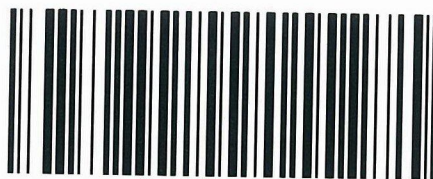




KIAMA MUNICIPAL COUNCIL

Phone Enquiries:

4232 0444  
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Reference:

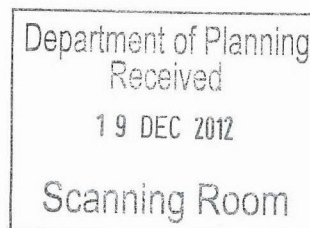


PCU040167

DB:JFH – ST.0248

17 December 2012

Director – Infrastructure Projects  
Dept of Planning & Infrastructure  
GPO Box 39  
SYDNEY NSW 2001



Dear Sir/Madam

**Submission on the Environmental Assessment  
Princes Highway Upgrade Foxground and Berry Bypass**

Reference is made to the Public Exhibition and invitation for submissions on the Environmental Assessment (EA) for the Princes Highway upgrade Foxground and Berry Bypass.

Due to the closing date for submissions, this document is an interim submission and is subject to formal endorsement by the Council at its meeting in February 2013. Please note that Council is only commenting on the section of Highway between Toolijooa Road and the southern boundary of the Municipality.

While Council is very supportive of the proposed upgrade to the Princes Highway, the following items were identified in the EA as requiring further consideration.

**Stormwater Management**

1. References have been made in the EA to sedimentation basins to be installed as part of the upgrade works. Very limited details have been provided as to the location, size and configuration of these basins and their on-going maintenance, which Council believe form an integral part of the Highway asset and should be retained by the RMS in future
2. *Appendix H – Technical paper: Surface water, groundwater and flooding*, shall be updated to reflect the proposed measures that will be put in place to prevent scouring around bridges and culvert outlets.

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ALL CORRESPONDENCE

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your council  
your community



3. Appendix H Technical paper: Surface water, groundwater and flooding, has not detailed the potential flooding impacts on properties located within the Broughton Creek catchment for the PMF flooding event. Section 4.2.6 has stated that the raised road embankment could increase flood levels up to two metres above existing levels during the PMF upstream of Broughton Creek Bridge 1. The report shall be updated to include the effects of this increase on both properties and infrastructure upstream and should include the potential height above the road levels at all crossing points and the proposed height of water in relation to floor levels of dwellings and other structures such as agriculture sheds. This information should also include corresponding proposed flood levels during construction. As part of this study a risk management report shall be included for both the 1 in 100 yr ARI and the PMF events. This should include the impacts of the increased flooding levels including potential emergency evacuation routes for all dwellings affected.
4. *Appendix H Technical paper: Surface water, groundwater and flooding*, has not taken into account the blockage of pipes, bridges and culverts that are highly likely to occur during a flooding event, given the heavily vegetated catchment areas upstream. This blockage will increase flood levels upstream of the structure and increase the potential and extent of scouring. The report will be updated to reflect the blockage of pipes, culverts and bridges and the increased flood levels upstream.

#### **Traffic Management**

5. Council has concerns with the access for properties in Toolijooa and Foxground being limited to only a southbound exit and northbound entry to the highway. This raises concerns for the ease of access for emergency vehicles with the nearest turn around facility being located either at the Belinda Street interchange or just north of the Austral Park Interchange. Council requests that an additional turn around facility for emergency vehicles be located in the area surrounding the Toolijooa Road interchange.
6. Heavy vehicles which service the rural farm properties will be forced to use the existing highway from the Austral Park Road interchange. This section of the existing Highway is notorious for heavy vehicle accidents. Additionally, given the distance from Foxground and Toolijooa it is very likely that vehicles may miss the Austral Park exit, forcing them to travel to Gerringong in order to turn around. Very large advanced warning signs would be needed to advise of the access being only available from the Austral Park interchange along with signage advising access to the new highway will be along the old highway. Council requests the exploration of access to the Toolijooa interchange from the south.

