

# Record of Meeting



<b>Purpose of Meeting</b>	<b>Combined Community Liaison Group Meeting No. 4</b>		
<b>Project</b>	Wells Crossing To Iluka Road - Upgrading the Pacific Highway		
<b>Prepared By</b>	Evonne McCabe	<b>Phone No</b>	1800 557 673
<b>Place of Meeting</b>	Bus Tour	<b>Date</b>	18 October 2006 3:00 – 6:00pm
<b>Present</b>	<b>CLG members:</b> Allen Adamson Reg Barnier Heidi Beynon Bruce Bird Roy Bowling Helen Busby Peter Dibella Scott Flynn David Foster Des Harvey Brian Holland Harry Lang Tony McGrath Iven McLennan Basil Moran Bill Noonan	David Pinnells Mark Purcell Ian Rees Bradley Sharp (for Megan McCullough) Austin Sheehan Chris Sparks Tony Wade Trevor Want  <b>Project Team members:</b> Diana Loges (RTA) Scott Smith (RTA) Jo Moss (SKM) Paul Robilliard (SKM) Richard Davies (SKM) Evonne McCabe (SKM) Peter Prince (SKM)	
<b>Not present</b>	Pat Battersby Lisa Brudenell Donald Day Rob Donges Sarah Dunlop Roslyn Harradine Robert Jefferies James Lloyd Kerry Lloyd	Colin Milne Peter Morgan David Morrison Victor Pashkevich Robert Thompson Sharron Todd Henk Van Der Merwe Bruce Walsh Russell Widin	
<b>Distribution</b>	All of the above		

The bus tour commenced at approximately 3:15 pm from Ulmarra.

## 1) Welcome

Diana Loges welcomed everyone and outlined that the bus tour will follow the alignment of the preferred route as much as possible, and that project team members will describe some details of the preferred route along the way. The CLG members were encouraged to ask questions at any time during the tour.



## **2) CLG feedback survey**

Evonne McCabe explained that each CLG member was provided with a Community Update on the preferred route and that a copy of the survey form that was included in the invitation letter for the bus tour was included. CLG members were asked to complete this form and either hand to Evonne at the completion of the tour, during the BBQ following the tour, or to send to Evonne at the address provided on the Community Update. The CLG was informed that this information is important for the project team to review the effectiveness of the CLG and to consider how the CLG and other consultation activities will function as the project progresses.

## **3) Discussion during the bus tour**

Diana Loges explained that project team members went to Tyndale the previous day to look at the flood reserve in this area for consideration during concept design.

Diana Loges provided an overview of timing for the project and explained that factors that are considered in the timing include prioritisation of the various sections of the Pacific Highway, road safety, cost, and vehicle usage. She emphasised that there is a great deal of elasticity involved in the consideration of timeframes for the project. There have been discussions in the media of it being 15 years before it was built. At the shortest, it would still be many years before it could be built and opened, given that concept design, environmental assessment, planning approval, detail design, and acquisition still needed to take place.

Diana Loges and Peter Prince explained that road safety is primary assessed by looking at the accident rate per 100 million vehicle kilometres travelled for each section versus other sections along the highway. This approach takes into account the volume of traffic using the section of road. Consideration is also given to the severity of accidents, including whether they result in injuries or fatalities.

Diana Loges outlined the acquisition and compensation process and explained programmed acquisition that usually is commenced approximately 18 months prior to construction, and the early acquisition process can be commenced immediately where property owners can demonstrate hardship.

Noise issues were discussed, particularly around areas away from the existing highway. Richard Davies explained that noise mitigation measures are considered during the concept design and can include different treatments depending on the noise levels and the existing environment. DEC guidelines are followed for management of noise issues.

Visual amenity/views for drivers in the Tucabia area was raised. The project team noted that this is an issue for this part of the project area.

Paul Robilliard explained that emus move from the east to Coldstream basin and it was explained that the team are looking at culverts and underpasses to reduce impacts and allow this corridor movement to continue.

