

PACIFIC HIGHWAY UPGRADE PROJECT  
 FAILFORD ROAD TO TRITTON ROAD  
 CLG MEETING NOTES

Meeting Date: 14 APRIL 2005

Meeting Number: 1

<b>Chaired By:</b> Faye Hargreaves	
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<p><b>Attendees:</b>          Faye Hargreaves – Manidis Roberts, Community Relations          David Kilby – RTA Technical Services, Project Manager          Bob Davis – RTA Technical Services, Project Director          Phil Davies – RTA Technical Services          Brad Spalding – RTA Technical Services          Simone Garwood – RTA Environmental Technology          Greg Baird – RTA, Project Development Manager          Ben Phillipson – RTA, Project Development Officer          Mike Keegan – Great Lakes Council          Barry Conroy          David Gibson          Brian Winn          Greg Bush</p>
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<b>Apologies:</b> Max Wright
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<b>Not Present:</b> Greg Blaze – Greater Taree City Council
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Item	Issue	Action
1	<b>Welcome and Introduction</b>	
1.1	Faye Hargreaves welcomed everyone to the first CLG meeting for the Failford Road to Tritton Road Pacific Highway Upgrade and asked everyone to introduce themselves.	Noted.
2	<b>Apologies</b>	
2.1	An apology had been received from Max Wright.	Noted.
3	<b>CLG Charter</b>	
3.1	Faye Hargreaves outlined the CLG Charter, which had previously been circulated to the group. This included the aims of the CLG, terms of reference, role of the CLG and responsibilities of CLG participants.	Noted.
3.2	Greg Baird explained that the CLG is a consultation forum rather than an approvals forum, but all issues raised at CLG meetings will be considered by the project team and the CLG is an important influence on the decision-making process.	Noted.
3.3	Greg Baird explained that information presented during CLG meetings will sometimes not be available for circulation to the wider community as they are not approved plans.	Noted.
4	<b>Community Meeting Notes</b>	

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4.1	Faye Hargreaves circulated the meeting notes from the Community Information Session held at the Nabiac Agricultural Hall on 17 February 2005.	Noted.
5	<b>Route Options</b>	
5.1	David Kilby presented the route options that have been considered for this project. He reminded the CLG of the objectives of the project, which are to upgrade the northbound carriageway, retain as much of the existing road as possible and to work within the defined study area.	Noted.
5.2	The proposed upgrade will provide an 'A' class road, which consists of high standard dual carriageway and at grade intersections. The design will consider future provision of 'M' class motorway with grade separated intersections.	Noted.
5.3	The three route options which have been considered include: <ul style="list-style-type: none"> <li>1) Upgrading the existing northbound carriageway. This option is not preferred; the existing alignment is suitable for its current sign posted speed, but does not meet the Pacific Highway standards. Most of the existing road would need to be reconstructed.</li> <li>2) Constructing a new road parallel to the southbound carriageway and using the existing road as a service road.</li> <li>3) Constructing a new road on the eastern side of the existing southbound carriageway. This option is not preferred as it would have a more extensive environmental impact; there is no obvious advantage to this option.</li> </ul>	Noted.
6	<b>General Discussion</b>	
6.1	It was generally agreed that Option 2 is the preferred route option.	Noted.
6.2	There was general discussion concerning potential intersection designs, including the intersections at Bullocky Way, Failford Road and Possum Brush Road. Community members raised: The need to adequate acceleration distance for trucks entering the southbound lane of the highway from Possum Brush Road. Traffic between Possum Brush Road and Bullocky Way consists of commuters traveling to work at Forster. St Peter Close is used by one permanent resident, weekend resident, farmers, couriers, and for funeral events. The existing median gap at St Peters Close is too short for B-doubles. The Forster area is reportedly growing 25% per year. The Forster community frequently uses Failford cemetery, not necessarily by the Taree community. Could Bullocky Way be carried over the highway to the service road? Could St Peters Close be extended southward to connect to the Highway allowing northbound highway access and access to the proposed seagull?	Noted.
6.3	Impacts on access to the cemetery were discussed. Brian Winn asked why the existing multi directional Failford Road Intersection could not stay as is until the overpass is constructed.	Project team to review
7	<b>Upcoming Activities</b>	
7.1	The RTA will prepare a more detailed preferred route option suitable for presentation at a public display.	Project team to prepare more detailed information concerning the preferred option.

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7.2	Meeting notes of this meeting will be prepared and distributed to all CLG members, and placed on the internet.	Project team to prepare meeting notes and distribute to CLG members.
7.3	Public displays will be arranged, probably during June 2005, to present information concerning the preferred option to the general public. Community members are encouraged to assist with suggestions of suitable locations and times for the displays.	Project team to discuss with CLG members suitable locations and times for public displays.
7.4	The locations and times of public displays will be advertised in the local media and identified stakeholders will be notified personally.	Project team to arrange media advertising and contact stakeholders concerning public displays.
<b>8</b>	<b>Next Meeting</b>	
8.1	The next CLG meeting will be held after comments have been received on the information presented at the public displays. This will probably be in July 2005.	Project team to notify CLG members of the next meeting.