## **Restoration Works**

7. The project will involve work over the existing local road network which may impact on roads, footpaths, drainage and other infrastructure owned and maintained by Council. Council requests that a dilapidation report, including photographic evidence, be prepared prior to construction and that all damage be repaired and made good to the satisfaction of Council on completion of the project and that adequate ongoing maintenance during the project be provided to ensure safe public access. Of particular note is Toolijooa Road and surrounds which are proposed to be used as the site office and storage area during construction.
8. For any works proposed within the local road system, Council request that it be notified and given first option to retain any dismantled, relocated or excavated materials within its road reserves for possible re-use where suitable e.g., bus shelters, road signage, pipe culverts and headwalls etc. The RMS or its Contractor to make all reasonable effort when removing items to minimise damage and maximise the re-use potential.
9. The EA has not identified the existing 'Kiama' stone wall entry feature at the Municipality's southern entry on the existing Princes Highway. It is requested that the RMS include the re-location/construction of similar entry features on the new Highway alignment as part of the final works at a suitable entry location in consultation with Council.
10. On completion of the construction works, the existing Princes Highway in the vicinity of Foxground is proposed to be decommissioned and handed to Council as a local road. Council requests a formalised procedure for the handover of the existing highway to Kiama Council be provided, along with a full road safety audit report and the process for rectification of any defects identified also be provided as part of this process.
11. Further to the above, Council has particular safety concerns at the intersection of Foxground Road and the existing Princes Highway. There is a combination of an approximate 11% grade and an additional 11% crossfall. Sight distance is poor and this combination of steep grades leads to the poor intersection safety. Council will require an upgrade to this intersection prior to the handover of the Old Princes Highway.
12. All disturbed land will be appropriately re-vegetated with the planting of endemic species. This will include the Toolijooa cutting which shall be vegetated to the same standard as the North Kiama bypass cuttings.



### **Local Access**

13. Council requests that reasonable public access be provided to all properties during the construction period. In this regard, adequate signage to commercial properties should be provided where direct access has been closed due to construction activities. Council further requests that appropriate notices be provided to affected residents and Council of any proposed disruption to access indicating alternative arrangements and anticipated duration of disruption.
14. Council requests that reasonable, legible public access should be provided to all impacted properties during the construction period.
15. The existing access road to the properties located opposite Foxground Road is classed as a private road from the existing Princes Highway. The proposed access way linking three properties has been proposed to be Public Road under the current design. Council does not support this or other future access roads becoming public roads. These shared access roads which link existing driveways, are considered to be little more than a private driveway linking a number of private residences, which is not dissimilar to private driveways created in subdivisions and approved by Council. In such cases the ongoing maintenance of the shared driveway rests with the Owners who share the right of access.
16. Further to the above, some accessways to the private properties will require an underpass of the Highway. Regardless of the future status of the access road, the RMS should retain the future ownership of this structural asset for maintenance and management purposes.

### **Land Use**

17. The EA identifies a significant proportion of private land, mostly Class 2 and 3 agricultural land will be acquired for the Highway upgrade based on preliminary design boundaries. Given the value of the agricultural land for actual or potential food production purposes, Council recommends that upon completion of the detailed design, the RMS undertake a review of the land acquisition area with the view to minimising the loss of the agricultural land where possible.
18. There are a large number of properties impacted by the proposed Highway upgrade. There appears to be insufficient detail included in the reports detailing the categorisation of affectation for properties. Further detail on this will be required in order to review the full impacts on property owners.

19. A large proportion of these impacts of the Highway construction include the proposed severing of lots. Any adverse impacts created by severing lots including sterilized remnant parcels needs to be addressed by the proponents.
20. All impacts associated with amended access to properties would need to be addressed by the RMS.
21. There is no information in the reports detailing any impacts to potential dwelling entitlements as a result of the road works/ lot severing etc. A full review of this should be undertaken. Council would not support the loss of any potential dwelling entitlements as a result of Highway upgrade works.
22. There is no information regarding any proposed method for dealing with lot amalgamations etc. that may be required as a result of the road realignment. Council will require RMS to manage of any impacts associated with lot fragmentation.
23. The Toolijooa cutting contains steep batters. Council requests that the Engineering drawings clearly show if the batters will be located within the road reserve or on private land. They should also state who will provide the maintenance of these batters.

