



**gerringong to bomaderry princes highway
upgrade
planning focus meeting report**

summary of key issues

**raised at the planning focus meeting
29 September 2006**



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planning focus meeting

A Planning Focus Meeting was held at WIN Sports and Entertainment Centre on Thursday 29 September 2006 from 9:00am to 1:00pm to identify planning issues in the initial planning stages of selecting a preferred route for the upgrade of the Princes Highway between Gerringong and Bomaderry. The workshop format included:

- RTA presentation on the project and timeline
- Presentations from:
 - Department of Planning
 - Kiama Council
 - Shoalhaven Council
 - Telstra
 - Alinta
 - Department of Police
- Facilitated table discussion
- Final open discussion and summary
- Feedback form completion

The following stakeholders were represented at the meeting and provided valuable contribution and local knowledge to the planning stage for the upgrade of the highway:

- Kiama Council
- Shoalhaven Council
- Nowra LACA
- Department of Planning
- Department of Environment and Conservation
- Rural Lands Protection Board – Moss Vale
- RTA
- Railcorp
- NSW Police
- Telstra
- Optus
- Alinta
- Integral Energy
- Ambulance Service NSW
- TAFE – Illawarra
- Matt Brown Member of Parliament – representative

Four tenderers were also represented as observers to the meeting.

Following is a summary of the main issues raised at the Planning Focus Meeting.



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Complete Meeting Notes (transcribed by the RTA) are provided in Appendix I and a copy of the feedback form is provided in Appendix II.

facilitator feedback

The top five areas for consideration highlighted to the facilitator during the planning forum were:

1. Appreciation of the opportunity to be involved in the earliest stages of planning.
2. Stakeholder feedback that the RTA, by providing an opportunity for involvement, recognises the range of agency and stakeholder issues.
3. Confidence that, having met the RTA project team, issues will be followed up at the appropriate planning stage.
4. Appreciation that tenderers could hear directly about the issues prior to being in the field.
5. Opportunity to gain an understanding of the project's potential impacts even if the agency/ stakeholder did not have any input at this stage (e.g. TAFE).

summary

The issues that require consideration during the planning stage of the highway upgrade are:

- Environmental Issues
 - NPWS estate
 - Biodiversity conservation
 - Aboriginal cultural heritage – in particular aboriginal artefacts near Abernathys Creek, Jaspers Creek, Broughton Creek and Foxground
 - Native Title status (particularly Foxground to Gerringong)
 - Construction environmental impacts (noise, dust, water quality, vibration etc)
 - Linking of vegetation corridors (escarpment to the Seven Mile Beach National Park)
 - Consideration of climate change on flooding and drainage.
- Utility requirements
 - Minimise relocation of utilities
 - Minimise construction impacts on utilities – particularly Eastern Gas Pipeline and Telstra Sydney-Melbourne East Coast Cable
 - Provision of access to utilities for ongoing maintenance programmes.
- Emergency Services
 - Access and crossover points
 - Variable messaging signage.



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- Landuse
 - Preservation of agricultural areas, including minimising fragmentation of land areas to retain land resource value.
 - Provision of livestock movement corridors (highway underpass).
 - Access for trucks to dairy farms.
 - Efficiency of freight movement
 - Access to existing towns
- Community
 - Property acquisition requirements for both the highway and any associated infrastructure realignment (eg Eastern Gas Pipeline).
- Agency Interaction
 - regular and ongoing communication during the planning stages of the project

key issues

planning context

The project area extends within two local council boundaries – Kiama Council in the north and Shoalhaven Council in the south. The principal Local Environment Plans for Kiama and Shoalhaven Councils are being prepared and are targeted to be completed by 2009. The Department of Planning is completing the Illawarra Regional Strategy and the South Coast Regional Strategy.

