

Planning Focus Group Meeting No. 1 – Kew

Venue: Camden Haven School

Time: 6.00pm

Date: 12 December 2000

Apologies: Ian Ferguson Karen Spooner **Present:** Barry Barr John Branch Ron Clapton Tracey Dignum Owen Gill Alan Grady Alan Hagney Barbara Jackson Ian Jackson Jan Kuras Kelvin Limbrick Roger McCosker Alan McIntyre Graham Wood Ray Dallen, RTA Tony Smith, RTA Alistair Kerle, Arup Helen Weston, Arup Tony Fish, ERM John Hamilton, Arup Rodd Staples, Arup

1. Introduction & Welcome

- Tony Fish presented agenda.
 - Project team introduced.
 - Community members introduced.
 - Alistair Kerle reinforced need for interactive approach during meeting.
2. Role and Purpose of CFG (Ray Dallen)
- Approval of project about 2003.
 - Feasible route options display reasonably early in 2001.
 - RTA hopes that the Minister for Roads will determine the preferred route for the project about the middle of 2001.
 - Timing of project milestones may vary as a result of the community involvement and the investigations being carried out by the project team.
 - Process outlined and Pacific Highway Upgrading Program objectives and project objectives handed out.
 - CFG terms of reference outlined.
 - CFG not decision making group, represents community.
 - Local perspective important in identifying opportunities for the project.
 - Trade offs will occur, CFG not to 'police' project team – range of Government agencies with 'watching briefs'.
 - CFG members not needed to be advocates for the RTA.
 - Acquisition important – copy of RTA's policy available.
 - CFG meetings will be on a milestone basis.

3. Progress of Investigations

- John Hamilton presented engineering aspects:
 - Aerial photography done.
 - 3D survey model created.
 - Traffic surveys done.
 - Traffic analysis for intersections.

- Geotechnical investigations - conductivity survey commencing this week (w/e 15 December 2000).
 - Hydrology/flooding desktop assessment done.
 - Helen Weston presented environmental investigations commenced to date:
 - Land use/planning issues - including business surveys, demographics analysis.
 - Agricultural assessment.
 - Cultural Heritage (Aboriginal & European) including consultation with three LALCs.
 - Terrestrial flora and fauna overview assessment including habitat type identification and details of threatened species likely to be impacted.
 - Aquatic flora and fauna.
 - Water quality including Stewarts & Camden Haven River outlining existing quality.
 - Landscape/visual/urban design undertaken to ensure scenic quality. Urban design seen by RTA as important component of the project.
 - Land contamination identification.
 - Noise and vibration assessment to determine existing noise environment and potential impacts.
 - Air quality sampling undertaken.
 - Tony Fish presented community consultation to date:
 - Free call - 30 calls so far, mostly providing addresses for newsletter mailouts.
 - Some issues are road location, ongoing problems over the years.
 - Web site available
 - Are peak holiday counts available? John Hamilton advised this information is available.
 - Meeting advised that a Camden Haven Ecological Process Study is about to be put on public display.
 - Who are the Upgrade Study's ecology specialists?
Answer: Biosis and Ecology Lab.
 - Has a budget been set for project?
Ray Dallen advised that a range for budget purposes had been prepared, however this will be refined throughout the project.
- Issues Raised
- Will route go through the Golf Club?
 - Quality of environment/quality of life.

- Kew intersection.
- Tourist potential should not be affected – road needs to be better for residents.
- Community considers good road network as important.
- Access on and off the highway for tourists and heavy vehicles at Herons Creek.
- Heavy vehicle speeds in and out of Kew.
- Conflict between access to heavy vehicle rest area at Rossglen and access to/from Rossglen.
- Highway coming closer to Rossglen - tank water and air quality impacts (dust).
- General discussion on noise mitigation.
- Exit speeds – deceleration lane safety issue.
- Pylons in the Camden Haven River – will they be removed?
- Wetlands, SEPP 14 compensation issues.
- Visual amenity.
- Area is a fatigue zone now - needs planning for fatigue management.
- Safety at Herons Creek intersection.

5. Project Development

The Kew preliminary options and route options to Herons Creek were presented by

Rodd Staples. Some further issues raised were:

- Pedestrians and motorised scooters (used by elderly people) particularly at Kew are important.
- Local airport and potential impacts on traffic from low-lying aircraft.
- Golf Course options have obvious problems for future use of the golf course.
- Options for quarry.
- Impacts on SEPP 14 – only considered if no other reasonable alternative.
- Railway line option has some merits.
- Use of existing road alignment for northbound traffic, with southbound to the east (split carriageway option).
- Eastern option through rural residential will affect lifestyle.
- Upgrading needs to be fair to all parties.
- Western extreme option - why not on map? Alistair Kerle advised that constraints were Yoorigan National Park and topography.
- Why have an option near the new school? Alistair Kerle advised that this option does have some aspects that warrant its consideration.
- Camden Haven High School has around 1000 students whose interests and safety need to be considered.

6. Next Steps in Project Development

Ray Dallen handed out details on next steps.

7. Matters to be Followed Up

No specific matters were raised to be followed up except as noted above. All issues raised during the meeting will be considered by the Project Team during route options development.

8. Next Meeting

Early-mid February 2001.

Planning Focus Group Meeting No. 2 – Kew

Venue: Camden Haven High School

Time: 6.00pm Date: 5 March 2000

Present: Barry Barr John Branch Ron Clapton Tracey Dignum Ian Ferguson Alan Grady Alan Hagney Barbara Jackson Ian Jackson Jan Kuras Kelvin Limbrick Roger McCosker Ray Dallen, RTA Tony Smith, RTA Alistair Kerle, Arup Helen Weston, Arup Tony McNamara, ERM John Hamilton, Arup **Apologies:** Graham Wood

1. Introduction & Welcome

- Tony McNamara presented agenda.
- Project team introduced.
- No specific issues to follow up from meeting of 12 December 2000.

2. Progress of Investigations

- **Alistair Kerle presented introduction to technical team.**
- **John Hamilton outlined fieldwork investigations:**
 - EMP prior to geotech field investigations
 - Geotechnical investigations including conductivity and drilling tests.
 - Consultation with service authorities re location of services.
 - Investigation of structures-bridges & culverts. Most found to be sound apart from two 1930's bridges at Stoney Creek and Herons Creek.
 - Traffic / transportation forecasts for 30 years.
 - Aerial survey complete. Cadastral layer now placed over photo layer.
 - Examination of condition of existing pavement.
- **Helen Weston presented environmental studies commenced to date.**

