



Transport
Roads & Maritime
Services

Austral Park Road Interchange and Heavy Vehicle Rest Area

Working group presentation 5 March 2012

This Evening's Format



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- Introductions
- RMS update
- Questions
- Working Groups
- Next Steps

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KEY ISSUES



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- Heavy vehicle rest area
- Access to properties
- Fauna crossings
- Flooding
- Landscaping
- Renaming Austral Park Road
- Are there any more?

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Heavy Vehicle Rest Area

- Why not utilise the Kiama Bends HV rest area?
- Concerns about potential criminal activity and drug use / dealing at the proposed heavy vehicle rest area. Of particular concern due to the youth facility in the area, and the potential increased access ease and visibility of the area's access through Austral Park Road.
- Community members were keen to work out ways in which access could be made less obvious or attractive to undesirable people.
- Suggestions such as use of landscaping / vegetation / mound to reduce sight of the access road from the HV rest area.
- Use of a barrier to prevent 'doubling back' of HV's into the Austral Park Rd access from the HV rest area.

Heavy Vehicle Rest Area

- Suggestions to utilise design to separate Austral Park Road traffic and HV rest area traffic as much as practicable.
- Can we move the Austral Park Road access to the south to further separate traffic types?
- Could RMS consider if traffic calming devices be placed on Austral Park road if it became a speed / unsafe driving behaviour area?
- Query as to what would happen with the extinguishment / change / truncation of the existing right of way between the creek and the highway.
- When the new Austral Park Road extension is constructed, could it be extended to the top of the concrete pad above the creek so as to reduce the gap between paved areas.

Flooding & Landscaping

- Request that batter landscaping on the main Broughton Creek floodplain batters be heavily landscaped / vegetated to minimise visual impact of proposal to residents to the east.
- Request to find out if the proposed Broughton Creek floodplain structures would increase downstream flow speeds / intensity.
- Can RMS investigate the potential for emergency access across the floodplain to the maintenance pull-in on the Broughton Creek embankments?
- How would the side track and landscaping be done?

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- 1) Lower the roadway mounding along the section of highway in Chittick's paddock (between the two creek crossings) and include higher mounding on our side (the Eastern side) to provide us with visual screening and sound screening. The design will be similar to the road/mound profile along North St, Berry. We believe the volume of earth required for this improved design will remain the same resulting in negligible impact to the cost/work of building the road but it will deliver a road which has much less impact on the amenity of our homes and heritage farms.
- 2) Specify 30 meter bridge spans (or widest possible) across our two creeks to minimise the number of expansion joints and their associated noise. The bridge near Helen Chittick will be 10m above current ground level, therefore the noise impact will be significant as the noise will travel further from this height.
- 3) Noise barriers need to be installed on the bridge near Helen Chittick (especially near expansion joints).

4) Detailed analysis of the highway mounding exacerbating flood events at our causeway needs to be completed. Our causeway already floods regularly and deaths have occurred there during a flood time crossing. We believe the mounding for the new highway will have a damming or channelling effect and will likely increase flood events to make our causeway even more dangerous. An improved causeway may need to be installed as a result of this.

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- 1) Remove the heavy vehicle rest area at Broughton Village. The heavy vehicle rest area at Minnamurra could easily be upgraded slightly to accommodate an extra two vehicles, thus eliminating the need for the rest area at Austral Park Road.
 - 2) Disengage our access road from the heavy vehicle rest area by moving the rest area further South or by moving our access point further North.