Key planning issues are:

- High value of the environment in the project area.
 - Preservation of agricultural areas, including minimising fragmentation of land areas to retain land resource value.
 - Retain existing natural vegetation and protect threatened species and water quality.
- No new towns or villages planned within the project area.
- Efficiency of freight movement.
- Continued easy access to existing towns (Gerringong and Berry) for services and commuting to work in regional centres (Wollongong and Bomaderry/Nowra).



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public infrastructure

Public infrastructure within the project area includes:

- Transport
 - Local roads, culverts and associated bridges
 - Railway line (Kiama to Bomaderry)
 - Bus shelters

- Utilities
 - Water and sewer mains
 - Power transmission lines (high and low voltage)
 - Communication cables (including telephone, IEN, fibre optic)
 - Eastern gas pipeline

- Natural environment
 - Seven Mile Beach National Park
 - Protected and Threatened Species
 - Aboriginal artefacts
 - Remnant vegetation

Specific areas of interest or concern are:

- Sydney-Melbourne East Coast Telstra Cable.
- Meroo Meadow Telstra exchange.
- Construction impacts on Eastern Gas Pipeline and long lead times for pipeline relocation. Minimum cover requirements for the pipeline – in particular Harley Hill and Tindalls Lane.
- Aboriginal artefacts near Abernathys Creek, Jaspers Creek, Broughton Creek and Foxground.

maintenance requirements

The key maintenance requirement for all utilities is for the ongoing access at all times for maintenance works/inspections (eg Telstra, Railcorp, Alinta etc).

Council programmes for local road infrastructure are undertaken under an annual maintenance plan and includes pavement maintenance etc. Alignment of these programmes with construction programmes is preferred.



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current development proposals

There are no known specific development proposals within the project area which impact the planning process of the highway upgrade. The Department of Planning Major Development Assessment Branch can provide ongoing updates on the status of any planned developments in the study area.

future development proposals

Future development plans within the project area includes:

- There are no new towns planned.
- Future residential development is limited to minor expansion around the Berry township.
- The MR92 development and the Nowra/Bomaderry Structure Plan will increase traffic volumes to the highway and will continue to increase the role of Nowra/Bomaderry as the major regional centre.
- Ongoing upgrade/maintenance to cabling, power, gas pipeline within existing alignments.
- Possible installation of a new electricity transmission line into Gerringong.
- Long term plan for electrification and duplication of rail line from Kiama to Bomaderry.

agency interaction

All stakeholders indicated a preference for regular and ongoing communication during the planning stages of the project. Specific actions which would be of benefit include:

- Collaboration during planning stage to minimise relocation of utilities.
- Single point of contact between RTA and agencies.
- Earliest notification of route to enable agencies to complete.
- Opportunity to align council road maintenance programmes with RTA construction programme.
- Liaison with existing community groups – Berry Alliance and South Gerringong Precinct.

roadway requirements

Key requirements for the upgraded highway include:

- Provision of roadway crossover points and helicopter landing pads for emergency incident response. Design to ensure minimised road closures required during emergency response.
- Provision of Variable Messaging Signage (VMS).
- Maintaining access to local road networks.
- Flood prone areas require appropriate drainage design – Broughton Creek is largest catchment.
- Provision of four lane road.
- Route needs to cater for freight traffic and Port Kembla import/export facility.



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appendix I

**planning focus meeting notes
29 September 2006**



Location / venue	Premiers room – WIN Sports and Entertainment Centre, Wollongong Thursday, 29 September, 2006
Attendees	<ul style="list-style-type: none"> - Kiama Council - Shoalhaven Council - Telstra - Department of Planning - Department of Environment and Conservation - Alinta - NSW Police - Ambulance Service NSW - TAFE – Illawarra - Rural Lands Protection Board – Moss Vale - Optus - Integral Energy - Railcorp - Nowra LACA - RTA - Matt Brown MP – representative - Maunsell Aust. – Tenderer - Parsons Brinckerhoff (Evans & Peck) – Tenderer - Arup – Tenderer - Opus International (Hyder) – Tenderer - Id Planning – Facilitator

Purpose of the meeting

Various organisations/agency participation in the planning process of selecting a preferred route for the upgrade of the Princes Highway between Gerringong and Bomaderry.

