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Venue: Camden Haven High School

Time: 6.00pm

Date: 25 November 2002

Present:

CFG members:

Ron Clapton

Alan Grady

Owen Gill

Kelvin Limbrick

Ian Ferguson

Jan Kuras

Allan Kennedy

Allan McIntyre

Merv Isaac

Barry Barr

Rod Heath

Ray Dallen, RTA

Tony Smith, RTA

Tony McNamara, ERM

Alistair Kerle, Arup

John Hamilton, Arup

Helen Weston, Arup

Apologies: Alan Hagney
Tracey Dignum
Joe Malvicino

1. Introduction and Welcome

Tony McNamara welcomed all present and outlined the contents of the agenda.

The following matters from the previous meeting were addressed:

- Issue expression of intent to all CFG members to identify those members wishing to drop out of the process:
 - Response: No members indicated that they wished to drop out.
- Identify potential new CFG members to fill any vacancies:
 - Response: No new members are required.
- Consider busing of school children to be included as an urban design principle.
 - Response: **John Hamilton** advised laybys are to be provided at regular intervals throughout the length of the project, which would also provide for stopping buses. **Tony Smith** confirmed that these would, largely, coincide with driveway access points which would be wide enough to allow buses (and mail and garbage vehicles) to stop clear of the through traffic on 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 buses is not just particular to this project but is a state-wide road safety issue that RTA is to resolve.

- CFG meeting schedule to include participation in the urban design process.
 - Response: The Urban design program has been implemented and is ongoing. The CFG will be involved in the process as the urban design work is produced.
- Provide Chamber of Commerce with summary of user surveys.
 - Response: Information has been provided.
- Mobile/travelling businesses to be consulted.
 - Response: Surveys have been provided to three or four businesses.
- CFG members to provide feedback on Director's Requirements.
 - Response: No response from any CFG members at this time. **Ray Dallen** invited comment from CFG members in the near future to ensure that all local issues will be adequately identified and addressed in the EIS.

2. Community Issues

- It was decided that the Community Issues for Kew would be deferred to follow Item 3 where the refined concept design would be explained in detail.
- **Jan Kuras** advised that the newsletters which she and **Allan Hagney** had distributed to Rossglen residents had produced no response. Jan also confirmed that a petition regarding the location of the new bridge on the western side of the existing bridge, particularly related to the issues of noise generation and potential for increased pollution had been sent to RTA since the announcement of the preferred option.

3. Update on the Refined Concept Design

John Hamilton opened this section with a commentary on a number of **general issues**:

- Updated geotechnical work has led to revised cut batter angles in some instances. Where the geological structure is fractured or less stable, flatter slope angles have been applied which has required an expansion of the proposed road reserve in some instances.
- Flooding investigations are being undertaken in 3 locations - Herons Creek, Camden Haven River, Stewarts River.
- Preliminary linemarking/signage details have been developed, and discussed with Hastings Council.
- Further discussions have taken place with utility service authorities.
- Fibre Optic cables which are located on both sides of the Highway reserve in some locations are very expensive to relocate. Locations are being confirmed and further refinement of the highway concept design may be required to minimise impacts on the cables.

Detailed Issues

- **Stewarts River Road**
 - Grade separation is now proposed, with Stewarts River Road passing above the Bypass on a flyover. The change followed a review of the cost and the traffic safety improvements which would result over the life of the project.
 - Cost of grade separation is estimated at an additional \$1.5m (approx.) which can be justified in comparison with accident cost savings over the expected life of the project.
 - The proposed roundabout where the northbound off-ramp and on-ramp would connect to Stewarts River Road would be relatively small, with a central island diameter of about 20m.
 - Fill for grade separated intersection would possibly come from the cutting at Kew or a cutting to the south.
- **Wharf Road**
 - Wharf Road is to be realigned at the western end to connect to the Highway off-ramp leading into Johns River. The realigned Wharf Road would remain within the existing road reserve.
- **Bulleys Road**
 - Southern end of Bulleys Road to be realigned to a T intersection with the Pacific Highway. Median break would allow north or south movement of traffic and access to the southern ramp entry into Johns River village. However, traffic travelling from Johns River or Wharf Road would not be able to make the reverse movement. Northbound access to the upgraded highway and Bulleys Road would only be possible using the flyover on Stewarts River Road,
- **Northbound Heavy Vehicle rest area.**
 - It has been determined that this would be a rest area only (not a vehicle inspection area)
 - New proposed location is at intersection of Charles Yard Road (forestry road in Middle Brother State Forest), approximately 1km south of existing heavy vehicle rest area
- **Southbound Heavy Vehicle Rest Area.**
 - Existing rest area to be retained, location unchanged.
- **Ross Glen Road**
 - Access moved to the south opposite access to Camden Haven Airport. Break in the median would allow North or South access from both sides of the Highway as well as U turns.
- **Local road diversions**
 - Provision has been made for all private accesses and they are shown on the display panels.
 - Bulleys Road North would access the Highway at Yaralin Close (left in/left out only).

