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Venue: Camden Haven High School

Time: 6.00pm

Date: 18 June 2002

Present:

Ron Clapton	Allan Kennedy
Alan Grady	Joe Malvicino
Allan Hagney	Merv Isaac
Kelvin Limbrick	Daintree Gerrand
Ian Ferguson	Brian Fletcher
Jan Kuras	Graham Wood
Tracy Dignum	

Ray Dallen, RTA
Tony Smith RTA
Garreth Collins, RTA
Alistair Kerle, Arup
John Hamilton, Arup
Natasha Connolly, Arup
Murray Curtis, ERM
Kimberly Everett, EDAW
Simeon King, EDAW

Apologies: Helen Weston - Arup
Tony McNamara – ERM

1. Introduction and Welcome

Alistair Kerle introduced Murray Curtis who would be acting as the Community Liaison Manager in the temporary absence of Tony McNamara. Matters from previous meeting we addressed:

- John Hamilton advised that the staggered T intersection at Johns River is under review primarily based on safety issues. One potential alternative under investigation is a grade-separated intersection. Ray Dallen advised that the RTA Safety Group would be reviewing the proposals for this intersection.
- John Hamilton advised lay bys are to be provided every one kilometre, which would also provide for stopping busses. Tony Smith confirmed that in addition all driveway access points would be wide enough to allow busses (and mail and garbage vehicles) to stop away from the carriageway.
- Ray Dallen confirmed that technically all traffic passing a bus with flashing lights must slow to 40kph. The requirement for highway traffic to slowdown when passing busses is not just particular to this project but is a state-wide road safety issue.
- Alistair Kerle confirmed that no special bus interchange facilities will be provided on the highway and would expect buses continue to utilise Kew.

- John Hamilton advised safety issues including pedestrian and cyclist movements are being reviewed east along Ocean Road from the highway. Hastings Council advised it prefers an off-road shared pedestrian/cycleway in this area, which RTA will make provision to connect.
- John Hamilton advised that the layout of the roundabout on Ocean Drive is under review including the need to allow for the safe passage of pedestrians and cyclists.
- Ray Dallen advised that changes to the operation of the traffic lights in Kew are not being considered in the context of this project.
- John Hamilton advised that Greater Taree City Council had no knowledge of a subdivision east of Johns River. Joe Malvicino to chase up any additional information.

2. Approach to Expanded Membership of the CFGs

Comment by Ray Dallen

- Two specific sectors wishing to enter the Kew CFG, from the estate behind the high school and small business operators within Kew reliant on passing trade.
- No approaches had been made from Johns River.
- Requested an open discussion on the opinions of existing CFG members on both group's memberships.

Allan Hagney

Believes current numbers are sufficient and feels Kew businesses are already represented.

Ian Ferguson

In general he did not feel Kew businesses felt left out. However, advised that only 4 of the 18 businesses in Kew are members of the Chamber of Commerce and therefore one member that represents passing trade would be beneficial. He would like to see more input from Kew businesses and such a representative should result in more input from within the business community rather than from the Chamber.

Ron Clapton

Believed that the news letters and contact with existing CFG members was the best way to keep the remainder of the community informed. Suggested that replacement of CFG members who drop out would be the preferred way to add new members. Suggested that if a specific issue gets more active then the CFG may benefit from the inclusion of an addition member with an interest in that issue.

Jan Kuras

Suggested the existing CFG membership be surveyed to identify those members who wish to continue and replace those members who wish to resign. However, no more than one person from each sector should be included in the CFGs.

Kelvin Limbrick

Concurred that one replacement form each sector would be adequate. Also endorsed by Ian Ferguson.

Alan Grady

Alan advised he is leaving Johns River and therefore also the CFG. As a CFG member he has actively disseminated information amongst the community following CFG meetings, including advising release of newsletters and the 1800 phone number. Would be concerned that members from specific sectors would “push their own barrow”.

Merv Isaac

Did not object to the inclusion of new members. However, questioned why they did not nominate when the CFGs were formed.

Brian Fletcher

Believed Johns River required an additional 1 or 2 members, especially due to low representation from the village. He thought there would be some interested people. Brian thought that Col Anderson has withdrawn from the Johns River CFG.

Allan Kennedy

No contact from other parties since early after the preferred route decision. Believes that there is little interest from people at Johns River to be part of the process.

Merv Isaac

Stated that no one in Johns River had indicated that they wished to join the CFG.

Daintree Gerrand

If Col Anderson drops out that would provide the opportunity for a new member from Johns River village. Potentially Rod(?), who is also a member of the community hall committee.

