



16 March 2005

Project	Pacific Highway Upgrade - Woolgoolga to Wells Crossing	From	Andrew Geddes
Subject	Community Liaison Group Meeting	Tel	4979 9999
Venue/Date/Time	Yarrawarra Large Conference Centre, Red Rock, 2 March 2005, 7 pm – 9 pm.	Job No	22/12058/40
Copies to	All CLG members and attendees		
Attendees	John Imrie Richard Mockridge Patrick Benefield Stephen Williamson (RTA) Christophe Steinbach (RTA) Andrew Geddes (GHD) Ed Boucaut (GHD) Mirella Di Genua (GHD) Nicole Martyres (GHD)	Apologies	Sloane Scott Paul Parkinson Tony Wade

Item No.	Minutes	Action By	When
<b>1</b>	<b>Introductions</b>		
<b>1.1</b>	New members of the project team, Christopher Steinbach, Ed Boucaut and Nicole Martyres, were introduced.		
<b>1.2</b>	All actions arising from the last CLG meeting were completed apart from the website update and the organisation chart. These will be forwarded at a later date.	NM	
<b>1.3</b>	CLG representatives were provided with 3 sets of information: <ul style="list-style-type: none"> <li>1. A handout with definitions of common road engineering terms;</li> <li>1. A handout showing the revised project timeline; and</li> <li>1. A handout providing a brief overview of the noise assessment procedure.</li> </ul> <p>Mirella Di Genua explained that unfortunately there was not time to fit in a presentation by the noise consultants as well as the presentation by Ed Boucaut on the Geographical Information System (GIS). Therefore, the consultants for this meeting prepared a summary information sheet.</p> <p>Andrew Geddes explained that noise is difficult to assess. We look at the existing noise environment, predict the noise levels once the upgrade is complete and determine the change.</p>		



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	<p>When predicting noise levels, we look at things like the make up of traffic using the highway, noise conditions (day &amp; night) etc.</p> <p>It was agreed that if CLG representatives felt they still wanted to have a presentation from the noise consultants that this could be arranged for a future CLG meeting.</p>		
<b>1.4</b>	<p><i>Q. How will we be seeking feedback?</i></p> <p>Displays will run for approximately 3-4 weeks. People can provide comments by phone (1800 154 724), email, feedback forms and written submissions.</p> <p>It was suggested that a display should be put up at the shop in Red Rock, as locals have to go there to pick up their mail.</p>	NM	
<b>2</b>	<b>Update of activities since the last CLG meeting</b>		
<b>2.1</b>	<p>Andrew Geddes gave an overview of key activities:</p> <ul style="list-style-type: none"> <li>» Still in data gathering stage;</li> <li>» Options development – looking at options for upgrading the highway, either along the existing route or within the study corridor. So far, 5 options have been identified. There are no defined routes. We are just at the exploration stage;</li> <li>» Data gathering;</li> <li>» Developing selection criteria to establish how we can compare and assess the options;</li> <li>» Traffic assessment – people were out counting traffic before Christmas;</li> <li>» 1<sup>st</sup> stage investigations (flora &amp; fauna, air quality, water quality, geotechnical and heritage) are either in progress or complete. More are planned;</li> <li>» Developing construction staging requirements</li> <li>» People have been out surveying the area; and</li> <li>» Several of the project team have done a helicopter flyover of the area.</li> </ul>		
<b>2.2</b>	<p>Andrew Geddes gave an overview of key findings:</p> <ul style="list-style-type: none"> <li>» 67% of the existing alignment does not meet the standards we are trying to achieve;</li> <li>» On average traffic volumes are growing</li> <li>» Need to halve the current accident rate;</li> <li>» There are numerous indigenous heritage sites within the study corridor. No non indigenous/European sites have been identified;</li> <li>» There are picturesque view corridors along the route;</li> </ul>		