Welcome – Denise Wilson (Id Planning)

Introduction & welcome – Graham Brisbane (RTA)

Session 1 – presentations

RTA – Ron de Rooy

Overview of the previous studies done within the area under investigation and an outline of the current community consultation process.

- 1991 Route evaluation study from Gerringong to Berry.
- 1998 Environmental impact study of the North Street bypass around Berry.
- 2005 Quantm study corridor analysis from Kiama to Nowra.
- 2006 First round of community consultations to further progress the project.

Community concerns expressed:

- Road Safety
- Access to towns, properties, local roads etc
- Uncertainty in the real estate market
- Heritage
- Community division

Impacts on;

- Local amenity & scenic attraction
- species and flora & fauna communities
- agricultural land and the dairy industry
- flooding and drainage
- traffic, including traffic from MR 92
- public utilities

We are now seeking tenders for the route selection process. Tenderers' attendance at this meeting is a mandatory part of the process for all tenderers.

Contract – identification of options and the preferred route and continuation to design and environmental assessment will proceed once the preferred route is approved by the Minister.

What will it look like? Princes Highway does not have heavy haulage like the Hume Highway. It may not be a divided carriageway but would have some form of median separation as we would like to leave a smaller environmental footprint.

The preliminary timetable

May 2006	–	Community discussions.
Mid to late 2006	–	Planning Focus meeting.
Mid to late 2006	–	Consultants appointed.
Mid 2007	–	Options will be publicly displayed.
Late 2007	–	Preferred route and approval.
Mid to late 2008	–	Concept design completed.
Up to late 2009	–	Display of Environmental Assessment.

This meeting is a part of the process to understanding how your organisation works in this area and to help in planning the highway. For example, how do you operate and interact with the highway for access, maintenance and other functions?

Dept of Planning, Southern Region – David Fitzgibbon

I am the senior planner and work with the local planning team but also focus on the broader region. We work with six coastal councils, including Bega, and also some inland council's such as Bombala and Wingecarribee. Shoalhaven and Kiama are the most relevant projects for the area.

Local – We are working directly with Shoalhaven and Kiama councils on their principal LEP's.

Draft Illawarra – We are looking at the regional strategies and core functions to set planning for the next 25 years. This will cover Wollongong, Gerringong, Shellharbour and Kiama. The definition of a town is important as it implies a reliance on high order centres for efficiencies, so access to shopping and commuting to work are important.

Key actions – Thinking about the role of freight within the corridor, and the Department is supportive of improving efficiencies.

South Coast, Berry and Bomaderry – The corridor is on the boundaries. The corridor is important as a link between the main centres, servicing the whole region as well as Kiama and Wollongong. Its importance also lies in funnelling commuters to major centres.

Key messages:

- The broad message is the high value of the environment and planning needs to keep this value in mind. These are mainly rural and agricultural areas.
- We place a strong focus on the fact that no new towns or villages are planned, so the Department has no expectation of new towns.
- No new residential development will be supported unless it is part of a structure plan.

Implementation.

Two regional strategies:

- South Coast draft is on exhibition and is being finalised.
- Illawarra – this will be exhibited up to 6 October 2006.
- The principal LEP's are being prepared and will be due for completion by 2009. This provides a context for planning for the corridor.

The two strategies should be finalised by the end of the year and will be subject to processes for the ongoing implementation of ongoing work for the next 2 years.

Kiama Council – Andrew Knowlson

Council's infrastructure is mainly local roads and bridges. The proposed upgrade study area plan shows the area from Kiama bends past Gerringong, to the local government boundary (Tomlins Road) north of Berry.

No urban growth is planned within this corridor. Growth is planned in Gerringong and south of Gerringong.

The Department of Planning is looking to define the southern boundary but it won't affect the corridor.