- **Landuse/planning issues.** Draft of landuse report received. Planning and social impact reports awaited.
- Major impacts likely to be residences and businesses at Kew and **Johns River**, and on some agricultural properties
- Agricultural assessment. Draft report completed by subconsultant Wason Mactier
- Generally less productive clay soils north of Kew.
- Identifies lower impacts if Highway is upgraded to the east of the existing alignment rather than to the west.
- Also notes that relatively small impacts on dairy farms could make them nonviable in current deregulated climate.
- **Cultural Heritage (Aboriginal & European)**
- Report being reviewed by RTA.
- **Aboriginal Heritage:**
- Consultation has been undertaken with three LALC's.
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- 3. Brother Mountains considered to be of high significance.
- Road adjacent to **Middle Brother** needs to remain in existing corridor.
- 124 archaeological sites identified within 250 km2 centred on study area.
- 3.2km2 have been surveyed comprehensively.
- 15 sites have been recorded during current investigations.
- High level constraints include
- 2. scarred trees near Herons Creek, site of last corroboree south of Kew, reported burial place at Kew,
- 3. Brother Mountains.
- **European Heritage:**
- Main themes are exploration, timber, lime burning, grazing and transport.
- 32 historic sites identified.
- Royal Hotel, Kew Police Station and Ivers Mill are of "high significance",
- **Terrestrial flora and fauna**
- 32 threatened flora species
- 36 threatened fauna species
- **Vegetation**
-
- 4. communities:
- Wet sclerophyll
- Blackbutt woodland
- Melaleuca & swamp oak
- Sedge/wetlands
- **Aquatic flora/fauna**
-
- 4. high priority waterways: **Stewarts River**, Stoney Creek, **Camden Haven River** and Herons Creek.
- other intermittent waterways
- 36 estuarine and freshwater species

- no threatened species likely in waterways in study area.
- The option of widening the existing highway is attractive for minimising impact on aquatic habitats.
- **Landscape**
- Assessment in progress
- **Noise and vibration**
- Investigations being finalised for each option.
- **Social Impact Assessment**
- Assessment in progress
- **Tony McNamara presented community consultation to date**
- Free call -7 calls, mostly addresses for mailouts or discussion on specific route implications
- Public display of route options to commence early May subject to decision of RTA.
- Community Newsletter No
- 2. to be issued to announce Route Options Display
- 3. Community Issues Raised**
- Can options be reduced to eliminate most unlikely routes?
- Can an overpass be provided for Kendall Road or Ocean Drive?
- If existing route upgraded, affected property owners on western side would prefer to take compensation as soon as possible.
- Road would more likely go on west of Kew than being located close to the High School.
- No feedback has been received from Ross Glen residents.
- Concern with potential for noise
- Concern with blasting- previous problem experienced with last highway upgrade.
- Where properties are affected, early acquisition would be preferred.
- Entrances to Herons Creek Public School need to be considered.
- It was generally agreed that the CFG process was worthwhile.
- 4. Preliminary design development** The indicative route options to Kew and up to Herons Creek were presented by John Hamilton.
- John explained in detail the route options explaining implications in terms of length of construction, surplus or deficit of material, areas of cut and fill, options for intersections and access ramps, options for overpasses, properties, houses affected.
- 5. Next Steps in project development**
- Ray Dallen explained that the work is still in phase
- 2. of the project-Options Development.

- Next step is public display of route options
- This is followed several weeks after the display by a two day Value Management workshop. This will involve
 1. or
 2. members of the CFG's plus key government bodies and representatives from involved agencies and organisations.
- Helen Weston discussed the need for a suitable venue for display of the route options plans (6*AO sheets). Suggestions were the Laurieton library, Kendall community hall, Kew VIC, Kew Golf Club and Kendall RSL.

6. Confirmation of matters to be followed up EPA guidelines for noise assessment of new road construction and upgrades to be provided.

7. Next meeting Tentative dates for next meeting would be 23rd April or 30th April. Ray Dallen to advise.

8. Conclusion and close of meeting Ray Dallen thanked everyone for their attendance and closed the meeting at 10.50 pm.

Community Focus Group Meeting No. 3 – Kew

Venue: Camden Haven High School

Time: 6.00pm Date: 10 May 2001

Present: John Branch Ron Clapton Ian Ferguson Alan Grady Brian Bremer (for Ian Jackson) Jan Kuras Kelvin Limbrick Alan Hagney Karen Spooner Owen Gill Graham Wood Ray Dallen, RTA Tony Smith, RTA Alistair Kerle, Arup Helen Weston, Arup Tony McNamara, ERM John Hamilton, Arup **Apologies:** Barry Barr Roger McCosker

1. Introduction & Welcome

- Tony McNamara outlined the agenda.
- Issues to be followed up from meeting of 5. March 2001

EPA Guidelines for noise assessment on new road construction and upgrades to be provided.

Comment: Ray Dallen provided copies of extracts from the guidelines for interested members.

ANZECC Blasting Guidelines will be followed during construction.

2. Progress of Investigations

• Engineering Investigations

- Goetechnical investigations are now complete and will be subject to independent technical review.

- Every effort has been made to optimise design of options following the last viewing of the plans.

2. - Intersection layouts are now included in the design.

- Boundaries of the indicative Road Reserve now identified on the plans including provision for detention basins.

• Environmental Investigations:

- Noise – Draft report complete
- Air Quality monitoring – complete
- Water Quality: Monitoring now under way. 12 Month programme

6. sampling periods taking account of Summer/Winter and Wet/Dry periods

- Terrestrial Ecology – complete
- Aquatic Ecology – complete
- Visual/Urban Design Assessment – being reviewed by RTA
- Planning/Zoning/Landuse – being finalised.

• Community Consultation:

- March –
- 5. calls – including land acquisition process;
- April – 28 calls – including impacts on properties, effects on business;
- May – 20 calls to date – including impacts on properties, intersections and access;
- 1,500 addresses on data base.

3. Community Issues - Issues Raised

- Concern regarding impact on properties where no acquisition is required.

Response is that RTA can only be required to acquire land directly required for the project. No compensation is applicable to impacts on property indirectly affected.

- Option K-E - Concern about impact on Glen Haven rural residential area
- Concern regarding potential impact on Camden Haven High School by option KF.
- Concern regarding traffic movement around Kew with Option K-D. Also concern about safety and capacity of signals
- For all options an important consideration is the continued function of and access to the Kew Visitor Information Centre
- View expressed that designs should allow **B Doubles** to access properties adjacent to the existing highway
- Adequate provisions needs to be made for **bus** stops on and off the highway

4. Preliminary design development

Presentation of Options for Kew by John Hamilton. Comments from CFG members included:

Option K-A:

- Concern re flooding of Kendall Road near railway

3. Options K-A, K-B, K-C and K-D

- Impact on the golf course is a major concern

5. Next Steps in project development

- Display runs until

1. June 2001

- Receipt of submissions until

8. June 2001

- Value Management Workshop

- Report on Options to Minister

- Determination of Preferred Option

- Display of Preferred Option .

Ray Dallen explained the procedures undertaken at the Value Management Workshop and invited nominations for attendance within the next

2. weeks.

Participants at the Value Management Workshop as follows:

2 community representatives – **Johns River**

2. community representatives – Kew Council representatives Government Agencies NRMA Industry Associations Total Participants– 30-40.

Nominations for Value Management Workshop submitted to the meeting as follows:

Kelvin Limbrick Ian Ferguson Ron Clapton Ian Jackson Alan Grady

6. Confirmation of matters to be followed up a.

What provisions will be made for identification of access to the Kew Visitor Information Centre? b. Community Newsletter No.