Brian Fletcher

At earlier community meeting (year or more ago) lots of concern was expressed that no one from Johns River village on the CFG. Presumed lack of information had been sent to these people. Believed someone from the village was needed to fill any vacancy.

Alistair Kerle

Suggested that the vacancy be advised through a letterbox drop in Johns River. Meanwhile, suggested Brian Fletcher and Daintree Gerrand to scout for potential nominees.

Ray Dallen

Saw that there were obvious community sectors that could be represented on the Kew CFG, however, recognised that Johns River was a much more diverse community and there were no obvious groupings.

Joe Malvicino

Advised he would chase up Col Anderson on his membership status.

Ron Clapton

Asked if there were any vacancies on the Kew CFG. Alistair Kerle advised that this was unknown at this time.

Ray Dallen

Appeared no one from the existing CFGs saw a definite requirement to expand the CFGs, though the Chamber would like to see another Kew business representative.

Alistair Kerle

Suggested that a survey of all CFG members be undertaken to confirm those members that wish to remain and any identify any members that may wish to withdraw. General concurrence for this action from attendees.

3. Overview of urban design approach

Alistair Kerle

Alistair Kerle introduced Kimberly Everett and Simeon King of EDAW who have been subconsulted by Arup to provide urban design expertise on the project. Alistair also introduced Garreth Collins an urban designer with the RTA who is overseeing urban design issues for the RTA including the Pacific Highway upgrades.

Kimberly Everett

Kimberly Everett presented an overview of the visual assessment and urban design strategy process for the project.

Questions from CFG Members

- Q. Tracy Dignum – Will EDAW recommendations be taken up by the RTA.
- A. Kimberly Everett – EDAW are part of the design loop, however, RTA is not required to take on the recommendations. There are no cost restraints on the initial recommendations.
- Ray Dallen – RTA is committed to the principles as shown by its publication 'Beyond the Pavement' and the resourcing of Garreth Collins in his role. However, all projects are subject to compromises of resources and issues (engineering/environment/costs etc).

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- Q. Allan Kennedy – Pleased to see the issues raised. However, nothing mentioned on the bussing of school children.
- A. Kimberly Everett suggested that this could be added to the Urban Design Principles.
- Q. Ron Clapton – Asked if any provision made for use of special mobility vehicles (scooters).
- A. Ray Dallen advised that these vehicles were not permitted on the highway, therefore were not an issue.
- Q. Ian Ferguson – Asked how much compromise is likely from EDAW recommendation to RTA adoption. Specifically concerned about interchange issues and the need for gateway signage etc.
- A. Ray Dallen advised that balancing is done between the consultancy team and RTA.
- Q. Daintree Gerrand – Will the CFGs participate in the urban design process? How does it work for Johns River? Will the ideas get through and be implemented.
- A. Ray Dallen advised that the recommendations could be discussed at future CFG meetings.

Comment from Tracy Dignum that recent tragedies had highlighted the need for the upgrade and the community's concern was primarily that safety is the issue before all others.

4. Update on environmental investigations

Natasha Connelly provided a briefing on the progress of current environmental investigations:

- Terrestrial ecology (Biosis) – initial fieldwork completed, draft report submitted.
- Aquatic ecology (Ecolab) – fieldwork and assessment ongoing.
- Agriculture – (Wason Mactier) – currently undertaking discussions with affected landholders.
- Heritage and Archaeology (Navin Officer) – Assessment underway. Site walkover scheduled for early to mid July 2002.
- Noise (Arup) – assessment underway, detailed model being developed.
- Air quality (Arup) - assessment underway, detailed model being developed.
- Water Quality (Arup/ERM) – ERM has completed background monitoring. Arup currently undertaking assessment and identifying mitigation measures.
- Geotechnical (Arup) – Contamination and acid sulphate soil issues under investigation, soil sampling scheduled for late June to early July 2002.
- Socio-economics (ERM/Arup) – Recently undertook highway user surveys to identify who is stopping, why and for how long (Kew 92, Johns River 30). Additional surveys to be undertaken at Kew tomorrow. Outcome is to understand the users, assess impacts and identify mitigation measures (incorporate with the

urban design if applicable). A business study to 27 businesses in Kew and Johns River has been issued and currently awaiting responses. Undertake same assessment process as for users.