Planning process – hope to have a draft plan to Council by next year.

Key issues:

- The preservation of agricultural areas for food production and diversification, as this has an important role for the Kiama area. It has been identified in our regional strategy that we wish to support the dairy industry. Recent restructuring within the industry has led to a decline in the number of dairies operating, but production has not declined. We wish to maximise opportunities for the dairy industry as demand for dairy products is due to increase.
- Retention of local expertise in the farming industry.
- Retention of land resources. We don't want to fragment the land into smaller areas. Land has increased in value, bringing outsiders purchasing land blocks for big money. We want to maintain our agricultural resources. The CSIRO completed a report in 2005 which states that the climate will be hotter and drier. However rainfall will increase in the Kiama/Gerringong/Berry areas, so agricultural land will again increase in value, and become an increasingly scarce resource. Our regional and metropolitan strategies show intensified urban growth means that we are losing high-value agricultural land. We have to replace this with low transport costs. We want to protect and manage this high value land. We have had strong community feedback regarding biodiversity, agriculture, and landscape value. We will restrict or limit development in agricultural areas and provide diversification activities.

We are not expecting significant urban growth except expansion south of Gerringong and main areas such as West Dapto.

We have identified the following in our regional strategy, and these are primary issues for us:

- Retain the existing vegetation.
- Protect threatened species.
- Re-establish links in the National Park and estuary.
- Water quality – Fairy Ck Lagoon in North Wollongong, the Crooked River estuary.

Question: (Graham, RTA) What are the long-term expectations for mineral resources and sand mining?

Answer: East of the corridor area. This resource is running out and is likely to be removed as a sand resource.

Shoalhaven Council – Robert Sutherland

Our high priority is to have four lanes to Jervis Bay Road, which is important for the local economy. Upgrading roads means many safety issues such as road closures and traffic diversions, and we are interested in when the project will be implemented.

Council's boundary runs halfway along the corridor, from Berry to Kiama (Tomlins Road). There are a limited number of access rural roads and bus shelters. The project should have no major impact.

We are commencing the LEP process which is due to finish in 2009, to control future development. Berry is our only town. We do not support any changes and are working with the RTA on the development of a structure plan. We are concerned about Toolijooa and road changes for the top end of Bomaderry.

There are residential issues for Gerroa Road. Agriculture is very important and we do not favour changes to this route.

Question: (Graham, RTA) Your words are guarded regarding the existing North St corridor in Berry. You don't support moving the corridor but would the Council object?

Answer: We support continued easy access to Berry, and would like to see the proposal before responding.

Telstra – Todd Williams

How major roadworks would affect a relocation of the network.

This is a large area for Telstra to investigate. , Telstra would normally only carry out a detailed investigation along particular routes. An unknown start time means more cables and larger network growth. Rounding up optical fibres – more are going into the ground.

Cables:

- SYD-MEL on the East Coast. The cable is on the rail corridor from Gerringong to Bomaderry for the most part, so no problems for road construction.
- Other IEN cables from Exchange to Exchange carry high data to Berry through to Kangaroo Valley. These would cross the proposed highway upgrade.
- Berry to Nowra IEN cables go through some properties, from Wharf Street to the exchange.
- Smaller optical fibres run outside the area. 3 – 4 exchanges (Gerringong, Berry, Nowra) The only problem could be Meroo Meadow which is quite close to the road.
- There are large amounts of buried copper cables throughout the whole study area.

Question: Do the cables run on the East or West of railway line?

Answer: They would cross both sides.

Alinta – Barry Milliken

There are a number of assets on the east coast. The Eastern Gas pipeline runs from Northern Victoria to western Sydney. It is 1.5 feet (450 mm) in diameter and approximately 900-1,200 mm buried underground. It is very safe until people try to impact on it.

Location: it is not straight which is not ideal. Property boundaries etc put bends in the line, from Gerringong to Bomaderry.

