



17 November 2005

Project	Pacific Highway Upgrade - Oxley Highway to Kempsey	From	Andrew Geddes
Subject	CLG/EFG Meeting	Tel	4979 9999
Venue/Date/Time	Telegraph Point School of Arts, Telegraph Point, 31 October 2005, 3:30 pm to 6 pm (bus tour), 6:30 pm to 9:00 pm (CLG/EFG meeting)	Job No	22/12057/40
Copies to	All attendees		
Attendees	Steven Bruce (CLG) John Cassegrain (CLG) Malcolm Borger (CLG) Greg Brayley (CLG) Ray Ward (CLG) Tony Thorne (CLG) Jim Grieve (CLG) Rose Cunningham (CLG) Ron Clapton (CLG) Michelle Hollis (CLG) John Jeayes (CLG/EFG) Vanessa Standing (EFG) Dave Whitfield (EFG) John Gorham (EFG) Stephen Williamson (RTA) Christophe Steinbach (RTA) Andrew Geddes (GHD) Simon Pearce (GHD) Melanie Miels (GHD)	Apologies	Greg Davey (EFG)

Item No.	Minutes	Action
1.	Welcome and introductions	



Item No.	Minutes	Action
	<p>Melanie welcomed everyone and introduced both CLG and EFG representatives.</p> <p>Melanie gave an overview of the ground rules:</p> <ul style="list-style-type: none">» Keep it short and sweet;» Everyone's views are equal;» Need to maintain a clear focus;» One person to speak at a time;» Turn mobile phones off/down in volume;» Community issues not individual issues;» Courtesy;» Listen;» Keep to time;» Be honest;» No waffle; and» No side discussions.	
	<p>CLG and EFG representatives agreed to have their details published on the Oxley Highway to Kempsey website. Please note: phone numbers will <u>NOT</u> appear on the website. Residents will be advised to call the 1800 number should they wish to contact a CLG / EFG representative.</p>	<p>MM to place details on the website.</p>
	<p>MM acknowledged that EFG representatives did not receive minutes from previous EFG meeting.</p>	<p>MM to distribute minutes ASAP.</p>
2.	Route option review	
	<p>Andrew Geddes gave an overview of the proposed route options, including:</p> <ul style="list-style-type: none">» General discussion between Class A and Class M» General discussion of the key differences between each option. <p>The overview was an abridged version of the presentation given by Andrew on the bus trip earlier today.</p>	
	Environmental characteristics of each of the route options	
	<p>Simon Pearce gave an overview of the environmental characteristics of each of the route options.</p>	



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3.	Overview of process up to selection of preferred route	
	<p>Andrew Geddes gave an overview of the process up to the selection of the preferred route, including:</p> <ul style="list-style-type: none"> » Value management workshop (VMW) will be made up of – agencies, project team members, EFG/CLG representatives and government agencies; » Attendees set their own objectives and assess and select their preferred route; » A media advertisement will advise the community of the results of the VMW: » The project team will also select their preferred route and report to the minister; » Minister considers the results from the VMW and the project teams preferred route; and » Preferred route is put on public display 	
	<p>It was mentioned that the VMW and project team may come up with different preferred routes and that the RTA makes a recommendation to the Minister.</p>	
	<p>GHD to supply list of available specialist reports to both CLG and EFG representatives.</p>	<p>GHD to distribute specialist reports upon request when available.</p>
	<p>Submissions are unlikely to be available prior to VMW due to timing. As a minimum they will be presented at the VMW.</p>	<p>Noted</p>
	<p>Q. Why is there no environmental 'project objective'?</p> <p>A. There are environmental criteria for use by the project team. There is also an environmental program objective.</p>	
	<p>Q. What are the criteria?</p> <p>A. The criteria are the specifics used to measure the options.</p>	
	<p>CLG/EFG representatives were advised that while a property may be within the displayed 250 metre corridor, they may not be directly impacted by the final alignment which requires approximately 100 metres, however they may still be affected visually or by noise etc.</p>	
	<p>A new option was proposed by a member of the CLG/EFG, which involved moving the orange option from north of Hastings River</p>	<p>Noted</p>



