway Drive, Wilton - Appendix 2 - Swept Path Analysis (NA82013043-005-SK024) - Cardno - dated 21 Oct 2022 [↓](#)



FAIRWAY DRIVE RECONSTRUCTION LAYOUT
SCALE 1:250

LEGEND	
	LINEMARKING - BARRIER LINE - BB
	LINEMARKING - GIVE WAY LINE - TB
	EXISTING TREE TO REMAIN
	EXISTING TREE TO BE REMOVED



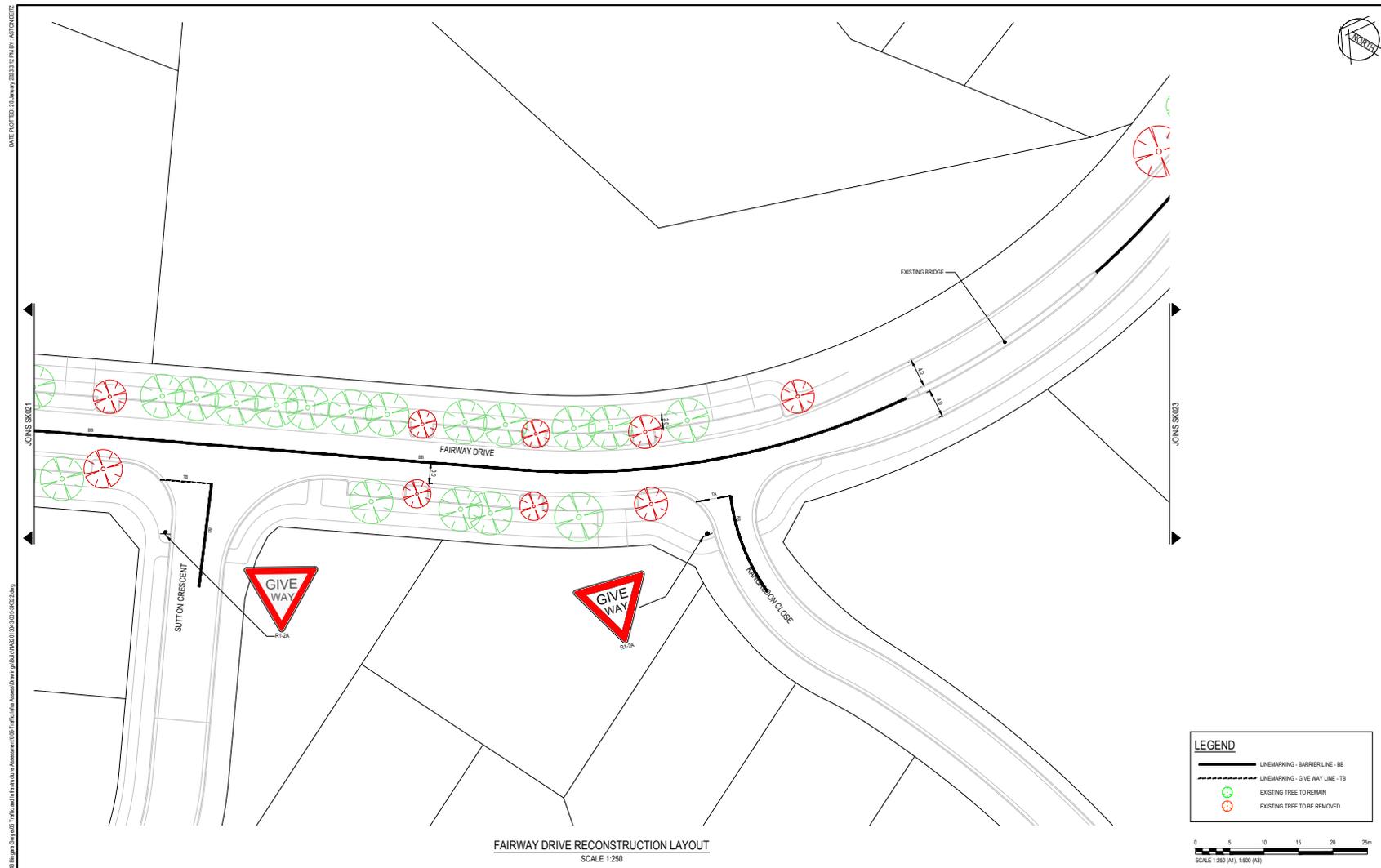
Rev	Date	Description	MPR	MY	MY
1	18/01/2023	ISSUED FOR INFORMATION			