Concerns

- South Gerringong – the pipe crosses the Princes Highway and continues on railway land.
- Agriculture and water logging – a road through there would cause many problems.
- Vibrations during construction could cause damage to pipe coating. The pipes have a thickness of 10-13 mm, with .5 mm FBE coating. This can crack and allow corrosion to occur. There is 15 MPa pressure in the pipe. Gas pipes in the cities usually have 1,000 KPa, so there is 15 times that pressure in the rural pipes. A rupture would create a 20m crater and gas would flow 250-300 metres in the air.
- Plan to ensure development won't impact on the pipe. In the future we may put another pipe beside it (a process known as looping). This lies about 6 metres on the other side. Tallawarra Gas is still being developed. We can't do more compression – if looping starts we need the entire 20 metres in this area for future development.
- Near Harley Hill: If alignment goes across the saddle at the top there could be a road through this saddle. Geology reports suggest this is made of basalt so 30 metres could be cut which would have negative effects on the pipeline.
- Tindalls Lane – if the new design changes the road's vertical alignment, it could have problems with a lack of cover. Engineers would have to redesign the cover to reduce pipe stresses.

Berry – lots of consultation with the RTA from 1995-1997. If the proposal stays as it is, there is no problem, if it comes closer in a new proposal it may cause problems.

There is no equipment in Australia to change the pipes. We need 12 months notice to get this specialist equipment, and special fittings need to be manufactured. \$10 million costs may be required to relocate the pipeline.

Question: In Tindalls lane there is an existing crossing. Can we increase cover?

Answer: Yes, no problem. After it gets to a certain height, the problem is getting access. If we excavate the pipe now and recoat it, we can avoid future problems for more than 40 years.

Department of Police – Mick Timms

I am traffic coordinator for the Southern Region which incorporates 25% of NSW. NSW Police support crash reduction through road improvements.

In Goulburn, there have been 10 fatal crashes, as well as 6 fatal crashes on the Federal Highway taking place on divided roads.

Incident management involves closing roads and detours, so we can't get rid of the vital sand road (Sandtrack).

Hazmat issues can close a road for 12-15 hours, possibly days. There are very large traffic volumes and road freight will double over the next 20 years.

Large population centres will be an issue on South Coast roads with an increase in heavy vehicles. When there has been a crash, police have one opportunity for on-scene investigations, as we need to find evidence that stands up in a court at a later date. Thus closures are unavoidable.

As reported in the Sydney Morning Herald, a driver died in Yass, which called for diversion of cross-over traffic on the Federal Highway. On the Princes Highway there is no possibility for detours, which is a concern. Even with cross-overs there are safety concerns, trucks motor along at 100km/hr and we need to stop them in the dead of night. Doing this without incident requires a lot of manpower.

VMS – variable message signs are an indispensable tool for traffic management. The big ones are better and all new highway constructions MUST have provisions for large signs. They visually reinforce RTA messages with high-profile message targets.

Police need to safely park and conduct stationary operations. A current problem is that there are not enough areas for these operations.

When building roads, you need to be aware that drunk drivers and drug affected drivers are also on the roads.

OD (wide) loads – there are already large numbers already travelling, including holiday cabins etc. The expansion at Port Kembla may increase these numbers further.

A highway patrol car with \$100,000 worth of equipment needs to be working on quality roads. Minnamurra Bends – the reduction of major bends reduced problems.

Session 2 – Facilitated Table Discussions

A feedback form outlining six questions was provided to all attendees and discussed at each of the four tables.

The following information details the suggestions, feedback, issues and concerns raised by each organisation / agency to these questions.

A number of written comments were handed in at the end of the meeting and are included in the following information.

Q.1 What public infrastructure does your agency own or manages within the study area?

