



13 October 2006

Project	Pacific Highway Upgrading Project - Oxley Highway to Kempsey	From	Melanie Miels
Subject	CLG Meeting and bus tour	Tel	2 9239 7100
Venue/Date/Time	Wednesday 6 September 2006. Telegraph Point School of Arts, Telegraph Point.	Job No	21/13305
Copies to	All attendees		
Attendees	John Cassegrain Malcolm Borger Greg Brayley Ray Ward Tony Thorne Jim Grieve Rose Cunningham Ron Clapton Michelle Hollis John Jeayes Stephen Williamson (RTA) John Rayment (GHD) Graeme Robinson (GHD) Melanie Miels (GHD)	Apologies	Steven Bruce

Minutes**Action****Welcome and introductions**

Melanie welcomed everyone and introduced John Rayment, the new GHD Project Manager.

Bus tour

Graeme Robinson and Stephen Williamson gave an overview of the preferred route corridor, stopping at a number of key locations along the route, including the following points:

Donut to Glen Ewan Drive

- » Duplication on Westside from 700m north of donut to 900m north of Sancrox / Fernbank Creek Rd;
- » Duplication on eastside to 400m south of Fernbank Creek;
- » Realignment to east, over Hastings River upstream of Dennis Bridge;



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- » 2 new bridges over Fernbank Creek;
 - » 2 new bridges over Hastings River and Glen Ewan Rd;
 - » Possible interchange south of Fernbank Creek;
 - » Some private property acquisition;
 - » Cassegrain vineyard, Expressway Spares, TNT Business, Quarry, RTA Depot, Birdon Marine, rural residential, agricultural land and floodplain (south and north of river).
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Glen Ewan Drive / Hastings River Drive

- » Existing arrangement remains;
 - » Highway as future service road;
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Glen Ewan Drive to Moorside Drive

- » Realignment crosses from eastside to Westside 2.0km north of Dennis Bridge;
 - » Realignment on eastside and parallel to highway, through to 2.0km north of Blackmans Point Rd;
 - » Realignment deviates to the east before Bill Hill Rd and east of Moorside Drive.
 - » Possible interchange in vicinity of Blackmans Point Rd and Bill Hill Rd;
 - » No impact on Rawdon Creek Nature Reserve;
 - » Impact on Cairncross State Forest south and north of Blackmans Point Rd;
 - » Some private property acquisition and a reasonable amount of state forest acquisition - possible severance;
 - » Wider corridor north of Blackmans Point Rd, through Cairncross State Forest subject to further community consultation and additional investigations and studies to determine agricultural land.
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Moorside Drive

- » Deviation to the east, noise will be an issue;
 - » Highway as future service road;
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Moorside Drive to Cooperabung Drive

- » Alignment crosses the Wilson River floodplain and Wilson River 2.0km downstream of existing bridge;
 - » Realignment crosses North Coast Railway Line and Haydons Wharf Rd and rejoins the existing highway north of Haydons Wharf Rd,
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- » Duplication on the westside through to Cooperabung Dr;
 - » A lot of private property acquisition through this section;
 - » Existing highway and Wilson River Bridge retained for local access to Telegraph Point;
 - » The alignment crosses the Wilson River at the southern end of Dalhunny Island (SEPP 14) – 2 new bridges required;
 - » 2 new bridges are also required over North Coast Railway Line and an overbridge at Haydons Wharf Rd;
 - » Bridges at Cooperabung Creek;
 - » Several major culverts across floodplain.
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Cooperabung Drive intersection

- » Realignment ends and duplication for next 14.0km.
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Cooperabung Drive to Ravenswood Road (north)

- » Duplication on western side through to north of Yarrabee Road;
 - » Vertical Curve through Cooperabung Range will be lowered – option to have a split carriageway;
 - » Duplication on eastern side from north of Yarrabee Road to end of Kundabung Straight (Ravenswood Rd north);
 - » New bridges at Smiths Creek and Pipers Creek;
 - » Minor Strip acquisition;
 - » Impact on existing SB rest area. Possible future truck rest stop in this area.
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Ravenswood Road (north) to Maria River

