



03 October 2006

Project	Upgrading the Pacific Highway, Woolgoolga to Wells Crossing From		Nicole Martyres
Subject	CLG meeting 6	Tel	02 9239 7251
Venue/Date/Time	Yarrawarra Large Conference Centre, Red Rock, 5 September 2006, 4pm-7.30pm	Job No	21/13306
Copies to	All CLG members		
Attendees	Sloane Scott John Imrie Tony Wade Mark Sinclair Patrick Benefield Milton Duroux (Yarrawarra Aboriginal Corporation) Scott Lenton (Clarence Valley Council) Stephen Williamson (RTA) Teneale Boyle (RTA) John Rayment (GHD) Matthew Faust (GHD) Nicole Martyres (GHD)	Apologies	Rick Mockridge Clyde Treadwell Richard Casey

Item No.	Minutes	Action By	When
1.	Bus tour		
1.1	<i>CLG members took part in a bus tour of the Woolgoolga to Wells Crossing section of the Pacific Highway. Commentary on the preferred route was provided during the bus tour. The bus stopped at points close to the end of each section to allow for discussion on the features of the section. Questions that were raised during the bus tour are provided at the end of these minutes.</i>		
2.	Welcome and introductions		
2.1	John Rayment is GHD's new Project Manager. He is managing the Woolgoolga to Wells Crossing and Oxley Highway to Kempsey projects. Matthew Faust is the GHD Engineering Design Team Leader for the Woolgoolga to Wells Crossing section and Teneale Boyle is from the RTA Communications team and is looking after this section of the highway amongst others.		
2.2	Nicole advised the group that Richard Casey has resigned from the CLG. Apologies were received from Clyde Treadwell and Rick Mockridge who were unable to attend this meeting.		



Item No.	Minutes	Action By	When
3.	Preferred route corridor review		
	<i>Matt Faust gave an overview of the preferred route, using imagery from the GIS.</i>		
3.1	Section A:		
	Essentially this is a duplication of the highway to the west. The existing highway will be remarked as the southbound carriageway and the new lanes will become the northbound carriageway.		
	The interchange will be in the vicinity of Arrawarra Beach Road. The Woolgoolga to Wells Crossing project ties into the Sapphire to Woolgoolga project, just north of Arrawarra Beach Road.		
3.2	Section B:		
	From Kangaroo Trail Road, it is a realignment of the highway to just past Range Road. The corridor is wider in this section, as the project team were asked to investigate a broader area following the Value Management Workshop. In response, they developed a new option (the refined orange option). The option is further west and shorter than the orange option, but has steeper grades.		
	There are number of issues to be considered in this section – flooding, soft soils, potential for acid sulphate soils. The risks are reduced as the crossing is further up the catchment. Further north towards Range Road, it is heavily vegetated.		
	The benefit of moving upstream in the floodplain is that there is less risk of flooding and the footprint over soft soils is reduced. The highway would be elevated above the Corindi floodplain to maintain flood immunity – earthworks for this section could be obtained from the proposed the cutting through Dirty Creek Range. The refined orange option also minimises impacts to properties in Hawthorn Close and Bottlebrush Drive. The disadvantage of this option is that there are large land holdings, many of which will be severed. The RTA will investigate options to provide access for these landowners.		
	The existing highway north of Tasman Street would become a local road. Eggins Drive would be connected to the existing highway. The highway would not go through the Sewage Treatment Plant. Access along Kangaroo Trail Road would be maintained. Access to the highway would either be south via the interchange in the vicinity of Arrawarra Beach Road or north via an intersection at grade at Range Road.		