Suggestion / feedback / issue /concern	Organisation
Optic fibre communications for interstate and local	Telstra
Seven Mile Beach National Park Protected species Organic licences Aboriginal artefacts	Department of Environment and Conservation
Optic fibre communications linking Sydney and Melbourne	Optus
Eastern Gas Pipeline – traffic management / safety. Railway corridor – upgrades of culverts to manage water flows. Relocation of Telstra, local roads and power.	Alinta
Local roads and associated culverts and bridges	Kiama Council
Local roads, bus shelters, water and sewer mains. Some sections of the highway need to be transferred back to local roads.	Shoalhaven Council
Railway line and associated infrastructure	Railcorp
Overland power lines / transmission towers Must keep existing access points – most above ground.	Integral

High voltage transmission – 132kV and 33kV Lower voltage along the existing highway 11kV – 125 volts out of the substations to farms and homes.	
Aboriginal artefacts – Abernethys Creek, Jaspers Creek, Broughton Creek	Nowra Aboriginal Land Council

Q2. Does your agency have any particular maintenance practices for this infrastructure?

Suggestion / feedback / issue /concern	Organisation
Telstra requires access to all assets 24/7.	Telstra
Optus requires access to all assets 24/7	Optus
Surveys, easement and pipeline maintenance.	Alinta
Annual maintenance program for road pavement.	Kiama Council
Access to corridor for vegetation control, bridge inspections, track monitoring and improvement works.	Railcorp
Ongoing maintenance and improvements where required of existing lines. Access required 24/7 for breakdowns, storm and fire damage etc.	Integral

Q3. Has your agency any future plans to develop infrastructure in the study area?

Suggestion / feedback / issue /concern	Organisation
With development and upgrade of technology cabling is replaced and improved.	Telstra
Currently no, but technology improvements within the next 5 years may require change.	Optus
Within our easement.	Alinta
Minor expansion around Berry. Expansion of retirement villages south of Berry. Nowra – Bomaderry Structure Plan and MR92 development will increase traffic volumes to the highway.	Shoalhaven Council
Limit on expansion, focus will be on existing towns/villages. Support role of Nowra/Bomaderry as major regional centre.	Department of Planning
Long-term electrification and duplication. This would require an expanded rail corridor. Over-line bridges. Construction of the highway in the vicinity of the rail corridor will need to account for long term plans.	Railcorp
Some improvement to the 33KV transmission network north of Bomaderry in 0-15 years. New infrastructure will need to be supplied to any new local development.	Integral

Q4. Does your agency have any current development proposals in the study area?

Suggestion / feedback / issue /concern	Organisation
Unknown	Telstra
See Q3.	Shoalhaven
None with council – Private landowners is unknown.	Kiama Council
Consult Major Development Assessment Branch in Sydney.	Dept of Planning
No, but support role of Nowra/Bomaderry as major regional centre.	Dept of Planning
No specific development approved. A new transmission line into Gerringong	Integral

2/5 is to be considered.	
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Q5. What opportunities do you see for agency interaction?

Suggestion / feedback / issue /concern	Organisation
Working together to minimise impact and relocation of Telstra’s assets to keep cost to a minimum.	Telstra
Ongoing consultation with DEC in relation to Cultural Heritage and Biodiversity Conservation issues.	Dept of Env and Conservation
When concept drawings are produced and final plans are forwarded, regular quarterly meetings may be an option to keep communication open between stakeholders.	Optus
Access to private sector for TX turnaround points, helicopter access for road landings.	Ambulance NSW
This process provides an opportunity for developer to work with emergency services to ensure our needs are met in the planning process, particularly: cross over points, helicopter landing etc. RTA to continue discussions with emergency services through the planning process.	NSW Police
Similar to M7 and MR92. Single point of contact for changes in planning and construction. Agree on timeframe for review of proposals / drawings. Third party access requirements for anyone using the pipeline easement.	Alinta
Opportunity to work in with planning maintenance work program and road construction program. Get three or four groups together to discuss what if this goes through. Community group interest – South Gerringong Precinct.	Kiama Council
Discuss with council development of intersections around Berry. Community group interest from Berry Alliance.	Shoalhaven Council
Opportunity to discuss options once selected in a similar forum to this. Also consultations as part of the regional strategy process.	Dept of Planning
Maintain existing agency interaction with RTA	Railcorp
Similar to previous projects.	Integral

Q6. What issues or concerns would you like the RTA to address in the planning stage of this project?

