

## Meeting Notes

Project:	Sapphire to Woolgoolga Upgrade Project	Reference:	<b>1093.40.GE</b>
Location:	Moonee Beach Hall, Moonee	Date:	19 March 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
✓			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: 4
Subject: Community Focus Group Meeting No 4 (Sapphire/Moonee section)				

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## 1. INTRODUCTION

Meeting opened at 6.00pm. The group was welcomed by Andrew Smith. The main purpose of this meeting was to provide a project update and an opportunity to discuss issues including the current information release.

## 2. NOTES OF PREVIOUS MEETING

The notes from the previous meeting were accepted as an accurate and correct record.

## 3. MATTERS ARISING

- Andrew gave a brief reminder that information tabled at these meetings may not be ready for public release and whenever this is flagged by the Project Team, CFG members are requested to treat this information as confidential.
- Working papers were displayed and the CFG invited to look at them. These are available to view at Toormina and Woolgoolga Libraries, Coffs Harbour Council and the RTA. These papers will be on the Internet site tomorrow. (These papers mainly relate to the Coffs Harbour bypass)

CFG to contact Andrew Smith with any requests for information from the working papers.

## 4. CORRIDOR ANNOUNCEMENT

- Tim Paterson (Connell Wagner). Substantial amounts of information have been released in the last few days. In relation to Sapphire/Moonee CFG the biggest issue is confirmation to the south of the inner bypass corridor. There will now be more detailed study undertaken to assess the impacts of the inner corridor as well as a comparative study between the inner corridor and the existing highway.
- The existing highway is the long-term corridor for Sapphire/Moonee. Thrust of work now is to focus on solutions that make specific arrangements for such things as access on and off the highway.
- Construction time is up to 2005 to 2006 for Sapphire to Woolgoolga.
- Will Coffs Harbour bypass be moved forward? - No. There is still more development and investigations to do. The aim is to finish duplicating the Pacific Highway - making it safer with four lanes all the way to Queensland. Coffs Harbour does not have this problem at the moment. In terms of the viability of spending millions of dollars for the

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amount of traffic it would service, it does not make it a realistic investment for the government for at least 20 years.

- The highway costs have been determined with the expectation that the Eastern Distributor, Hogbin Drive, the Bonville deviation etc., will all have been completed before the highway is addressed.
- Where does Sapphire/Moonee end? Moonee ends at the southern most tip of the outer bypass option (Option A) that is being considered from Moonee to Woolgoolga. This is the northern-most extent that this group will need to focus on. The issues will overlap, however, and at various stages there may be a need for the northern and southern CFGs coming together.
- CFG members expressed a strong interest in looking at what happens with the northern CFG, particularly as the outer bypass (Option A) would affect people in the Sapphire to Moonee group. The outer corridor is close to the back of Heritage Park, which means Heritage Park would have two major roads running across the front and back.
- The outer corridor bypass (Option A) was suggested to the project team by a local individual and was supported by the Woolgoolga CFG members. This prompted the decision to have it investigated, and so it was put through the same evaluation process as the other corridors. It was not a corridor that was originally identified by the project team.
- It was noted that the outer corridor was not the best solution because most of the traffic from Coffs Harbour from Woolgoolga is local traffic that would need to travel a lot further on this route than by using the existing highway. As a longer route, it would only be of any use to a small amount of through traffic.
- Over the next two to three months the engineering concept plans will be developed, and how much land is required, access details, biodiversity issues will all be looked at carefully along the corridors.

## 5. FORTHCOMING ACTIVITIES/INVESTIGATIONS

Tim Paterson ran through the overheads (see attachment).

Attach overheads to minutes:  
Key influences; Suggested assessment criteria; Main studies

## 6. OTHER ISSUES

- CFG to be given a copy of the schematic maps covering the Sapphire to Moonee area that could be worked on at home by the CFG members to generate ideas for access and service roads etc.
- Some of the smaller roads only service a small number of properties.
- We need to look at roads that are closed off and how to provide them with a service road - this is where the project team are relying on local knowledge on where service roads are going to be most useful.
- If Bucca Road was an interchange, Heritage Park could be given access to Bucca Road and access the highway that way instead of directly off highway as at present.
- Need to look at long-term plans for Moonee in DCP – could possibly rationalise several roads into one interchange.
- At Headland Road, Sapphire, there could be an interchange where a service road can provide access to the service station and the resorts – resorts are destinations, not off-the-road motels
- There are safety issues with school buses – also better service needed to residential areas. Can create dedicated bus areas, amplify existing stops.

Attach maps to minutes

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- Need to understand businesses that rely on passing trade such as the Zoo, service stations, Moonee Tavern.
- Question whether widening of the highway would take land or whether there is enough road on the side already? RTA – there is enough room for the basic four lanes and medium strip but not sure what will be needed for upgraded highway such as services roads and bus stops.
- Staging is also important. It could result in getting four lanes and a few new intersections at first and then staging all the access upgrades
- CFG reiterated their concern to be involved with the other sections of the overall highway planning strategy and be kept informed of what was happening. It was proposed to establish contacts with members in the other CFGs to enable person-to-person communication outside normal meeting times.
- There is currently underway a direct mail-out to some 3,000 property holders potentially affected by the corridor options.
- The open meetings for the public are scheduled for week commencing 25/3/02. There is no formal presentation but all the information will be available to read and at each meeting there will be four Project Team members who will be there to answer questions on a one-to-one basis.
- CFG member concerned that article in *The Advertiser* stated that CFG does not have a say in planning process.
- If anyone needs any more brochures ring Rachel on the 1800 number and she will get them to you ASAP.

## 7. NEXT MEETING

RTA Property Manager, Mr Martin Howard, will address the next meeting of the Sapphire/Moonee Community Focus Group.

## 8. CLOSE OF MEETING

Meeting closed at 7.30pm.

**Next Meeting:      Tuesday 21 May 2002**