

## Meeting Record

Project:	Sapphire to Woolgoolga Upgrade Project	Reference:	<b>1093.40.GE</b>
Location:	Moonee Beach Hall, Moonee	Date:	13 February 2002

Present: Apology: Copy: Name:

<b>NORTHERN CFG (Sapphire/Moonee Area)</b>			
✓			Keith Adams
	✓		Rick Baker
✓			Helen Ball
✓			Charles Barnes
✓			Vincent Brooker
✓			Steve Clemesha
✓			Ray Faggotter
✓			Jill Heris
	✓		Andrew Huggett
✓			Peter Lubans (proxy Ernie Armstrong attended)
✓			Tammy Mills-Thom
✓			Shinichi Otani
✓			Phil Price
			Ron Smith - <b>WITHDRAWN</b>
✓			Colin South
<b>PROJECT TEAM</b>			
✓			Wes Stevenson RTA
	✓		Bob Higgins RTA
	✓		Jill Christy RTA
✓			René Burkart RTA
✓			Tim Paterson Connell Wagner
✓			Rosemary Russell Connell Wagner
✓			Bruce Penman Connell Wagner

	✓		Barry Hancock	Connell Wagner
✓			Andrew Smith	Pramax Communications
	✓		Bill Wood	Coffs Harbour City Council
	✓		Rick Bennell	Coffs Harbour City Council
✓			George Stulle	Coffs Harbour City Council
	✓		Malcolm Imrie	PlanningNSW
	✓		John Finlay	PlanningNSW
	✓		Jo Gardner	PlanningNSW
Recorded By: Pramax Communications				Total Pages: 5
Subject: Community Focus Group Meeting No 3 (Sapphire/Moonee area)				

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## 1. INTRODUCTION

Andrew Smith (Pramax) welcomed group. This is the first meeting since the northern group broke into two specific locality groups. Tonight there would be a lot of information given out and it would be a good opportunity to ask questions and discuss issues.

## 2. MINUTES OF PREVIOUS MEETING

- It was requested that minutes be read by all CFG members before the meeting so that time was not taken up having to read minutes. It was taken that the minutes of the previous meeting were read.

The minutes were accepted as an accurate and correct record of the meeting.

## 3. CONSTRAINTS ANALYSIS

Rosemary Russell (Connell Wagner) spoke regarding the impacts of the outer, central and inner corridors as shown on constraints maps.

- Outer and Central corridors both affect large areas of agricultural land and impact on large areas of State Forest as well as Ulidarra National Park.
- Inner corridor impacts on smaller agricultural holdings such as bananas.
- Development for roads is prohibited in State Forests and National Parks unless permission is obtained under the relevant legislation.
- Inner corridor impacts on urban release areas at North Boambee and West Coffs. Also on Korora rural/residential and rural investigation areas. This would require substantial replanning by Coffs Harbour Council and PlanningNSW.
- Both outer and central corridors go through the Moonee release area as identified in the Moonee DCP.
- Biodiversity maps:
  - Blue – vulnerable/endangered fauna records
  - Red – vulnerable/endangered flora species
  - Yellow – known threatened habitat for vulnerable/endangered species
  - Green – potential habitat for vulnerable/endangered species – this is a conservative estimate and indicates lack of investigation in State Forest areas.

CFG requested maps be attached to the minutes

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The green is likely to become yellow zone once more investigations are done.

Red circle – major wild life linkages

Dotted red circle - wild life linkages

- There are severe biodiversity constraints in outer and central corridors because of the identified endangered species and wildlife corridors.
- Inner corridor has a much lower impact on biodiversity but affects banana properties to a greater extent.
- 1% of our economy is based on bananas.
- It is likely to be difficult to obtain permission from National Parks and Wildlife Service and Environment Australia to build roads through areas with such a diversity of threatened wildlife.
- CFG - Outer and central corridors look like there are many difficulties with these corridors. It is almost environmental issues versus people issues.
- Project Team Engineering, economic and cost factors very fundamental to whether the government will approve.

Tim Paterson (Connell Wagner) presented an overhead: Coffs Harbour By-Pass Strategy, Preliminary Concept Design – Initial Scope Definition.

This overhead covered the different route options. For all options it covered lengths, interchanges, earthworks, pavements, bridges, estimated construction costs (highest and lowest for each corridor), cost per meter, construction period, expected traffic volumes for 2001 and 2021, economic analysis indicators.

