

- The timing of the construction of the full Tripoli Way Extension primarily depends on the rate of growth of Tullimbar Village. Its construction can be deferred till about 2018 by the implementation of peak hour clearways on Tongarra Road and improvements to the Terry Street/Illawarra Highway intersection. By this time, planning for the F6 should be more definite. The F6 would complement and magnify the benefits to be provided by the construction of the Tripoli Way extension.

#### 2020

- Assuming that the F6 motorway is to be built by 2020, the preferred set of infrastructure upgrades for this forecast year includes the full construction of Tripoli Way and the construction of an elevated roundabout interchange with F6.
- If the F6 is not constructed by the year 2020, Tripoli Way (Stages 1 and 2) is required to minimise traffic growth impacts along Tongarra Road.

#### 2030

- It is likely that the F6 will be constructed by 2030 and Tripoli Way should be fully constructed through to the F6. The proposed E2 and A3 road links should also be built to provide access to Calderwood Valley, if significant development occurs there by 2030.

Midblock capacity analyses of Tripoli Way identified that one lane in each direction should provide sufficient capacity between Terry Street and the Illawarra Highway (west) for all forecast years. However the section of Tripoli Way near the proposed F6 interchange would require additional capacity with two lanes in each direction needed.

An economic assessment of Tripoli Way Extension identified that:

- Stage 1 of Tripoli Way is not economically viable, either with or without the F6 in operation
- The full stage development of Tripoli Way is economically viable, with or without the F6. When the motorway is completed, the full development of Tripoli Way becomes even more beneficial to the surrounding road network, with further improved economic viability.

#### Tongarra Road

The performance of Tongarra Road is a critical component to the outcome of this study. Of all the options analysed throughout this study, the scenarios outlined above (Option 4 for 2010, Option 13 for 2020 and Option 18 for 2030) provide the most benefit to the important 'shopping strip' of Tongarra Road. Of keynote is the need for the full construction of Tripoli Way in all three 'preferred' options.

Capacity analyses of Tongarra Road indicated that performance of the midblock and intersections along this road would benefit from a peak hour 'clearway' arrangement near the Terry Street intersection (east and west of the junction). This is applicable within the shopping strip from 2010, with or without Tripoli Way Extension, based on current development assumptions included in Council's TRACKS model.

It should be noted that alternate parking would be available for businesses west of Terry Street (in either McGrath Lane or off Russell Street), but businesses east of Terry Street may

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be disadvantaged. It is recommended that a more detailed assessment of the potential impacts of clearways on Tongarra Road be undertaken.

The midblock lane requirements for the 'do nothing' (without Tripoli Way) and the preferred option is summarised in the following table, based on the desired need to achieve a reasonable level of service along Tongarra Road.

Required number of lanes (each way) for Tongarra Road – future years

Road	Road Section	2010	2020	2030
<b>Base Case (‘Do Nothing’)</b>	East of Terry Street	2 lanes	2 lanes	2 lanes
	Terry Street to Hamilton Road	2 lanes	2 lanes	2 lanes
	East of Calderwood Road	1 lane	2 lanes	2 lanes
<b>Preferred Option</b>	East of Terry Street	2 lanes	2 lanes	2 lanes
	Terry Street to Hamilton Road	2 lanes	2 lanes	2 lanes
	East of Calderwood Road	1 lane	1 lane	2 lanes

Note:

The preferred option for each forecast year is as follows:

- 2010 - Option 4
- 2020 - Option 13
- 2030 - Option 18

Tripoli Way does not extend through to the F6 in 2010 as it will not be constructed by this year

This option includes the 'clearway' proposal for Tongarra Road

**F6 Interchange Options**

Three F6 interchange configurations were tested as part of this study, including:

- a full diamond interchange at Tongarra Road, east of Terry Street
- an elevated roundabout interchange linking the F6 to the proposed Tripoli Way
- two half diamond interchanges at Tripoli Way and Church Street (dual interchange).

Of these configurations the elevated roundabout configuration for the F6 motorway provided the most benefit to Tongarra Road and the surrounding local road network. Preliminary investigations indicate that this interchange will not encroach on the Albion Park Airport flight clearance zone. More detailed engineering and environmental investigations of this option are warranted. The RTA should be consulted to initiate these investigations.

In the options, which included an F6 interchange on Tongarra Road (east of Terry Street), no benefit was identified for the critical 'shopping strip' on Tongarra Road. In contrast, the 'dual'

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interchange concept provided significant benefits to Tongarra Road, but increased traffic volumes along Church Street to unacceptable levels.

Key Intersection Requirements

Although many intersections within the Albion Park region have the potential to be impacted upon by the development options tested (due to the redirection of vehicles around the area), most will only experience minor changes. Six intersections were deemed 'critical' in the network. A summary of their existing conditions and future requirements is listed in the following tables. A description of the implications for each of the intersections follows the summary tables.

Intersection control requirements for key junctions – WITHOUT Tripoli Way

Intersection	Existing configuration	Base Case ('Do Nothing')		
		2010	2020	2030
Tongarra Road/ Tullimbar main road	1 lane roundabout (T-junction only)	1 lane roundabout (T-junction only)		
Tripoli Way/ Calderwood Drive	<b>Priority</b> (T-junction only)	<b>Priority</b> (T-junction only)	<b>Priority</b> (T-junction only)	<b>Priority</b> (T-junction only)
Tongarra Road/ Russell Street	<b>Signalised</b> (T-junction)	<b>Priority</b> (T-junction only)	<b>Priority</b> (T-junction only)	<b>Signalised with extra capacity</b> (T-junction)
Tongarra Road/ Calderwood Road/ Macquarie Street	<b>Priority</b> (4-way junction)	<b>Signalised</b> (4-way junction)	<b>Signalised</b> (4-way junction)	<b>Signalised with very large capacity</b> (4-way junction)
Tongarra Road/ Terry Street	<b>Signalised</b> (4-way junction)	<b>Signalised with extended left turn lane and 'clearway'</b> (4-way junction)	<b>Signalised with extended left turn lane and 'clearway'</b> (4-way junction)	<b>Signalised with extra capacity (extra lanes)</b> (4-way junction)