- » Realignment on eastside of highway;
 - » Joins existing dual carriageway at Maria River;
 - » Impact on Maria River State Forest – impact minimised by keeping alignment close to highway;
 - » Existing rest area to be relocated for NB;
 - » NB bridge over Maria River being replaced in the near future.
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General information

- » The display panels show three potential interchanges. Half interchange at Haydons Wharf Rd and either a full interchange in vicinity of Blackmans Point Rd or south of Fernbank Creek.
 - » At this stage, there is no construction timeline or construction funding.
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- » The State and Federal Govt's have entered into a Memorandum of Understanding and exploring funding options to upgrade the highway in ten years.
- » At Glen Ewan Rd the houses are closer to the new highway than the currently highway alignment.
- » Where possible, the existing highway will be used as a service road.
- » The project study area has been extended by 900m to the north from Maria River to Stumpy Creek.
- » The project team is aiming to have the Concept Design on display at the end of next year.
- » The project team is aiming to lodge a part 3A application to DoP prior to Christmas this year.

Questions from the group (please note: these include questions raised on the bus tour and in the CLG meeting)

Q. Will Hastings River Drive intersection require upgrading sooner than other sections of the highway?

A. Yes

Q. Is strip acquisition required opposite Hastings River / Glen Ewan Rd?

A. No strip acquisition along the Hastings River/Glen Ewan Rd. Subject to final location of the bridge over the Hastings River. Acquisition for the preferred route required.

Q. Will the Skirmish Park be affected?

A. Yes. RTA and GHD have consulted with the new owners.

Q. When the new highway is constructed, how would you get to Port Macquarie from Pembroke Rd?

A. Via the Pacific Hwy, which will become a service road. Access via Hastings River Drv.

Q. How many properties will be affected?

A. Approximately 119 Lots of land will be affected and 6 structures (houses / sheds) will be affected.

Q. Why are there more interchanges shown than in the route options display?

A. The number of interchanges has increased due to the project deviations. The project originally planned duplication of hwy.

Q. What is the price difference between a full and a half interchange?



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A. Full interchange - \$20 m approx

Half interchange - \$12 - \$15 m approx

Q. What is the difference between a full and a half interchange?

A. A full interchange is similar to the Donut. There are four ramps and you can access the highway from any direction.

A half interchange has two ramps. You can only access the highway from one direction, and can only depart from the highway from one direction.

Q. Will strip acquisition be required for the service roads?

A. Not sure at this stage. This will be determined at Concept Design stage.

Q. What is the process from here?

A. More detailed flora, fauna, and geotechnical investigations will be required to refine the preferred corridor. We will need to update the cadastre information to ensure accurate property boundaries.

Q. What are the different interchanges with a Class A and Class M highway?

A. Class A upgrade is usually a seagull type intersection where traffic volumes require right in and right out turning movements. Otherwise, left in and left out only access arrangement with U-turn bays upstream and downstream. A grade separated interchange maybe provided in a class A upgrade.

Class M upgrade is access via a grade separated interchange only.

Q. Will there be an interchange at Kundabung?

A. Not at this stage. There is the possibility of Kundabung getting an overpass. The location of an overpass will be decided in the concept design stage.

It was raised that the existing highway near Kundabung needs to be re-sealed and re-marked. Particularly at intersection with Smiths Creek Rd.

Noted

Q. Is there funding for the construction?

A. Not for some years (See Q/A above).

Q. What if someone wants to build a hotel on the highway – will access change then?

A. No. However the RTA would comment on any development application to ensure that the safety and efficiency of movements from any



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development to the highway does not 'worsen' the existing situation.

Q. Are there any provision for service centres between the Donut and Kempsey?

A. No. Noted that the small service station can be accessed at Kundabung.

Q. What is the three-year plan?

A. The RTA has no funding other than for planning for the next three years.

Q. Will the highway design change in the future?

A. No. Only mitigation measures may change.

Q. Will there be a service road onto the highway at Sancrox Rd?

A. Not at this stage, however it depends on whether the highway is a Class A or Class M. This level of detail will be determined at Concept Design stage.

Q. Will all three interchanges remain?

A. They could, or one of them could change to an underpass / overpass. This will be determined following more detailed traffic counts and in the concept design stage.

