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Venue: Camden Haven High School

Time: 6.00pm

Date: 03 June 2003

Present: CFG members:

Ron Clapton

Alan Grady

Owen Gill

Kelvin Limbrick

Ian Ferguson

Graham Wood

Rod Heath

Barry Barr

Ray Dallen, RTA

Murray Curtis, ERM

Alistair Kerle, Arup

John Hamilton, Arup

Apologies: Roger McCosker

Alan Kennedy

Jan Kuras

Alan Hagney

Helen Weston

Tony Smith

1. Introduction and Welcome

Alistair Kerle welcomed all present and outlined the contents of the agenda.

The following matters from the previous meeting were addressed:

- Provision of access to Kew and likely impact on local business
 - Response: A total of two overpass and two underpass alternate options for the northern interchange were developed and compared by the Project Subcommittee. The option considered the best, coupled with a previously developed alternate southern interchange,) has been submitted to RNI as a “preferred alternative option” for consideration against the exhibited preferred option. The alternate option would ensure all interchange traffic passes through Kew village and would increase costs of the project by approximately \$3 million in 2002 terms. No decision on the submission had been received at the time of the meeting.
- Inclusion of SEPP 71 into planning report for EIS
 - Response: SEPP 71 has been addressed in the revised report.

2. Update on the Refined Concept Design.

Alistair Kerle opened this section with a commentary on a number of **general issues:**

- Work on the EIS is proceeding and is due for completion in the second half of the year. More discussions are to be undertaken with relevant Government Authorities.

- Traffic noise has become a significant issue for the Pacific Highway Upgrade program. A Noise Taskforce has been set up including RTA, EPA, community representatives and consultants. RTA strives to meet EPA traffic noise criteria, however, the criteria is not compulsory and will look at alternate measures as required. Additional noise analysis is being undertaken on the Moorland to Herons Creek project and will look at reducing the need for barriers as much as possible (expensive, visual impact and require ongoing maintenance) consistent with noise reduction requirements.

John Hamilton provided a summary on the progress of the detailed design:

- Design work had been delayed awaiting detailed surveys, which are now almost complete. The new survey has millimetre accuracy compared to the existing photogrammetric survey that provided 0.5m accuracy.
- Currently fine tuning the entire route to:
 - Optimise the design and earthworks;
 - Ensure as much of the suitable existing highway is retained; and
 - Minimise acquisition.
- Stewarts River Road interchange – no major changes, continuing discussions with urban design group.
- Northbound heavy vehicle rest area moved further south towards Charles Yard Road, with the new Charles Yard Road intersection also moved further south. Currently liaising with State Forests.
- All property access provisions reviewed against new survey with only minor adjustments required. All designs now completed.
- Ross Glen Road access intersection has been moved further south to provide better sight distances and meet concerns regarding provision of emergency access to the airport via a 4-way intersection. **Ron Clapton** raised a potential safety issue regarding airport access traffic queuing across the railway line. **John Hamilton** confirmed that SRA had not suggested any concerns and past history had not identified this as an issue for additional consideration.
- Local road diversions only required where safety would be compromised by keeping existing access point (applies to a total of 3-4 access points).
- Noise mitigation – to be reviewed along entire route following updated noise assessment. Primary areas for consideration are Kew village and Herons Creek Primary School.
- Urban Design – currently working closely with EDAW to ensure road design meets urban design requirements includes batters/treatment of bridges and the overpass at Kew.
- Ecology – working papers just being received with recommended mitigation measures to be incorporated into the design.
- Earthworks – revised balance has been calculated based on latest survey. Minor design modifications being developed to gain better localised balances.
- Drainage/hydrology
 - Stewarts River – no major issues
 - Camden Haven River – recently completed detailed modelling has shown that the existing bridge will not be a significant constraint to flood flows and hence the foreshadowed additional bridge 250m north of the river is now not required.
 - Herons Creek – current road alignment is inundated by a 1:20 year flood event. Proposed design raises road level and includes additional box

culverts south of the existing bridge with the aim of keeping the highway above the 1:100 year flood level.

- **Ron Clapton** raised the issue of safety from projectiles thrown from the two overpasses. **John Hamilton** confirmed that both overpasses would include screens as a preventative measure.