Item No.	Minutes	Action By	When
3.3	Section C: At Range Road, there would be an intersection at grade. With the highway going on the western side of the quarry, there is a need for a deep cutting, however the material could be reused in roadworks as it is good road building material. The Blueberry farm would have access off Range Road. There would be no impact on the Blueberry farm packing shed. North of Range Road, there would be a duplication of the highway to the west.		
3.4	Section D: Minimal upgrade work is required at Halfway Creek duplication. Grays Road and Rediger Close are four way intersections. The RTA is not building these anymore, so the median will be closed and people will not be able to drive across these intersections. There are two truck stop areas. The truck stops on both sides of the highway are likely to either be removed or modified. The RTA will consider providing a median fence.		
3.5	Section E: There are options at Kungala Road. The highway could go to the east or the west. North of Wells Crossing, there is challenging geometry. The highway could be realigned to the east and the existing highway could be used as a northbound carriageway. The new carriageway would carry southbound traffic. At this point the Wells Crossing to Iluka Road project will tie into ours.		
3.6	Access <ul style="list-style-type: none"><li data-bbox="320 1518 1110 1585">▶ In a class A scenario, intersections would be upgraded but they would still be at grade.<li data-bbox="320 1608 1150 1675">▶ In a class M scenario, intersections at grade would be removed all access to the highway would be via grade separated interchanges.<li data-bbox="320 1697 1174 1798">▶ Direct property accesses will be rationalised. It may be that the RTA can provide a common driveway/access road between a row of properties, which would feed onto the highway.<li data-bbox="320 1821 1166 1888">▶ There are remnants of the Old Pacific Highway that could be reused as a service road.<li data-bbox="320 1910 1150 2011">▶ People may have to go 2-4 kms in the opposite direction to gain access to the highway. The RTA is trying to avoid opportunities for traffic crossing oncoming traffic.		



Item No.	Minutes	Action By	When
	<ul style="list-style-type: none"> ▶ The project team now needs to consider access issues, including private property access, cyclists, pedestrians, access for emergency services. 		
3.7	Road reserve boundaries would be set based on a class M scenario.		
3.8	One of the CLG members advised the group that Barcoongere Way is pronounced “Bar-cun-gerry Way”.		
4.	Questions		
4.1	<p>Q. With the area at Kungala Road, is it more likely that the highway will go to the west than the east?</p> <p>A. Yes, at the moment it looks that way. If we can locate the indigenous site, then we might be able to go to the east, but there are advantages to sticking to the west.</p> <p>The RTA would have to go through a long process to seek permission to go through Indigenous areas. The RTA are doing further studies to try to pinpoint the Bora site, but there is still an area of influence around it, so even if we do find it, the RTA may still not be able to build the highway on that side.</p>		
4.2	<p>Q. If the alignment was more or less along the existing alignment [in section E], how many properties would be affected?</p> <p>A. Approximately 8.</p>		
4.3	<p>Q. How many dwellings could be impacted when you compare it going to the east or the west [in section E]?</p> <p>A. A few each side.</p>		
4.4	<p>Q. When will you remove the truck stop?</p> <p>A. Not until just before construction commences.</p>		
4.5	<p>Q. Would you not consider putting the United service station in the middle of the highway (on the median) so that it can service both northbound and southbound traffic?</p> <p>A. There is only one example in the world of this and it is in France. There is a crossover so both streams of traffic can access it. As there is only one example, it suggests that it might not be a good arrangement.</p>		



Item No.	Minutes	Action By	When
4.6	<p>Q. When is Wells Crossing to Iluka going ahead? Is it a similar timeframe?</p> <p>A. The preferred route has not been announced yet, but will be shortly. It may be that the highway is divided up differently when it comes to construction. The sections we have now are for planning purposes.</p>		
4.7	<p>Q. You mentioned that material could come from Dirty Creek Range, is it good fill?</p> <p>A. Yes, the material is suitable for road fill.</p>		
4.8	<p>Q. What is the red line and the blue line on your diagram?</p> <p>A. One of the aims of the design guidelines is that we design for 110km/hr vertically if there are no significant extra costs. The red line indicates the 100km/hr design and the blue line indicates the 110km/hr design.</p> <p>At the moment 60-70% of this section of the highway does comply with the 100km/hr design.</p>		
4.9	<p>Q. Would you use service roads as cycleways as much as possible?</p> <p>A. Yes. Cyclists are not banned from the motorway, but horses are. The theory is that you provide an alternative route. In a class A and M scenario, there are 2.5m shoulders, which can be used by cyclists.</p>		
4.10	<p>Q. In cases where there are indigenous areas of significance, would it be possible to elevate the road and build a bridge over them? Does that solve the problem?</p> <p>A. Possibly. We still need to access the land though to build the structure, which would cause disturbance.</p>		
4.11	<p>Q. With land acquisitions, is it possible that someone could get less money than they paid for the land?</p> <p>A. Yes, if property values have dropped naturally due to the market. People may want to sell and may not be able to sell for the asking price. If the RTA buys land, at the end of the project they would look at residue lands and would sell surplus land to adjoining property owners.</p>		
4.12	<p>Q. What about the issue of compensatory habitat?</p> <p>A. The RTA may look at the cumulative impact of the Pacific Highway upgrade and buy compensatory habitat between planning projects – it may be one large piece of land that serves as compensatory habitat for a number of projects.</p>		