- The further west you go the higher the total costs.
- The far west corridor was at a huge cost of up to \$2.2 billion of which only 2,000 vehicles a day were estimated to use this route.
- The upgrading of the highway has been planned section by section whilst still being able to be used by the public. A far western highway would not allow for this.
- We have used a traffic model from Coffs Council as a planning tool which the Council has been using for development. It is a predictive tool which uses housing, population and change over a 20 year horizon, where the jobs will be and the travel patterns in Coffs Harbour.
- CFG - spending a lot of money on not a lot of vehicles and that most the traffic was really local which should be catered for.
- The question is should we provide for an eventual bypass.
- BCR (Benefit Cost Ratio) - there is a loss on all corridors except the inner corridor.
- The highway being considered is a two-lane each way with a median in the middle. Vehicle safety and trouble with pavements are things that need to be considered from other models of highway used in the past.
- We have not overlooked night traffic on the highway.
- **Lineal traffic check** - they place a tube on the road which measures traffic for 24 hours/day, it counts every vehicle, classifies 13 different types of vehicle, (heavy vehicles being from about 2 tonnes up). These were placed on the road for 7 days during October so that is was an average traffic count (i.e not during the

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holidays) at four locations – near Sapphire, Bucca Road, Graham Drive north and Mullaway Drive.

- **Origin/destination check** - this is where they check number plates. This was done to look at through traffic north to south. It was done over 3.5 days and a 10-15% sample taken which is then matched. This is an accepted method of trying to ascertain traffic movements. (The only other way is to stop vehicles which is not practical).
- **Vehicle movement** - this was done on 13 intersections over 12 hours. All traffic movement at intersections was counted. Peak hour volumes, how much traffic is going in and out of intersections during any 12 hour period. This was a huge task with 40 spreadsheets to collate.
- There is a cross check done between traffic volumes done manually and the 24 hour road counter.
- Daily volumes are considered to determine need for interchange.
- The percentage of traffic, what type, where it is going are all factors which build a picture to help solve the future needs of the highway.
- The percentage of heavy vehicle traffic (this is 2 tonnes and over) is small e.g.
  - Coffs Harbour - 12,300 vehicles/day - heavy vehicle traffic 9-10%
  - Sandy Beach - 9,900 vehicles/day - heavy vehicle traffic 13%
  - Mullaway - 7,200 vehicles/day - heavy vehicle traffic 15-16%.

#### 4. CORRIDOR OPTIONS IDENTIFICATION

- The group broke up to look at the constraints maps and the CFG were invited to write any comments on post-it notes and stick them onto the maps.
- The group also looked at the maps with the different corridors options (previously looked at by Woolgoolga CFG) for proposed highway bypass and discussed these in groups.

**Schematic Drawing** - looking at how to simplify access

- When looking at this section of the highway we have to look at how best to safely reduce friction from movements on and off side roads.
- The CFG members examined schematic map of the highway with details of at-grade intersection improvements and wrote suggestions on map.
- Southern end of Graham Drive is a dangerous intersection.
- Access to the highway needs to be provided for all roads off the highway - some of these roads may be able to be connected by service roads.
- Allowing for land use which changes continually, these need to be taken into consideration whilst planning the highway.
- Although the project team look at least 20-30 years ahead, they ideally would like to develop a scheme that will last 50 years.

#### 5. OTHER ITEMS

Andrew Smith (Pramax) - all this information is to go back to the project team who have to do some more work, checking etc and in three weeks time they have committed to putting out another brochure to the broader public.

- CFG - why can we not have this information beforehand to take to our groups?
- Project team – This is first draft only and has only just been completed. It needs

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to be discussed within this forum and then refined for further discussion and broader community distribution. It is not ready for public comment until we have gone through this feedback loop and review process with the CFG

- A copy of the brochure will be given to CFG members before it is released.
- Brochures will be distributed through local shops, petrol stations.
- Direct distribution to affected areas.
- CFG groups are a network to assist with the distribution of these brochures.
- Static displays will be produced
- To accompany the release of the newsletter/brochure, a series of community forums will be conducted. These will allow anyone attending to meet project team representatives and talk one on one. These would run over a few hours so people could come and go, look at displays, talk to team member and make any comments.
- A feedback form will be included in the newsletter.
- There is a 1800 number - the calls to this are redirected to the appropriate people.

## 6. CLOSE OF MEETING

In closing the formal part of the meeting the Project team members invited informal discussion around the corridor option maps for a further 20 mins.

- Meeting closed at 8.15pm.

**Next Meeting:      Tuesday, 19 March 2002 at Moonee Beach Hall, Moonee**