Suggestion / feedback / issue /concern	Organisation
DEC request early notification and ongoing consultation in relation to the proposed route. DEC’s four issues are: <ol style="list-style-type: none"> 1. Impacts on NPWS estate 2. Biodiversity conservation 3. Aboriginal cultural heritage – community consultation and archaeology 4. Environment protection – noise, dust, water protection, blasting / vibration. 	Department of Environment and Conservation

Suggestion / feedback / issue /concern	Organisation
<ul style="list-style-type: none"> • Ensure all tenders for works are aware of the important significance of the fibre optic cables in the area. 	Optus
<ul style="list-style-type: none"> • Thorough consideration of requirements for emergency services: including but not limited to: access, enforcement, VMS – overhead, crossover points – consider every km to assist with emergency management and speed enforcement. 	NSW Police
<ul style="list-style-type: none"> • Minimum impact to pipeline • Protect public easement • Maintain supply • Require consultation at all times • Heritage issues • Response issues • Flood concerns • Aboriginal cultural heritage issues • Access needs to be maintained • See Alinta presentation for detailed issues 	Alinta
<ul style="list-style-type: none"> • Preservation protection (prevent fragmentation) of agricultural resource lands. • Minimise visual and biodiversity impacts • Maintain local access to properties and towns – Gerringong • Recognise the potential increase in value and need for agricultural resource lands due to predicted climate change impacts and consequence relative advantage of coastal lands. • Ensure discussions with Telstra, Optus, Voda Phone etc. are undertaken to assess the requirements of current and future telecommunication needs. • Join escarpment to Seven Mile Beach National Park. • Access to local towns 	Kiama Council
<ul style="list-style-type: none"> • Shoalhaven Council has an issue with any option for Toolijooa Road. • Highway needs to be four lanes. • Design to cater for continuing use of highway in the event of an accident or other emergency. 	Shoalhaven Council
<ul style="list-style-type: none"> • Access to farms • Rural lands • Freight • Nowra / Bomaderry regional focal point • Generally actions/outcomes identified in the South Coast/Illawarra regional strategies. • Please contact Regional Office – Neil McGaffin or Manager Regional Planning Linda Madden. • LEP's for Kiama and Shoalhaven as part of the South Coast regional strategy – March 2009. • Highway needs to consider relationship with Port Kembla – car sales in particular. • Route needs to cater for freight. 	Department of Planning

Suggestion / feedback / issue /concern	Organisation
<ul style="list-style-type: none"> • Preservation of prime agricultural land • Preservation of important biodiversity areas • Consideration of the impact of climate change on flooding and drainage issues. • Livestock movement – Highway underpasses. • Access for trucks to dairy farms. • Cattle sale yards at Bomaderry? • Harley Hill community group to be informed. 	Rural Land Protection Board
<ul style="list-style-type: none"> • Access and maintenance to the existing infrastructure • Any impact the preferred route for the Highway may have on the rail corridor and access to it. • Early notification of preferred route • Open channels of communication regarding the construction process where there is interaction with the rail corridor 	Railcorp
<ul style="list-style-type: none"> • Access to Integral energy infrastructure sites • Sufficient notice of planning to allow any alterations required to Integral’s infrastructure to be planned and constructed. • Possible provision of conduits under road in limited areas. 	Integral
<ul style="list-style-type: none"> • Interaction between contractors and aboriginal site officers – stripping or excavation works. • Increase in traffic from Port development. • Need to check Native Title particularly Foxground to Gerringong. • People concerned about property acquisition. 	Nowra LALC

Session 3 – Final Discussion and Recap of Main Points

Table 1

Gas pipeline is a major issue for potential changes.