Item No.	Minutes	Action By	When
4.13	<p>Q. Am I right in reading that if someone has to have an easement on their land there is no compensation?</p> <p>A. Stephen explained that he could answer some acquisition questions but not all. The RTA has property specialists who deal with these issues.</p>		
4.14	<p>Q. Is there a reason why the RTA could not tell CLG members when it was going to be announced before the announcement was made?</p> <p>A. We were not allowed to. We always said that we would let you know on the day of the announcement.</p>		
4.15	<p>Q. Is there a chance that when we have an election this will all have been a waste of time?</p> <p>A. No, we don't think so. All parties are agreed that there is a need to upgrade the highway.</p>		
4.16	<p>Q. Why is there no-one from Coffs Harbour City Council here?</p> <p>A. Clyde Treadwell sent his apologies. Unfortunately he had to attend another community forum tonight.</p>		
4.17	<p>Q. How wide is the creek?</p> <p>A. Not very, but the floodplain is big.</p>		
4.18	<p>Q. What is the economic comparison between the orange and refined orange options?</p> <p>A. They are more or less the same price. Even though the refined orange is shorter, there is more cost associated with the earthworks, so it works out about the same.</p>		
4.19	<p>Q. Will there be different access at Range Road east?</p> <p>A. No. It will remain closed off to the highway and people will still have to travel down via Dirty Creek Road.</p>		
4.20	<p>Q. What is the difference in grade, between the orange and refined orange options?</p> <p>A. The refined orange option has a longer climb, but it is flatter.</p>		



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4.21	<p>Q. Many people have had trouble with the RTA in the past and promises were made and never fulfilled. How can you assure us that this won't happen again?</p> <p>A. Every property owner will be given a property plan, detailing their access arrangements, the area of land required by the RTA and any extras they have negotiated (e.g. new fence). This plan will be signed by the RTA Project Manager, Stephen Williamson. The RTA keeps a copy and the property owner keeps a copy. This forms the agreement between the property owner and the RTA.</p> <p>It is not possible to comment on what happened in the past, however if Stephen is still the Project Manager when it goes to construction, he do his best to ensure agreements are fulfilled.</p> <p>It should be noted that there may be instances where what has been agreed my need to be altered slightly, for example, positioning of noise walls may be affected by utilities constraints.</p>		
4.22	<p>Q. When do investigations [detailed investigations] on Section A begin? – Garby Elders would like to walk the route.</p> <p>A. Shortly. The corridor will be pegged.</p>		
4.23	<p>Q. Given that the preferred route has only just been announced, is there an opportunity for another staff member to give these talks and meet people?</p> <p>A. Yes. Christophe Steinbach is also available to attend meetings. GHD would only go to meetings and talks with an RTA representative, as people really want to talk to the RTA at this stage.</p>		
4.24	<p>Q. When will we see the whole design for the Pacific Highway on a map?</p> <p>A. On 30 August 2006, the preferred route for the following three projects was announced:</p> <ul style="list-style-type: none">▶ F3 to Raymond Terrace▶ Oxley Highway to Kempsey▶ Woolgoolga to Wells Crossing <p>The preferred route for other projects will be announced soon. It may be a while before concept designs for all sections of the highway are announced.</p>		



