

Gerringong to Bomaderry Princes Highway Upgrade  
Route Selection, Concept Design and Environmental Assessment

Notes from Interest Group Workshop (April 2007)

Workshop	Date / Venue / Location
Berry	Thursday, 19 April 2007 6pm to 8.00pm School of Arts Hall, Berry

RTA Attendees	
Ron de Rooy	RTA Project Manager
Christine Taylor	Infrastructure Communications Officer
Maunsell Attendees	
Richard Merrett	Project Manager
Jon Williamson	Assistant Project Manager
Kerry Morrison	Community Liaison Manager
Gillian Eckert	Team Leader Environmental
Ben Mackey	Community Consultation
Stakeholder Attendees	
Rory Collins	Jaspers Brush
Andrew Fielding	Rural Fire Service
Hugh Irving	Kiama Bike Users
Janelle Walker	Kiama Bike Users
Steen Pedersen	Bomaderry Chamber of Commerce
David Robson	Kiama & District Chamber of Commerce
John Underwood	Berry Chamber of Commerce
Ben Van Der Wijngaart	Greens Candidate for Gilmore
Chris Vardon	South East Australian Transport Strategy (SEAT) Inc.
Stephen Carr	Toolijooa and Harley Hill Protection Group
Chris Garvan	Toolijooa and Harley Hill Protection Group
Alan McGrath	Toolijooa and Harley Hill Protection Group
Stephen Schoupp	Toolijooa and Harley Hill Protection Group
Deb Wordsworth	Toolijooa and Harley Hill Protection Group
Richard Wright	Toolijooa and Harley Hill Protection Group

Purpose of the meeting

- To introduce the RTA and Maunsell project teams and provide an outline of the project studies, the process to examine the options and ways to involve stakeholders.
- Opportunity for the stakeholders to discuss their concerns and ideas about the proposed upgrade.

Meeting Agenda

- Welcome and Introduction
- Progress update (RTA)
- Project outline (Maunsell)
- Clarification questions
- Discussion
- Close

The following details the clarification question and answer discussions held at the meeting.

	Question	Response
1.	The study only extends to the existing roundabout at Cambewarra Road. Is the project team aware that this will cause traffic issues in Nowra? Is an alternative river crossing excluded from this project?	Yes, the RTA is aware of the issues associated with an alternative crossing over the Shoalhaven River, however the study area for this project only extends to the Cambewarra Road roundabout. The assessment of an alternative crossing of the river or any other routes to Nowra is the subject of a separate RTA study.
2.	Will the footprint of the upgrade be 200m wide?	No the study corridor is 200m wide. The footprint of the upgrade should be between 20m & 50m, depending on topography.
3.	Will the upgrade be similar to the Kiama Bypass?	Only in that it will be two lanes in each direction.
4.	What is the proposed layout of the new highway, e.g. will the new highway consist of a minimum of two lanes in each direction?	A two way highway in both directions is preferred, however, the final layout of the new highway will be dependent on the road conditions e.g. additional lanes will be considered where extreme gradient could cause truck congestion.
5.	Will rest areas and truck bays be included in the design of the new highway?	The provision of rest areas and truck bays will be in line with RTA guidelines. There will be truck bays in each direction however there is no provision to date for rest areas for the general public due to the short distance between towns.
6.	Further to question no. 5, will there be any petrol stations on the new highway?	There is no intention to provide for a freeway style service centre / petrol station on this project as this is beyond the requirements of the RTA guidelines.
7.	What is the RTA guideline for distances between service stations?	The RTA guideline for minimum distance between service stations is less than 100km. The project team would appreciate further community input / opinion on this issue.