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Cardno (NSW/ACT) Pty Ltd | ABN 55 001 145 035
Level 11, 47 Bunde Street
Wollongong NSW 2506
Tel: 02 4228 4133 Fax: 02 4228 6811
Web: www.cardno.com.au

Drawn	Date	Client
ACD	18/01/2023	METRO PROPERTY GROUP
Checked	Date	Project
MPR	18/01/2023	BINGARA GORGE
Designed	Date	Project
MPR	18/01/2023	FAIRWAY DRIVE RECONSTRUCTION
Verified	Date	Tbls
MY	18/01/2023	SIGNAGE AND LINEMARKING LAYOUT PLAN - ALTERNATE SHEET 1 OF 3
Approved	Date	
MY	18/01/2023	

Status			
FOR INFORMATION ONLY			
NOT TO BE USED FOR CONSTRUCTION PURPOSES			
DATUM	Scale	Size	Revision
AHD	1:250	A1	
Drawing Number			Revision
NA82013043-005-SK021			1



Rev	Date	Description	MPR	MY	MY
1	18/01/2023	ISSUED FOR INFORMATION			



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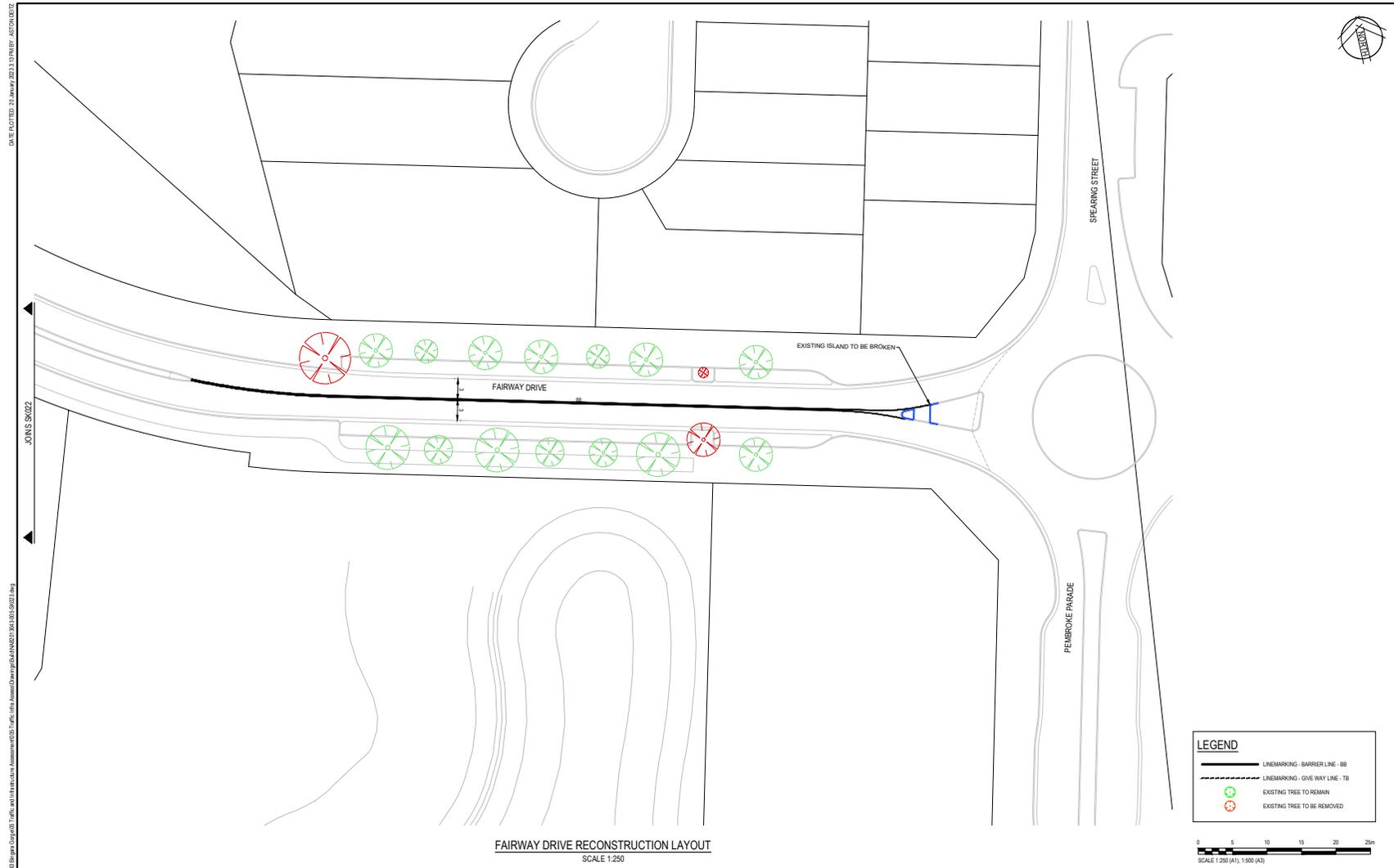
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MY	18/01/2023	MY	18/01/2023	MY	18/01/2023	MY	18/01/2023	MY	18/01/2023

