

Berrima Rd Deviation



COMMUNITY UPDATE

19 January 2018

Wingecarribee Shire Council is set to divert vehicles away from the Berrima Road level crossing in 2018. Work has now commenced on the site.



Project Overview

A deviation of Berrima Road is the latest stage of the \$82 million Moss Vale Enterprise Corridor scheme, designed to attract new business to our Shire.

The project will see Berrima Road diverted away from the existing level crossing near Boral Cement Works to a bridge over the train line further east. The existing T-junction intersection at Berrima Road and Taylor Avenue will be replaced with a B-triple truck capacity roundabout and approximately 600m of new road constructed to remove a sharp bend.

While the deviation is designed to provide heavy transport vehicles with safer and more efficient access to our Shire it will also provide a number of benefits for local residents, not least the removal of a level crossing and the associated inconvenience of waiting while freight trains moved through.

Benefits

The Berrima Road Deviation will result in a number of improvements which will benefit all road users.

The proposed works will:

- remove the inconvenience caused when freight trains move through the level crossing
- improve safety by removing the level crossing
- provide a straighter route
- improve travel times
- provide a better aligned intersection with Taylor Avenue
- assist vehicles to access the Moss Vale Enterprise Corridor



For more information visit www.yoursaywingecarribee.com.au/berrima-road

Berrima Road Deviation Project Plan

- January 2018**
- Prepare and establish work site and vehicle entrance
 - Install nesting boxes
 - Implement environmental controls
 - Commence southern embankment earthworks

- February to March 2018**
- Remove trees
 - Commence planting of trees to offset those removed
 - Relocate existing utilities
 - Commence northern embankment and culvert works

Keep in touch

To ensure that we can keep you informed throughout the construction phase please sign up to the Berrima Road Deviation email newsletter at yoursaywingecarribee.com.au or call Council on 4868 0888 to share your postal address and phone number.

Project contacts:

David Rigoni
Senior Project Manager
e: david.rigoni@wsc.nsw.gov.au
t: (02) 4868 0794

Charmaine Cooper, Community Engagement Coordinator
e: engagement@wsc.nsw.gov.au
t: (02) 4868 0861

Funding

The Berrima Road Deviation Project is estimated to cost \$9.2 million.

The Australian Government is providing \$4.6 million in funding through the National Stronger Regions Funds (NSRF) with the remainder of monies to come from Council's reserves.

Council collects Section 94 Developer Contributions for the \$82 million Moss Vale Enterprise Corridor scheme which will be directed to this project.

Site establishment and earthworks

Contractors have already established a work site and entry. They will also be installing site safety fencing, construction signage and controls to ensure environmental standards are met.

The site will then be prepared for earthworks and the importation of material from local sites to build the embankments required for erection of a bridge over the rail line.

The southern embankment will be completed before the northern embankment.

Rehoming animals

Seventy nesting boxes have been installed in trees which will stay on the site, so bats, possums and other animals can find a new home before any vegetation is removed.

A Fauna Ecologist will check that animals have moved to the nesting boxes and will supervise works on site while trees are removed to ensure that any found animals are rescued and re-homed.

Increased traffic

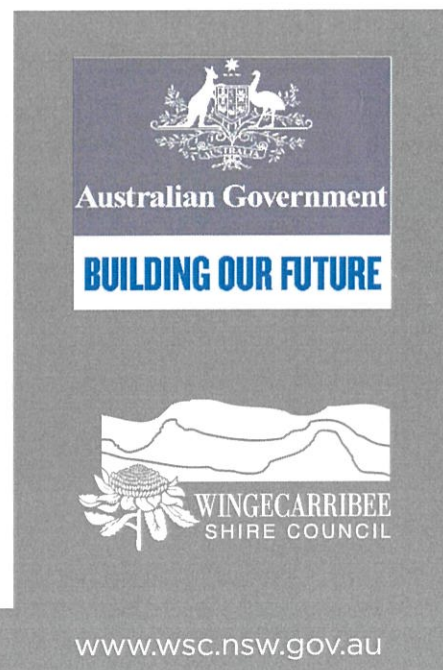
Drivers are reminded that there will be vehicles entering the work site and additional traffic using Taylor Avenue while the works are underway. A 40km/hr work zone will be in place on Berrima Road alongside the worksite with traffic controllers on site when required. Please slow down when travelling through the area.

Learn more about the project

Visit www.yoursaywingecarribee.com.au/berrima-road to view a document library which includes plans and other related information. You can also ask a question online, subscribe to emailed updates and learn more as the project progresses.

