

Appendix C

Minutes of community meeting



10 April 2007

Project	Pacific Highway Upgrade - Woolgoolga to Wells Crossing	From	Matthew Faust
Subject	Community Information Session - 28 Feb 2007	Tel	02 8898 8851
Venue/Date/Time	Yarrawarra Community Hall – Red Rock 28 February 2007, 6pm	Job No	21/13306
Copies to			
Attendees	Stephen Williamson (SW) – RTA Peter Steele (PS) – GHD Matt Faust (MF) – GHD George Stulle - CHCC Community representatives – refer to attached attendance sheet	Apologies	Melanie Layton - GHD

Minutes	Action
1 Welcome and introductions	
<ul style="list-style-type: none"> ▶ SW opened the meeting and welcomed all attendees to the WWC Community Information Session. 	<ul style="list-style-type: none"> ▶ Note
<ul style="list-style-type: none"> ▶ SW apologised that GHD's Melanie Layton could not be in attendance as airline flights from Sydney had been cancelled due to bad weather. 	<ul style="list-style-type: none"> ▶ Note
2. Status of investigations (presented by SW)	
<ul style="list-style-type: none"> ▶ SW advised that the preferred route to upgrade the section of the Pacific Highway between Woolgoolga and Wells Crossing was announced in August 2006. Since the announcement the proposed alignment of the upgrade has been refined in the vicinity of Range Road and Kungala Rd. 	<ul style="list-style-type: none"> ▶ Note
<ul style="list-style-type: none"> ▶ GHD and the RTA are currently undertaking geotechnical investigations along the alignment of the preferred route. 	<ul style="list-style-type: none"> ▶ Note
<ul style="list-style-type: none"> ▶ GHD and the RTA are in the process of reviewing and considering submissions that were received following the public display of the preferred route. 	<ul style="list-style-type: none"> ▶ Note
<ul style="list-style-type: none"> ▶ The purpose of tonight's community information session is to explain the RTA's proposed access / intersection arrangements for the upgrade. Both RTA and GHD are seeking feedback from the community on the access / intersection arrangements being proposed with the upgrade so that any feedback can be considered during the development of the concept design. 	<ul style="list-style-type: none"> ▶ Note



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3. Overview of the Preferred Route (presented by SW)

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| <ul style="list-style-type: none"> ▶ The proposed upgrade starts in the vicinity of Sherwood Creek Road and ties-in with the Sapphire to Woolgoolga Project. | <ul style="list-style-type: none"> ▶ Note |
| <ul style="list-style-type: none"> ▶ An interchange is being proposed in the vicinity of Arrawarra Beach Road. The interchange is proposed to be constructed as part of the Sapphire to Woolgoolga Project. | <ul style="list-style-type: none"> ▶ Note |
| <ul style="list-style-type: none"> ▶ The alignment of the preferred route is defined at present as a 150m wide corridor. | <ul style="list-style-type: none"> ▶ Note |
| <ul style="list-style-type: none"> ▶ In selecting the preferred route in the vicinity of Range Rd and Dirty Creek Rd, community feedback, findings of environmental investigations and engineering design considerations were taken into account. | <ul style="list-style-type: none"> ▶ Note |
| <ul style="list-style-type: none"> ▶ South of Range Rd the preferred route is a realignment of the existing highway. North of Range Rd the preferred route is generally a duplication of the existing Highway. | <ul style="list-style-type: none"> ▶ Note |
| <ul style="list-style-type: none"> ▶ The preferred route ties-in with the already completed Halfway Creek duplication. | <ul style="list-style-type: none"> ▶ Note |
| <ul style="list-style-type: none"> ▶ Although no changes to the existing Highway are planned within the already completed Halfway Creek section of the Highway, modifications to existing intersections will be made to improve safety and limit the number of “cross highway” movements. | <ul style="list-style-type: none"> ▶ Note |
| <ul style="list-style-type: none"> ▶ Property owners within the Study Area can expect to travel up to approximately 2.5km in the wrong direction before being able to access their properties or to be able to make a legal U-turn. | <ul style="list-style-type: none"> ▶ Note |
| <ul style="list-style-type: none"> ▶ No right turn access into the Service Station at Lemon Tree Road will be permitted once the upgrade is complete due to the inherent safety concerns with right turn movements across the highway (particularly concerns associated with right turning heavy vehicles). | <ul style="list-style-type: none"> ▶ Note |
| <ul style="list-style-type: none"> ▶ In the vicinity of Wells Crossing the existing highway alignment is not desirable for reuse as part of the upgrade due to the combination of short vertical and horizontal curves. Therefore north of Wells Crossing, a realignment of the existing highway is proposed. | <ul style="list-style-type: none"> ▶ Note |
| <ul style="list-style-type: none"> ▶ In the vicinity of Kungala Road a preferred (150m wide) corridor has been selected to avoid, amongst other things, a potential Indigenous Bora Site and Indigenous owned land. | <ul style="list-style-type: none"> ▶ Note |

