

## **Foxground and Berry bypass – Austral Park Road interchange and heavy goods vehicle rest area working group**

The Austral Park Road interchange and heavy goods vehicle rest area working group held its first meeting on Monday 5 March 2012 at the Berry School of Arts.

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### **Attendees:**

Phil Bragg, resident  
Harvey Blue, Berry Landcare  
Helen Chittick, resident  
Bob Fitzell, resident  
Rick Gainford, resident  
Jodie Hemmett, resident  
Mark Hemmett, resident  
Susan Knopf, resident  
Bart Leary, resident  
Sally Lindsay, resident  
Ian Parker, Berry Landcare  
Bruce Ramsay, resident  
Carolyn Ridge, resident  
Anne Seaton, resident  
Charles Seaton, resident  
Vanessa Seaton, resident  
Scott Wells, Shoalhaven City Council representative  
David Woolbank, Straight Talk Facilitator  
Ron de Rooy, RMS Project Manager  
Julian Watson, RMS Environmental Assessment  
Carla Brookes, RMS Project Communications  
Keith Pepper, RMS Design Manager  
Annette Beedles, RMS Graduate Engineer  
Angela Malpass, AECOM Community Consultant

### **Summary – Purpose of the meeting**

Roads and Maritime Services (RMS) convened a working group of registered community members to review various community and design issues for the Austral Park Road interchange and the proposed south bound heavy goods vehicle rest area.

The session was opened and facilitated by David Woolbank of Straight Talk.

Ron de Rooy, RMS Project Manager for the Foxground and Berry bypass, presented the issues relating to the Austral Park Road interchange and southbound heavy goods vehicle rest area.

Mr. de Rooy explained that some of these issues were identified during a meeting held between residents and RMS on 25 November 2011 and in a follow-up e-mail dated 14 December 2011. He asked the group to review the issues and identify any additional items to be addressed by this working group.

Harvey Blue from Berry Landcare made a statement to the group.

*The following is a summary of the discussions held at the working group, responses and actions agreed to by RMS.*

<b>Discussion</b>	<b>Response / action</b>
<p><b>Renaming of Austral Park Road</b></p> <p>A group member queried where the suggestion for renaming Austral Park Road had originated.</p> <p>RMS confirmed that a suggestion was made to RMS via email that Austral Park Road should be renamed to something which reflects the community's identity.</p> <p>A member of the working group advised that the road name has significant historical meaning to the area and as a resident living on Austral Park Road would prefer the name to remain.</p>	<p>Any road name change would need to be discussed with council as Council has authority over local street names.</p> <p><b>Action:</b> Remove issue of renaming Austral Park Road from working group agenda.</p>
<p><b>Austral Park Road southbound heavy vehicle rest area design updates</b></p> <p>Ron de Rooy advised that it is RMS policy to provide a minimum of 10 individual heavy vehicle parking bays along every 100 kilometre stretch of the highway.</p> <p>He stated that following the meeting of 25 November 2011, RMS has undertaken additional work to improve the design of the proposed Austral Park Road heavy vehicle rest area.</p> <p>Keith Pepper described the modifications made by RMS to the heavy goods vehicle rest area at Austral Park Road, as:</p> <ul style="list-style-type: none"> <li>• Access modified to separate heavy vehicle rest area access from Austral Park Road residents access.</li> <li>• Screening introduced to protect the privacy of Austral Park Road residents.</li> <li>• Sedimentation basin has been reduced in size and relocated.</li> </ul> <p>A group member asked RMS to clarify the alignment</p>	<p><b>Action:</b> RMS to check contours on concept design drawings and advise gradient of proposed heavy goods vehicle rest area.</p> <p><b>Action:</b> RMS to provide the working group with a copy of the updated concept design for the Austral Park Road heavy vehicle rest area (ongoing).</p> <p><b>Action:</b> Ron de Rooy to pass request from Shoalhaven Council Economic Development Team for RMS to consider building the north bound vehicle rest area and inspection point at Meroo Meadow in conjunction with south bound rest area to Berry to Bomaderry upgrade Project Manager Nick Boyd.</p>