Wingecarribee Shire Council

Civic Centre 68 Elizabeth Street, Moss Vale NSW 2577
PO Box 141, Moss Vale NSW 2577



Telephone: (02) 4868 0888

Email: mail@wsc.nsw.gov.au

www.wsc.nsw.gov.au

Cc: Heritage Committee <HeritageCommittee@wsc.nsw.gov.au>;

Michael Park <[REDACTED]>

Subject: Re: Agenda for Heritage Advisory Committee Meeting - 9 October 2020

External Email: This email was sent from outside the organisation, please be cautious with links and attachments in the email.

Questions and comments on Item 5.4 Station Street Update of the Agenda for the Heritage Advisory Committee Meeting Friday 09 October 2020

Dear Sarah

I have read the report and note the comments by Council's Group Manager Capital Delivery in relation to the project, specifically in regard to

1. Robert Smart's report as shown on the Your Say Wingecarribee website.
2. the offer to elaborate on the rationale that highlights the constraints faced by Council in achieving the final design.
3. the maintenance of landscaping along Station Street.

1. With regard to the documentation on the Your Say website, specifically the Pin Oak Avenue Succession Plan, I am disappointed that it still contains incorrect information and that it omits important background material on the significance of the trees.

Firstly, the trees were planted in 1937 (not in the 1940s), at a local community event to celebrate the coronation of King George the VI and his wife Queen Elizabeth. They were planted by children representing the local schools not just Girl Guides, as well as by representatives of the Boy Scouts Group. The documentation should be corrected and the historical significance of the event which resulted in their planting should be recognised for future generations.

These facts have no bearing on the proposed project. We will review the information in relation to the planting of the Pin Oaks on Your Say Wingecarribee.

The document does not recognise the importance of the western line of trees as they extend north of Station Street. This is the northern gateway to Bowral. The trees provide the ambience that makes Bowral special, says you have arrived in a town that values its trees, and sets it apart from other towns. Replacing the gateway with a high capacity roundabout and planting 5 new trees part way along Station Street will not reinstate the treed entrance that we have today. **Note the opinion provided although as per the artistic**

impressions provided it is Council's opinion, supported by the qualified landscape arborist that the demonstrated outcome will also provide the entry ambience and will sustain this amenity for generations to come. The roundabout, apart from improving traffic flow will also provide for a much improved aesthetic as opposed to the currently congested and disjointed signalling treatment.

I am concerned that if 7 metre high trees are to be planted in the median between the two roads, with no maintenance program, they will suffer a worse fate than the current 8 trees between the car park and the road. How will these trees be treated to ensure their branches are not broken by high vehicles? How will they be watered, fed, and their roots protected? Ongoing maintenance of the Avenue will be undertaken by Council resources. Part of the project will be to ensure that the tree installation will be undertaken as advised by the consulting arborist and will ensure optimal growing conditions, irrigation and protection zones. Lower limbs may require pruning as is normal practice with all trees adjacent to roadways and power lines. There is enough space within the median strip housing the trees to cater to their advancement which has been validated by the consulting arborist.

Has consideration been given to planting trees on the western side of the western roadway, and extending this north to create a grand gateway avenue entrance to Bowral? I believe trees planted here would also have a greater chance of survival than in the median strip. This suggestion is not feasible as it would further encroach on the commuter parking. Third party stakeholders would not accept this addition.

2. I am fully aware of the responses by Transport agencies in relation to the preferred design. I do not require any further information on the requirements of these agencies related to the current apparently approved design.

There are, however, other constraints that should have been addressed in the environmental assessment of the project under Part 5 of the Environmental Planning and Assessment Act. I assume this must have been completed, as the public documentation states that the design has been approved by Council. I would like information on the environmental assessment that was carried out as part of this assessment process i.e. information on all possible matters affecting or likely to affect the environment in its widest sense, (including aesthetic, anthropological, architectural, cultural, historical, scientific, and social) and the measures that will be put in place to mitigate any adverse impacts that the proposal will have on these. How have these been addressed in the design, or through conditions? All

requirements under Part 5 of the EP&A act have been undertaken, validated and independently reviewed. The REF is currently in draft and pending finalisation with third party stakeholders.

3. I would expect that management and maintenance of the landscaping would have also been addressed in the REF, and a budget identified for these. If not, why not? **As per above all obligations under the act have been undertaken.**

Perhaps my suggestion for a grand avenue was considered as an option in the REF? **The REF addresses the current design and implications as resolved by Council. It does not, nor is it required to consider "options".**

Thank you for the opportunity to comment and put questions to the team responsible for planning and implementing the proposal.