4. Questions from community members on the Preferred Route Corridor alignment

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| <ul style="list-style-type: none"> ▶ (Q) Why can't the proposed corridor be shifted further west and moved further away from properties along Kangaroo Trail Road ? | |
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<ul style="list-style-type: none"> ▶ SW advised that there were a number of physical, environmental and engineering constraints that prevented the alignment being shifted further west including: Council’s Sewage Treatment Plant, Endangered Ecological communities to the south west of Kangaroo Trail Road, the potential for sensitive indigenous heritage sites being discovered to the north west of Kangaroo Trail Road and longer (skewed) bridge structures across Corindi Creek. 	
<ul style="list-style-type: none"> ▶ (Q) In the vicinity of Wells Crossing where is the proposed highway located in relation to the existing Highway ? ▶ SW advised that the proposed highway would be virtually over the top of the existing highway. 	
<ul style="list-style-type: none"> ▶ (Q)The interchange being proposed as part of the Sapphire to Woolgoolga Project is now outside of the scope of this project. Are the two RTA Project Managers talking to each other regarding the details of this interchange? ▶ SW – yes 	<ul style="list-style-type: none"> ▶
<p>5. Presentation of proposed access arrangements onto and off the Highway (presented by SW)</p>	
<ul style="list-style-type: none"> ▶ SW advised that an underpass under the proposed Highway is proposed in order to allow property owners to access properties located on the western side of the proposed highway. 	<ul style="list-style-type: none"> ▶ Note
<ul style="list-style-type: none"> ▶ SW showed and described the functionality of the different intersection treatments being considered as part of the proposed highway upgrade. These included “Emergency U turn bays”, “Left in / Left out intersections”, “Left in / Left out / Right in intersections”, “Emergency cross over facilities”, “Left in / Left out intersections with U-turn facilities”, U-turn facilities in to service road” and “Combined U-turn facilities”. 	<ul style="list-style-type: none"> ▶ Note
<ul style="list-style-type: none"> ▶ (Q) Who maintains service roads that are constructed by the RTA? ▶ SW - Council 	
<ul style="list-style-type: none"> ▶ (Q) Are underpass structures for property access designed to cater for semi-trailers? ▶ SW – The RTA will work with affected property owners to determine specific needs of individual landowners. 	
<ul style="list-style-type: none"> ▶ (Q) How can Council afford the upkeep and on-going maintenance costs of all the extra service roads that are being proposed by RTA? ▶ SW – The RTA negotiates with Council on the handover of new service roads. Service roads would also be built in stages and handed over to Council progressively. 	



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<ul style="list-style-type: none"> ▶ (Q) Right turn movements across the Highway are unsafe in a 110km/hr speed zone so why is RTA even considering allowing right turn movements across the Highway? ▶ SW – Right turn movements are located strategically in safe locations where there is adequate sight distance that meets the requirements of design standards. 	
<ul style="list-style-type: none"> ▶ (Q) Has the RTA forecast heavy vehicle volumes 10 years + in to the future? ▶ SW – yes 	
<ul style="list-style-type: none"> ▶ SW asked the community group to choose a section of the Highway that was of interest and agreed to explain how the access arrangements would work. The community group was interested to hear how access would be provided on to and off the Highway in the vicinity of: <ul style="list-style-type: none"> - Corindi Beach, Range Road, Falconers Lane, Kungala Road, Luthers Road, Lemon Tree Road, Grays Road, McPhillips Road, Rediger Close and Parker Road. ▶ SW explained these areas in detail using travel scenarios by way of helping to explain proposed access arrangements. 	<ul style="list-style-type: none"> ▶ Note ▶ Note
<ul style="list-style-type: none"> ▶ (Q) Concern was expressed at the amount of traffic that would use local service roads to travel from one end of the upgrade to the other as well as the cost to Council to maintain these roads. ▶ George Stulle (CHCC) responded by explaining that Council would look after the interests of rate payers and would seek a contribution in the form of funds to enable Council to maintain new service roads that would be constructed as part of the upgrade. 	
<ul style="list-style-type: none"> ▶ SW advised that the RTA will be meeting with representatives of the Dept of Transport and bus companies to discuss proposed changes to bus routes and stops. 	<ul style="list-style-type: none"> ▶ Note
<ul style="list-style-type: none"> ▶ SW advised that the preferred route corridor would have some impacts to the existing Service Station on Kungala Rd in a Class A scenario. In a Class M scenario the Service Station would need to be acquired. 	<ul style="list-style-type: none"> ▶ Note
<ul style="list-style-type: none"> ▶ SW advised that the truck stops at lemon Tree Road will be closed and relocated a location further to the north that is consistent with the RTA's Rest Area / Truck Stop policy for the Pacific Highway. 	<ul style="list-style-type: none"> ▶ Note
<ul style="list-style-type: none"> ▶ (Q) Will there be any truck stops constructed as part of this project? ▶ SW advised the rest areas / truck stop strategy is being investigated and potential locations being considered include the area near the interchange being proposed as part of the Sapphire to Woolgoolga 	



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Project near Arrawarra Beach Road and a location within the Wells Crossing to Iluka Road Project. Generally, rest areas / truck stops are located approx.50km apart.

- ▶ (Q) Why is the RTA not providing better provisions for cyclists?
 - ▶ SW advised that the Class A upgrade will cater for cyclists in the form of a 2.5m wide shoulders. In a Class M scenario, no on-highway provisions will be made for cyclists however, cyclists will be able to travel along the full length of the upgrade using newly constructed service roads which will be connected to the existing local road network.
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Matthew Faust

Parramatta Office Manager

Document Review

Position	Name	Date
Author	Anthony Penn <i>per graham</i>	21/2/08
Technical Review	Julie Boucher <i>per graham</i>	21/2/08
Team Leader	Matthew Faust <i>per graham</i>	21/2/08

Document Approval

Position	Name	Date
GHD Project Manager	Peter Steele <i>Peter Steele</i>	21-2-08
GHD Project Director	Geoff Wickens <i>per Peter Steele</i>	21-2-08

Document Status

Revision	Date	Description
Draft B	28/11/2007	Issued to RTA
Final Draft C	24/1/2008	Issued to RTA after clarifications made
0 Final Draft	21/2/2008	Reissued to RTA after minor amendments made

Distributed To

Name	Date	Location
Mark Eastwood	28/11/2007	RTA Grafton
Mark Eastwood	5/2/2008	RTA Grafton
Mark Eastwood	21/2/2008	RTA Grafton