3. to include details of the RTA land acquisition policy.

c. Traffic Management Issues around Kew associated with K-D to be addressed by RTA.

d. Will the median openings cater for turns by **B Doubles**?

e. What are the requirements/provision for school **bus** stops on the Highway? f. What is planned for the Kew Intersection between now and the upgrade? g. Functionality of Camden Haven Golf Club to be addressed as it is impacted by

4. options.

7. Next meeting Tentative dates for next meeting - last week of June or first week in July.

8. Conclusion and close of meeting The meeting closed at 10.00 pm.

Community Focus Group Meeting No. 4. – Kew

1.

Venue: Camden Haven High School

Time: 6.00pm Date: 3 July 2001

Present: Ron Clapton Ian Jackson Ian Ferguson Alan Grady Roger McCosker Kelvin Limbrick Owen Gill Barry Barr Graham Wood Allan McIntyre Ray Dallen, RTA Tony Smith, RTA Alistair Kerle, Arup Helen Weston, Arup Tony McNamara, ERM John Hamilton, Arup **Apologies:** Jan Kuras Tracy Dignum

1. Introduction & Welcome

- Tony McNamara outlined the agenda.

- Issues to be followed up from meeting of 10 May 2001:

- What provisions will be made for identification of access to the Kew Visitor Information Centre.

Comment: Tourist information 'I' **sign** posting will be provided at interchange sites and within the local road network. A copy of the RTA's booklet *Tourist Signposting* (1998) was circulated during the meeting.

- Community Newsletter No.

3. to include details of the RTA land acquisition policy.

Comment: Noted – to be actioned by Arup when newsletter No.

3. is drafted.

- Traffic Management issues around Kew associated with option KD to be addressed by RTA.

2. Comment: The main concern with option KD is that the latest traffic forecasts indicate higher levels of congestion after 20-30 years than originally anticipated. Providing a 3rd through lane in each direction to accommodate the increase would greatly reduce the ability to provide on-street parking.

- Will the median openings cater for turns by **B doubles**? **Comment:** Arup will try to achieve the wider median (25m) at the Herons Creek Road intersection – not yet confirmed that this is possible.

- What are the requirements/provision for school **bus** stops on the Highway? **Comment:** **bus** bays will be provided along the rural sections of the Route in accordance with sections 3.4.8.1 and 2. of the Road Design Guide. They are generally provided as a light vehicle lay – by (Fig 3.4.1 of RDG), with a

4.5m wide shoulder widening at/or in conjunction with property access points.

What is planned for the Kew intersection between now and the upgrade? **Comment:** Tenders have been called for the design and construction of traffic control signals at the intersection. Community is aware of this commitment. Signals anticipated to be commissioned in November and calibrated by Christmas.

Functionality of Camden Haven Golf Club to be addressed as it is impacted by four options.

Comment: Scott Murray, Golf Course Architect, has prepared options for revised layouts, visited Camden Haven Golf Club on 25 and 26 June 2001 and is preparing sketches and a report on the impact and indicative cost of options.

Option KA concern re flooding of Kendall Road near railway.

Comment: There is not enough survey detail available at this stage but if KA is chosen then the design of Kendall Road (level and culvert size) will be adjusted if necessary to ensure that Kendall Road will be protected from flooding to at least the same extent as it is now.

2. Progress of Investigations

• Engineering Investigations

- Alistair Kerle advised there are no major changes in engineering design to report.

- John Hamilton – Geotech work has now been analysed and results incorporated into design. Some batter slopes need to be adjusted.

- Some concern regarding the driving of new piles and construction of footings for new bridge over **Camden Haven River** on site of old bridge. Divers will be utilised to determine the extent of the problem.

3. - Helen Weston – no more to report on Environmental Investigations.

- An extra set of Water Quality Data has now been obtained (total –

2. sets) the results of which will be reported to the next CFG meeting.

- Community Feedback on display of upgrade options:

98 submissions received to date

Information is being assessed via the data base

Main response has been from Kew/Laurieton/Kendall area

No clear preference from 10 submissions at **Johns River**

KA KE KF attracted most comment

KE supported by 25% of respondents to Kew options

Kendall residents most concerned with KA/KB

Concern with impacts on Golf Course

KE opponents – mainly from affected property owners

Some comments from Herons Creek residents with no clear preference apparent.

3. Community Issues - Issues Raised

• Allan McIntyre – Will there be any compensation for affected businesses if Kew is bypassed?
Answer: Ray Dallen – compensation is only payable where property is directly affected.

• Allan McIntyre – Could the role of the CFG be clarified in the next Community Newsletter?
Answer: Ray Dallen - Yes

• Ron Clapton – Have any studies been undertaken of impacts on by-passed towns?
Answer: Helen Weston – Yes. An RTA study has shown that larger towns survive well.

Communities which are well prepared survive better than others.

• Ian Ferguson – the Camden Haven Chamber of Commerce has facilitated a meeting to discuss potential impacts.

Response: Helen Weston – A condition of the MUAP approval of the Karuah bypass is for RTA to assist the planning of Karuah to respond to changed circumstances after the bypass is opened.

• Ron Clapton – Kew will develop anyway with the introduction of sewerage and normal growth pressures.

• Kelvin Limbrick – There is potential to develop 4,000+ blocks of land in the Kew/Kendall area.

• Graham Wood – the Employees at Herons Creek Mill are concerned about potential impacts on their future employment, especially those living in the Herons Creek, Kew, Kendall area.

4. Comments on display of upgrade options

• Barry Barr – The displays and RTA/Arup/ERM advisers gave the public a good, clear understanding of the project.

• Ian Ferguson – the exhibition material was very good. The three week exhibition was an adequate length of time.

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• Kelvin Limbrick – The general response from the community was positive.

• Ron Clapton – Ron advised that he visited all of the exhibition locations. The library displays were good. The displays at the RTA offices were inadequate because people were more focussed on paying their registrations etc and getting out as quickly as possible.

4. Concept design development

• No major changes

- Some minor modifications include increasing the vertical headroom to 5.3m where K-A crosses above Kendall Road, increasing the median width at Herons Creek Road to accommodate **B Doubles** and adjustments to KE to tie-in to the existing highway slightly closer to Kew.

5. Next Steps in project development

- Options Development Report.
- Value Management Workshop 23-24 July.
-
- 5. Community Representatives to attend from Kew. Ian Ferguson, Ron Clapton, Alan Grady, Kelvin Limbrick, Ian Jackson.

6. Confirmation of matters to be followed up a. CFG functions to be advised in next newsletter.

b. Can cross-roads be avoided on the new road (e.g. problem with Bago Road, Houston Mitchell Drive) c. School **bus** stops are potentially a problem on a 110 km/hr road

7. **Next meeting** Probably end of August between the Value Management Workshop and the display of the preferred option. CFG representatives will be able to advise Ray Dallen to call another meeting following the end of the Value Management Workshop, depending on identified needs and issues.

8. Conclusion and close of meeting The meeting closed at 8.30 pm.

Community Focus Group Meeting No. 5. – Kew

1.

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?