<p>of the heavy vehicle rest area.</p> <p>Keith Pepper advised the alignment would be a moderate down slope of between two to three per cent, elevated approximately two to three metres above the highway.</p> <p>A group member contested these figures and advised from RMS drawings he had calculated the slope of the pavement to be 1 in 12, or eight per cent.</p> <p>Keith Pepper advised that the concept design previously displayed was an 80 per cent design and the latest concept design has been updated to include maximum grade limitations of two per cent.</p> <p>A question was raised as to what facilities would be provided and who would be responsible for cleaning / maintaining these facilities?</p> <p>RMS advised that toilet facilities would be provided and it would be the responsibility of RMS to ensure they were cleaned and maintained.</p> <p>A group member asked RMS to clarify what rest area arrangements were being provided for north bound trucks?</p> <p>RMS advised that a heavy vehicle rest area and inspection bay site was being considered at Meroo Meadow as part of the Berry to Bomaderry upgrade project.</p> <p>Scott Wells, Shoalhaven Council representative, queried whether the north bound heavy vehicle rest area and inspection point could be built in conjunction with the Austral Park Road south bound rest area.</p> <p>RMS advised that the design enables the north bound heavy rest area and inspection point to be built as a separate project from the Berry to Bomaderry upgrade.</p>	
<p><b>Nungarry heavy goods vehicle rest area upgrade cost comparison</b></p> <p>Ron de Rooy told the group that RMS has been investigating the possibility of upgrading the Nungarry (Minnamurra) heavy vehicle rest area as an alternative to building a new rest area at Austral Park Road.</p>	<p>RMS will conduct a like for like comparison between building a new heavy vehicle rest area at Austral Park Road and upgrading the Nungarry heavy vehicle rest area. The costing analysis should take RMS approximately four weeks to complete. Timing on the decision of whether Nungarry will be upgraded is indefinite at this stage.</p> <p><b>Action:</b> RMS to review options for providing a</p>

RMS advised that the current rest area at Nungarry has enough space to accommodate the additional parking bays, but does not have an acceleration lane to enable trucks to reach the required merge speed of 85 km/h. RMS is currently investigating options for the inclusion of a compliant acceleration lane at Nungarry.

A question was asked about the design speed of the project. RMS confirmed the design speed (for vertical alignment) is 100km/h and the posted speed will be 100km/h. So the acceleration and deceleration lanes at the Austral Park heavy vehicle rest area are designed accordingly.

A working group member queried how RMS was able to build a heavy vehicle rest area at Nungarry without a compliant acceleration lane?

A representative from Berry Landcare asked RMS to investigate the possibility of moving the Nungarry heavy vehicle rest area further north to provide room for an acceleration lane.

The representative from Berry Landcare also suggested that the rest area at Quaama could be used as a basis of design for Nungarry.

A question was raised as to whether the Nungarry heavy vehicle rest area would close if an additional facility was to open at Austral Park Road.

Ron de Rooy advised that the Nungarry facility would remain open as it also acts as a heavy vehicle inspection point. There is no heavy vehicle inspection point planned at Austral Park Road.

A working group member queried whether RMS could review the knock-on effects of removing the heavy vehicle rest area at Austral Park Road from the design. Could this be included as part of the costing exercise?

A question was raised into funding of any upgrade to the Nungarry heavy vehicle rest area.

RMS advised that the Austral Park Road heavy vehicle rest area would be funded as part of the Foxground and Berry bypass project. Any upgrade to the Nungarry rest area would be funded as a separate project and RMS would need to justify this by demonstrating a nett saving.

compliant acceleration lane at Nungarry.

**Action:** RMS to investigate why an acceleration lane was not built at Nungarry?

**Action:** RMS to consider relocating the Nungarry heavy vehicle rest area further north if space is needed for an acceleration lane.

**Action:** RMS to advise current RMS policy / compliant requirements for the length of an acceleration lane at the proposed Austral Park Road heavy vehicle rest area.

**Action:** RMS to provide the working group with the lengths of both the acceleration and deceleration lanes at the proposed Austral Park Road heavy goods vehicle rest area.

**Action:** Cost comparison between Nungarry and Austral Park Road heavy vehicle rest areas to consider social and environmental impacts not just monetary costs.