Client: METRO PROPERTY GROUP
 Project: BINGARA GORGE FAIRWAY DRIVE RECONSTRUCTION
 Title: SIGNAGE AND LINEMARKING LAYOUT PLAN - ALTERNATE SHEET 1 OF 3

Status	Scale	Size	Revision
FOR INFORMATION ONLY NOT TO BE USED FOR CONSTRUCTION PURPOSES	1:250	A1	1

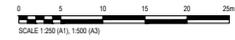
Drawing Number: NA82013043-005-SK022

PROJECT: BINGARA GORGE FAIRWAY DRIVE RECONSTRUCTION
 DRAWING NUMBER: NA82013043-005-SK022



FAIRWAY DRIVE RECONSTRUCTION LAYOUT
SCALE 1:250

LEGEND	
	LINEMARKING - BARRIER LINE - BB
	LINEMARKING - GIVE WAY LINE - TB
	EXISTING TREE TO REMAIN
	EXISTING TREE TO BE REMOVED



Rev	Date	Description	Des	Verif	Appr
1	18/01/2023	ISSUED FOR INFORMATION			

METRO

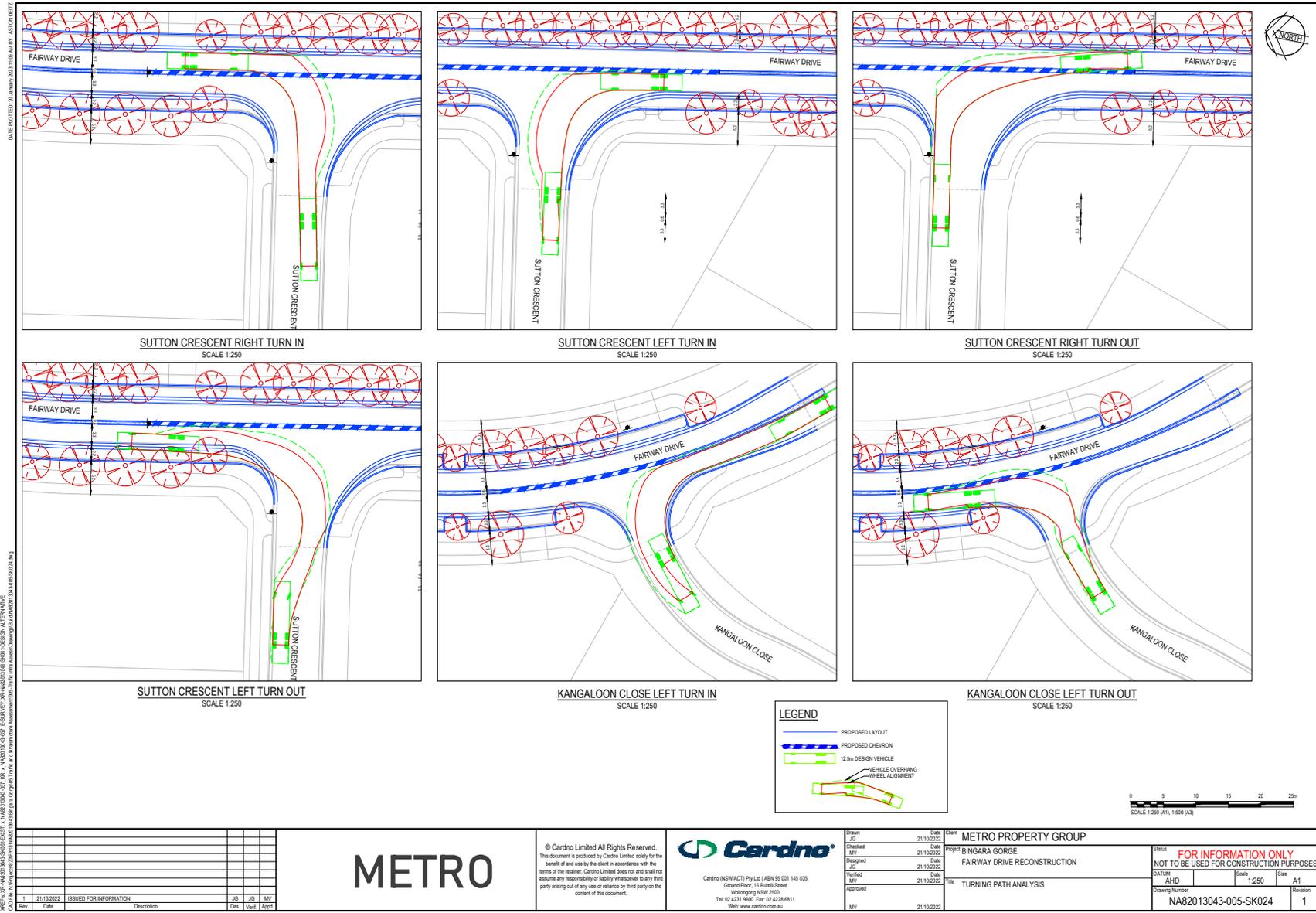
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Cardno (NSW/ACT) Pty Ltd | ABN 55 001 145 035
Level 11, 47 Bunde Street
Woolongong NSW 2506
Tel: 02 4228 4133 Fax: 02 4228 6811
Web: www.cardno.com.au

Drawn	Date	Checkd	Date
MPR	18/01/2023	MPR	18/01/2023
Checked	Date	Checked	Date
MPR	18/01/2023	MPR	18/01/2023
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METRO PROPERTY GROUP
