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**Venue:** Camden Haven High School

**Time:** 6.00pm

**Date:** 30 October 2001

**Present:** Ron Clapton  
Ian Ferguson  
Alan Grady  
Roger McCosker  
Kelvin Limbrick  
Owen Gill  
Barry Barr  
Allan McIntyre  
Jan Kuras  
Tracy Dignum  
John Branch  
Ray Dallen, RTA  
Alistair Kerle, Arup  
Helen Weston, Arup  
Tony McNamara, ERM  
John Hamilton, Arup  
Bob Higgins; Pacific Highway Manager

**Apologies:** Ian Jackson

### 1. Introduction & Welcome

- Tony McNamara outlined the agenda.

### Matters Arising

- ❖ The functions of the CFG are to be discussed in Newsletter No. 4.
- ❖ Cross Roads – generally avoided in design of new road. To be addressed in design of new road.
- ❖ Is it possible to put advance warning sign at Bobs Creek Road?
- ❖ Bus stop areas on 110km section of highway.  
Design issue – to be the subject of liaison with bus operators.
- ❖ School bus safety pamphlets? – Can they be provided to schools for the advice of parents pick up/dropping children?

# ARUP

## 2. Progress of Investigations

### • Engineering Investigations

- Geotech work has now been completed.
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- Divers have investigated the underwater remains of the former bridge at Camden Haven River. Answers – Rubble is present on the river floor but not anticipated to be a major problem should the new bridge be located on the downstream side.
- Outcome of meeting with Rail Infrastructure Corporation (RIC):
  - No major issues
  - Access to Rail is an issue to be addressed
  - No immediate upgrade plans by RIC (future – lines on map only)
  - Prefer road on east side of town at Kew
  - Concern re signal box at Johns River

### • Environmental Investigation

Two areas of further work:

Timing for announcement of preferred option and subsequent timing of EIS investigations in seasonal terms has resulted in decision to undertake baseline aquatic and terrestrial ecological investigations for all options sufficient for EIS purposes during Spring and period of greatest seasonal activity. Aquatic Ecological investigations to commence to EIS level within 1 week at:

Herons Creek  
Camden Haven  
Stewarts River

Terrestrial ecologists also doing EIS level baseline investigations from Monday week (3 weeks work)

Investigations suitable for use for any option for EIS purposes and will provide a broader understanding of ecology in the region.

## 3. Community Issues - Issues Raised

- Few questions on timing of preferred route.
- Ron Clapton asked when the lights will be installed at Kew?  
Advised work starts next week and it is proposed they will be working by end of November
- John Branch asked how will the phasing of light occur?  
Advised the cycle will have a height detector to favour trucks.

Information was presented on details for the traffic lights.

#### 4. Preliminary Design Issues

Outcomes from Value Management Workshop and other design issues discussed.

a) Option K-A - Issues from Value Management Workshop

- Moving away from river, moving closer to railway

Findings

- Road can be moved approx 90m away from river but impacts more severely on creek near Homedale Road.
- Road could be shifted closer to rail alignment but geometric considerations limit extent of movement while still maintaining 110km/h design speed.
- In the overall context the adjustments to K-A are minor only and would not affect its status or priority. The modifications considered would not significantly affect the cost of Option K-A.

b) Options K-B/K-C/K-D – no change

c) Option K-E – attempt to achieve better earthworks balance

- Merges with existing highway sooner to north of Kew
- K-E confirmed cheaper than K-F
- Hard rock on KE reduced therefore reduces cost.
- South of Ocean Drive – no change to K-E

d) Look at interchanges north and south on K-E

- An option has been prepared showing an off ramp on the north side of Kew which would direct south bound traffic leaving the highway through Kew via the old highway. The topography and skew angle requires a long one-way bridge over the Bypass, adding to the cost of this option
- Two options have also been prepared showing how southbound traffic wishing to join the upgraded highway could be directed south through Kew on the old highway alignment. The first option which diverts traffic along the Tathra Road past the Police Station would require additional landtake from some properties in the Glen Haven residential area. The second option uses the existing highway almost to Sunnyvale Road with a tunnel under the new highway for rejoining south bound traffic. Old highway would be two way to Sunnyvale Road, then one way northbound ramp off the Pacific Highway.
- The cost of adding interchanges north and south would exceed the savings made possible by deleting the Ocean Drive ramps so justification of the additional cost would be required.

e) RTA has advised that a heavy vehicle inspection station may be required between Taree and Port Macquarie – combining this facility with the heavy vehicle rest area is under consideration.

#### Questions:

- ❖ Is Sapling Creek truck stop adequate for this purpose?
- ❖ Will the Kew Visitor Information Centre meet the need of a rest area for the public?
- ❖ Has the upgrade taken account of the likely increase in road travel following 11 September incidents in the USA?

#### **5. Next Steps in project development**

- Next newsletter will advise that the decision on the preferred route will not occur prior to Christmas. It is likely to occur post Christmas Holidays. Current task for the RTA is to present the project to the Road Network Infrastructure directorate (RNI). Then present to Major Projects Review Panel.
- Next step is to present the Options Development report.
- Sign off by the Minister is required.
- Further displays after announcement.
- 20 criteria applied in assessment of options.

#### **6. Confirmation of matters to be followed up**

- Advance warning sign at Bobs Creek Road
- Issue of safety pamphlets re traffic in school bus zones.
- Information on the traffic lights at Kew to be distributed.
- Is Sapling Creek truck rest area adequate for RTA heavy vehicle inspection station
- Can the Kew Visitor Information Centre Rest Area be nominated as an official highway rest area for light vehicles/

#### **7. Next meeting**

Date and time of next meeting to be advised.

#### **8. Conclusion and close of meeting**

The meeting closed at 8.45 pm.