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	<ul style="list-style-type: none"> <li>» There is likely to be a high number of threatened species in the study corridor;</li> <li>» There will be a impact on rural communities and rural residential areas;</li> <li>» Along Dirty Creek Range, we have identified a number of options to reduce travel times and freight costs. Currently it takes trucks a long time to get up the range as the grade 7% over 700m. The aim is to reduce the grade to 5% over 500m;</li> <li>» The Woolgoolga to Wells Crossing section is currently 27.8 km in length. The options can reduce the length by taking out bends and improving the alignment; and</li> <li>» Need more work on intersections (e.g. Range Road near the blueberry farm and Parker Road).</li> </ul>		
<b>2.3</b>	<p>One of the CLG members commented on early morning usage of the highway by locals, e.g. blueberry farm employees.</p> <p>Stephen Williamson explained that GHD and the RTA have met with businesses along the highway to identify potential issues if we were to move the highway or change access to highway.</p>		
<b>3</b>	<b>Route option development</b>		
<b>3.1</b>	<p>Ed Boucaut gave a presentation on the GIS. He explained that there are 3 data sets:</p> <ol style="list-style-type: none"> <li>1. Social (e.g. community issues such as access, visual and noise);</li> <li>2. Built environment (e.g. land use, infrastructure, roads and telephone, gas and power lines); and</li> <li>3. Environmental assets (e.g. flora and fauna).</li> </ol> <p>Ed showed CLG representatives a series of thematic maps, which illustrate the different constraints on the project. These map layers included housing density (social constraint), slope, indigenous heritage sites, creeks and waterways, mineral resources, protected lands (National Parks) and SEPP (State Environmental Planning Policy) 14 Wetlands. There are approximately 22 different maps. Colours have been used to indicate the level of constraint– red shows high and green shows low. It is a useful tool for the study team.</p> <p>Each constraint can be weighted so that if one issue is more important than another, for example noise impacts over visual impacts, the colouring intensity takes this into account. The data can be displayed in 3D.</p>		



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3.2	<p><i>Q. Do you go off any historical information, for example flooding information?</i></p> <p>The team have completed the 1<sup>st</sup> round of flooding studies and have had discussions with Council and government departments. We have recent and historic flood levels and can use a model to check predictions against it.</p>		
3.3	<p><i>Q. With all this criteria, is the technology there for it to produce the top 5 selections?</i></p> <p>The GIS is one part of the process in selecting the route options. There is still a lot of human technical expertise involved in the selection, along with the GIS.</p>		
3.4	<p><i>CLG representatives were given an opportunity to sketch a possible route on the section of the route through Dirty Creek Range, focusing on one standard that must be met, i.e. minimum bends. CLG representatives were given a Perspex curve showing the minimum bends that are permissible on the highway to assist them when drawing their route. Andrew Geddes and Stephen Williamson then ran through the constraints associated with the routes drawn.</i></p>		
3.5	<p><i>Q. How high is Dirty Creek Range?</i></p> <p>134m above sea level.</p>		
3.6	<p><i>Q. What is the problem with having a tunnel? They have tunnels in Osaka, Japan.</i></p> <p>Japan may have high traffic volumes and this may make it more economically viable. We must look at capital and maintenance costs when considering options.</p>		
3.8	<p><i>Q. How long ago was the original upgrade done? (Dirty creek range)</i></p> <p>Approximately 18 years ago. The upgrade was designed on the basis of the best available information at the time.</p>		
3.9	<p>One of the CLG representatives commented on the necessity to work on the road, whilst it continues to be in use.</p> <p>Stephen Williamson acknowledged that this is a key challenge and reiterated that one of the project objectives is to use as much of the existing road reserve as possible and another is to separate local traffic from through traffic. He explained that it was not possible to just build a new alignment in parallel.</p>		