Cultural diversity is important and needs to follow the processes for identified areas.

Question: How many constraints are there for these issues? Can the road NOT go through, or can it be rerouted?

Answer: Our major principles (DEC) for maintaining or improving biodiversity outcomes are:

1. Avoidance, and examine options
2. Mitigation
3. Off-set strategies – like for like, or better. There is no absolute answer it depends on the proposal.

Important issues for DEC are:

1. Protection from dust
2. Preservation of Aboriginal heritage
3. Biodiversity conservation

Question: What about organic farming?

Answer: (DEC) You can privately certify yourself, but this is a civil issue. DEC regulate the use of pesticides.

(RTA) There is compensation potential which needs to be considered. There is lots of information on run-off and it needs to be considered.

Question: (RTA) Is access the biggest issue for emergency services?

Answer: (NSW Police) Aboriginal heritage impacts on the police, especially if we go over a midden. Is this a factor in community consultation?

Answer: (RTA) Yes. It is also subject to third party appeals and we hope to work it through. There are also issues of European heritage to consider.

Table 2

- Maintain existing access for power and rail.
- Continued consultation very important to keep on top of issues throughout the planning stage.

Table 3

- Maintain agricultural land and not fragmenting land.
- Maintain biodiversity as part of the land management practices.
- Duplicate access, construction of main road ensures opportunities for supporting accidents and hazard sites.
- Farm access is essential for farms to remain viable.
- Updated information on native title needs to be investigated.
- Climate change impacts.
- Engineering solutions for drainage
- Maintain agricultural environment on coast.

Table 4

- Two way communication – so there is no doubling up of work.
- Mobile telecommunications need to be managed strategically with road realignments, to achieve the desired coverage. This has been a problem in the past.

Session 4: Questions and Requests from the Floor

1. Please put council boundaries on your maps.
2. What is the depth of the gasline below the existing highway? **Answer:** Approximately 1.5m
3. What are your (Alinta) protection requirements? **Answer:** There is no standard we will work with RTA engineers.
4. What timeframe do you (Alinta) require to negotiate land acquisition? **Answer:** Generally 3 months minimum as we need to give landowners notice, do valuations and go through the compensation process. Sometimes we may not reach agreement and need to do it through compulsory acquisition. This is the worst case scenario. It can take up to 6 months.

5. Access routes: we use the existing roads (Alinta) but they are many and varied. We need to be mindful of the environmental status of the farms so that foreign dirt is not brought onto organic farms.

Conclusion – RTA

The RTA will engage a consultant by early November to undertake the process of selecting the preferred route. All tenderers are here today as part of the tendering process.

It is important to keep us in mind if your organisation's planning strategies change. It may have an impact. Maintain communication.

Look for opportunities to work together so we don't unnecessarily disrupt the public.

Local knowledge is very important this information we assist in minimising impacts on the area.

RTA will have to deal with serious problems as they arise, we want a good result for the community.

The RTA would like to take this opportunity to thank all participants, your time and input into this process is valued and we look forward to meeting with you again.

If you require further information please phone our community contact line on 1800 633 332 or forward an email to Gerringong_to_Bomaderry@rta.nsw.gov.au

Ron de Rooy
Senior Project Manager

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appendix II

feedback form



Feedback Form

What public infrastructure does your agency own or manage within the study area?

Does your agency have any particular maintenance practices for this infrastructure?

Has your agency any future plans to develop public infrastructure in the study area?

Does your agency have any current development proposals in the study area?

What opportunities do you see for agency interaction?

RTA – Planning Focus Group Meeting for the
Princes Highway Upgrade Gerringong to Bomaderry

Feedback Form

What issues or concerns would you like the RTA to address in the planning stage of this project?

Contact Details

Name: _____

Organisation: _____

Address: _____

Phone: _____

Mobile: _____

Fax: _____

Email: _____