Item No.	Minutes	Action By	When
4.25	<p>Q. If any of the CLG members are here that went to the VMW, how do you feel about the refined orange option?</p> <p>A. Very surprised, pleasantly surprised. The refined orange option has taken on board and addressed suggestions that arose at the VMW.</p>		
4.26	<p>Q. There was a suggestion for a lookout area at the top of the range – will that be incorporated in the design?</p> <p>A. We need to look at how it fits in with the urban and regional design aspects of the project.</p>		
4.27	<p>Q. Will they make the highway bicycle and pedestrian friendly?</p> <p>A. We don't envisage a separate cycleway, but we may provide a shared pedestrian and cycle path.</p>		
5.	Next stages in the project		
5.1	<p>Now that the RTA have a preferred route for the Woolgoolga to Wells Crossing section, they are meeting with property owners over the next few weeks and will continue to do so over the next 3-6 months. The project team will consider feedback received from the community during the preferred route display. The RTA would like to refine the corridor down from the bigger area and so, over the next 6-8 months, a number of detailed field investigations will be carried out in the preferred route corridor, under negotiation with property owners. The team will then develop the concept design.</p> <p>The RTA will write to property owners to advise them if they are or are no impacted by the concept design.</p>		
5.2	<p>Q. At the VMW, there were a number of 'subject to' items. Has there been assessment of environmental issues associated with the alternative orange option?</p> <p>A. Yes, at the VMW there were a number of suggestions and questions, for example, can move the orange option further west and straighten it up? Participants supported the orange option based on a number of 'subject to's' (items that needed to be investigated). Between December and now, there have been more investigations, including ecological investigations. The project team have worked through the environmental issues and now the revised option is out in the community and the RTA are seeking feedback on these areas and the rest of the preferred route.</p>		



Item No.	Minutes	Action By	When
5.3	<p>Q. Were there any significant outcomes in the additional environmental studies?</p> <p>A. No, nothing significant.</p>		
6.	Feedback from the community		
6.1	<p>The main concern from Red Rock people is how they will get on and off the highway. There are lots of people in Red Rock who work at the blueberry farm. There have been a lot of problems with the bridge being down.</p> <p>A. Two accesses onto the highway will be provided, an interchange in the vicinity of Arrawarra Beach Road and an intersection at grade near Range Road.</p>		
6.2	<p>The bus stop crowd are concerned about access around Kungala Road.</p> <p>A. That stop will not be an approved run and the RTA would provide alternative arrangements so that the buses don't have to stop there.</p>		
6.3	<p>The only concerns seem to be at Halfway Creek and at the beginning of the route. People are welcome to ask elders to walk over their land.</p>		
6.4	<p>Everyone is happy with the orange option in section B and are happy it was taken up. The main questions surround access. There have not been many complaints. Many are hoping that treatments will reduce the impacts of the highway, such as noise.</p> <p>There seems to be two groups of people, those that think they are going to get rich from selling land to the RTA and those who think that they won't get ripped off.</p>		
6.5	<p>CLG members were advised that the CLG has been a mechanism for the project team to obtain information and get information out to the community. As the preferred route has been announced, it may be that we use alternative consultation mechanisms in the future, such as focus group meetings/workshops on issues such as access, business impacts etc. The RTA is keen to meet with groups of interested people, such as rural fire service etc, and is happy to attend their meetings and give a short presentation of the preferred route.</p>		
6.6	<p>The RTA would like CLG members to encourage people who live in the wider corridor areas, in sections B, C and E, to send in submissions and indicate whether they would prefer that the highway went east or west of the corridor and why. Comments should only be about the preferred route.</p>		