2. Progress of Investigations

• Engineering Investigations

- Geotech work has now been completed.
-

- 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.

3. 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:

4.

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.

Community Focus Group Meeting No. 6. - Combined Kew/Johns River

Venue: Camden Haven High School

Time: 6.00pm Date: 21 March 2002

Present: Ron Clapton Allan Kennedy Alan Grady **Joe Malvicino** Allan Hagney **Merv Isaac** Kelvin Limbrick Ian Jackson Allan McIntyre Jan Kuras Tracy Dignum Ray Dallen, RTA Tony Smith RTA Alistair Kerle, Arup Helen Weston, Arup John Hamilton, Arup Tony McNamara, ERM Apologies: Ian Ferguson **Daintree Gerrand** Barry Barr Roger

McCosker Owen Gill Graham Wood [Brian Fletcher](#) Bob Higgins - RTA

1. Introduction **and Welcome** Tony McNamara advised that matters from previous meeting would be responded to separately in minutes from this meeting.

- Advance warning **sign** at Bobs Creek Rd Referred to RTA Traffic Division for action

- Issue of safety pamphlets re traffic in school **bus** zones This is a state-wide road safety issue – referred to RTA road safety management staff.

- Information on traffic lights at Kew to be distributed Not considered to be necessary now that the lights have been operating for nearly

6. months

- Is Sapling Creek truck **rest area** adequate for RTA heavy vehicle inspection station? This location is considered unlikely to accord with RTA strategy for the provision of these facilities, but will be investigated further if necessary.

- Can the Kew Visitor Information Centre **Rest area** be nominated as an official highway **rest area** for light vehicles? While this area could not be nominated as an “official” highway **rest area**, **signage** before the exits to Kew could indicate the presence of the Kew Visitor Information Centre and associated facilities.

2. Announcement and Display of Preferred Option Comment by Ray Dallen

- Early release of preferred option

- Decision by RTA Chief Executive

- Display locations (as per newsletter) **Explanation of the adopted alignment for the highway upgrade options J(A) at [Johns River](#) & K(E) at Kew** John Hamilton provided a detailed account of the adopted alignments, including the following points:

[Johns River](#)

- Property access (4) on east side of highway south of [Johns River](#);

- Separation of two segments of [Stewarts River Road](#), especially in relation to school **bus** operations;

- [Bulleys Road](#) will have a new T intersection with crossing to southbound lane (19m median) but no connection to [Wharf Road](#);

- Off ramp to south on existing highway at [Wharf Road Lake section](#).

- Minor amendments to avoid any direct impact on National Park. Road squeezed between existing reserve and railway

- New bridge on west side at [Stewarts River](#)

- There will be more noise at Ross Glen but additional studies indicate that impact will be insignificant

- [Algona Road](#) and [Watson Taylor Road](#) will have median openings.

- Rossglen Road will have median opening

- Rossglen Access point relocated to south for sight distance

- Access to airport – possible median opening (19m) opposite access to Rossglen

- Truck stop at Rossglen (northbound) to be relocated elsewhere within project area **Kew**

- Option K(E) has no appreciable differences to previously exhibited route

- North and south ramps using old Pacific Highway at Kew

- Ocean Drive – Bridge over new alignment because of earth works, noise and visual impacts,

- Median break at Glen Haven property which will also serve the adjoining Martin residence and outdoor furniture factory.

- Sunnyvale Road north end will be left-in/left-out only – Off ramp to Kew commences at Sunnyvale Road

- Access issues to be resolved west of new alignment where Ocean Drive climbs to bridge overpass at Kew

- Weerona Place access issue to be resolved

- Herons Creek Road – T junction – median opening

- Access to STW – left in/left out from southbound carriageway

- Fibre optic cables located on each side of road at this location

- Herons Creek – new carriageway on east except at north end where new carriageway is to the west

- Replace old bridge over Herons Creek

- Eggbert – T junction and median break

- Cluleys Road - T junction and median break

- Herons Creek Road T junction and median break

- Herons Creek median break will allow **B doubles** to/from Mill to stop in median opening

- No acquisition from Herons Creek Mill

- Need to acquire land from Herons Creek School

- Right turn deceleration lane to Bob’s Creek Road

- Herons Creek school will retain

2. access points **Questions from CFG Members**

Q. Ian Jackson – why does southbound off ramp road not go through Kew? ie.

with overpass A. Alistair Kerle – Basic issue was considerable additional cost for ramp overpass Q.

Kel Limbrick - Concern for school buses on roundabout at Ocean Drive/Kew.

Safety issue.

A. Tony Smith – Roundabout will slow traffic to 40km/h. Safer situation created Q. Ron Clapton –

What happens to traffic lights at Kew? A. Ray Dallen – Matter will be addressed by RTA following

opening of new highway but it is likely that they will be moved.

3. Community Issues **Joe Malvicino** Question about adequacy of acceleration lanes at intersection of **Stewarts River Road** and new highway

- Business operators concerned that **Johns River** shop and service station will close – if shop goes, community will go

- Is there a plan for 5,000 population town on Crown Land to the east at **Johns River**? **Ray Dallen** – last matter to be taken up with Graeme Gardener

Ron Clapton Need to look very closely at intersections, acceleration/deceleration **Allan Kennedy** Businesses will be disappointed with JA but general feeling is that the right decision has been made.

Merv Isaac Agree with that view **Joe Malvicino** Need for future **signage** north and south of **Johns River**,

Kew/Rossglen **Jan Kuras** No response from Rossglen **Tracey Dignum** Old pylons in **Camden Haven River** – what will happen to them? **Ray Dallen** – threatened fish species Black Cod near the bridge. Advice from Dept Fisheries required - RTA are happy to remove. Ray Dallen has doubts due to Fisheries concerns.

Alan Hagney School **bus** at Rossglen – lay by needed **Ray Dallen** – matter to be looked at in design. Need to look at **rest areas** on route.

Tracey Dignum Problem with traffic decelerating by 70km when school **bus** lights flashing **Tony Smith** – Driver has discretion re flashing lights **Kel Limbrick** – Interstate buses - question of **bus** route to pick up at Kew – What will happen? **Ray Dallen** – to be looked at. Do not anticipate problem.

Ron Clapton – Need to account for pedestrians near the Camden Haven school.

Plan for adequate size roundabout **Jan Kuras** – Lights at Kew – need a “left turn at any time with care” for northbound traffic.

Joe Malvicino – Problems with subdivision to east of **Johns River**.

Allan Kennedy – Comment re consultation process

1. feeling that CFG process was formed too early
2. Process of development of options – general community are mistrustful of the process. Publicity of options creates much anxiety, particularly for people affected.

4. Next Steps

- 25 March – 26 April, displays. Comments received to end of exhibition
- Meetings with affected owners –100 owners affected.
- Approval by early 2004 best possible result.
- EIS investigations – now about to start.

1 or

2. SIS’s (Terrestrial and aquatic) will possibly be required.

Design improvement will be ongoing

RTA has requested PlanningNSW Director General’s requirements for EIS

- End of April – Review of Community Comments on preferred option

- Detailed survey work – has started at northern end.