Intersection control requirements at key intersections – under preferred options (WITH Tripoli Way)

Intersection	'Preferred' Case		
	2010 (Option 4)	2020 (Option 13)	2030 (Option 18)
Tongarra Road/ Tullimbar main road	<b>1 lane roundabout</b> (4-way junction)	<b>1 lane roundabout</b> (4-way junction)	<b>1 lane roundabout</b> (4-way junction)

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<b>Intersection</b>	<b>'Preferred' Case</b>		
	<b>2010 (Option 4)</b>	<b>2020 (Option 13)</b>	<b>2030 (Option 18)</b>
Tripoli Way/ Calderwood Drive	<b>1 lane roundabout</b> (4-way junction)	<b>1 lane roundabout</b> (4-way junction)	<b>1 - 2 lane roundabout</b> (4-way junction)
Tongarra Road/ Russell Street	<b>Signalised</b> (T-junction)	<b>Signalised</b> (T-junction)	<b>Signalised</b> (T-junction)
Illawarra Highway/ Tripoli Way extension	<b>2 lane roundabout*</b> (T-junction)	<b>2 lane roundabout*</b> (4-way junction)	<b>Signalised</b> (4-way junction)
Tongarra Road/ Calderwood Road/ Macquarie Street	<b>Priority or Signalised</b> (4-way junction)	<b>Signalised</b> (4-way junction)	<b>Signalised</b> (4-way junction)
Tongarra Road/Terry Street	<b>Signalised with extended left turn lane and 'clearway'</b> (4-way junction)	<b>Signalised with extended left turn lane and 'clearway'</b> (4-way junction)	<b>Signalised with extended left turn lane and 'clearway'</b> (4-way junction)

Note\* Consider a signalised layout initially to reduce future costs of reconfiguring the intersection, but this is dependent on agreement with RTA.

Tongarra Road/Tullimbar Main Road/Tripoli Way

- This intersection is currently a 3-way one-lane roundabout.
- A one-lane roundabout will continue to operate satisfactory for all future forecast years, even with Tripoli Way extension. This is based on the assumption that there will be very little future traffic growth via Macquarie Pass.

Tripoli Way/Calderwood Road

- This is currently a minor T-junction under priority control.
- As part of the preferred future options (all years) this intersection will become a 4-way junction. A one-lane roundabout will be suitable for the years 2010 and 2020, but an additional circulating lane may be required for 2030.

Tongarra Road/Russell Street

- This intersection is currently a signalised T-junction.
- Without Tripoli Way extension, the current configuration is acceptable until 2030, after which it may require additional capacity.
- The existing configuration can be maintained for all future years with the implementation of the preferred option.

Illawarra Highway/Tripoli Way Extension

- This intersection does not currently exist.  
With Tripoli Way in 2010 a two-lane roundabout is required in the form of a T-junction.
- This will need to be expanded to a 4-way, two-lane roundabout for the 2020 preferred option.
- By 2030 this intersection will require signalisation for the preferred development option. Thus it may be best to construct a signalised intersection initially, if agreement has been reached with RTA for the Tripoli Way interchange with the F6 and approval is given for significant development in Calderwood Valley.

#### Tongarra Road/Calderwood Road/Macquarie Street

- This is currently a priority controlled 4-way intersection, with priority given to Tongarra Road.
- If Tripoli Way is not constructed by 2030 this intersection will require a very large intersection configuration, with very large turning volumes expected into Calderwood Road.
- This intersection will most likely require signalisation by 2010, with or without the Tripoli Way Extension. Statistically this intersection could still operate under priority control up until this year, but turning vehicles will suffer excessive delays. However, it is recommended that this intersection be upgraded to signals to aid with pedestrian safety for the nearby school and shops.

#### Tongarra Road/Terry Street

- This is currently a signalised 4-way intersection.
- Under the 'base' (do nothing) scenario the intersection could operate satisfactorily with an extension to the left turn slip and 'clearway' conditions along Tongarra Road, until around 2020. Beyond this (at least by 2030), significant additional capacity would be required via a major reconfiguration of the intersection involving possible land acquisition.
- The implementation of the preferred option will also require the extension to the slip lane (to the McGrath Lane exit – around 60m) and 'clearway' conditions by 2010, however this should provide satisfactory performance up to and possibly beyond 2030.

#### Changes to Section 94 Plan

The Albion Park traffic component of the Section 94 Contributions Management Plan was last reviewed in 2000. Since this time a number of the infrastructure upgrades planned for the Albion Park area have been completed and are now in operation. As a result, this Section 94 Plan requires updating to reflect the recent changes to the road network in the region and to incorporate the infrastructure upgrades and associated new costs recommended in this report.

The list of recommended 'Road Works' in Section 13.2 of the Section 94 document identifies nine key infrastructure upgrades associated with the road network. Some of these have since been constructed and therefore require an amendment to represent the current and recommended list of upgrades as noted in the following table. Some new additions are also required, as identified in the following tables.

#### Review of existing 'Road Works' list

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<b>Existing List of Road Works</b>	<b>Comments/Recommendations</b>
Albion Park West Collector	This should remain in the plan
Albion Park by-pass	This be referred to as the 'Tripoli Way Extension' and be implemented to the 'full' stage, instead of the only stage 1 as defined in the existing plan.
By-pass/Calderwood Road intersection	This should remain in the plan as it is recommended to be upgraded to a roundabout. Should be referred to as Tripoli Way/Calderwood Road intersection.
Tongarra Road/Calderwood Road intersection	This should remain in the plan as it is recommended to be upgraded to signalisation in the future.
Tongarra Road/Church Street intersection	Should be DELETED, as this upgrade will be funded by the developer of Tullimbar Village.
Terry Street/Church Street intersection	This should remain in the plan as it is recommended to be upgraded to a roundabout. (work currently in progress)
Taylor Road traffic calming	Should be DELETED, as this how now occurred.
O'Gorman Street traffic calming	Should be DELETED, as this how now occurred.
Terry Street/East-West Link Road intersection	Should be DELETED, as this how now occurred.