Questions from CFG Members

- Q. Ron Clapton – potential for air pollution issues at the Ocean Drive roundabout and due to reverse parking at Kew.
- A. Natasha Connolly – air quality model to be developed that takes into account changes in traffic volumes and locations.
Ray Dallen – reverse parking issues at Kew are not a component of the project but a Council matter.
- Q. Ian Ferguson – The user study needed more snapshot surveys especially during holiday periods. Can the Chamber receive a copy of the results.
- A. Natasha Connolly – Additional surveys may be undertaken during the assessment process.
Ray Dallen – A summary of the results will be in the EIS. Will investigate if a copy may be made available earlier.
- Q. Tracy Dignum – How is the socio-economic assessment going to take into account mobile businesses e.g. carriers?
- A. Alistair Kerle – Suggest the business survey be distributed to relevant mobile businesses. Tracy Dignum offered to distribute.
- Q. Allan Hagney – Will the air quality assessment take into consideration dust impacts on water tanks?
- A. Natasha Connolly – To follow-up with study team.

Natasha Connolly

Issued a copy of Director General's (Planning NSW) Requirements for the EIS.

Alistair Kerle

Requested that the requirements be read after the meeting and could be discussed at the next CFG meeting.

5. Review of engineering design

John Hamilton

John Hamilton provided a briefing on refinements/improvements currently being undertaken on the preferred route as an interactive process with RTA.

- Looking at improving the earthworks balance, currently net fill. Potential for reducing cut by designing grade separated carriageways.

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- Reviewing amount of land required for acquisition, particularly land required for sediment controls. Options to reduce number of sediment ponds, replaced by filter strips.
- Reviewing access issues, primarily along the bypasses. Need to cater for access but not necessarily direct access.
- Incorporating environmental and landowner issues as the result of assessments and interviews respectively.
- Reviewing the option for a grade separated interchange at Johns River.
- Improving the design of the Kew interchange.

Questions from CFG Members

- Q. Ron Clapton – How many property owners have access to the highway.
- A. John Hamilton – Approximately 76 properties subject to land acquisition. Access issues include over 100 landholders.
- Q. Kelvin Limbrick – Right-in right-out at Sunnyvale still an issue for residents. Current design has roundabout at Kew or lay-by at Camden Haven River bridge if access via a dirt road as the closest points for these movements.
- A. Ray Dallen – RTA and Arup still looking at this issue. Due to physical constraints, at moment only one turning lane is possible, so trade-off between right-in verses right-out. Confirmed it is not an easy issue to resolve due to the requirement for the Kew interchange and possibly a heavy vehicle inspection station south of Kew. All submissions on this issue should go directly to me.
Alistair Kerle and John Hamilton reiterated that there will be a compromise and that the key issue is safety.

6. Community Issues

CFG members asked if there has been any feedback from the community to the display of Preferred Option.

- Graham Wood – no comment from Herons Creek.
 - Alan Hagney – no comment from Kew.
 - Joe Malvicino – no comment from Johns River.
- Q. Ron Clapton – Asked about the timing of the project.
- A. Ray Dallen – Budget issue. RTA proceeding as fast as budget allows. Community should state concerns direct to relevant politicians.
- Alan Grady agreed primary issue was safety.
 - Merv Isaac – advised no issues from the lake community except loss of land.
- Q. Tracy Dignum – Does the cost of land acquisition constrain the extent of the carriageway cross-section particularly the size of the median.

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- A. Ray Dallen – Cost of land acquisition has not affected project and is not a significant cost component of the project. Carriageway widths are set except at Herons Creek – wider to allow for B-doubles and a section that will be narrower due to the location of the National Park.
- Q. Tracy Dignum – Is there a minimum carriageway cross-section.
- A. Tony Smith – Range depends on barrier requirements, i.e. if width constrained by impacts then median type is modified to give the required safety outcome.
Alistair Kerle – Advised a minimum target for median width is 11m before use of a barrier is considered.
- Q. Allan Kennedy – Noted that the accident site where a family of five lost their lives was the location where there appears to be a constraint on the carriageway width..
- A. Tony Smith – Constraints due to National Park and railway, a permanent barrier is designed for this section.

7. Next Steps

Ray Dallen

- Refined design work to proceed quickly with target of end of 2002. Subject to any significant issues identified by the environmental studies (i.e the project has to stand up to the requirements of the relevant government agencies and the approval authority).
- Refined design to be exhibited for public feedback.
- VMS #2 to be held to review the refined design.

7. Confirmation of matters to be followed up

- Issue expression of intent to all CFG members to identify those members wishing to drop out of the process.
- Identify potential new CFG members to fill any vacancies.
- Consider bussing of school children to be included as an urban design principle.
- CFG meeting schedule to include participation in the urban design process.
- Provide Chamber of Commerce with summary of user surveys.
- Distribution of business surveys to mobile businesses.
- Air quality assessment to take into consideration impacts of dust on water tanks.
- CFG members to provide feedback on Director's Requirements.

8. Next Meeting

Project team to advise.

9. Conclusion of Meeting

8:45pm