Cut and fill along the route was discussed. It was explained that along the route areas of cut and fill are required. Where possible, fill from the areas that are being cut will be used. Fill from the local area will be used as much as possible and preliminary investigations indicate that the amount of fill required for the project is approximately equal to the amount of material that would be available from cuttings.

The greatest impact on houses from direct acquisition is from the section between Tyndale and Harwood Bridge. This issue was considered during the selection of the preferred route along with a wide range of environmental, engineering, flooding and economic criteria.



The question was raised regarding the building and maintenance of boundary fences along the upgraded road. RTA confirmed that this is the responsibility of the RTA.

Flooding issues around Sommervale Road were raised and the project team will continue to speak with residents here to ensure a good understanding of the flooding. This information will be considered during the concept design.

Flooding issues relating to a new road being constructed and the road acting as a levee were also raised. Richard Davies explained that flooding is a major consideration for this project along the route and that the modellers working on the project (WBM Oceanics) are very familiar with the area and have worked closely with Clarence Valley Council for a number of years on lower Clarence floodplain studies.

The location of the Tyndale interchange and how the interchange would work and impact on local businesses was raised. It was explained that the interchange at this location provides local access to and from the upgraded highway, in particular for people travelling to Ulmarra and Grafton from the north, but also for Tucabia, Tyndale, Wooli and Minnie Waters. The impacts on businesses is potentially less than for the easterly route options as there is an opportunity to exit the upgraded highway rather than bypassing local businesses entirely, as would occur if no interchange was provided at Tyndale.

Minimal impact on local traffic access to Maclean would occur as access to Maclean will be maintained in a similar way to current access conditions via the local service road and the intersection at Ferry Park.

The two options for the duplication of Harwood Bridge are under consideration: an opening bridge at the same height as the existing bridge or a high (approximately 30 metre clearance) bridge. Both options would be located to the east (downstream) of the existing bridge. Comments are being requested from the community on preferences for the type of bridge.

Impacts on Harwood village, particularly for a high clearance bridge, include overshadowing and visual amenity impacts due to the need for the bridge approaches to be elevated through Harwood.

Access to Harwood Mill was also raised. The project team explained that local access will be maintained to resemble the current situation as much as possible. Watts Lane would be the most likely main access point and the design of intersection treatments at this location would be addressed in the concept design.

It was explained that a Class M (Motorway standard) road from Wells Crossing to Harwood Bridge is being designed and from Harwood Bridge to Iluka Road a Class A (dual carriageway with restricted access) road is being designed, with potential for upgrading to Class M in the future. The main reason for this is due to the current and projected future relatively low traffic volumes on this section of the highway. The road corridor will ensure that future upgrade to a Class M for the northern section will be possible.

The question was raised regarding the decision to widen the existing road corridor from Tyndale to Harwood when this is where the best cane land is located. It was explained that impacts on prime agricultural land were considered along with a wide range of other issues in the selection of the preferred route.

The question of why the shortest route wasn't selected was raised. It was explained that each option was considered in light of all impacts to environmental, social, economic and functional aspects of the study area. On balance the preferred route minimised all impacts and best met



the project objectives. It is also the shortest of the refined route options that were developed following the Value Management Workshop

#### **4) Next steps**

Diana Loges explained the next steps – including ongoing consultation with land owners, consideration of comments from the meetings with landowners and any submissions and feedback from the community and other stakeholders, and developing the concept design that will then undergo a similar consultation process as for the preferred route. Following the development of the concept design, and environmental assessment will be undertaken and the project will be submitted to the Department of Planning for approval.

#### **4) Close**

The bus tour finished at approximately 6:15 pm.

Diana Loges thanked the CLG for their contribution to the development of the project over the previous two years. A BBQ tea held at the Commercial Hotel in Ulmarra with CLG members following the bus tour to acknowledge this input.