Required additions to the Section 94 'Road Works' list

<b>Required additions to the list of 'Road Works' in the Section 94 Plan</b>	<b>Comments/Recommendations</b>
Illawarra Highway/Tripoli Way extension intersection	This is only required if the Tripoli Way is extended through to the Illawarra Highway. If agreement is reached with the RTA this should be signalised to allow for future extension through to the F6.
Tongarra Road/Terry Street intersection	Requires extension to the left turn slip lane from Tongarra Road (EB) to Illawarra Highway (NB). This should be extended back to the McGrath lane exit.
Tongarra Road	Implementation of peak hour 'clearway' sections east and west of Terry Street.

## **Consultations**

### **Internal**

Director Operations & Services  
Group Manager Planning Services

### **External**

#### Roads & Traffic Authority (RTA)

The RTA has no objection in principle to the recommendations of the report and supports its public exhibition for the purpose of community consultation.

#### Department of Planning

The department is aware of concerns with the previously proposed diamond interchange at Tongarra Road and agrees there may be benefits in relocating the interchange – in some form – further north.

## **Considerations**

### **Financial/resources implications**

There are no direct funding implications associated with this report. However, future decisions on the provision of traffic and road infrastructure will have finance and resource implications.

### **Legal & policy implications**

There are no direct implications associated with this report. However, the traffic study will inform the review of Council's Section 94 Plan and the preparation of the urban fringe and comprehensive local environmental plans. Council recommendations that consequently flow from the study will inform future capital works programs.

### **Public/social impact**

The report recommends various traffic management and road infrastructure changes to improve traffic flow in Albion Park. Publicly exhibiting the study will help inform Council of potential public and social impacts.

### **Options**

1. To approve the Albion Park Traffic Study for public exhibition.
2. To not approve the Albion Park Traffic Study for public exhibition.

## **Conclusions**

The Albion Park Traffic Study examines the need and justification for various road infrastructure facilities. Public exhibition of the study will allow community input on its recommendations prior to the Council making decisions on the provision of these facilities.

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Approved for Council's consideration:



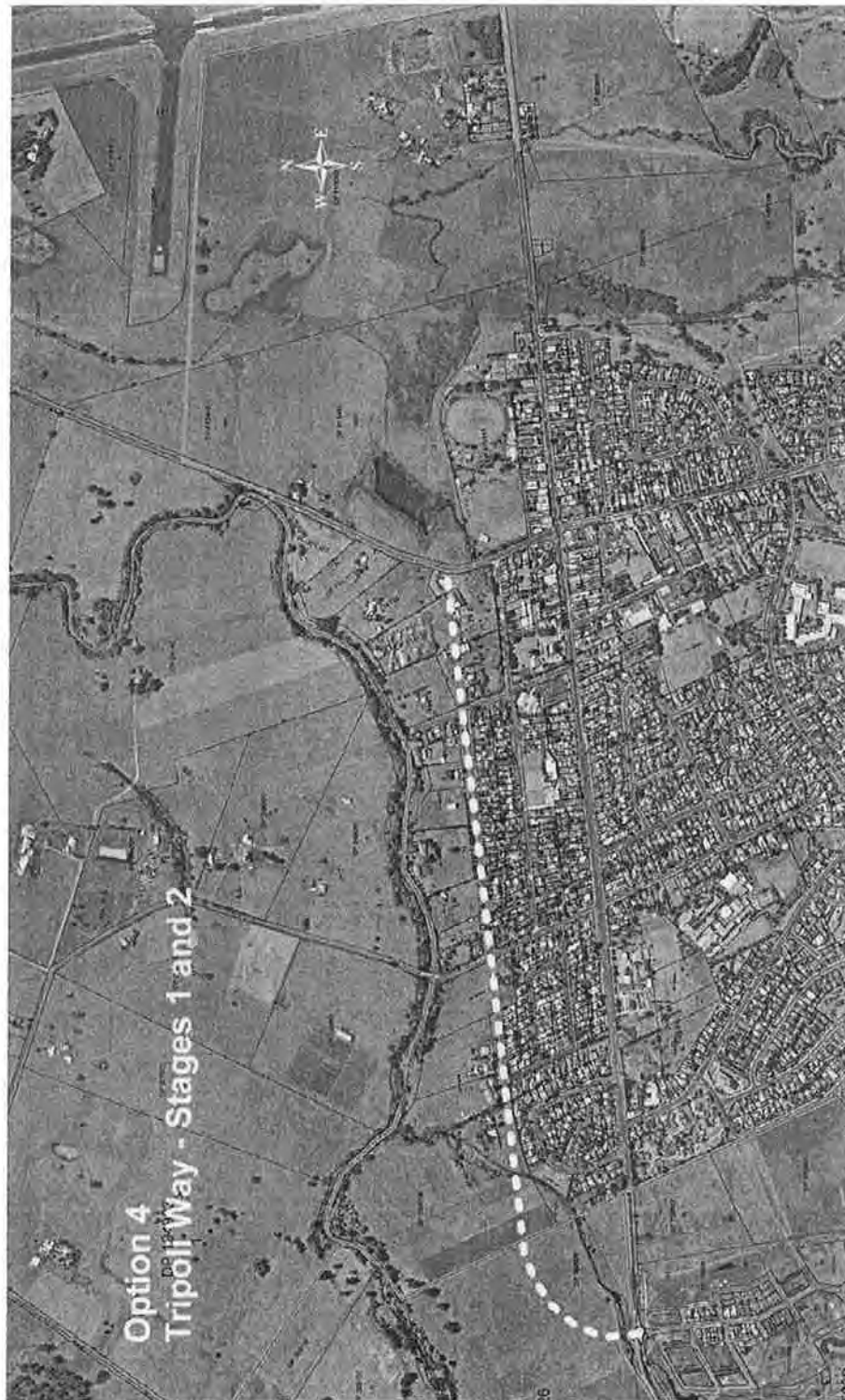
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**Attachments**