<p><b>Austral Park Road intersection</b></p> <p>Scott Wells, Shoalhaven Council representative, asked RMS to explain the half interchange arrangement (U-turn facility) at the Austral Park Road intersection.</p> <p>RMS clarified that residents using the Austral Park Road interchange would be required to join the highway for a distance of approximately 130 to 150 metres before exiting to access their properties through Austral Park Road (at the heavy vehicle rest area).</p> <p>The working group discussed alternatives for improving safety including the provision of a third lane and moving the on load ramp (at Austral Park interchange) further north to provide a greater distance between merging on and exiting the highway.</p>	<p><b>Action:</b> RMS to review possible design improvements for residents who will be required to merge onto the highway for a short distance before leaving again to access their properties (RMS to present/explain to group).</p> <p><b>Action:</b> RMS to review potential improvements to the Austral Park Road interchange arrangement if the heavy vehicle rest area is not pursued.</p>
<p><b>Environmental impacts</b></p> <p>A working group member queried what would happen to the piece of residue land between the existing and upgraded highways if RMS does not proceed with the Austral Park Road heavy vehicle rest area.</p> <p>RMS advised that it is open to suggestions from the group as to what should happen to this land.</p> <p>The group discussed what RMS could do with the pieces of residue land (all along the project not just at Austral Park Road) including handing them over to a responsible environmental group to maintain.</p> <p>Julian Watson asked the Berry Landcare representative if there was a similar group whom he could contact for the project area from Gerringong to Foxground.</p> <p>The representative of Berry Landcare advised that the equivalent group in Gerringong is Foxground Landcare.</p>	<p>The alignment of the existing highway will be straightened to accommodate the upgrade. This will result in several areas of residue land of varying sizes, including the piece at Austral Park Road.</p> <p><b>Action:</b> RMS to provide Berry Landcare with details of the areas of residue land resulting from the upgrade at the next meeting.</p> <p><b>Action:</b> RMS to assist with integration of both the Berry and Foxground Landcare groups across the whole Foxground and Berry bypass project.</p>
<p><b>Flora and fauna wildlife corridor</b></p> <p>A representative from Berry Landcare advised the working group that the proposed heavy vehicle rest area is located within a wildlife corridor defined under the State Government South Coast Regional Development Plan.</p> <p>The Berry Landcare representative asked RMS to</p>	<p>The like for like cost comparison will only include costs resulting from the construction of a heavy vehicle rest area at Austral Park Road. The upgraded highway also cuts through the wildlife corridor and therefore wildlife crossings will need to be provided whether or not the heavy vehicle rest area is included.</p>

<p>confirm that the cost of the wildlife crossings would be included as part of the like for like cost comparison between the two heavy vehicle rest areas.</p> <p>A working group member advised that they have observed a higher occurrence of wildlife casualties on the current highway at Gembrook Lane than in the area proposed for the heavy vehicle rest area. The main crossing area appears to be between Gembrook Lane and the speed camera.</p>	<p><b>Action:</b> RMS to review the location of wildlife crossings. Julian Watson to organise a site visit (Saturday preferred) with local residents to identify areas used by wildlife to cross the current highway.</p>
<p><b>Noise and visual impacts</b></p> <p>Ron de Rooy presented the working group with a graphic representation of the noise model.</p> <p>The working group discussed how noise is measured and the basis on which the figures are calculated.</p> <p>Julian Watson advised, at the Austral Park Road location, there is a potential change in noise levels due to trucks accelerating and decelerating as they exit / enter the heavy vehicle rest area.</p> <p>A working group member raised concern over light spill and light pollution from both the highway and the heavy vehicle rest area.</p> <p>Ron de Rooy advised that for free running sections of the highway RMS would not be providing street lighting. Lighting would however be provided at the heavy vehicle rest area and is usually provided at interchanges.</p> <p>A question was raised as to whether RMS could change the profile of the road design to mitigate noise impacts.</p> <p>Ron de Rooy advised that this was possible, but RMS would need to review potential flooding and property impacts from any changes to the road footprint.</p>	<p>RMS has standards for measuring average road noise levels which have been applied across all three phases of the project.</p> <p><b>Action:</b> RMS to investigate predicted noise levels resulting from trucks entering and exiting the proposed Austral Park Road heavy vehicle rest area.</p> <p><b>Action:</b> RMS to provide a copy of the noise map for the Berry Alliance community information session on Thursday 8 March 2012.</p> <p><b>Action:</b> RMS to review impacts of light spill from the interchange, the heavy vehicle rest area and from vehicles using the highway.</p>
<p><b>Flooding</b></p> <p>A member of the working group raised concern over increased flooding resulting from the construction of the upgraded highway.</p> <p>Julian Watson advised that RMS, as part of the environmental assessment, would review how the structures being built for the highway could impact on flood water movements.</p> <p>A working group member asked if RMS would be</p>	



<p>improving or flood proofing individual accesses?</p> <p>Ron de Rooy advised that if a property currently has direct access to the highway then RMS is obliged to provide that household with safe, flood free access to the upgraded highway. However flooding issues within the property remain the landowner's responsibility.</p>	
<p><b>Working group process</b></p> <p>A working group member requested that the members of the working group be sent e-mail copies of the meeting notes prior to publication on the RMS website.</p> <p>RMS advised that a brief overview of the working group would be provided to the broader community at the public meeting on 19 March 2012.</p> <p>RMS advised that it would be happy to act as the working group's spokesperson unless a member of the group would prefer to undertake this role.</p>	<p><b>Action:</b> Meeting notes will be e-mailed to the working group prior to publication on the project website.</p> <p><b>Action:</b> Next working group meeting to be scheduled for Monday 16 April 2012.</p>