

Meeting Notes



Transport
Roads & Maritime
Services

JUNE 2012

Berry to Bomaderry upgrade

An additional community focus group meeting for the Berry to Bomaderry upgrade was held on 07 June 2012 at the Nowra Showground Pavilion.

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. Three community meetings were held in May 2012 to discuss the proposal. Due to community interest, an additional meeting was organised on 7 June to ensure that all residents in the area had an opportunity to provide input on the draft concept design.

This meeting was similar to the focus groups held in May. It included an overview and features of each section of the proposed Berry to Bomaderry upgrade. The aim of this meeting was to capture specific feedback from potentially impacted residents. The meeting also provided the community with an opportunity to ask questions and raise issues for further consideration in the design process of the upgrade.

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 20 local residents attended the meeting. The following is a summary of the issues raised at the meeting and of RMS's response.

<i>Questions & Comments</i>	<i>Response/Action</i>
Are there hardship considerations available for potential loss of business caused by the highway upgrade that doesn't involve property acquisition?	This needs to be discussed on a case by case basis, and the RMS team is available to make a time to meet with residents on site to discuss their particular issues.
Regarding the truck rest area, can it be prevented from being used for selling used cars or other goods?	This would be an illegal activity, unless the vendor has a development application to run a business within the road corridor.
How were decisions made as to where and what kind of intersections are	An access strategy was developed to help decide where and what kind of turning opportunities would



<p>planned along the highway? Why wasn't Boxsells Lane provided with a right turn when it is used by more traffic?</p>	<p>be provided along the upgraded highway. Meroo Road was first chosen as a location for a grade separated interchange. RMS then chose Strongs Road for a grade separated overpass due to its location in relation to other interchanges and due to the suitable terrain for an overpass. Locations for protected right turn and u-turn bays were then chosen with the aim of fairly distributing the ease of access along the route to best service all residents. The proposed underpass at Devitts Lane was identified to help distribute the ease of access. Feedback received at recent community meetings has raised the issue of right turn restrictions into Boxsells Lane, and RMS will revisit the previous design work to assess whether there is a better solution.</p>
<p>Has consideration been given to access for residents on Boxsells Lane during floods?</p>	<p>The design is taking flooding into consideration.</p>
<p>Who will be responsible for upgrading/maintaining Pestells Lane, as it is currently unsealed?</p>	<p>RMS will be meeting with Council in June to discuss this issue.</p>
<p>Why has Pestells Lane been given a right turn lane and not Boxsells when Boxsells has a wider easement?</p>	<p>As a result of community feedback Pestells Lane and Boxsells Lane intersections will be reviewed to see if they can be improved.</p>
<p>Were the physical conditions of the side roads designated for intersections considered in the planning process? Were the numbers of residents using the local road network considered in the planning process?</p>	<p>This has not been taken into account, but will be raised with council and reviewed during the current design phase. An access strategy has been undertaken, taking into account the number of residents and users of side road access from the highway within the project area. However the local road network is a matter for council to consider and RMS will meet with them this month.</p>
<p>Why was Boxsells Lane not considered for an overpass when it has a similar grade and terrain to Strongs Road?</p>	<p>Strongs Road is more suitable for a grade separated overpass as the terrain is elevated on both sides of the highway, unlike Boxsells Lane which is elevated on one side and lower on the other side.</p>
<p>Can another community meeting be convened to hear the results of the RMS meeting with council?</p>	<p>Council is considered to be a stakeholder in a similar way to stakeholders consulted at community meetings such as tonight. Council's concerns will be discussed and reported on the issues register, which</p>



	<p>will be available for viewing on the project website.</p> <p>The issues register will contain key issues and responses, and will change as feedback is received and responded to.</p>
<p>Is a truck rest area being considered for southbound traffic?</p> <p>Concerns about trucks parking on the highway at Bomaderry in front of businesses causing obstructions.</p>	<p>There is a southbound truck rest area proposed for the Foxground and Berry bypass.</p> <p>This would no longer be possible under the new highway design.</p>
<p>How will the rise at Turners Lane be addressed?</p>	<p>The highway will be flattened and straightened where possible to mitigate some of the existing curves and rises which make visibility difficult at certain intersections.</p>
<p>What negotiations are available to residents of Turners Lane to install a right turning lane?</p>	<p>It is advisable to put in a submission with details of who would be using the intersection and what kinds of vehicles would be requiring access, so that a review can be undertaken.</p>
<p>Has the size of the Pestells Lane interchange been designed for trucks?</p>	<p>The interchange has been designed to cater for light and heavy vehicles of all sizes. The size of the interchange has not been governed by truck usage, rather the terrain requires long ramps to raise vehicles off the existing grade up to the height of the proposed overpass. The length of ramps will also provide the opportunity for highway traffic to slow down before entering local roads.</p>
<p>Why can't this interchange be at Boxsells Lane?</p>	<p>There are a number of environmental constraints which restrict an interchange of this size being constructed at Boxsells Lane. However RMS will review the Boxsells Lane intersection to see if improvements can be made on the current design.</p>
<p>In terms of cost effectiveness, why doesn't construction continue 24 hours?</p>	<p>This is not a practice currently undertaken by RMS as there are other considerations than financial cost.</p>
<p>Will the decision about the north or south bypass on the Foxground and Berry bypass have implications for the Berry to Bomaderry upgrade?</p>	<p>A decision will be announced shortly. If it remains as the preferred northern route, then the Berry to Bomaderry upgrade will continue unaffected. If the southern bypass is chosen there will be design changes but it is not known yet how that will affect the Berry to Bomaderry upgrade.</p>