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	through to Telegraph Point, following a straight north-south alignment.	
	An EFG representative supported the aforementioned revised option adding that other projects have far more floodplain crossing than the OHK section.	Noted
4.	Questions from the group <i>(please note: These include questions raised on the bus tour and in the CLG/EFG meeting)</i>	
	Q. What is the project finish date? A. The initial contract was 12 months for a preferred route and 12 months for an environmental assessment. The preferred route may be announced in mid 2006.	
	Q. Does a delay in the planning push the projected finish date back? A. Construction is unlikely to be affected by delays in planning – government funding is a constraint that may delay construction for 10 years or longer.	
	Q. What level of input is the RTA seeking? A. RTA is seeing all issues that are relevant to the route options and the project as a whole.	
	Q. Is the RTA designing the highway for a Class A or a Class M? Wouldn't this have an impact on which option is better? A. Both Class A and Class M need to be considered, however RTA ultimately need to allow for a Class M.	
	Q. Is a service road planned for the west side of the highway (heading north) from the Donut (Oxley highway / Pacific Highway intersection)? A. At this stage, yes.	
	Q. Where is the interchange going to be located? A. The location of the interchange depends on the preferred route and further investigation.	
	Q. Will the new highway be similar to the existing level on an embankment? A. Yes	
	Q. Is there a limit on the number of interchanges for the Oxley	



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	<p>Highway to Kempsey section of highway?</p> <p>A. At this stage, one interchange is planned for this section of highway, however this will also depend on the preferred route chosen.</p>	
	<p>Q. Will there be service roads built between interchanges?</p> <p>A. Yes, but they will be rationalised. The number and location of service roads also depends on whether the highway is a Class M or Class A.</p>	
	<p>Q. Will there be an overpass / underpass at Sancrox Road?</p> <p>A. Overpasses and underpasses cannot be determined until a preferred route has been decided.</p>	
	<p>Q. Will the pedestrian underpass remain at Cassegrain wineries?</p> <p>A. Yes – although an underpass at Sancrox Rd if adopted will be suitable for pedestrian use.</p>	
	<p>Q. Was the floodplain an issue?</p> <p>A. Yes. It was taken into consideration with each of the four options.</p>	
	<p>Q. Does the use of Dalhunny Island reduce the cost for the purple option? Is this why it was used?</p> <p>A. No. The purple option actually has a longer river crossing and a shorter floodplain crossing.</p>	
	<p>Q. Has the project team had extra contact with the residents at Telegraph Point?</p> <p>A. Yes</p>	
	<p>Q. What access would the residents at Telegraph Point have with a class M and class A highway.</p> <p>A. The residents at Telegraph Point will have access to the highway, but the type of access cannot yet be determined until a preferred route has been selected.</p>	
	<p>Q. Is there a large cost associated with bypassing Telegraph Point?</p> <p>A. Yes, but there is less property acquisition associated with orange and purple options compared to blue and green options.</p>	
	<p>Q. If other sections of the Pacific Highway are upgraded before the Oxley Highway to Kempsey section, will this upgrade go straight to a</p>	



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	<p>Class M?</p> <p>A. It is possible, however it depends on what is happening with the highway at that stage. Upgrading of the highway may not happen for 15-20 years on the current funding profile.</p>	
	<p>Q. Where would the service road go through Telegraph Point with a class M?</p> <p>A. At this stage it is not confirmed, but it could go under the existing bridges with a new low level bridge built.</p>	
	<p>Q. In relation to the construction of bridges – does the RTA have to allow for a service road?</p> <p>A. The highway needs to be designed for a future 6 lanes (motorway). The current bridges (for blue and green options at the Hastings and Wilson River) do not meet this standard.</p>	
	<p>Q. In cost estimates, does the RTA take into consideration the cost of service roads and bridges etc?</p> <p>A. Yes</p>	
	<p>Q. Would the existing batters provide a sound barrier through Telegraph Point?</p> <p>A. It would provide some noise mitigation.</p>	
	<p>Q. Is there extensive damage to the wetland areas on the Wilson River with the purple and orange options?</p> <p>A. Purple will go directly through the middle of the wetland, whereas orange option will go through part of it.</p> <p>The project team is still doing investigations to determine the value of each ecological community.</p>	
	<p>Q. In a class A, would the existing service road be utilised at Kundabung straight?</p> <p>A. Yes, there are some sections of existing service roads that could be used. The aim of the upgrade is to limit local access to the highway.</p>	
	<p>Q. Will fauna fencing be erected in a class A?</p> <p>A. Yes, where needed and assessed.</p>	
	<p>Q. Does RTA have environmental considerations with each of the options?</p>	