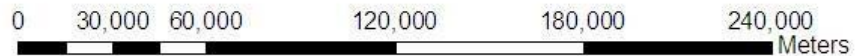
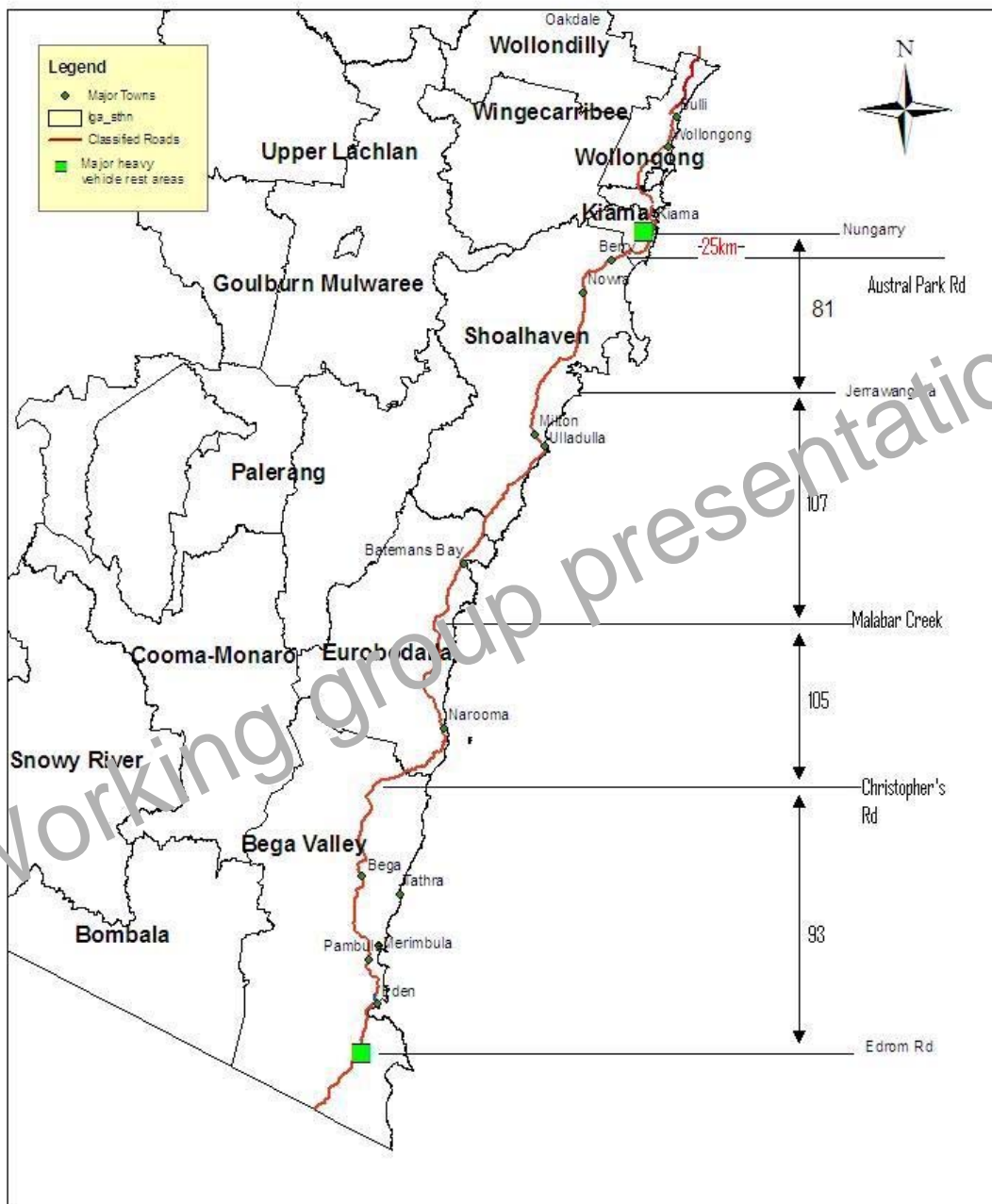
History

- RMS (RTA) commitment to heavy vehicle industry in 2006
- Inclusion of heavy vehicle rest areas in route selection process
- Construction of Nungarry heavy vehicle rest area (2009)
- Development of Princes Highway heavy vehicle rest area strategy (2010)