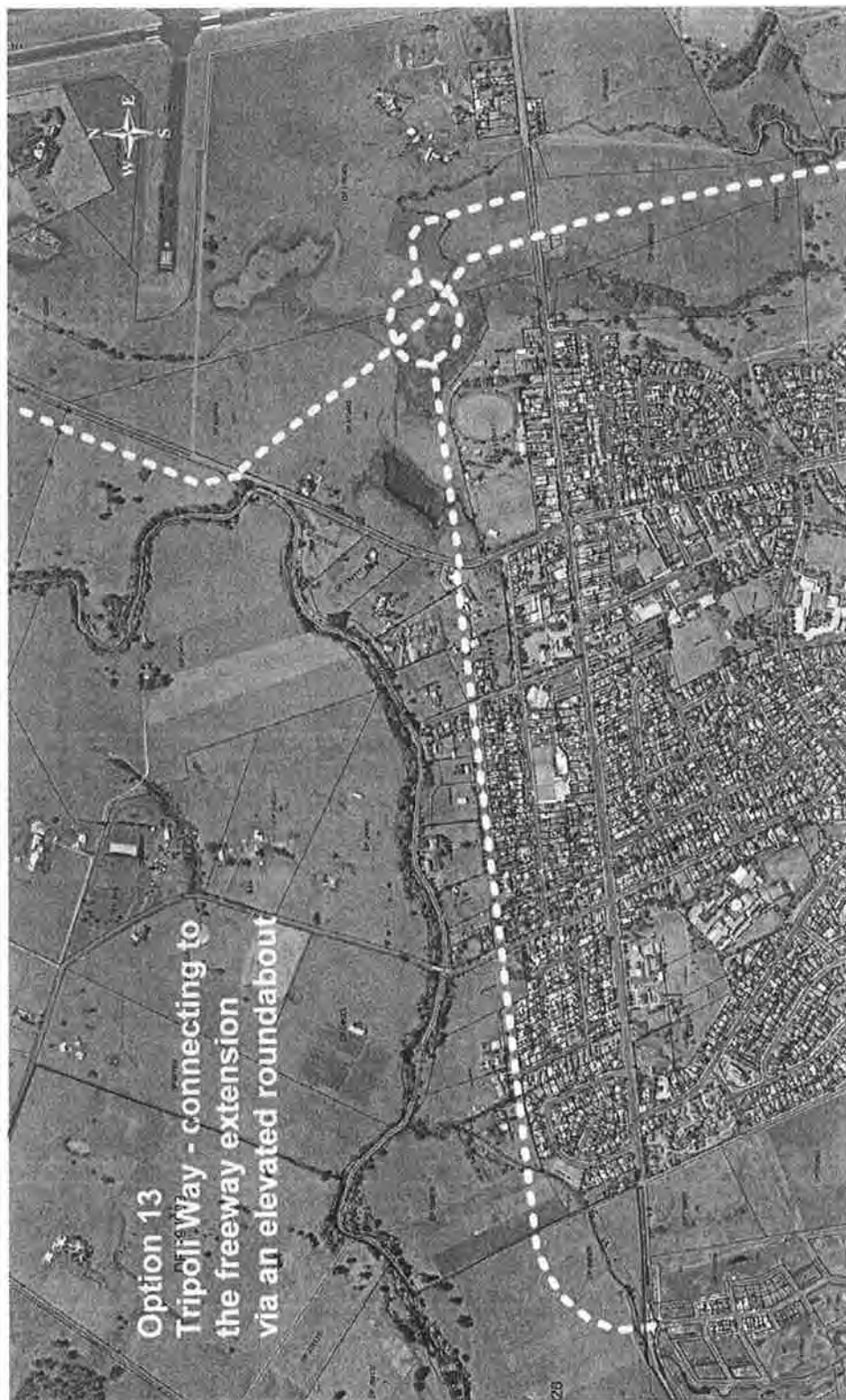
1. Plan of Option 4
2. Plan of Option 13



Attachment 1 – Plan of Option 4  
Albion Park Traffic Study



Attachment 2 – Plan of Option 13  
Albion Park Traffic Study



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4. That Council's budget be amended accordingly.

CARRIED UNANIMOUSLY

**11.7 Albion Park Traffic Study - Public Exhibition (8765590)**

- 401 RESOLVED: Hawker/Bird That this item be deferred pending a briefing of Councillors on the traffic study and then reported back to Council.

CARRIED UNANIMOUSLY

Councillor Hawker called for an urgent report to Council regarding the removal of the heritage order from the dairy affected by the Tripoli Way Option.

**11.8 Koona Bay Shared Use Path - Approval Of Preferred Option (8737743)**

Councillor Bird asked if Council officers could provide Councillors with a flow chart outlining the steps undertaken with this type of development from submission to completion.

Councillor Briggs asked that the sewerage issues be addressed and reported back to Council.

9.13 pm Councillor Briggs here left the chamber

9.16 pm Councillor Briggs here returned to the chamber

- 402 RESOLVED: Gillett/Bird

1. That the Council approve Option 2 the Partial Foreshore Filling option as the preferred route for the Koona Bay Shared Use Path.

FOR VOTE - Cr Hamilton, Cr Hawker, Cr Briggs, Cr Gillett, Cr Bird, Cr Hore, Cr Leedham  
AGAINST VOTE - Cr Mifsud, Cr Rose, Cr Stewart

**11.9 Weed Removal and Regeneration Grant Funding (8757878)**

- 403 RESOLVED: Briggs/Rose

1. That the Council resolve to accept SRCMA's grant offer of \$56,900 (49%) towards Weed Removal and Bush Regeneration at Blackbutt Reserve, Croom VCA, Elizabeth Brownlee Reserve, Horsley Creek, Oakey Creek, Abercrombie Reserve and Alex Hoffman Park and amend budget accordingly.
2. That the Council resolve to allocate matching funds of \$22,500 for the Blackbutt Reserve, Croom VCA and Elizabeth Brownlee projects from existing Parks & Gardens Operational budget allocations.

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3. That the Council consider allocating funds for the Horsley Creek, Oakey Creek, Abercrombie Reserve and Alex Hoffman Park projects (\$35,830) as outlined in report No. 11.14 in this business paper.