- Weerona Place to the north of Kew would be diverted to the south, allowing local traffic two-way access to Kew using the old highway. North of the point where the relocated Weeroona Place would connect to the old highway, the old highway would become a one-way northbound on-ramp providing access to the northbound carriageway of the upgraded highway.
- Generally the likely impacts on private properties have lessened. About 87 landholdings are now affected, down from about 100 in original design.
- **Allan Kennedy** raised the issue of provision of alternative access to properties during construction. This is particularly important where concrete pavement construction is proposed.
- Access to Sunnyvale Road north (left in left out only) is at a point just north of the start of the northbound off-ramp into Kew. The off-ramp would be widened to two lanes to separate Kew traffic from Sunnyvale Road traffic. The southern Sunnyvale Road entry (left in left out only) just north of the Camden Haven Bridge would remain as a connection to the southbound carriageway.
- Noise Mitigation
 - Studies have demonstrated that existing noise levels are higher than the predictive models indicated. (Due to higher than previously predicted numbers of trucks at night).
 - Two areas identified for mitigation:
 - . Herons Creek School.
 - . North of Ocean Drive at Kew to protect residential properties.
 - Problem area in rural residential estate south of Kew where 400 to 500 metres of noise wall would be required to protect 4 properties. Alternative noise reduction measures on the individual properties will be investigated.
- Urban Design and Landscape Strategy
 - **Helen Weston** advised that the urban design issues are being refined. In general terms where the road has views of the Brother Mountains and the Rivers, these would be protected.
- Influence of Ecological Studies
 - Specific design issues such as fauna underpasses at bridges are being addressed in the urban design process. Landscape works would reflect existing natural vegetation eg, wetlands or forests.
- Business Impacts
 - A meeting was held with Greater Taree City Council (GTCC) in September to discuss business impacts at Johns River. A further meeting is to be organised by Council with the Johns River business community to progress the issues. The discussions are aimed at identifying mitigation measures such as advanced signage, streetscape design.etc.

4. Community Issues

Kelvin Limbrick advised of two matters of concern:

- Roundabout on Ocean Drive overpass at Kew. **Kelvin** advised of concerns that the design was less safe than highway off ramps to the north and south of Kew with local traffic using the existing intersection.
- Access point to Sunnysvale Road. **Kelvin** advised of concerns with the safety of the design and the potential business impacts to the Pet Motel. **Kelvin** expressed the view that south bound pet owners may stop on the highway and walk across the carriageways rather than use the U turn facility at the Glen Haven access.

Ray Dallen responded as follows:

- North and South ramps at Kew would cost an additional \$3.5m to the project.
- The design for the northern ramp would require a 12.5% approach into Kew which would create a “blackspot” in the design.
- Accidents at roundabouts are generally low speed and non fatal.

Ian Ferguson provided the response from the “Kew Group” as follows:

- The group is now a sub committee of the Camden Haven Chamber of Commerce with **Barry Barr** chairing the group.
- The concern is with the Kew and Camden Haven businesses which will “go under” due to the proposed design. Loss of business is the key issue.
- The Group’s preference is for all traffic (both north and southbound) that would come off the Highway at Kew to go through the existing intersection.
- The northern off-ramp is the most significant issue, however the southern ramp is also important.
- The “Gateway” issue and the rest area also need to be addressed.
- **Ian** requested a formal meeting with the RTA to resolve the Kew access issue.
- The Group will be meeting on Wednesday 27th November to further discuss the issue.

5. Next Steps

- Display of refined Concept design.
 - **Ray Dallen** advised that there is not a lot of significant refinement left in the concept design process.
 - The refined concept design will be on exhibition for two and a half weeks with submissions to be received by Friday 20th December 2002.
- Progress with environmental investigations and discussions with agencies
 - **Helen Weston** advised that drafts of the specialists studies are being finalised

Community Focus Group Meeting No. 8 – Combined Kew/Johns River

- The terrestrial ecology report: to be discussed with NPWS. Three threatened species are to be investigated: Green Tree Frog, Acacia Coultai, Eucalyptus spp. There is a need to determine whether a Species Impact Statement will be required.
 - Aquatic ecology: Investigations have not identified a high level of issues.
 - Ecology reports: Will generally focus on mitigation measures.
 - Cultural Heritage: No sites above local significance have been identified. Local items identified are 3 scarred trees. A number of potential archaeological Deposits (PADs) will be investigated prior to the EIS.
 - Planning & Agriculture reports: Close to being finalised.
 - Business Impacts: This is an identified issue which is under investigation.
 - Visual Impacts: Report is well advanced.
 - Noise: This issue previously covered by John Hamilton.
 - Air Quality: Unlikely to be a significant issue.
- **Allan Kennedy** asked how erosion and sediment controls at Stewarts River will be addressed in the urban design context.
 - **Helen Weston** and **Tony Smith** advised that efforts are being made to reduce impacts by locating sediment basins between and under the twin bridges to the south of Stewarts River.
 - **Allan McIntyre** asked whether the new SEPP 71 would be addressed in the planning report.
 - Response: Tony McNamara advised that it would be addressed.
 - **Ray Dallen** advised that the EIS would be on exhibition for a minimum of 30 days.

6. Confirmation of matters to be followed up

- Matter of provision of access to Kew and likely impacts on local business.
- Inclusion of section on SEPP 71 into planning report for EIS.

7. Next Meeting

Project team to advise.

9. Conclusion of Meeting

The meeting closed at 8:30 pm.