3. Next Steps.

- Progress with environmental investigations
 - **Alistair Kerle** provided a brief summary on the review process for the working papers:
 - specialist consultant reports are reviewed by John Hamilton, Helen Weston and Ray Dallen; comments then sent back to consultant for review.
 - When amendments have been confirmed, final drafts to then be forwarded to relevant Government Authorities to ensure any specific issues are resolved prior to completion of the EIS.
 - Although the above process extends the reporting phase of the project it aims to significantly reduce the duration of the approval phase.
 - Government Authority consultations
 - Ray Dallen advised that he is conducting meetings with the two councils. The meeting with Hastings Council was today (3 June 2003) who are showing that they are now part of the process with the primary issue being the main street of Kew. Ray to meet Greeter Taree City Council on 4 June 2003.
 - State Government Authorities are getting more particular on the relevant issues of concern requiring a greater “level of certainty”.
 - EIS documentation and drafting
 - Alistair Kerle confirmed the EIS was being prepared, however, does require final working papers prior to completion of the draft EIS.
 - Display of Final Concept Design
 - John Hamilton confirmed that the Final Concept Design includes plans, profiles and cross sections.
 - Ray Dallen advised that the Final Concept Design that will be the subject of the EIS would go on display once approved. This display will proceed the display of the EIS and will be for community information only and not for comment.
 - EIS exhibition
 - Ray Dallen advised that the EIS would be exhibited for 30 days allowing for written submissions both critical and favourable. Exhibition locations have yet to be finalised. Copies of the EIS will provided to owners of all directly affected residences. Copies of the EIS will also be available for purchase in hard copy or CD and potentially available through the RTA website.
 - Preferred Alternative for Kew Interchange
 - John Hamilton provided a visual presentation of the preferred alternative for the Kew interchange as submitted to RNI. The design improved the southbound off-ramp gradient to Kew village from 12% in initial designs to 6.5%.
 - Ray Dallen advised that retention of the traffic lights at Kew would be a Council matter with some input from the Project Team and would depend

on the adopted option for the Kew interchange. The preferred alternative provided a better option of southbound traffic accessing Sunnyvale Road, though provided a lesser solution for left-in/left-out at Weeroona Place.

- Value Management/Risk Management
 - Ray Dallen advised that a one-day concurrent Value Management/Risk Management workshop attended by technical experts would be conducted prior to the final concept design being submitted to RNI for approval.
- Additional meetings with potentially affected land owners
 - Alistair Kerle advised that additional meetings would be held with potentially affected landowners if needed or at the request of the owner. A number of meetings are scheduled for 4 June 2003.

4. Community Issues

Murray Curtis provided a summary of community issues received via the 1800 number:

- 15 contacts since the November 2002 CFG meeting.
- Primary issues related to direct property impacts, access provisions and requests for information on preferred route.

Ron Clapton asked if the issue on the legal requirement for highway traffic passing stopped buses to reduce to 40kph had been resolved. **Ray Dallen** advised that there had been no resolution of the matter.

Ron Clapton asked if the RTA had considered the likelihood of increased traffic using the highway following the events of 9/11. Alistair Kerle advised that no predictions were available. Ray Dallen advised that the RETA had identified an increase in vehicles during last Christmas but only over a few days.

Ian Ferguson asked for an update on the predicted project completion date. **Ray Dallen** advised that there is no political commitment at this stage, though it is noted that the project is one year behind the original program, which results in a predicted commissioning date in 2011.

Rod Heath advised that the people of Johns River were looking forward to no B-doubles passing through the main street as well as reduced traffic noise particularly sleep disturbance issues from braking and differing tones from the various road surfaces. **Barry Barr** confirmed that reduced traffic noise, in particular heavy vehicle braking was seen as a positive result in Kew.

Ron Clapton asked if the upcoming requirement for a 50kph speed limit on all local roads is an issue for the project. Ray Dallen advised that it was not an issue.

Kelvin Limbrick advised that the community had been quiet as they were waiting for the next CFG meeting. Main issue is still the Kew interchange.

Ron Clapton confirmed that, as there has been no new information there has been little discussion in the community.

Ian Ferguson believed that the wider community was resigned to the outcome and that interest was limited to nearby residents. Ian believes that community is showing a lack of interest, as the commissioning date is still distant and do not see the need for early planning. Ian confirmed the Chamber of Commerce believed the Project Team was doing a good job and that the community was happy with the CFG.

Graham Wood confirmed that the access provision for Herons Creek should consider the upcoming mill upgrade, which will result in up to 60 trucks a day accessing the mill. In addition, the school bus stops at the intersection. **John**

Hamilton confirmed future traffic generation is taken into consideration in the design process.

Rod Heath believes that if adequate signage is provided people will continue to stop at Johns River.

Ian Ferguson requested that the Kew Gateway Subcommittee be invited to the next meeting between RTA and Hastings Council.

5. Confirmation of matters to be followed up

- Kew Gateway Subcommittee to be invited to the next meeting between RTA and Hastings Council

6. Next Meeting

- Project team to advise.

7. Conclusion of Meeting

- The meeting closed at 8:30pm