Geotech investigation will also commence

- Value engineering/risk management workshop – No community representatives.

Environment/Technical representatives only

1. day session (Value Engineering) Risk management – look for problems and plan to avoid

- Preliminary engineering design – John Issues of safety/access Redo last estimates Noise impact assessment

- Refined concept design will be exhibited later in the year

- EIS display – according to regulations.

5. Confirmation of matters to be followed up

- Question about adequacy of acceleration lanes at intersection of **Stewarts River Road** and new highway

- School **bus** at Rossglen – lay by

- Problem with traffic decelerating by 70km when school **bus** lights flashing

- Interstate buses –question of **bus** route to pick up at Kew – What will happen?

- Need to plan for pedestrians near the Camden Haven school.

- Plan for adequate size roundabout at Ocean Drive KA overpass.

- Lights at Kew – need a “left turn at any time with care” for northbound traffic.

- Confirm status of subdivision to east of **Johns River**

6. **Next Meeting** May, when Director’s requirements for the EIS received.

Need to review Community Involvement Plan
Need for more combined CFG meetings?
Opportunity for new people? Expanded membership of CFGs? Copy of minutes sooner rather than later.

7. Conclusion of Meeting 8:45pm

Community Focus Group Meeting No. 7. – Combined Kew/Johns River****

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 were 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 Gerrard 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 Gerrard** 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).

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 Gerrard** – 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.

- 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.

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

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

Venue: Camden Haven High School

Time: 6.00pm Date: 25 November 2002

Present: CFG members:

Ron Clapton Allan Kennedy Alan Grady Allan McIntyre Owen Gill **Merv Isaac** Kelvin Limbrick Barry Barr Ian Ferguson **Rod Heath** Jan Kuras Ray Dallen, RTA Alistair Kerle, Arup Tony Smith, RTA John Hamilton, Arup Tony McNamara, ERM 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 bussing 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 Sunnyvale 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
 - 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.

Dallen, RTA Alistair Kerle, Arup Murray Curtis, ERM 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

Community Focus Group Meeting No. 9. – Combined Kew/Johns River
Venue: Camden Haven High School
Time: 6.00pm Date: 03 June 2003
Present: CFG members:
 Ron Clapton Ian Ferguson Alan Grady Graham Wood Owen Gill **Rod Heath** Kelvin Limbrick Barry Barr Ray

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 Bdoubles 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

Meeting No. 10

6pm, Thursday, 11 December 2003

Steaks on Kew, Pacific Highway, Kew

Present: CFG members: Owen Gill Alan Grady Brian Bremner Tracy Dignum Roger McCosker Ian Jackson Kelvin Limbrick Ron Clapton Allan Hagney Jan Kuras **Merv Isaac Rod Heath Joe Malvicino**

Brian Fletcher Bob Higgins, RTA Roger Fenner RTA Christophe Steinbech, RTA Alistair Kerle, Arup John Hamilton, Arup Apologies: Helen Weston - Arup

1. Introduction **and welcome Alistair Kerle, Arup**

- AAK welcomed CFG members to the meeting and outlined the agenda

- AAK noted that the only matter to be followed up from the previous meeting (CFG 9) was a request from the KGSC to be invited to the next meeting with Hastings Council. AAK noted that this request had been superseded to some extent by the decision to put both options on display.

2 Project Update Bob Higgins, RTA Bob Higgins discussed status of other Pacific Highway Upgrade projects, e.g. Karuah Bypass, Karuah to Bulahdelah, Halfway Creek, Brunswick to Yelgun, Nahiabac, Taree to Cooperook, etc.

Tracey Dignum: Question to Bob: Has RTA changed the design of pavements? Bob Higgins: Yes, RTA now consider 40 year design life pavements, e.g.

concrete pavements, but they have a noise impact, so there must be a balance (e.g. noise vs pavement choice). Also, RTA consider the need to allow for future road widening or for future intersection layout improvements.

Tracey Dignum: Question to Bob: We had been told previously that project planning would be complete by now. What is happening? Bob H: With respect to Moorland to Herons Creek, RTA and Arup have basically completed the concept design work, including additional design work to develop the second option for the Kew interchanges. Design and documentation will proceed when the Kew option is decided.

Ron Clapton: Community concern that the project appears to be falling behind. With a federal government election next year, would Latham be a better PM and would a change be likely to provide additional funding for the Pacific Highway upgrades.

Bob H: Could not comment on politics, but mentioned that there is significant public/political pressure for continued improvements to the Pacific Highway.

Bob H: With upgrade projects, dual carriageway have fewer fatalities compared to old single carriageway sections.

Alistair: Re-emphasised RTA commitment to M2HC, accepted that there have been some project delays, but with the current display these should soon be resolved.

Bob H: Next steps would be to choose preferred option, hold the Value Engineering Workshop, and complete preparation of the EIS.

Ian Jackson: regarding timeline of M2HC? Bob H: Need to complete the EIS, display the EIS and then obtain

planning approval (approval by planning minister), could take to mid 2004 for EIS, and then

1. yr for planning approval (i.e. mid 2005) – but could depend on what submissions are received, emphasised that RTA wants to get the project right at this stage, rather than fix any unresolved issues during EIS approval stage. Funding could take 6-12 months after final planning approval – but depend on other project pressures – e.g.

road accidents (fix blackspots first), noise taskforce.

Ian Jackson: How is it possible that the Oxley Highway upgrade can be fast-tracked while the Pacific Highway upgrades seem to be much slower? Bob H: Pacific Highway has different funding source.

Ian Jackson: Questioned why RTA has backflipped on Option 2, why has an option which previously was unsatisfactory now being displayed? Bob H: RTA is continuously reviewing and critically examining options in responding to community feedback as well as experience on other projects.

Ian Jackson: Chamber of Commerce pushing Option 2.

Bob H: Acknowledges this pressure.

Ian Jackson: Cost not an issue to him/Chamber of Commerce.

Bob H: RTA is resisting extra costs on projects, emphasised that all funds come from \$2.2B budget, and that any extra costs mean less dual carriageway can be built using the available budget. RTA must give good reason, both to Government and internally within RTA, of any cost increases and there have been some concerns about cost increases.

RTA has also found that it is more expensive to rebuild old carriageways and this has added to project cost increases.

Ron Clapton: When will construction start? Bob H: Can't speculate, e.g. there was a priority on Kempsey and this is only at route development stage. Have to prioritise funding / projects, e.g. with respect to congestion, noise, accidents. There was an earlier statement that by 2010, 60% of the Pacific Highway would be dual carriageway, this has been scaled back to 40% built, and 10% under construction.

Purple shirt (next to Ian Jackson): Anticipated completion? Bob H: Could take 2-3 years to build, M2HC could be a Design/Construct/Maintain (e.g. at Karuah to Bulahdelah, Nahiabac), requiring a 12 months tender process, i.e. 3-4 years. It might be

possible to accelerate the project but this could result in some efficiencies and be more expensive.

Alistair: RTA could also stage construction, e.g. 2-3 stages, EIS will consider staging but cannot identify construction starting date.