Item No.	Minutes	Action By	When
7.	Actions from last meeting		
7.1	<ul style="list-style-type: none"> ▶ <i>NM to cross check the mailing lists to ensure that people do not receive multiple letters – Nicole confirmed that property owners who were going to receive more than one letter were identified and letters addressed to them were put in the same envelope and the properties each letter related to were highlighted on the letter.</i> 		
7.2	<ul style="list-style-type: none"> ▶ <i>All CLG members are to encourage people who receive a letter saying they are potentially affected to ring the 1800 number and contact the project team to arrange a meeting – all CLG members confirmed they had been passing on this information.</i> 		
7.3	<ul style="list-style-type: none"> ▶ <i>A CLG member sent a letter to the RTA on 31 January 2006, but has not received a reply – SW to follow up – the first letter was never received by the RTA, but Bob Higgins has responded to the second letter.</i> 		
7.4	<ul style="list-style-type: none"> ▶ <i>Everyone was to think of topics for the focus groups and send their ideas to Nicole – No one has sent through any ideas yet, but we will carry over the action item and record it as an action of this meeting.</i> 	All	
7.5	<ul style="list-style-type: none"> ▶ <i>CLG members will get a phone call from the project team when the preferred route is announced – the project team called all CLG members to notify them on the announcement.</i> 		
8.	Summary & next meeting		
8.1	Nicole thanked everyone for attending.		
8.2	The RTA hopes to be able to have the next meeting before Christmas and hopes to be able to show potential accesses, but it all depends on whether there is anything new to discuss.		

Nicole Martyres

Community Liaison Representative, Woolgoolga to Wells Crossing



Questions raised during the bus tour

Q1. Where will the interchange be?

A1. South of the intersection of Arrawarra Beach Road.

Q2. How will properties between the two highways access them?

A2. Access will be provided.

Q3. Does it affect properties on Kangaroo Trail Road?

A3. Yes, they will potentially be affected by noise and possibly may lose a strip off of the back of their properties.

Q4. Will the two entrances to the national park (Barcoongere Way and McPhillips Road) remain open?

A4. Yes. You may not be able to turn directly into them but access will be maintained, especially for logging vehicles and the emergency services.

Q5. Will you lower the new highway?

A5. 400m south of here, we are looking at going under the highway. One of the options is to bring it up and over the existing highway.

Q6. When will we know where the highway will be going?

A6. During the preferred route display, we will receive feedback from the community. We will consider all submissions received during the display period over the next 2 – 3 months. Once the concept design is developed, the RTA will write to people in the area again to let them know whether they are or are not affected by the concept design. The RTA may also put advertisements in the newspapers.

Q7. What about the school bus?

A7. The school bus will not be allowed to drop off school children on the opposite side of the highway. This is because it is too dangerous for people to cross 4 lanes of fast moving traffic. The school bus route will have to be changed.

Q8. With the A upgrade, will the truck stop still be removed? Why did they put it in, in the first place?

A8. Yes it will be removed when the highway is upgraded in both a class A and class M scenario. Not sure why they were allowed to put it in, as there was a different RTA Project Manager then.



Q9. With regard to there being no right turn at Lemon Tree Road, as there is a fire station there, will access still be provided?

A9. There will be emergency cross over areas on the median. These will normally be located close to service stations. These areas won't be provided near intersections, as other drivers would be tempted to use them. The RTA may have to fence the median close in the vicinity of service stations to stop people from dashing across to the service station.

Q10. Will you provide fences to protect wildlife?

A10. Yes a side fence will be provided to protect wildlife and form a controlled access boundary. There may be two fences, one for stock and one for wildlife.

Q11. What about the school bus system?

A11. The RTA will have to cater for buses. School buses will have to change their routes as they cannot let kids off on the opposite side of the road. They may have to do U turns in certain spots of the route. They may even have to add more buses. The RTA may have to pay for cul de sacs to be put in.

Q12. How will we get to Kungala Road, going south?

A12. Kungala Road is likely to be an all movements intersection.

Q13. Have you looked at taking the highway further west past section, past Woolgoolga?

A13. No, because we have to minimise impacts on Wedding Bells State Forest. Also we don't want to cross a creek at a high angle. In addition, the preferred route for the Sapphire to Woolgoolga upgrade has already been announced.