SOUTH BOUND MAJOR HEAVY VEHICLE REST AREAS ON THE PRINCES HIGHWAY



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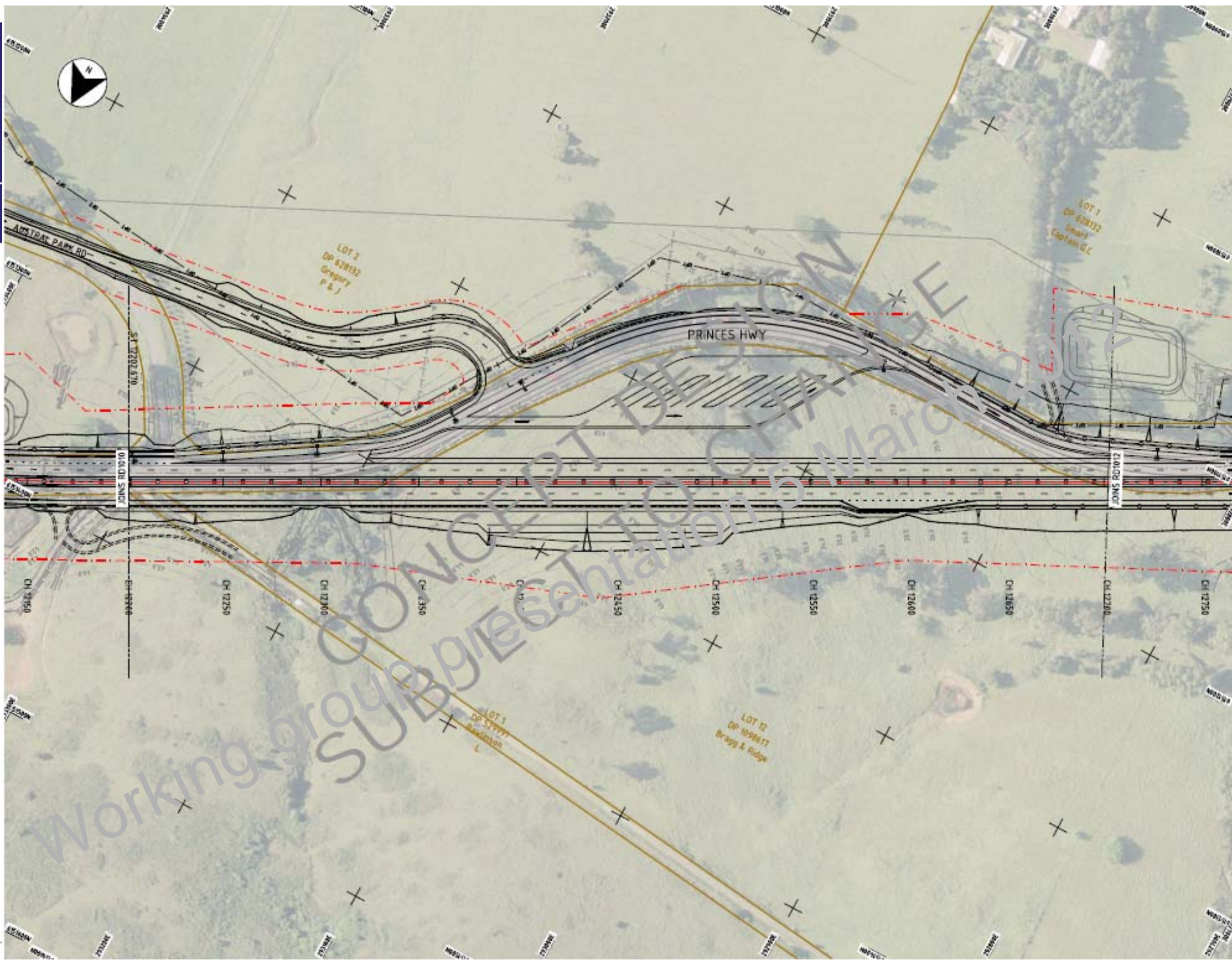
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NUNGARRY

- Existing compliant site. However there is limited acceleration lane for HV on departure from site. An increase in capacity for HV is desirable.

AUSTRAL PARK ROAD

- Likely to be constructed as a Development project; stage I in 2010 though not the rest area. Construction of rest area likely in 2015. In the interim, Nungarry HV rest area will satisfy the HV needs in this section.



Start point for conforming on-load ramp merge
0 - 85 kph in accordance with Gerringong Upgrade
and Pacific Highway Scope of Works

Additional acquisition

Widening for 10 parking spaces (conforming)

Higher speed exit to assist acceleration

NUNGARRY
REST AREA &
HEAVY VEHICLE
INSPECTION

- Construction of acceleration lane would require:
- extending major culvert (or raising headwall)
 - partial filling of water supply dam for western farm,
 - relocation of water quality and spill basin
 - relocation of stopping and emergency services u-turn bay
 - relocation of "Kiama" wall
 - relocation of sewer and water main to rest area

FROM WOLLONGONG

Acceleration 20 - 80 kph (85 kph required)
650m Available

Shoulder run-off area

0.5% Sag
0.5%

110m Merge 30m

TO KIAMA

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DRAFT & PRELIMINARY ONLY
SUBJECT TO CHANGE

HW1 NORTH KIAMA BYPASS
NUNGARRY REST AREA
SOUTHBOUND ACCELERATION LANE

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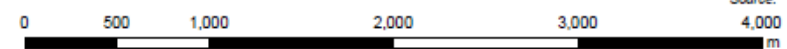


Legend

- Noise protection wall
- Design Alignment
- LAeq(15Hour)**
- 55 dB(A)
- 60 dB(A)

Foxground and Berry Bypass
Traffic Noise Contours - Daytime

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- Legend**
- Noise protection wall
 - Design Alignment
 - LAeq(9Hour)**
 - 50 dB(A)
 - 55 dB(A)

Foxground and Berry Bypass
Traffic Noise Contours - Night time
Source: Source:



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