Bob H: RTA could build Kew section first.

Ron Clapton: Would it be 100/110km/hr road.

Bob H: RTA's policy now is to allow **sign** posting at 100 km/h only where the highway will have controlled access (no more than 2 access connections per km) with most access only through interchanges (issue of safety). RTA can (and has been) retrofitting intersections to increase the signposted road speed from 100 to 110km/hr, e.g. Lakes Way.

Alistair: New sections are 110km/hr – road safety priority.

Bob H: RTA has achieved time savings of 55-60 minutes already between Hexham and QLD border.

3 Community issues Alistair Kerle, Arup Alistair: Asked members are there any other community issues?

Tracey: Heavy vehicles / **B doubles**. Sections with narrow medians and/or limited separation between carriageways result in excessive headlight glare from oncoming vehicles. Eyes become very tired with the constant glare. Also increased tendency for some vehicles to have extra/brighter lights. Could be an emerging issue for RTA.

Roger F: RTA tries to restrict corridor, but have been reviewing median width designs, especially to allow for future road widening. RTA trying things with vegetation, but we need to maintain (extra cost) and excessive growth of vegetation can create safety issues.

Ron Clapton: Questions of whether local roads need to be designed for **B doubles** in Hastings Council area.

Bob H: Approximately 30% of heavy vehicle traffic serves the local area (i.e. north coast) and that road must be designed to accommodate these movements. Road improvements to the Pacific Highway have provided time savings for these movements.

Movements of heavy vehicles onto the Pacific Highway from the New England highway has also occurred as a result of improvements to the Pacific Highway.

Jan Kuras: Why did RTA allow **B Doubles** on Yelgun / Chinderah as it has brought additional heavy vehicles onto the Pacific Highway.

Bob H: This project has had huge community benefits, opened up development / local movements.

Roger F: **B Doubles** must be catered for in any new Pacific Highway projects.

Tracey: Asked about moving heavy vehicle inspectors from New England Highway to Pacific Highway given the movement of heavy vehicles onto the Pacific Highway.

Bob H: Not under his area of control.

4 Preview of display of Kew interchange options

Presentation of design features of both interchange options John Hamilton John discussed changes common to Option

1. and

2. which had resulted from to RTA ongoing concerns over road safety and findings of the RTA task force on noise.

- As a result of the additional noise studies and visual impact assessments, a mound is now proposed on the eastern side of the alignment south of Kew, 3m high and about 400m long. The mound would be vegetated and smoothed such that it is conducive to landscape.

- A two-way link road is proposed between Sunnyvale Road and the existing highway. The link allows traffic to move between Kew and Sunnyvale Road without using the upgraded highway and eliminates the intersection near the start of the northbound off-ramp. A roundabout is proposed at the junction between the Sunnyvale Link road, Bethesda Rd and the existing highway. The roundabout would signify to drivers that they have left the highway and moved to a lower speed environment.

Option 1:

The key features of Option

1. were briefly described, with emphasis on the ramps providing access between the highway and the Kew area.

Ron Clapton: Questioned safety at roundabout on Ocean Drive, with respect to movement of children to and from the High School.

John: The team has spoken to council about their plans for cycleways along Ocean Drive. There will be a separate cycleway/pedestrian walkway on the bridge carrying Ocean Drive over the Bypass. Provision would be made for pedestrians and cyclists at the roundabout.

Roger: RTA will put a barrier screen at the edge of the bridge to prevent rock throwing onto Highway, this is now a requirement on all projects.

Ron Clapton: What happens if a vehicle follows the old highway south of Kew by mistake. Will they be able to get onto the highway without going back into Kew.

There would be no direct access to the highway but vehicles could follow the link road to Sunnyvale Road and then follow that road to the south and under the highway near **Camden**

Haven River to get access to the southbound carriageway of the highway.

Option 2:

No roundabout at Ocean Drive.

Ian Jackson: Asked about traffic lights (Ocean Drive/Pacific Highway), he wants them to stay.

John: Traffic forecasts suggest that from a traffic capacity perspective the signals would not be required once the bypass is in operation – a roundabout or give-way controlled intersection would have adequate capacity for the forecast traffic flows.

Bob H: Council will make decision on the future of the traffic signals, but community/RTA could influence decision.

Brian Bremner: Talked about how **Gateway** Sub-Committee wanted to beautify and improve the area.

Ron Clapton: Concerned about truck braking on south bound off ramp at Kew.

John: The noise impact not significant compared to existing conditions as there would be an appreciable improvements overall, and there few residences close to the off-ramp. However, but it is acknowledged that there would be some noise impacts from Option 2.

Roger F: Discussed the visual cues of the town that would be available for vehicles approaching Kew. With Option

1. vehicles approaching Kew from the North would have some limited views across towards the golf course before reaching the southbound exit ramp to Ocean Drive. With Option

2. there would be full reliance on advance **signage** to indicate the Kew exit. For vehicles approaching from the south, both options would have full reliance on **signage** to indicate the Kew exit – no views of the town would be possible before the exit.

Alistair: Written submissions are requested, and there will be two staffed displays to answer any questions. Submissions will be accepted until 30 January 2004.

Roger F: will chase up information about roundabout / traffic lights for intersection of Ocean Drive / Pacific Highway for next meeting.

5 Next steps in project development Roger Fenner, RTA

6. Confirmation of matters to be followed up

• Roger Fenner will check availability of information on typical intersection capacities for roundabouts, signals and give way control as a guide to requirements at the Kew intersection following construction of the bypass

Roger Fenner, RTA Next Meeting

• AAK suggested that the next meeting may not be until some time prior to EIS, unless any significant issues arise.

AAK thanked members for their patience and continued interest.

8 Conclusion and close of meeting Roger F: invites comments and commits to project and to community members.

Bob H: Asks CFG members if they could indicate their initial responses to the two options presented, to give a general idea of the views of CFG members.

Response:

2 preferred Option

1. 4/5 preferred Option

2. 2 undecided.

Roger Fenner, RTA

Meeting No. 11

7pm, Tuesday, 5. July 2005 Steaks on Kew, Pacific Highway, Kew

Present:

CFG members:

Brian Bremner Ron Clapton Tracy Dignum Jan Kuras Kelvin Limbrick **Rod Heath** Allan Hagney **Merv Isaac** Graham Wood **Joe Malvicino** Barry Barr Ian Ferguson Roger Fenner – RTA Colin Henson - Arup Helen Weston – Arup Apologies: John Hamilton – Arup Owen Gill Ian Jackson **Daintree Gerrand**

1. Introduction **and Member Re-acquaintance Helen Weston, Arup**

2. Welcome Roger Fenner, RTA Outline of completion and exhibition of EIS.

- Exhibition extended from 4 to 6 weeks due to school holidays, to allow plenty of time to make submissions.

- Display panels show basis of EIS, i.e. extent of project/description

- how to make submission Newsletter issued to all residents in postcode area (approx. 6,500) Advertised in local and Sydney newspapers Summary Document of the EIS is available at display points Complete EIS on display consisting of:

• Volume 1 – EIS,

• Volumes 2 & 3 – Working Papers Scope of the EIS is based on legislative and DIPNR requirements The planning phase of RTA Pacific Highway Upgrade projects was discussed.

