BBU – Berry to Bomaderry Upgrade
Community Sessions
May 2012
Introductions

Project team:

• Roads & Maritime Services
  – Nick Boyd – Project manager
  – Carla Brookes – Project communications
  – Mark Keech – Design
  – Keith Pepper – Design
  – Bill Healy – Property
  – Brianna Royal – Property

• AECOM
  – Jon Williamson – Project manager
  – Stuart Dalziel – Principal engineer
  – Kerri Hale – Project communications
  – Wendy Carlson – Facilitator and project communications
Meeting purpose
  • To inform the community of project status
  • To gather information from the community to improve the design

Meeting process
  • Presentation
  • Question & answer session
  • Next steps

Housekeeping
  • Refreshments
  • Facilities
Problems identified during early community sessions

• The project team acknowledges a problem with invitations
  – About 250 people living on the highway and on the affected side streets were invited
  – We are not sure why some people received their invitations & why others did not

• The problem concerns the project team
  – We want to speak to as many people as possible
  – We want to gather as much feedback as possible

• We propose to…
  – Continue with the three scheduled sessions as they are booked in
  – We will then assess the need for more sessions to speak to those who missed an invite
  – We will consider other ways of distributing invites to households (letterbox drop)

• Please let us know of anyone who we should speak to
Princes Highway upgrades

- North Kiama bypass
- Oak Flats to Dunmore

Gerringong to Bomaderry (G2B)
- Route announced June 2009

State Government commitment
- $500M towards G2B project
- Funding for this term of government
G2B split into three projects:

- **Gerringong Upgrade (GU)**
  - Tender awarded

- **Foxground & Berry Bypass (FBB)**
  - Planning

- **Berry to Bomaderry Upgrade (BBU)**
  - Planning
Berry bypass southern review

- Last community meeting held 30 April 2012
- Decision to be made by Minister Roads & Ports
- Next community meeting planned upon announcement
- Refer to www.rta.nsw.gov.au/fbb for latest information

Implications for BBU

- Decision may affect northern section of this project
- BBU is proceeding as planned until advised otherwise
- Tonight is for people potentially affected by BBU…
BBU project extent:
- Andersons Ln to Cambewarra Rd
BBU overview – current status

Concept design
- Community input sought 2009
- Concept design drafted 2011
- Community input required to improve concept design
- We need to know of adverse impacts and benefits

Environmental assessment
- Some environmental studies commenced
- Remainder to be completed once concept design finalised
BBU overview – proposed future milestones

- Preferred Options Announced: June 2009
- Commence Concept Design: May 2010
- Community Workshops: Mid 2012
- Finalise Concept Design: Late 2012
- Display Concept Design & REF for Comment: Early 2013
- Detailed Design
- Construction Activities
Commitment to need for Princes Highway upgrade

- 2008 Coronial Inquest
- State Infrastructure Strategy 2008/09 to 2017/18
- Current State Government commitment of $500M

Deficiencies

- Approx. 10 reported crashes per year (40% casualty)
- Traffic performance LOS D in some locations

Network consistency

- Four lanes Sydney to Shoalhaven
- Construction of GU & FBB would leave BBU as a substandard link
Project objectives

• Improve road safety
• Improve traffic efficiency
• Support regional & local economies
• Provide value for money
• Minimise environmental impacts & look for opportunities for benefits
• Optimise potential local social benefits
Typical cross section:
- Divided carriageway
- Two lanes each way
- 3.5 metre lane widths
- 5.0 metre median
- Central barrier
- Turning restrictions
- 2.5 metre shoulders
- 100km/hr
- 1:100 flood immunity
- Batters range 2:1 – 4:1
Project proposal – typical cross section
Main project features:
• Changes to access
• Property impacts
• Environmental assessment (noise & visual impacts)
• Bus stops, pedestrians & cyclists
• Heavy vehicle facility

Following these slides we will facilitate a question and answer session
Project details – changes to access

Dual carriageway restricts turning movements

Need an access strategy

Three levels of access:
- Grade separation
- Right turn / u-turn
- Left in / left out
Project details – changes to access

Grade separation:

• Jaspers Brush Rd / Strongs Rd

• Devitts Ln / Morschels Ln

• Meroo Rd / Pestells Ln
Grade separation

- Jaspers Brush Road / Strongs Road

New overpass

Left in / left out junction at Strongs Road

Left in / left out junction at Jaspers Brush Road
Grade separation

- Devitts Lane / Morschels Lane
Project details – changes to access

Grade separation
• Meroo Road / Pestells Lane

Northbound onload & offload ramps

Provision for future southbound ramps
Project details – changes to access

Right turn / u-turn:

- Mullers Ln
- Croziers Rd
- south of Jaspers Brush Rd
- Silos Winery
- Lamonds Ln
- south of Abernethys Ln
Project details – changes to access