	Question	Response
8.	Will the hard shoulder include cycle lanes?	<p>Yes, in line with the community feedback received by the project team, cycle lanes will be included in the road shoulder.</p> <p>Again the project team would appreciate further community feedback on the provision of facilities for cyclists.</p>
9.	Is the RTA bound to take the final Maunsell sub-consultants recommendations?	<p>Following competitive tendering, Maunsell was awarded a contract for route selection, concept design and environmental assessment only, which equates to approximately 50% of the total design process. The NSW Government will make the final decision.</p>
10.	<p>Will the community be briefed before the route options are short listed? Community would like to know what the weightings are.</p> <p>Community would like to see transparency of process, not transparency of outcome.</p>	<p>The community will require and need different levels of information depending on their interest. Very detailed information is required by some, an overview of information is required by others and there are those who don't require information and would like us to just get on with it.</p> <p>We will discuss this issue amongst the project team to assess how we provide this information back to the community in a way that will satisfy all levels and come back to you.</p> <p><u>Post meeting note:</u> The process on how we come to a shortlist of options will be detailed in the July community update.</p>
11.	Has the project team discussed the failings of the community consultation for the Kiama bypass with the Community?	<p>No. This is something which the RTA will look into further.</p>
12.	What do the project team hope to gain from this evenings meeting session.	<p>The project teams' objective of the meeting is to introduce the project team to the key stakeholders and use the time to collect and record views, issues, comments and concerns about the scheme. To date the project team feels that it has not had enough input from local industry / businesses and therefore wanted to give them the opportunity to contribute to the project.</p>

## Information Gathering / Open workshop sessions

The following represents the issues, comments, questions raised and responses provided during an information gathering session following the project team presentation.

### Issues raised by Berry Chamber of Commerce:

- The residents of Berry have always talked about and supported a bypass around the town. The majority of Berry residents want to get the current Princes Highway through traffic out of the town centre.
- The town is approximately two hours south of Sydney and is considered a nice place to take a break. Consensus within the community that taking the through traffic out of the town will increase its appeal to travellers who wish to stop / visit. The community believes that although some businesses will be severely affected by a reduction in through traffic others will prosper and open.
- The residents of Berry believe the upgrade / bypass should be situated south of the town. They are opposed to a north route as this would mean the new road has to cross Kangaroo Road which itself is a major through road.
- The residents are opposed to access / egress points too close to the town (too much concrete will reduce the town's appeal). The residents believe that the model used for the Berima bypass worked and would be the ideal model to adopt for this project.

It was suggested that the project team attend the next Chamber of Commerce meeting to be held on the 16 May 2007 to further gain local business opinion. The Berry Chamber of Commerce represents 105 of 150 local businesses.

### Issues raised by Gerringong Chamber of Commerce:

- More than one access point is required / important to residents in Gerringong (access to both Fern Street and Belinda Street).
- Concern that if the RTA were to close the level crossing this would force all the traffic onto Belinda Street past the retirement village. One access point, similar to that in Kiama, would not be ideal for the town.
- Consideration also needs to be made for the low access bridge on Belinda Street.
- Concerned about the effect an alternative route would have on businesses located on the current highway.
- Gerringong is predominately a tourist destination and the residents are concerned that similar issue may occur as in Goulbourn, whereby the signage was not in place when the new road was opened.

Again it was suggested that the project team attend the next chamber of Commerce meeting which are held on the third Wednesday of every month (16 May 2007).

### Issues raised by Bomaderry Chamber of Commerce

- No affect.

### Issues raised by the Rural Fire Service

- Access / egress to the highway and road widths to support emergency vehicles are critical.
- Accident barriers will block the road therefore there needs to be breaks.

Agreed to provide the RTA with a copy of the OH&S conditions for emergency vehicles.

Issues raised by the Kiama Bike Users

- Consideration to cyclists who have to cross the existing highway at the junction with Fern Street in Gerringong. Currently there is no hard shoulder / bicycle lane from this junction right to the top of Mt. Pleasant.
- Cyclists have been frustrated in the past as it is felt that their opinions / requirements have not been considered on previous upgrades. OD surveys do not pick up cyclists.
- If access through Fern Street is closed this will cause problems at the junction of Belinda Street.