

Clough Projects
PO Box 460
Dapto NSW 2530

APPLICATION **RO-2022/312**
Date 02 September 2022

CONSENT – SECTION 138 ROADS ACT 1993

Wollongong City Council consents to the works described below:

| | |
|------------------------------------|---|
| Description | Occupy the end of Yallah Bay Road with a road closure under traffic control as per Traffic Committee approval for construction project of Tallawarra B Power Station. |
| Location | Lot 110 DP 1050302 Yallah Bay Road YALLAH NSW 2530 |
| Start Date | 02 September 2022 |
| The Consent Will Expire On: | 01 November 2022 |

This consent is granted subject to the following conditions:

1. Compliance with Acts - LGA, Roads, WH&S and AS1742
Compliance with the Local Government Act 1993, Roads Act 1993, WH&S Act 2011 and AS1742

2. Permit does not confer, imply for EPA Act 1979
This consent is issued under Section 138 of the Roads Act and covers works within the road reserve only. Approvals issued under the Roads Act do not confer or imply the granting of development consent for the purposes of the Environmental Planning and Assessment Act 1979 or any other Planning Legislation or Policy.

If the work(s) or structure(s) the subject of this consent extends outside of the road reserve and into public or private land, they may amount to development that requires additional approvals. It is the responsibility of the Applicant to undertake checks and obtain the required development consent from Council prior to commencing any works in reliance on this consent.

Note: Where it is proposed to use neighbouring airspace to swing a jib of a crane and oversail into the neighbouring airspace, the adjoining owner's consent via a crane licence agreement or an access order from the court must be obtained. Failure to obtain approval may be considered trespass and construction may be stopped by a court order.

3. Area Specified in Traffic Management Report
The applicant is responsible for making the area specified in the Traffic Management report submitted with the application for this Consent safe for pedestrians and traffic.

4. Notification of Final Restoration Works

The Applicant is responsible for undertaking final restoration of the work area as soon as practicably possible, but within 14 days after work has been complete. Council must be notified of the final restoration works.

Note: It is the applicants responsibility to arrange a final inspection and refund of damage deposit bond (where one has been paid), following the works.

5. Pedestrian Access

Pedestrian Access past the site is to be available at all times. Access past the site must be no less than 1.5 metres wide, of footpath, and must be maintained and free of obstruction to pedestrians at all times. Traffic Controllers must be on site and available to escort pedestrians as required.

6. Keep Road Reserve Clear

Road Reserve to be kept clear of debris from worksite.

7. Transport NSW (TfNSW) Accredited Traffic Controllers

Traffic Control must be performed by qualified traffic controllers that are Transport NSW (TfNSW) accredited:

- a. Hold Traffic Control Certification Level 1 – Traffic Controller.
- b. Hold Traffic Control Certification Level 2 – Apply Traffic Control Plans.

8. Comply with all Conditions of Consent

The Applicant is responsible for complying with ALL conditions of consent. It is the Applicants responsibility to note the expiry date and ensure the approval is extended and appropriate fees paid if the work must continue. Extension of approval must be arranged prior to expiry of current approval. Failure to renew the approval may result in issue of infringement notice.

9. Contractors Require Public Liability Insurance

The Applicant/ Principle Contractor of this road occupancy consent must ensure all sub-contractors working within the approved area have current public liability insurance to the value of 20 million dollars. The public liability insurance must be valid for the duration of the work.

10. Restoration in Roadway

- a. Any trench within the road carriage way must be minimum 450mm (measured from lip of kerb) but ultimately, wide enough to cover the extent of installation plus asphalt restoration overlap.
- b. The trench backfill must be compacted with a vibratory plate compactor to achieve the most efficient compaction possible.
- c. The joint between new and existing asphalt shall be vertical and cut by diamond saw or milling machine. The vertical face of the old asphalt shall be treated by bituminous tack coating.
- d. Asphalt placed, as restoration shall extend in plan providing a minimum of 100mm overlap beyond the trench excavation.
- e. The subgrade must be prepared to ensure support of rolling compaction.
- f. The back fill material of cement stabilised DGB (minimum 5% cement binder) must be used. Back fill must be Placed in 250mm layers (compacted height).
- g. Compaction of any base material must be to minimum 100% SMDD.
- h. The final asphalt wearing course must be Surfaced with a top layer of 70mm AC10 minimum.

Note: When backfilling a trench, 7Mpa lean mix concrete may be used in place of compacted roadbase where access and compaction is too difficult. The AC wearing course will remain as 70mm AC10 minimum as stated above.

11. Restoration of Nature Strip / Footpaths

- a. Any area within the road reserve disturbed by the trenching/ installation works must be filled and suitably compacted. The areas shall be levelled with suitable debris free topsoil.

- b. Topsoil fill must be flush with existing footpaths and top of kerbs and returned to ensure area is immediately stabilised. Note: Topsoil and seeding is not supported, unless express approval is given by Council.
- c. Any hardstand footpaths disturbed by works shall be restored to Council standard. Restoration of paths must incorporate complete segments. Partial restoration is not permitted.

Note: The roadway must be reopened at the end of each shift. The work shall be arranged to ensure all trenching is backfilled at the end of each shift and/or slip-free steel plates are placed over the work area to provide safe, hazard free passage past the work site. In situations where work is incomplete due to emergency or unforeseen circumstance, traffic control must remain in place and the worksite must be supervised under 24hr traffic control personnel.

12. Site Safety Management

Site safety management must be in place prior to any works commencing. Site safety management plan must be in accordance with Australian Standard AS1742 – Traffic Control Devices for Works on Roads and the Transport for NSW (TfNSW) Traffic Control at Worksites Manual.

13. Environmental Sediment Controls

Environmental sediment controls must be in place prior to work commencing and maintained as required to ensure compliance with current Environmental Standards and Legislation.

Notes

1. Persons benefiting from this approval under S138 of the Roads Act 1993 are advised that between the 17-25 September 2022 Wollongong will host the UCI road world championships. This is one of the biggest annual cycling events in the world and will generate international visitation and focus. The event will require temporary road closures which will limit access to construction sites, residences and businesses at times. The event may also generate noise, odour, traffic and have longer hours of operation.

When planning any construction or business/residential activity, we suggest you keep this period in mind to minimise disruptions that may impact on you. Further detail on routes and anticipated road impacts will be available from 2022.

2. Dial before you dig

Beware: Damage to cables and conduits can disrupt services and cost **YOU** money. For prompt location of cables and conduits please ring 1100. Calls to this number are free.

This letter is authorised by:

Patrick Noferi

Road Occupancy Construction Officer
Wollongong City Council
Telephone (02) 4227 7111