CARRIED UNANIMOUSLY

**11.10 Southern Rivers Catchment Management Authority - Urban Stormwater Improvement Program - Grant Offer (8766413)**

404 RESOLVED: Leedham/Mifsud

1. That the Council resolve to accept the Urban Stormwater Improvement grant totalling \$50, 000 from SRCMA and amend the budget accordingly.
2. That the Council consider allocating its \$50,000 matching funds as outlined in report 11.14 in this business paper.

CARRIED UNANIMOUSLY

**11.11 Review of Fee Reduction Policy (8762983)**

405 RESOLVED: Hawker/Gillett

1. That the Council adopt the amended Fee Reduction Policy
2. That Council write to the registered charities in Shellharbour City advising of the amendments to the Policy and new requirements.
3. Further that charities be encouraged to implement what measures they can to discourage illegal dumping including installation of signage on collection bins advising what items are acceptable as donations.

CARRIED UNANIMOUSLY

**11.12 Australian Government Attorney-General's Department, 'Working Together to Manage Emergencies - Local Grants Scheme' for 2007/08 Grant Funding Offer (8768145)**

406 RESOLVED: Rose/Hore

That the Council accept the grant of \$59,510.00, GST inclusive, from the Australian Government Attorney-General's Department for the 'Working Together to Manage Emergencies – Local Grants Scheme' to incorporate the new Shellharbour Emergency Operations Centre into the Illawarra Rural Fire Service Control Centre at the Airport and amend the budget accordingly.

CARRIED UNANIMOUSLY

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Shearwater Boulevard, Albion Park Rail under Section 80 (3) (Deferred Commencement) of the *Environmental Planning & Assessment Act 1979* subject to the 30 conditions following the conclusion.

CARRIED UNANIMOUSLY

**11.5 Forward Program for Capital and Stormwater Service Charge Works (2008/2011) (8806692)**

572 RESOLVED: Briggs/Leedham

1. That the Council adopts the draft three year citywide Forward Capital Works Program, the Main Roads Network and the Stormwater Service Charge Program, 'Attachment 1', 'Attachment 2' and 'Attachment 3', subject to any future amendment in conjunction with the annual review of the Program.
2. That the 2008/2009 Capital Works Program and Main Roads Network comprising those projects listed in the three year 2008/2011 Forward Capital Works Program be approved.
3. That the projects included in the Program, which do not have 100% funding be staged or deferred as appropriate.
4. That the 2008/2009 Stormwater Service Charge Program comprising those projects listed in the three year 2008/2011 Forward Stormwater Service Charge Program be approved.
5. That the 2008/2011 Capital Works Program, Main Roads Network and Stormwater Service Charge Program, be included in the draft budget for consideration by the Council at its extraordinary meeting early next year.
6. That any increase in the Financial Assistance Grant (Roads Component) for 2008/2009 be allocated to offset jobs in the Capital Works Program currently funded from general revenue.

CARRIED UNANIMOUSLY

The Mayor here returned to the chamber.

**11.6 Albion Park Traffic Study - Public Exhibition (8814045)**

573 RESOLVED: Hawker/Greig

1. That exhibition of the Albion Park Study be deferred
2. Council resolve, in line with its policy on the Tripoli Way extension being constructed in a single stage that prior to the exhibition of the Albion Park Traffic Study, to make a formal request to the Minister for the lifting of the heritage order on the old Albion Park dairy in Calderwood Road as a matter of urgency.
3. That pending advice from the Minister a further inspection of the sites in question be arranged.

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CARRIED 10/3

For Vote: Hamilton, Hawker, Greig, Briggs, Bailey, Gillett, Bird, Hore, Leedham, Stewart  
Against Vote: Rose, Mifsud, Jeffreys

### **11.7 Formation of Floodplain Risk Management Committee for Macquarie Rivulet Catchment (8814430)**

574 RESOLVED: Briggs/Rose

1. That Council endorse the formation of the Macquarie Rivulet Floodplain Risk Management Committee (Macquarie Rivulet FPRMC).
2. That Council consider the election of Councillor representatives (1 - 3) on the committee.
3. That Council advertise for three community representatives to take up roles on the committee including one from the development industry.

CARRIED UNANIMOUSLY

### **11.8 Small Environmental Project Grants (8807858)**

575 RESOLVED: Briggs/Bailey

1. That the Council resolve to approve the following grants and amend the budget accordingly.
  - Warilla Baptist Preschool - Playground Improvements \$2,000
  - Mount Terry Primary School – The Living Classroom \$1,100
  - Body Corporate Group – Creek Restoration \$1,500
  - Nazareth Catholic Primary School – Seeding The Future For All \$2,000
  - St Josephs Catholic High School – Outdoor Classroom \$500
  - Grey Street Reserve Community Group – Bush Regeneration \$2,000
2. That the Council resolve to defer consideration of the applications from Shell Cove Primary School, Shell Cove Bushcare Group and Blackbutt Bushcare Group until further discussions are held with the applicants.
3. That the Council resolve to decline applications from Tullimbah Landcare and Mount Warrigal Bushcare groups as they have already been supported with Council funding under Southern Rivers Catchment Management Biodiversity Program this financial year.

CARRIED UNANIMOUSLY

**9. Administrator's Minutes**

Nil

**10. General Manager's Office**

Nil

**11. Operations & Services Division**

**11.1 Albion Park Traffic Study - Public Exhibition (8946973)**

259 RESOLVED:

That Council:

1. Endorse the Albion Park Traffic Study for the purpose of placing it on public exhibition.
2. Exhibit the study for a minimum of 28 days.
3. Require that a further report on the submissions resulting from the public exhibition be submitted to Council.

**11.2 Request for Financial Assistance - Albion Park Oak Flats Rugby League Club (8947698)**

260 RESOLVED:

1. That Council allocate up to \$15,000 from Ward A sportsfield funds to provide a CCTV security system for the multi purpose indoor facility at Centenary Field and adjust the budget accordingly.
2. That Council consider the funding request for the installation of security shutters, on the glass panels on the lower floor of the multi purpose indoor facility at Centenary Field, in conjunction with the applications received under Round 1 2008 Sportsfield Capital Improvement Program.
3. That the General Manager approach the local State and Federal Members of Parliament to ascertain if any funding may be available towards the installation of the security shutters. Also, that the General Manager inform the Administrator of the outcome of the request, as well as inform Mr Tom Hawker who had spoken on the matter in Public Participation.