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	A. Yes, RTA has legal environmental considerations that must be met.	
	Q. Who maintains the service roads? A. New ones are built to standard as part of the upgrade then handed over to council to be maintained. Existing service roads are discussed with Council in relation to bringing them up to standard depending on the type of service road.	
	Q. Would the Dennis (Hastings River) Bridge be retained as a service road? A. The Dennis (Hastings River) bridge is currently rated at 'fair'. By taking the heavy traffic off the bridge, we are extending the life span of the bridge.	
	Q. If people come up with new options or alterations on existing options, does the project team have the time / ability to check them? A. No. Each option is within a 250m corridor. There is room to move within that 250m corridor but not time to look outside that corridor.	
	Q. If the RTA is not building the highway for 15-20 years, why is there such a tight timeframe to decide on an option? A. There are currently 5 projects that haven't had any planning at all. There is currently the funding to undertake the planning now. By choosing an option now, we can protect the corridor for future development and provide greater certainty for councils and residents.	
	Q. How is the community meant to decide on something for the future? Does that rule out other options? A. The RTA is looking for a long-term corridor and an option that can be staged.	
	Q. Has RTA thought about a plan to take some traffic off the highway and use the railway instead? A. The project team have looked at the current and proposed freight task and even with the proposed upgrade of the rail system and anticipated increase in rail freight, the Highway is predicted to carry more freight and would have to be upgraded.	
	Q. Are there any constraints for access roads? A. Logging trucks are a constraint for standard local access roads.	



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	<p>Q. Will noise be a problem?</p> <p>A. The noise will increase, however the RTA has guidelines we need to meet. Mitigation measures will be put in place, such as noise walls and treatment to houses, to meet these guidelines.</p>	
	<p>Q. Is there a difference between nature reserve and state forest?</p> <p>A. There are different acquisition processes. Many nature reserves and national parks are dedicated because they can be, rather than necessarily based on quality of vegetation / habitat alone. Much of the area, both within state forests and national parks has previously been logged. We are about to commence further ecological works in some of these areas to supplement the existing data.</p>	
	<p>Q. Where there are significant deviations from the existing highway, would the RTA go straight to a Class M?</p> <p>A. Yes</p>	
	<p>Q. What happens to property owners under a preferred route given that the project may not happen for 15-20 years?</p> <p>A. The owner will not be financially disadvantaged by the preferred route. They will still get the value of the property unaffected by the new highway.</p>	
	<p>Q. Can property owners have any certainty with our preferred route (80-90m) to plan for future development?</p> <p>A. That is the aim, however RTA may not have all the details to give total certainty.</p>	
	<p>A point was raised that a delay in the project is a delay to people's lives.</p>	Noted
	<p>Q. Is the orange option the cheapest as a Class M?</p> <p>A. It is possible depending on the construction staging. Costs need to consider Class A to Class M, which makes things more expensive.</p>	
	<p>Q. When a preferred route has been decided, will it still be located within a 250 m corridor?</p> <p>A. No, the preferred route will be located within an approximately 100m corridor.</p>	
	<p>Q. If RTA requires a section of land for the preferred route, will RTA start working on that land straight away or will the landowner remain</p>	



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	<p>in limbo?</p> <p>A. Investigations may still need to take place on the land until a preferred route is selected. When a preferred route is selected, the project approved (by the Department of Planning) and government funding is confirmed, property acquisition could begin.</p>	
	<p>Q. Is the location of the highway through the state forest just an easy alternative? How does the RTA evaluate that cost to the community?</p> <p>A. State forest is measured as productive land. Additional investigations will be taking place to determine the quality and attributes of the forest area.</p>	
	<p>Q. Will all local traffic have to travel on service roads to get to the interchanges?</p> <p>A. In a Class M design, yes</p>	
	<p>Q. Concern was raised over people in the middle of the Oxley Highway to Kempsey section having to travel to Kempsey or Hastings River Drive, just to get on the highway.</p> <p>A. Separation of through and local traffic was a key objective for the project. Speed differentials are also an issue.</p> <p>Distance to travel to get on the highway will depend on the option selected and where the resident lives.</p>	
	<p>Concern was raised over the orange option travelling through Cooperabung Range in relation to the impact on the quarry and animals.</p>	Noted
	<p>Q. The RODR indicates timings when some intersections require work.</p> <p>A. Yes. Some intersections may need work soon.</p>	
	<p>Q. What does the RTA mean by 'agreed criteria' in relation to the Value Management Workshop (VMW).</p> <p>A. Criteria that is agreed to by the VMW team i.e. Safety, environment, community etc.</p>	
	<p>Q. It is recorded that selection of the preferred route will include a VMW – does the RTA really care about what people think when they can just go off and do it anyway?</p> <p>A. There are three stages in the process and the VMW is just one of them.</p>	



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	<p data-bbox="363 434 1034 468">Q. Why is there such a long timeframe for construction?</p> <p data-bbox="363 488 1187 595">A. This section of the highway is a lower priority for construction than other sections of the highway. There is currently no funding for construction of this project, and therefore no timeframe.</p>	
5.	Housekeeping	
	<p data-bbox="363 685 1102 792">Melanie thanked everyone for attending and encouraged representatives to direct any enquiries to the 1800 community information line.</p>	

Andrew Geddes
GHD Project Manager