Project: BINGARA GORGE
FAIRWAY DRIVE RECONSTRUCTION
Title: SIGNAGE AND LINEMARKING LAYOUT PLAN - ALTERNATE SHEET 1 OF 3

Status	Scale	Size
FOR INFORMATION ONLY NOT TO BE USED FOR CONSTRUCTION PURPOSES	1:250	A1
Drawing Number	Revision	
NA82013043-005-SK023	1	



DATE ISSUED: 20 January 2023 10:06 AM BY: ASTONZHEZ
 PROJECT: NA82013043-005-FAIRWAY DRIVE RECONSTRUCTION DESIGN AT TERN 1/20
 DRAWING: NA82013043-005-FAIRWAY DRIVE RECONSTRUCTION TURNING PATH ANALYSIS

Rev	Date	Description	Des	Appr
1	21/10/2022	ISSUED FOR INFORMATION	JG	JG MV



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Drawn	JG	Date	21/10/2022	Client	METRO PROPERTY GROUP
Checked	JG	Date	21/10/2022	Project	BINGARA GORGE
Designed	JG	Date	21/10/2022	Project	FAIRWAY DRIVE RECONSTRUCTION
Verified	MV	Date	21/10/2022	Title	TURNING PATH ANALYSIS
Approved	MV	Date	21/10/2022		

Status	FOR INFORMATION ONLY NOT TO BE USED FOR CONSTRUCTION PURPOSES		
Datum	AHD	Scale	1:250
Sheet	A1	Revision	1
Drawing Number	NA82013043-005-SK024		

2 GENERAL BUSINESS

No reports this meeting