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## Media Release 23 July 2008

### SHARED PATH STRATEGY TO GO ON PUBLIC DISPLAY

Shellharbour City Council will seek the community's views on a new strategy for managing cyclist and pedestrian pathways in the city.

Council Administrator David Jesson last night endorsed the Draft Shellharbour LGA Shared Use Path Strategy 2008 for public exhibition and comment.

The draft document is the result of a review of Council's previous Bike Plan, adopted in 1996.

"Clearly there have been considerable changes in the city over the last twelve years, and there was a need for a comprehensive review of the way Council manages the city's shared use pathways," Mr Jesson said.

"Council recognises that cycling and walking are enjoyable activities that offer many benefits to individuals and to the community as a whole. We want to ensure the city's shared path infrastructure meets the needs of users well into the future."

The draft strategy will be placed on public exhibition for a period of four weeks. If a strategy is ultimately adopted, a shared use path user map/guide will be produced.

Also at last night's meeting, Council's Administrator endorsed a traffic study for Albion Park, to enable it to be placed on exhibition for public comment.

The Albion Park Traffic Study looks at current and future traffic management issues and road infrastructure needs in and around Albion Park, and proposes a number of options.

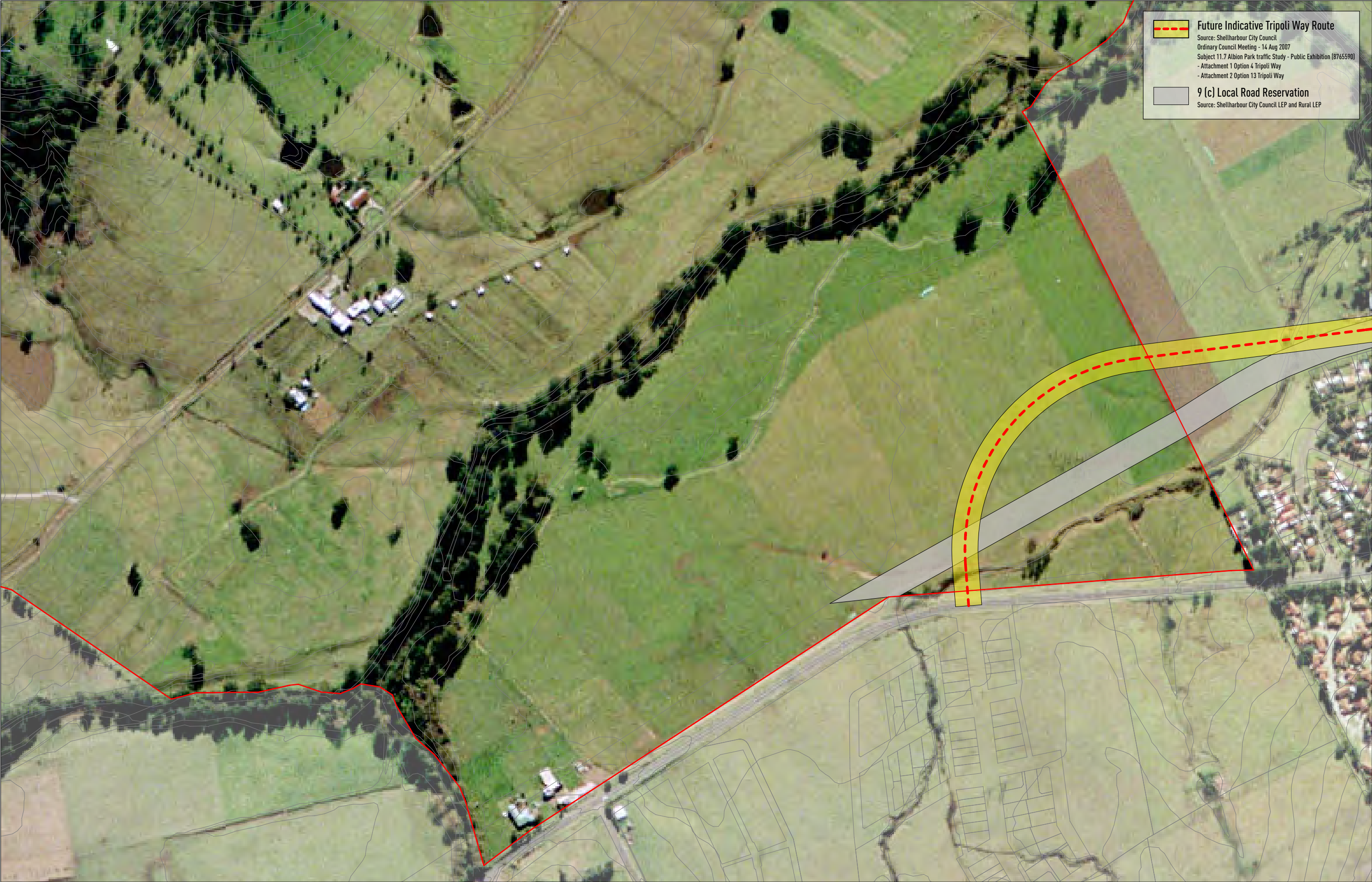
Public exhibition periods for both the draft Shared Use Path Strategy and the Albion Park Traffic Study will be advertised shortly.