Where to from now:

- Approval process – approximately 12 months
- Acquisition phase will follow when a decision on the funding and timing for the project has been made.

Question – what is the availability and content of the CD.

Response - the entire EIS is on the CD and it was forwarded to all CFG members. The EIS is also on the website along with history and future activities for the project. A hard copy of the EIS is available from RTA for \$25.

3 Key Issues in EIS Helen Weston, Arup A Changes in Design

1. **Bulleys Road** – now connects through to **Stewarts River Road** in **Johns River**. This is safer, especially for truck traffic from the **quarry**.
2. Where possible, changes made to provide access connection roads for properties to limit the number of intersection points with the highway.
3. Intersection for **Watson Taylor Road** made safer.
4. Charlies Yard Road adjusted to move it away from the northbound **rest area** and Rossglen Road. All three access points are now separate (based on discussions with Forests NSW).
5. Incorporated noise mitigation measures:
 - Walls/mounding,
 - At house architectural treatments, and
 - Low noise pavement.
6. Sunnyvale Road north and Herons Creek Road south – connected straight through to Kew to improve safety and separate the highway and local traffic.
7. Frontage – where possible provision made for future local access/service road facilities.
8. New Herons Creek School access off Bobs Creek Road including a turning circle at the school for safe pick-up and drop-off.

General discussion:

This project involves a mix of interchanges and at-grade intersections/property accesses. The more recent projects on the Pacific Highway are tending to move full grade separation with service roads connected to interchanges and no allowance for direct access from local roads or access points. This improves:

- safety, and
- travel time, along with associated cost savings.

Given the safety problems of at-grade intersection points/crossings, the longer term strategy for the Pacific Highway will probably involve upgrading with service roads and interchanges those duplicated sections of the highway that still contain at-grade facilities. Total grade

separation is not currently proposed for this project. However, some consideration has been given to the reduction of the number of intersection/access points needed by combining a number of accesses into just one access point and making allowance for further rationalisation in the future.

Further investigations would be required in the future to achieve a fully grade separated highway facility for the Moorland to Herons Creek section.

Comments:

Will the speed limit be 110km/h? Response – design speed limit will be 110km/h, however, actual posted speed may be limited to 100km/h depending on final access arrangements determined in the detailed design phase.

A number of intersections should be upgraded including:

- Rossglen four-way intersection
- Eggberts Farm access
- Herons Creek Road north – particularly due to truck conflicts Believes that the design for Herons Creek Road is not acceptable, and that it should match the proposal for the Herons Creek to Stills Road project.

Response – This project is far more advanced than the Herons Creek to Stills Road project, which is still in the development stage. That project is looking at the northbound carriageway alignment, along with interchange options at Bago Road. One option being considered is to link Herons Creek Road to the Bago Road interchange and close the Herons Creek Road intersection.

The priority of the Pacific Highway Upgrade program is the upgrading of the highway to improve both the safety and traffic flow on the highway. Known accident blackspots such as the Lakes Way will be upgraded to a grade-separated interchange, while the provision of interchanges at other intersections will be based on current traffic volumes, safety and the costeffectiveness of providing such facilities. Interchanges at Kew and **Johns River** will be provided due to the significantly higher traffic and the fact that the bypassing of these two centres provides a suitable opportunity at minimal extra cost for the provision of interchanges as part of the current work.

The Herons Creek Road intersection has been designed to improve safety even though it has not been grade-separated. If traffic volumes increase beyond forecast levels in the future or safety issues arise, then the need for grade-separation at this location will be re-evaluated.

Believes RTA statistics show that on the Pacific Highway vehicles leaving the road is a higher cause of accidents than head-ons.

Response – While this may be the case in general, on rural roads such as the Pacific Highway, head-on crashes are probably more likely to involve fatalities in greater numbers than other types of accidents. Head-on accidents are therefore considered to be a significant problem, that can best be addressed by the provision of dual carriageways.

*Existing Ross Glen Road intersection has never been a problem due to enough gaps in traffic. Believes upgrade will be an improvement. However, is concerned that there will be a problem with conflicts with the **rest area**.*

Response – As discussed previously, the Ross Glen Road intersection has been sited to ensure that there is adequate clearance between it and the **rest area**.

*Concerned about the ability of the Herons Creek Road intersection to cater for **B Doubles** – particularly if more than one need to queue. Also concerned that **Boral Timber** was not notified of future service road acquisitions (Eggberts access) and was concerned about the potential impacts on the recently completed multi-million dollar upgrade of the mill.*

Response – The Herons Creek Road intersection in the EIS definitely includes median storage for **B Doubles**. However this is only conceptual and the proposed intersection will be reviewed during the detailed design phase based on the traffic volumes and intersection warrants at that time.

The current acquisition area for a possible future local access road south of the timber mill ends at the southern boundary of the mill property. No decision has been made on the provision of service roads in this area. This matter would be looked at separately by the RTA when and if a warrant is identified for the provision of service roads. The current acquisition area was based on what the RTA would reasonably require for the construction of the proposal, along with adequate provision for the connection of a number of property access points in the future into one to improve safety as traffic volumes rise.

If there is a need to connect this proposal for a local access road through to Herons Creek Road in the future, then the RTA would have to investigate the options available in consultation with all relevant stakeholders, including **Boral Timber**, at that time. The RTA's current proposal does not require the acquisition of any land from the main **Boral Timber** mill block at this time.

Advised that a Sydney developer was proposing a transport depot on land to the west of the Eggberts Farm and are also seeking access to the highway – potentially via the Eggberts Farm access.

A Development Application (DA) would have to be submitted to Council for any activities such as a transport depot. The RTA would have the opportunity to provide input to Council for such a DA, especially with regard to access proposals, road safety and the impacts that the development may have on the highway. If the proposal affected the traffic flow or safety of the highway, the Developer may be required to upgrade the proposed intersection point or provide an alternative access arrangement at their own cost. *Supports the potential option of closing the Herons Creek Road intersection and constructing a service road to an upgraded Bago Road intersection.*

Should merge the two projects together, including the provision of new bridges at Herons Creek.

Response – The RTA current design is based on future forecast traffic growth. As result, the proposed intersection treatment should function safely well into the future, providing there are no dramatic changes in traffic flows or known traffic generators in this area. If any changes such as these occur in the future, the proposed intersection treatment would have to be re-evaluated.

The intersection and median width design definitely included consideration of use by **B Doubles**.

The CFG members were encouraged to make submissions to the EIS on these or any other issues of concern, as the Minister for Planning and the RTA will take the issues raised into account when approving the project and finalising the design.

B Kew Bypass and Interchanges The alternative options for the Kew interchange were placed on display and an evaluation of the process and decision in this matter is included in the EIS. The final decision was that the original option for the interchange layout was preferred due to the additional cost of the alternative option and the fact that significant benefits could not be identified for the additional cost of the alternative option.

Discussion:

Thought the cut material would have been enough to enable the 2nd option to be built economically.