#### **Road Construction**

24. Three options for the staging of the project have been identified in the EA Section 4.4.10. Council requires detailed information on which option will be selected and the proposed duration for each component. Details on duration and the method of construction will be required for the Toolijooa Interchange, the Toolijooa Cutting and the bridge crossings over Broughton Creek including their impacts on the existing road and drainage infrastructure.
25. The EA has identified a potential substantial quantity of unsuitable material will be generated from this construction. Council is requesting further information on the future use of this material in terms of temporary stockpiling or permanent filling.
26. The EA *Section 4.4.3 Earthworks Section 4.4.5* has stated the majority of soil provided from the cuttings will be used in fill. The EA shall be updated to reflect the proposed quantities of cut/fill materials that shall be generated and provide details on the proposed disposal or sourcing of any fill that will be required to make up shortfalls.



### **Noise and Vibration**

27. The EA has forecast increases in traffic noise on surrounding properties from the proposed upgraded Highway. However no details have been provided on the type, appearance and location etc of the preferred noise attenuation measures.
28. As the area is predominantly rural farm land, the EA has not examined the impacts blasting will have on adjacent residences and livestock in the areas surrounding the proposed cuttings. Further details need to be provided for assessment.
29. Council notes that there will be ongoing noise impacts to some individual dwellings adjacent to the new Highway construction. Council does not favour the use of concrete noise walls for the mitigation of noise impacts and therefore requests that the impacts be mitigated by retro-fitting the existing dwellings in the first instance. Council's objective is to, as far as possible, retain views of the rural landscape and vegetated hills from the Princes Highway/Old Princes Highway. Where dwellings are too close to the road carriageway to effectively manage noise through the retro-fitting of the dwelling, Council would prefer that noise mitigation is managed through landscape earth mounding in preference to a hard edge such as concrete noise wall.

### **Cyclists/Pedestrians**

30. The EA has not identified any proposed cycleway facilities as part of this project, even though 2.5 – 3 metre wide shoulders either side of the Highway are proposed. No details are shown on any plans or cross-section examples, in accordance with the provisions of the NSW Bikeplan. The provision of cycleways should be included as an extension of the Princes Highway upgrade at Gerringong.

### **Buses**

31. The RMS should consider the advanced notification to Bus operators and the community of any changes or relocation of existing bus stops. The operators of local school bus services should be consulted during the design phase of the project to ensure safe drop off and pick up facilities are provided for in the final design and that safe interim arrangements are made for the construction period.

32. The Traffic and Transport assessment in the EA has not identified the Gerringong Buses' and Kiama Coachlines', morning and afternoon school services as part of the assessment. These services include students from outlying rural areas being transferred to and from Gerringong Primary School and students from Gerringong and surrounding rural areas being transferred to and from Kiama High School and other private high schools to the north.

### **Environmental Management**

33. The EA has included numerous references to a Construction Environmental Management Plan (CEMP) to be prepared by the successful construction Tenderer prior to commencement of construction. As the CEMP will contain critical items in terms of environmental management i.e. sedimentation/erosion control, air/water/noise quality issues that may impact on the community and downstream infrastructure, Council requests that it be consulted during the preparation of the CEMP.
34. The EA includes details for the provision of Fauna crossing structures along the Highway. However the EA does not identify the future ownership or maintainer of these structures and does not clearly mark the location of these structures as in either road reserve or on private land. Council requires that the fauna crossing and all supporting structures be incorporated into the Highway reserve under the future responsibility of the RMS.

### **Visual Amenity and Character**

35. Council notes that the two proposed over bridges will contain concrete supporting structures. Council requests that these are not a plain concrete surface. It would be appropriate to reflect the character of the area in some concrete relief work on these walls. One option is to include Fig Tree, Cabbage Tree Palm, Hill and Flying Foxes motifs as part of the construction design. Should there be any need for noise walls in specific locations where alternative options are not feasible these motifs could also be replicated on these noise wall structures.
36. No review of the proposed street lighting impacts has been included in the EA. Given the Highway corridor is predominantly through a rural area at present with minimal lighting, the impact of the proposed interchanges, overpasses, turning and merge lanes etc and its associated street lighting requirements, needs to be reviewed in terms of possible impact on adjacent residential dwellings and the rural characteristic of the area and be minimised where possible.

Should you have any further enquiries or require additional information please do not hesitate to contact Council's Manager Design and Development, Darren Brady on the above telephone number.

Yours faithfully

A handwritten signature in dark ink, appearing to read 'M. Forsyth', with a stylized flourish at the end.

Michael Forsyth  
**General Manager**