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## ATTACHMENT C



Stage/Phase  
**Stage 1**  
Project  
**Calderwood**

Drawing Title  
**Indicative Tripoli Way Route**  
Development Team  
Joint venture managed by Delfin for  
Calderwood Properties Pty Ltd  
**Delfin**  
Lend Lease

Consultants  
**Cardno**  
Shaping the Future  
**Environmental Partnership**  
**Douglas Partners**  
Consultants  
**eco logical**  
AUSTRALIA  
**JBA**  
Urban Planning  
Consultants

Notes

Issue	Date	Amendment
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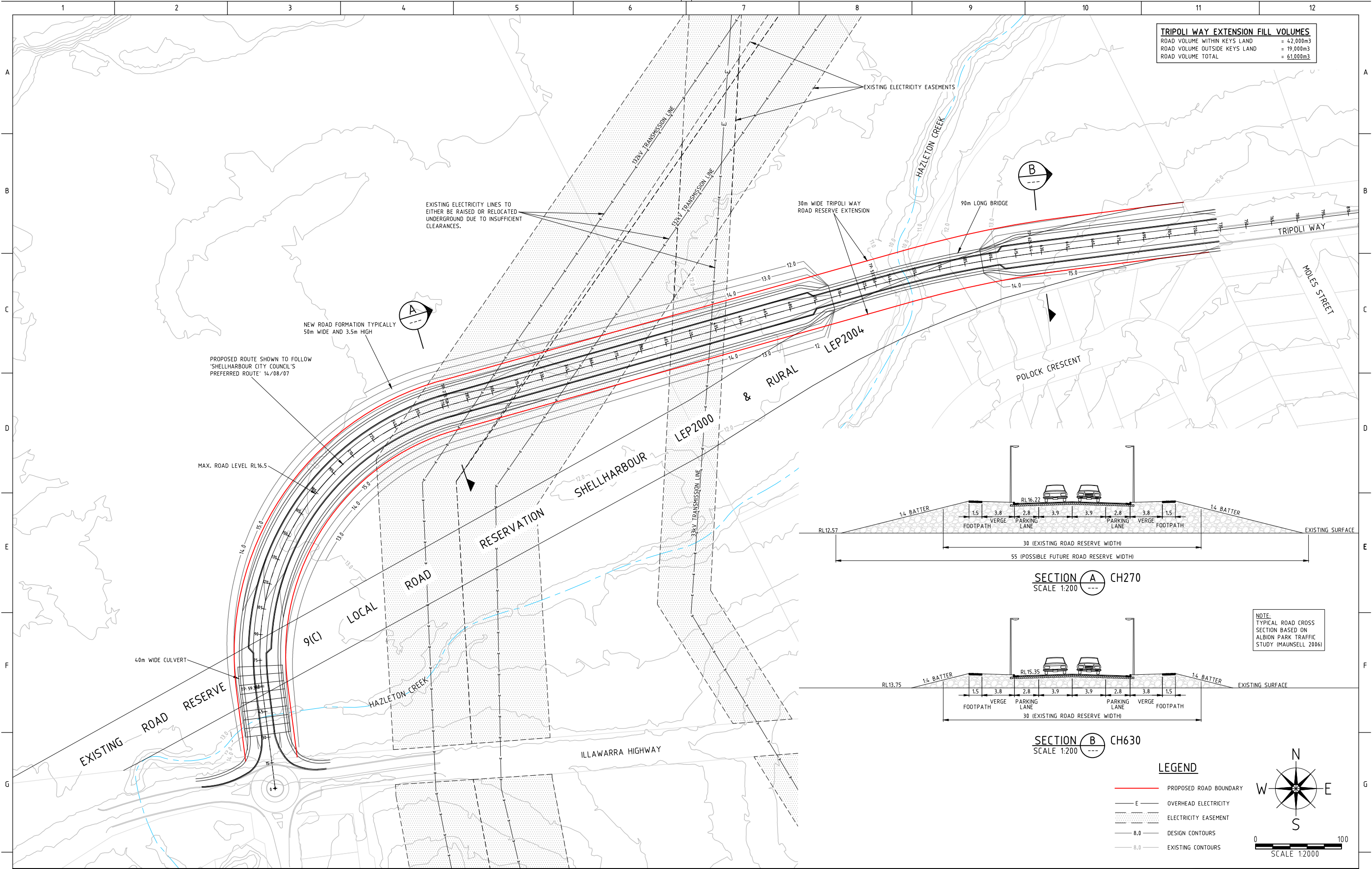


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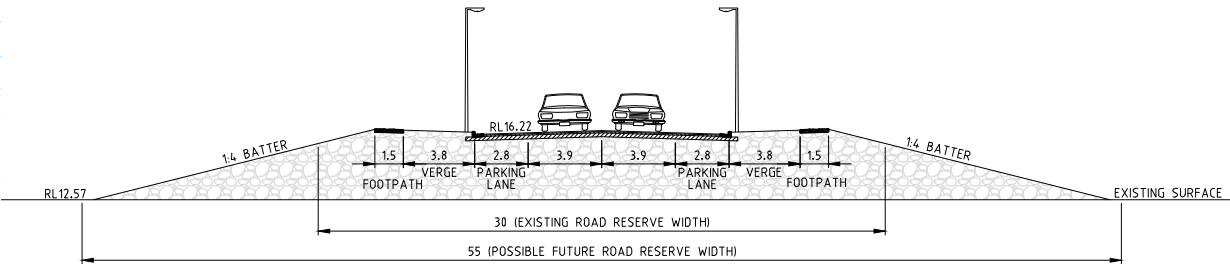
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Plan Number  
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## ATTACHMENT D

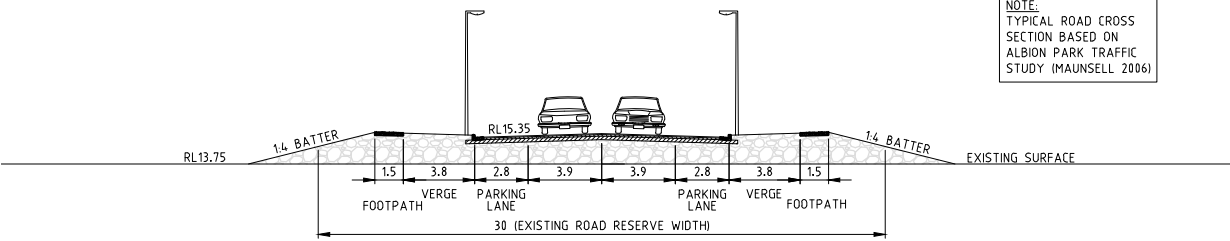




TRIPOLI WAY EXTENSION FILL VOLUMES	
ROAD VOLUME WITHIN KEYS LAND	= 42,000m3
ROAD VOLUME OUTSIDE KEYS LAND	= 19,000m3
ROAD VOLUME TOTAL	= 61,000m3



