

PACIFIC HIGHWAY UPGRADE PROJECT

FAILFORD ROAD TO TRITTON ROAD

CLG MEETING NOTES

Meeting Date: 15 SEPTEMBER 2005

Meeting Number: 3

Chaired By: Faye Hargreaves

Attendees: Faye Hargreaves – Community Relations David Kilby – RTA Technical Services, Project Manager Greg Baird – RTA, Project Development Manager Ben Phillipson – RTA, Project Development Officer Mike Keegan – Great Lakes Council Max Wright – Community Representative Greg Bush – Community Representative David Gibson – Community Representative Brian Winn – Community Representative
Apologies: John Hulme – Great Lakes Council Barry Conroy – Community Representative

Item	Issue	Action
1	Welcome and Apologies	
1.1	Faye Hargreaves welcomed everyone to the meeting and noted apologies from John Hulme and Barry Conroy.	Noted.
2	Notes of Previous Meeting	
2.1	The meeting notes from the previous CLG meeting on 9 June 2005 were accepted.	Noted.
3	Proposed Changes to Route Alignment	
3.1	Greg Baird outlined recent changes to the currently proposed route alignment following discussions with land owners and development of the Concept Design. Greg advised that the previous design developed undesirable features of undercutting the existing northbound pavement, and acquisition of developed land to the west to accommodate the regraded service road. These changes include: <ul style="list-style-type: none">▪ The route alignment of the new carriageway to be parallel to the existing southbound carriageway, but on the eastern side of it rather than between the current northbound and	Noted.

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	<p>southbound carriageways as previously proposed.</p> <ul style="list-style-type: none"> ▪ The new carriageway would then be used by southbound traffic and the existing southbound carriageway would be used by northbound traffic. ▪ The existing northbound carriageway would be retained for use as a service road. ▪ A grade separated intersection at Failford Road is still proposed to be constructed in the first stage of this works. 	
3.2	<p>This current proposal best satisfies the project objectives of maximising the use of the existing assets including road pavements, minimising earthworks and the need for property acquisition. Advantages of the current proposal include:</p> <ul style="list-style-type: none"> ▪ The views of all land owners spoken to in the study area have been taken into account. Significant modifications to the previous proposal have been made following consultation with land owners. ▪ The land required is generally undeveloped with the exception of the Pemberton and Wright properties. ▪ All of the existing northbound carriageway can be retained for use as a service road. ▪ The two carriageways can be on different levels, which would significantly reduce the volume of fill needed for the project. ▪ This is the lowest cost option. 	Noted.
3.3	<p>Issues yet to be resolved with this current proposal include a sewer main in the vicinity of Failford Road which would have to be moved, and the location of the overpass linking Bullocky Way with Possum Brush Road has not been determined.</p>	Noted.
4	General Discussion	
4.1	<p>It was asked whether it would be possible to have an underpass rather than an overpass connecting Bullocky Way with Possum Brush Road, as the Smiths' property already has one. Greg Baird responded that this would not be feasible as the existing underpass is too small for normal traffic and it is prone to flooding.</p>	Noted.
4.2	<p>It was asked if another interchange could be provided at Bullocky Way as well as an overpass. Greg Baird responded that this would be too expensive. David Kilby added that interchanges located together cause merging and sign posting problems.</p>	Noted.
4.3	<p>The group agreed that although it might be necessary to travel a short distance on the service road rather than</p>	Noted.

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	the Highway, in most cases travel would be in the right direction, which would suit most road users.	
4.4	Mike Keegan asked if an environmental impact statement needs to be prepared for this project. Greg Baird responded that a review of environmental factors is currently being prepared and it is not expected that a full environmental impact statement will be necessary.	Noted.
4.5	Max Wright raised this issue that there is rainforest at the back of his property and he asked that any impact on this is considered. Greg Baird responded that any potential impact on this rainforest will be assessed in the flora and fauna studies, but it is unlikely to be affected.	Noted.
4.6	The group unanimously agreed that the current proposal is an improvement to the original one and all CLG members present were supportive of it.	Noted.
5	Upcoming Activities	
5.1	Greg Baird explained that the changes to the original proposal have required time for investigation and development. The public display of the Concept Route Option is now scheduled for November 2005.	Noted.
5.2	The Concept Route Option will be on public display for one month. After this the project team will consider all community and any other submissions before finalising the proposal. The earliest timeframe for the completion of the planning for this project is mid 2006.	Faye to keep all CLG members informed of any updates concerning the timing of the public display.
5.3	People from the RTA property section will speak to all affected land owners during the first week of the public display.	Noted.
5.4	There will be advertised staffed displays during the second week of the exhibition period. RTA property officers will be talking to the affected land owners.	Faye to organise the staffed displays.
5.5	David Gibson said that the Failford Progress Association would organise a letterbox drop of information concerning the project, to include about 140 households, and could host a meeting which would provide a forum for the RTA to engage with the community concerning the project.	Faye to provide David with material for the letterbox drop once it's available.
5.6	Mike Keegan enquired whether the RTA was considering any additional work to the existing Bullocky Way junction considering the accident rate. David Kilby replied that the accident rates will be monitored following the recent deceleration and sight improvement work.	Noted.

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6	Next Meeting	
6.1	The next CLG meeting will be held either during or soon after the public display period.	Faye to notify CLG members of the next meeting.