Left in / left out:

• Anderson Ln
• O’Keefe Ln
• Turners Ln
• Boxsells Ln
• Abernethys Ln

• Driveways
• Typical right turn / u-turn

• Typical left in / left out
Property acquisition

- Dual carriageway corridor requires more width
  - Current road corridor is as narrow as 20 metres in some locations
  - New road corridor would be at least 40 metres (plus cut & fill batters, etc)

- Many properties adjoining the Princes Highway will require some partial strip acquisition

- Some properties may be more affected
  - Possible full acquisition
  - Business / operational impacts

- Any changes to concept & detailed designs will potentially increase impacts on some properties
Project details – property impacts
More details on the property acquisition process are contained in the RMS *Land Acquisition Information Guide*

- Land is valued on current market value as if unaffected by the proposal
- Two valuations can be compared for agreement
  - RMS valuation
  - Independent valuation

- When do property negotiations commence?
  - Most acquisitions considerations do not commence until **after** the concept design is finalised
  - RMS may consider requests for "hardship" acquisitions **before** the concept design is finalised

- RMS will consult with property owners before negotiations
Review of Environmental Factors (REF)

• Preliminary assessments were conducted during G2B route selection
  – Hydrology / hydraulics
  – Aboriginal and non aboriginal cultural heritage
  – Water quality assessment
  – Terrestrial & aquatic flora & fauna
  – Urban design, landscape & visual amenity
  – Social-economic
  – Noise & vibration
  – Climate & air quality

• Preliminary assessments found no significant issues with the proposed alignment that could not be mitigated

• Detailed assessments will commence for the REF
Noise assessments
• Noise modelling to be conducted
• Noise treatments where required
• Case by case basis for treatment choice

Visual assessments
• Urban design reviews
• Landscaping plans

The above (and more) will all be available for review & comment during the public display of the REF
Bus stops to be relocated to local roads

- Avoids at-grade crossing by pedestrians
- Locations serving school buses may need more investigation
- Bus & coach services largely unaffected, but feedback welcomed

Pedestrian access

- The highway is not designed for pedestrian access
- Feedback welcome on pedestrian needs

Provision for cyclists

- Proposed 2.5 metre shoulder is better than current width
- Feedback welcome for specific cyclist issues
Regardless of the dual carriageway project, there is a need for two facilities for heavy vehicles on this section of the Princes Highway:

• Heavy vehicle enforcement bay

• Heavy vehicle rest stop (truck park)
Heavy vehicle enforcement bay:
  • Used by RMS enforcement officers to inspect heavy vehicles
    – Vehicle road worthiness
    – Log books
    – Overweight / oversize
  • A part time facility is needed northbound on the Princes Highway between Nowra & Berry
  • The facility would include:
    – Hard stand area to fit mobile inspection facilities
    – Room for heavy vehicles to park if log books exceeded
    – Lighting for use in late afternoons
    – Lockable gates to prevent unauthorised access when not operating
Heavy vehicle rest stop (truck park):

- Used by heavy vehicle drivers to take legally required rest stops
- A facility is needed northbound on the Princes Highway
- Spacing between other facilities on the network identifies BBU as a suitable location
- Specifically identified in *RTA Strategy for Major Heavy Vehicle Rest Areas on Key Rural Freight Routes in NSW*
- The facility would include:
  - Hard stand area to fit approx. 10 heavy vehicles
  - Bins and a toilet
  - Possible seating and shelter
Project details – heavy vehicle facility

Site selection needs to consider:

• **Impact on the community**
  – Noise & visual impacts

• **Design constraints**
  – Length for acceleration & deceleration lanes
  – Proximity to other road infrastructure (creek crossings / intersections)

• **Operational constraints**
  – Network placement
  – Sight distance for enforcement staff

• **Environmental considerations**
Project details – heavy vehicle facility
Summary of main project features covered tonight:

- Changes to access
- Property impacts
- Environmental assessment (noise & visual impacts)
- Bus stops, pedestrians & cyclists
- Heavy vehicle facility

Question and answer session…
Community feedback

- Community feedback is important to the project and will be taken into consideration in the finalisation of the design process

- This is your opportunity to add value and the project team welcomes your input
Community feedback

You can provide feedback by:

- Fill in the ‘have your say’ forms tonight and dropping them into the box provided

- Mail the form to
  Berry to Bomaderry Upgrade AECOM
  PO Box Q410, QVB Post Office, Sydney NSW 2000

- Email your comments to berrytobomaderryupgrade@rta.nsw.gov.au

- Phone 1800 506 976 (free call) project information line

- Visit the Berry project office, shop 3/113 Queen Street, Berry on Fridays 10am – 5pm
Next steps

• Your feedback from these focus group meetings will be considered in the final design

• Any comments received in May will be incorporated into a summary paper of the feedback received
Thank you