Response – the two additional bridges were the main causes of the increase in cost. The cost impact versus the additional traffic it would deliver to Kew was not significant enough to warrant the additional expenditure.

The Chamber of Commerce is disappointed and may wish to challenge this decision.

Response – That is the reason for a submissions period, so that people can raise issues that they are concerned about. It is suggested that any submission should include details of why the decision is considered to be flawed and give details of alternative solutions.

The community does not have the resources to give concrete arguments, they can only give reasoned/logical opinions.

Response – The RTA must respond to any issues raised. However, it would be more beneficial if the submission contains information on the reasons for the objection and suitable alternatives to improve the proposal.

Does the bridge design include provision to stop rocks being thrown onto traffic below.

Response – This is a matter for the detailed design, but a mesh protection fence is included on those over bridges that may be accessible to pedestrians as a standard procedure.

Questioned requirements for sufficient median separation for safety given the grade separation on the Kew Bypass Response – This would be reviewed during the final design phase.

*What is the design of the Kew **Gateway** sign?* Response – This will be resolved during the final design phase in consultation with Council and the community. However, there are set standards that apply to the design of signposting.

C Johns River The only change to the previously displayed layout is the intersection arrangement for **Bulleys Road**.

*Is provision made at **Wharf Road** for semi-trailers that access Gibsons Engineering and the timber mill?*

Response – This is a Council issue as the current proposal does not change the existing arrangements for **Wharf Road**.

D Other Issues

1. Noise – A number of residences are affected. The EIS identifies a suite of proposed mitigation measures. Finalisation of the actual measures will be determined in the final design phase in consultation with the affected land-owners.

The design requirements were discussed and it was confirmed that they would take into account the latest data on traffic volumes and truck numbers. B-triples were not considered as they are not approved for use in NSW.

2. Vegetation – vegetation removal minimised as much as possible with total loss of 64ha, 38ha in the road reserve and 26ha in adjacent land. This vegetation was considered to have low to moderate habitat value, although it is recognised that there will be an increase in

edge effects. The project will not significantly affect threatened species, populations or communities, or their habitats. No SIS or referral under Federal legislation is required.

3. Visual – Urban Design and Landscape Design was developed in parallel with the concept design. There has been an increasing emphasis on this aspect by RTA, particularly with regard to replanting local native species for landscaping and the design of structures to match the existing environment and structures.

The Design, Construct and Maintain (DCM) contractor will produce a final design within the boundaries of the project, the project approval, the Contract documents and the requirements of relevant government agencies. The landscaping design must also take account of ongoing maintenance issues.

4. Local Businesses – Highway related trade at Kew and **Johns River** was recognised. With the reduction in highway traffic through these towns, it is acknowledged that there will be a negative impact. To some extent this impact will be off-set by the design of the proposal, as well as future planning by Council and the community to deal with the changed circumstances.

Discussion:

Ocean Drive is a major road – who will look after it? Response – Council will retain the responsibility for the maintenance of Ocean Drive.

Who will be responsible for the old highway through Kew? Response – the responsibility for the current highway through Kew would be handed over to Council. The RTA will meet with Council to discuss and agree the handover of this section of road to Council before the handover takes place, looking at issues like the pavement condition and the need for traffic lights at the Ocean Drive intersection. Council should now be able to review their requirements and proposals for the Kew CBD area.

Council has not led on this issue, with only one meeting in 18 months.

Response – it is possible that Council is waiting on a final determination of the project before undertaking further work on this issue.

What will be the future intersection treatment at Ocean Drive.

Response -- Council and the RTA will have to consider the actual traffic volumes when determining the final design for this intersection. It is likely that a roundabout would suffice here, however Council and community will have an

input in the decision on the most suitable treatment. The probable traffic volumes and operating costs are not likely to warrant traffic lights here. A roundabout with its traffic calming affect may be more suitable than traffic lights or give-way/stop **signs** with a fixed directional priority. Traffic signals cost in the order of \$500,000/annum to maintain, which needs to be part of consideration.

Prefer raised median to fried egg roundabout. Also Traffic calming on Ocean Drive by Council may change traffic flows via Pacific & Oxley Highways to Port Macquarie rather than via Laurieton.

Is there enough room for a roundabout? Response – Yes, with the reduction in traffic volumes there would be adequate room to construct a round-about in this location.

Will the RTA construct the round-about as part of the Pacific Highway upgrade? Response – this would be subject to negotiations with Council as part of the handover package.

Will the design consider proposed development in Kendall? It must also be able to cater for semi trailers to service the needs of local businesses and the community.

Response – the design adopted would take account of future traffic volumes and movements.

5. Property Access – the access arrangements were developed following earlier consultation with land-owners. There is no provision for median cross-overs at most access points. Access arrangements are generally limited to left-in/left-out movements only because of the increasing traffic volumes and safety concerns. U-turn facilities are provided at regular spacing to allow for movements in the opposite direction.

6. Flooding – no significant impact. The new highway would be above the 1:100 year level.

4 Discussion All Informal discussion held at end of the meeting whilst viewing plans and the EIS.

5 Next Steps Approvals (6-12 month process)

- EIS on display to
- 5. August 2005
- Receive representations from community and other government agencies
- RTA to consider all representations in a Representations Report – prepared by another section of RTA.
- Submitted to DIPNR with EIS seeking approval from the Minister.
- Minister/DIPNR assess the EIS and Representations Report and can ask for more information – RTA responds (new data, change in design, etc)
- Minister makes a decision – can approve with Conditions of Approval.

Suggested that paper be provided at the displays to allow immediate noting of issues whilst reviewing the EIS.

Response – will consider but the display sites are not staffed so there is concern about the security of submissions and the perception that the RTA does not influence submissions by providing proforma response forms. There is also the requirement that representations must be made in writing to a specific address.

Pre-Construction

- Decision on the funding and programming of the project.
- Detailed design (including more survey, investigations, geotechnical, etc) to determine how much property is required.
- Property acquisition under Land Acquisition (Just Terms) Compensation Act 1991
- Negotiations based on property valuation by RTA Valuers, with an option to obtain an independent valuation at the RTA's cost
- Compulsory Acquisition if agreement can not be reached.

Construction

- Call tender and award a Contract for the work
 - Form a Community Liaison Group (CLG)
 - Commence Construction **Roger Fenner**
- 6. CFG** The work of this CFG finishes up by the end of the approvals process, and it is replaced by a Community Liaison Group for the construction phase of the project as mentioned previously.

Helen Weston However, as there will be no new information that can be discussed with the CFG until the project is approved, it is unlikely that there will be another meeting with this group until that time. Unless major modifications to the project are required, a meeting will be called with the CFG following the approval of the project to inform you of the decision and dissolve the group.

If design changes are proposed due to representations will the CFG be informed?

Response – modifications of the Proposal in the EIS may have to be exhibited in the form of a Preferred Activity Report if they are significant. The CFG would probably be informed of the modification either by letter or advertisement.

7 Next Meeting Helen Weston The members will be contacted by the Project Team when there is a need for another meeting.

8 Conclusion and close of meeting Helen Weston