Laurel Cheetham

On 25 Sep 2020, at 2:46 pm, Sarah Farnese

<[REDACTED]> wrote:

Dear Heritage Committee

Please find attached the Agenda and attachment for the next Heritage Advisory Committee meeting scheduled for Friday 9 October (2 weeks from today) commencing at 3pm. The meeting will be held in the Nattai Room of Council (upstairs) but since that room has COVID-19 capacity limits, the meeting will also be conducted by remote video link and anyone who would like to connect remotely is welcome to attend via Zoom. The Zoom meeting details are below.

I also attach the Minutes of the Committee's last meeting held on 14 August 2020 which were adopted by Council on 23 September.

In preparing the DA notification list, I note that I could not see that there had been a submission made on the house demolition at 556 Argyle Street, Moss Vale (DA 20/0306.03). In addition, I noted that the Committee had not been notified about the demolition of a house at 14 Louisa Street Mittagong in the Mittagong Conservation Area and I added it to the list. It has since been notified to the Committee on my request with a submission close date of 30 September.

Also, please pay close attention to the Station Street report which requires some pre-reading. If you have any questions or issues in

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[REDACTED]
5 DECEMBER 2017

The General Manager
Wingecarribee Shire Council
Elizabeth Street
MOSS VALE 2577

Dear Ms Prendergast

Council Report 12.4 - Station Street Upgrade Bowral - Community Engagement

I am writing to you because of my disappointment at the report prepared by Council Officers on the analysis of submissions about the Draft Concept Design for the upgrading and realignment of Station Street, Bowral. I found the report that was presented to Council on 22 November 2017 grossly misleading. It was apparent at the meeting that Councillors were relying on this report and had not read all the submissions as summarised in Attachment 1 before the meeting, as I had done. If they had, I would have expected some questioning of the facts presented, and I feel sure there would have been a different outcome.

The Report concluded that the majority of submissions supported the project (54 with some conditional) and of these, 22 letters specifically indicated support. The number of submissions that did not support the project was stated as 33, with 18 letters specifically stating that they did not support it.

I have analysed the 67 submissions in Attachment 1 and could only find 9 (numbers 1,10,11,12, 24, 41, 42, 52 and 67) which stated support for the concept design as it was presented.

I found 33 used words such as 'not support', 'object', 'oppose', 'very concerned', 'unacceptable', 'make a bad situation worse', 'more problems than it solves', 'won't work'. Others did not specifically state whether they supported or did not support the design, but raised issues, or suggested alternatives, which would require a rework of the concept design and additional funding.

I am wondering whether the 'in support' figures used in the report refer to the original proposal of a bypass road, as 19 submissions actually requested the funds be used for Stage 2 (the bypass to the Kangaloon Roundabout and Funston Street). If that is the case, the Report should have made this assumption clear.

I am not sure where the figure of 117 submissions in the Report (page 36) came from as Attachment 1 only includes 67 submissions. If all the 'yes' responses to the questionnaire about trees and parking (option A) are included, the total would be 120, not 117 the number 'supportive' 44, not 54 and the number that said 'no' to option A 28, not 17. In any case, as these responses are not submissions about the concept design but only about 2 aspects of it, they should not be included as submissions indicating support/non support for the project as they have been (Table of topics addressed in submissions, page 38).

I wonder if Councillors would have questioned whether the Council should proceed with the concept design if they had been provided with more accurate information indicating that the majority of submissions did not fully support it.

The submissions addressed a large number of issues (30 according to the Report), but there is no analysis of them, comment on their relevance or discussion on their significance. The recommendation to Council is simply to 'note the feedback received during a public exhibition of detailed concept designs for an upgrade of Station Street in Bowral.'

For a public consultation process involving meetings, a shopfront display, community updates, media releases, newspaper stories, radio interviews, letters to property owners, promotional postcards and posters, radio and newspaper advertising, even a video animation, these are important omissions in the report and can be interpreted to mean the submissions have not been taken seriously and the consultation process has been a

waste of time and money. This interpretation is consistent with the generally held view in the community that Council had already made up its mind to proceed with the concept design and there was no point in making a submission objecting to it. The statement that Council now intends to 'undertake the approval of the project' under Next Steps on page 40 supports this view, and it appears that it intends to apply the same dismissive approach to the Assessment of the Project under the Environmental Planning and Assessment Act as it has to the public consultation process.

It is my understanding that the general manager of a council is responsible for ensuring councillors are provided with information and the advice they require in order to make informed decisions. Report 12.4 Station Street Upgrade - Community Engagement provided misleading information. I request that you take action to ensure councillors are provided with the opportunity to consider a report which accurately reflects the level of support/non support for the draft concept design, analyses the submissions and discusses their implications for the project and that they are given an opportunity to reconsider whether proceeding with it is in the best interests of the community.

Yours sincerely

Laurel Cheetham

[Redacted signature]

cc. The Mayor, Councillor Ken Halstead
The Deputy Mayor, Councillor Ian Scandrett