Q. Now the RTA knows where the preferred highway is going, are funds available to fix existing hot spots?

A. The RTA will continue to maintain the existing highway to a safe standard.

Q. Will the highway be built in stages?

A. Yes. There is the potential to stage different section eg Donut to Blackmans Point Road. However staging opportunities will not be known until construction funding of the highway is known.

Q. 4km of dual carriageway has recently been opened as part of the Taree to Coopernook project, but sign posted at 100km/h – why?

A. This does not fall under the Oxley Highway to Kempsey project, however if the OHK project is opened at the same stage it will be at 110km/h.

It was raised that an interchange should be located at the Sancrox and Hastings River Rd intersections.

Noted.

Q. Will the road need to settle over floodplain areas?



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A. Yes. Areas will need to settle, but it does depend on construction technique.

Q. Has a Koala study been undertaken and if so, what are the results and resolution?

A. There is no resolution at present. The project team are still undertaking investigations. The project team are meeting with DEC to determine what further studies need to be done.

Q. How wide is the preferred corridor?

A. Shown as 150m wide. 90m to 300m (at interchanges) approx will be required.

Q. When will a Class A or Class M be decided?

A. Realigned sections will be a Class M. Other areas are subject to funding, and traffic needs (i.e. whether traffic volumes warrant Class A or M treatment).

Q. Is the RTA seeking concept approval?

A. No. We are seeking project approval. Aim is to have Project approval, concept design and an EA completed ready for a construction contract when funding has been made available.

Q. Will the environmental investigations be done after the 3A is lodged?

A. They will be done in parallel.

Q. Who do you want to submit a comment?

A. All stakeholders are encouraged to submit a comment. Please encourage all affected residents and stakeholders to submit a submission on the preferred route.

Q. Can you start the project with out studies?

A. No.

Q. What is a Part 3A application?

A. Assessment of most of the RTA's major infrastructure projects will now be conducted under part 3A of the EP&A Act. Part 3A applies to all infrastructure projects that would have otherwise required an environmental impact statement (EIS) under Part 5 of the EP&A Act, most development previously classified as State Significant, and other projects, and plans or programs of works as declared by the Minister of Planning. Part 3A of the Act commenced on 1 August 2005.

Projects which are not assessed under Part 3A would be assessed under



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Parts 4 and 5 of the EP&A Act as appropriate.

Application for a Part 3A assessment is made to the Department of Planning (DoP).

The focus of the new Part 3A assessments is to ensure that the community is consulted and an environmental assessment is undertaken. The assessment will focus on the key issues that are identified by the DoP and other agencies as important to evaluate the proposal, including potential social, economic or environmental impacts.

Q. How will people at Kundabung access the highway?

A. Residents at Kundabung will need to travel on service roads in either direction to access the highway. Possible overbridge connection east/west. The service road arrangement and access point will be decided in the concept design stage.

Concern was raised over the Kundabung community not being aware of this issue – impact of service roads and travel distances. Noted.

Members of the CLG felt it misleading to include an overpass in the vicinity of the Motel at Kundabung in a Class A, and then not having it in a Class M? Noted.

A. This arrangement will be considered in detail in concept design stage and the overpass may not be at the Motel – could be south or north. Possibly incorporated into truck stop areas and exit/entries to the truck stop areas. Options would be presented at focus group meetings.

Project team advised the CLG that geographical focus groups are planned and expected to commence in mid-November 2006. More than likely to be one in Kundabung area, Tele Pt area and Sancrox Rd area. Noted

Q. A member of the CLG raised concern over the choice of display venues (staffed and static), and the position and quantity of materials at the static display locations.

A. The RTA has only allowed three staffed displays for the preferred corridor display. The Telegraph Point School of Arts was chosen as a venue, as it received the largest number of people during the route options display and it is a central location along the route. The Port Central Shopping Centre was chosen to provide an opportunity for stakeholders living and working in Port Macquarie to access the project team.

The display material has been placed in Centre Management as the notice board is for the public, and they cannot guarantee that the material will not be pulled down.



Minutes**Action**

In some cases, and as encouraged, people have taken copies of the community update. If anyone notices community updates are low in stock, then please notify Melanie Miels and she will ensure these are re-stocked.

A member of the CLG wanted to raise the need for good signage on the highway.

Noted.

Melanie Miels

Community Consultation Specialist