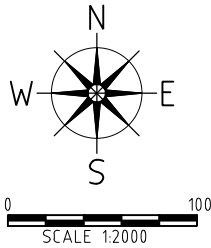
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SECTION B CH630  
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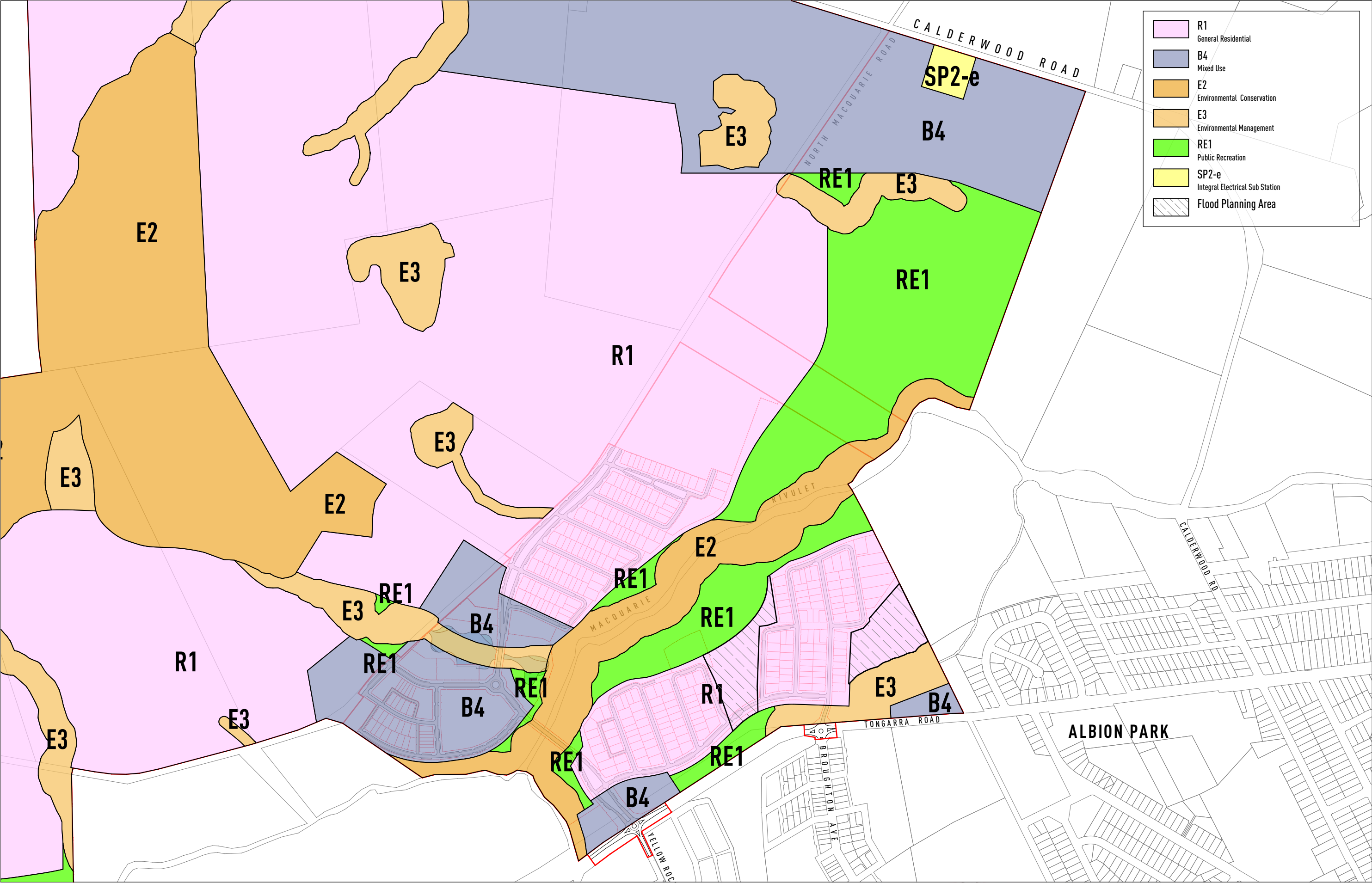
NOTE:  
TYPICAL ROAD CROSS  
SECTION BASED ON  
ALBION PARK TRAFFIC  
STUDY (MAUNSELL 2006)

- LEGEND**
- PROPOSED ROAD BOUNDARY
  - OVERHEAD ELECTRICITY
  - ELECTRICITY EASEMENT
  - DESIGN CONTOURS
  - EXISTING CONTOURS



REV	DATE	BY	APP.	DETAILS	DRAWING STATUS			SCALE: (on A1 Original)  1:1000	  278 KEIRA STREET, WOLLONGONG, NSW 2500 Ph: (02) 4228 4133 Facsimile: (02) 4228 6811 ACN 003 936 981 <i>This drawing is subject to COPYRIGHT. It remains the property of Forbes Rigby Pty Ltd</i>	PROJECT TITLE  CALDERWOOD URBAN DEVELOPMENT PROJECT  for DELFIN LEND LEASE	DRAWING TITLE  TRIPOLI WAY EXTENSION TO ILLAWARRA HIGHWAY			
					DESIGN BY	AJM/DFL	22/07/10				Project No. 110026	Com No. 6	Drawing No. 6100	REV PO
					DRAWN BY	AJM	22/07/10							
					DRAFTING CHECK									
					DESIGN CHECK									
					FINAL APPROVAL									
					<b>DRAFT</b>			HEIGHT DATUM AHD						

## ATTACHMENT E



Stage/Phase  
**Stage 1**  
Project  
**Calderwood**

Drawing Title  
**Zoning Revised**  
Development Team  
Joint venture managed by Delfin for  
Calderwood Properties Pty Ltd  
**Delfin**  
Lend Lease

Consultants

  
Shaping the Future









Notes

Issue	Date	Amendment
A	04 / 03 / 2010	DOP Part 3A Submission



Scale 1:8,000 @ A3

0m 100 150 200 300 400

Drawn DB  
Checked RB  
Job No 105152  
Drawing Number At E2

N

Issue  
**A - DOP Part 3a**  
Plan Number  
**At E2**