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3.10	<p>One of the CLG representatives commented that they could not believe that it would not be cheaper to build a new alignment rather than using the existing alignment, given all the traffic diversions that would be necessary.</p> <p>Stephen Williamson explained that when we evaluate all the criteria on each route, it might be worth spending money to relocate items.</p>		
3.11	<p><i>Q. Do you include road banking (cross fall) when calculating the curve, as this will tighten it?</i></p> <p>Yes we do.</p>		
<b>4</b>	<b>Next stages in the project</b>		
4.1	<p>Mirella Di Genua explained that route options displays will run for approximately 3 –4 weeks. They are likely to be A0 sized panels, but there is opportunity to have smaller displays. CLG representatives were asked to recommend locations for the public display.</p> <p>The following locations were suggested by CLG representatives:</p> <ol style="list-style-type: none"><li>1. Red Rock post office - on the notice board outside;</li><li>2. Red Rock Community Hall – for a big display. Could have staffed display here on a Saturday am/pm;</li><li>3. Truck stop – Sloane’s service station;</li><li>4. Other service stations along the route;</li><li>5. The store in Corindi;</li><li>6. Service stations in Halfway Creek:<ul style="list-style-type: none"><li>– Liberty; and</li><li>– Halfway Creek truck stop;</li></ul></li><li>7. Seniors club, library or NRMA in Woolgoolga – Thursday evening would be good; and</li><li>8. Art Gallery in Woolgoolga (Open Monday to Friday, 10am to 4pm and could open at night if necessary).</li></ol> <p>Some community representatives felt that Coffs Harbour was not a preferred location for the display.</p>		



Item No.	Minutes	Action By	When
<b>5</b>	<b>Feedback from the community</b>		
<b>5.1</b>	<p>CLG representatives reported back the following:</p> <ul style="list-style-type: none"> <li>» There has been great interest in access and disruption during construction;</li> <li>» Concern about large trucks using the road;</li> <li>» The Preservation Society are willing to publicise the project</li> <li>» People would like to be told about how much traffic will be expected and want the facts;</li> <li>» There were not too many concerns from the community people they spoke to;</li> <li>» Many are pleased that the upgrade will happen; and</li> <li>» A big upgrade proposed for Grafton Shops was announced on the news recently. As many do their shopping there, it may force some to go north rather than south.</li> </ul>		
<b>5.2</b>	<p>CLG representatives requested a few more maps of the study area.</p> <p>They agreed that a poster reminding the community about the project might be useful, and these could be put up at bus stops etc.</p>	NM	
<b>5.3</b>	<p><i>Q. Have you had a chance to get in contact with Anna McKenzie (DIPNR), George Stelle (Council officer) regarding bike routes?</i></p> <p>We have not been in contact yet, but we are looking at getting the bike plan from Council. We have been meeting with agencies, but may need to follow up some we had before Christmas (in which we gathered issues for consideration), as well as identify any gaps in information.</p>	AJG	
<b>5.4</b>	<p>One of the CLG representatives queried if there was a process to follow regarding Aboriginal heritage sites and which Land Councils were involved in the discussions. One of the CLG representatives knew a person in Grafton Land Council and wondered if they had been involved. It was noted that there were no Aboriginal representatives on the CLG.</p> <p>Andrew Geddes explained that 2 Land Council representatives came to the Planning Focus meeting with agencies. The geotechnical team taking them on a tour and showing them where we wanted to dig followed this. There is an Aboriginal Liaison person in the RTA and the GHD team have been speaking to the Land Council representatives.</p>		



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5.5	One of the CLG representatives reported that a friend of theirs (who is on the Grafton Land Council) has informed them that there is an aboriginal site near the service station at Halfway Creek. The site is on the eastern side of the highway opposite the service station somewhere along Luthers Road. They believe that the site is a "Bora Ring" which is a male initiation site. As it is to do with "mens business", females are not allowed to know the exact location. It would have to be a male Aboriginal Liaison person who follows up on this. They suggested that the liaison officer contacts either Milton Dureau or Tony Perkins for more information or guidance on who to contact.	Project team to follow up	
<b>6</b>	<b>Housekeeping</b>		
6.1	The next CLG meeting is proposed to be in May. CLG representatives were asked to think of possible agenda items that might be useful.	CLG reps	
6.2	Mirella Di Genua reminded CLG representatives that if anyone knew of someone who would be interested in joining the CLG then to encourage them to put their names forward, as it is not too late to join CLG <a href="#">[As of 20 June 2005, applications for the CLG are no longer being accepted]</a> .		
<b>7</b>	<b>Summary and Close</b>		
7.1	CLG representatives found the presentation informative and agreed that selecting a route was not a simple process. CLG representatives felt that it was good to understand the GIS, but it would be hard to explain to others in and suggested that it may be good to have a similar presentation at one of the staffed displays.	NM	

**Andrew Geddes**  
GHD Project Manager