

MAY 2012

Berry to Bomaderry upgrade

Three community focus group meetings for the Berry to Bomaderry upgrade were held in May 2012. The first meeting was held on 1 May 2012 at the Nowra Showground Pavilion, Nowra.

Summary – Purpose of the meeting

Roads and Maritime Services convened a series of focus group meetings for the Berry to Bomaderry upgrade inviting residents potentially impacted by the proposed design. This meeting was the first of three held in May 2012, covering an overview of the upgrade and features of each section of the proposed upgrade. The aim of the meetings was to capture specific feedback from potentially impacted residents. The meetings also provided the community with an opportunity to ask questions and raise issues for further consideration in the design process.

The meeting was opened and facilitated by Wendy Carlson of the AECOM project team. Nick Boyd, RMS Project Manager, provided a slide presentation showing an overview of the proposed concept design. This included amendments to access arrangements to properties accessing the Princes Highway, the inclusion of a proposed truck stop facility near Meroo Meadow, changes to bus collection and drop-off arrangements, as well as a discussion of environmental issues and impacts on other road users. The presentation was supported by technical staff from RMS. The meeting was then open to questions from the community.

Approximately 16 local residents attended the meeting. The following is a summary of the issues raised at the meeting and of the RMS response.

<i>Questions & Comments</i>	<i>Response/Action</i>
Will there be advisory speed signs in the deceleration lanes?	No, advisory speed signs are not a design requirement on deceleration lanes.
Why weren't all people in the study area invited?	The project team sent out 250 invitations to residents living adjacent to the Princes Highway and it is unclear why some people in the catchment did not receive an invitation. This will be rectified in the distribution of notices for proposed additional meetings.
The community did not have enough prior notification of this meeting and a 31 May cut-off date for feedback is insufficient.	The reference to a 31 May cut off date on feedback material is incorrect, there is no deadline for the community to comment on the concept design during this period of consultation. Comments received by the community will be considered and, where possible, included into the next stage of the design. The community will also have a chance to provide submissions during future consultation periods, including when the Review of Environmental Factors (REF) for the project is displayed.
Why does the truck stop need be located at Meroo Meadow?	A heavy vehicle enforcement bay is required in the Berry to Bomaderry project area to intercept heavy vehicle drivers travelling north from Nowra; and a heavy vehicle truck park is required somewhere on the Princes Highway around Nowra to satisfy the current RMS heavy vehicle rest area strategy. The location of the proposed heavy vehicle facility requires further discussion with the

	community and RMS will arrange a separate meeting.
Concerns about the impacts of the truck stop on nearby residents, particularly noise.	The proposed heavy vehicle enforcement bay and truck park will undergo environmental assessment including noise modelling. Noise mitigation measures where deemed necessary will be considered on a case by case basis and could include a noise wall or architectural treatments at individual properties.
What will be done about the noise of trucks braking and accelerating uphill to get onto the highway?	The grades on the new highway will be better than the existing vertical alignment, which will mean that noise from braking and accelerating will not be as frequent as on the current alignment.
Other areas have fewer houses nearby – why not put the truck stop there?	There are many criteria involved in the choice of locations for either a heavy vehicle enforcement bay or a truck park. The proposal to locate this facility at Meroo Meadow was determined by a number of design and operational criteria including clear site distance and room for trucks to decelerate and accelerate. This heavy vehicle facility will be further discussed in a separate community meeting which RMS will convene.
Will there be a south bound truck stop?	The proposed concept design for the Foxground and Berry bypass is considering including a southbound truck stop. As such, there are no plans to include a southbound truck stop as part of the Berry to Bomaderry upgrade project.
Is there a member of Council here tonight?	Council was invited but was unable to attend tonight’s meeting. Notes of this meeting will be provided to council.
With the left turn in/out, there is no graduation to merge traffic left out. Is RMS going to set back the left turn in lane so that when you turn left out you can see past the cars in that lane, similar to the arrangement at Gerringong?	The new highway alignment will have improved sight distance because it will be wider and flatter. The turning volume is low enough so that there will not be the same problems that occur at major intersections, such as at Gerringong, consequently there will not be a setback for left turns.
Why is there no right turning facility at Boxsells Lane when more people use it than some of the other intersections?	RMS notes the community feedback on this issue and will review the decisions behind this proposal and get back to the community.
Why do you have a right turn lane into Lamonds Lane when it is considered a flood area and will never be further subdivided? Boxsells Lane is	RMS will review the decisions behind the proposed locations of these access points, but will also need to consider the implications that changes to the current proposal may have on other residents.

going to be used more.	
Why do you have a right turn into the Silo estate? Why have you put right turns where there are only a few houses?	The access strategy is not just about servicing particular properties or houses, but also to make sure that there are evenly spaced opportunities for right turn movements for all residents and road users. RMS is willing to review access arrangements, based on community input and feedback.
When will construction for this project start?	The concept design for this section of the Princes Highway upgrade is currently funded but funding for construction of BBU will be required before construction can commence.
Is there a set back from the highway for residential building purposes?	This would be determined by council and their current regulations.
Do you have any hard copies of tonight's presentation?	The presentation will be available on the project website at www.rms.nsw.gov.au/bbu Copies will also be available at the project office in Berry.