

**MEETING NOTES**

**Tuesday 23 September 2008  
 Project Site Office  
 Pacific Highway  
 4.00 pm – 5:30 pm**

**Meeting with Glen Firth and Peter & Yvonne Kendall**

**Attendees**

Glen Firth  
 Peter Kendall  
 Yvonne Kendall

Dick Whibley, RTA  
 Ian Long, RTA

Jason Voigt, Abigroup  
 Matt Frodsham, Abigroup  
 Grant Fletcher, Abigroup  
 Cindy Douglas, Abigroup

			Action
<b>1</b>	Question	Request for an 80km zone from 'hilltop to hilltop' speed limit past Nerong.	
	Response	The new alignment and scope of works is designed for a dual carriageway operating at 110kmph from Sydney to Brisbane and will be signposted at 100kmph. A reduction of this speed limit is not within the scope of the Project.	
<b>2</b>	Question	Request for a slip/merge lane for traffic exiting Nerong turning south.	
	Response	A slip lane turning south is not warranted for the traffic numbers at this location. Buckets Way and Italia Road are examples where left turn movements warrants would be met much before Whimbrel Drive.	
<b>3</b>	Question	Clarification of the layout of parking at the bus stop, and if any provision is being made for lockable bike racks and disabled parking.	
	Response	There will be room for parking behind bus stop drop off point; this will be parallel to kerb parking and is suitable for disabled parking. No provision for bike racks has been made.	

<b>4</b>	Question	Will the Telstra exchange be fenced?	
	Response	No, as is the case for any Telstra exchanges it will not be fenced.	
<b>5</b>	Question	Will the garbage pole be re-installed as it was before the works?	
	Response	Abigroup will approach Council about obtaining a garbage pole and will advise their consideration on the matter. If council can provide one, Abigroup will install.	Abigroup
<b>6</b>	Question	The new drain seems larger than expected, is there a secondary purpose? Will the highway surface water be diverted along this drain? Why are there different drain surfaces?	
	Response	The drain is designed to catch water over 150m adjacent to the highway before feeding into what is currently constructed. The variance in the drain surfaces is due to an optic fibre cable underneath the drain. The drain under the road is approx 1m below 1:100 year flood level of 3.18m AHD.	Abigroup
<b>7</b>	Question	Are there barriers other than the curbing, to stop anyone/thing from falling into the drain plus is there a screen barrier at the culvert entrance?	
	Response	There is no requirement for the drain to be fenced as it will not be storing water or ponding; no provision has been made to erect any screen barriers at the culvert entrance.	
<b>8</b>	Question	Will Whimbrel Drive be rebuilt up to Plover Close?	
	Response	Under contractual requirements any damage to local roads resulting from the upgrade works will be re-instated prior to construction completion being granted.	
<b>9</b>	Question	Landscaping & Garden	
	Response	Copies of the Landscaping design and planting schedule were provided to Glen Firth and Peter Kendall.	
<b>10</b>	Question	Sound installation on the 'bottom extra height' of the fence on top of the noise mound.	
	Response	The visual barrier would drop down to ground level maintaining the same visual level along the top of the visual barrier, to the extent that Abigroup are able to accommodate these works. No additional sound proofing is required by the current modelling.	
<b>11</b>	Question	Requesting sufficiently strong fence structures that could accept a possible later 'clip-on' to increase the height of the fence in the future to block the view of B-doubles.	
	Response	The fence as designed satisfies all requirements of the	

12	Question	<p>The Nerong Progress Association is seeking formal approval to retain the right to erect their own entrance sign to Nerong and proposed to build a small wall with planting around the RTA Nerong sign.</p> <p>A copy of the signage drawing for the intersection at Nerong was provided to Glen Firth and Peter Kendall.</p>	
	Response	<p>This is outside the scope of works and the Nerong Progress Association needs to obtain approval from Great Lakes City Council for signage outside the road reserve. The RTA will not approve non frangible structures such as walls within the clear zone (approximately 18 metres from the edge line). Signage has been designed to RTA guidelines and additional signs will not be permitted.</p> <p>Any formal request should be directed to RTA,</p>	
13	Question	<p>Soundproofing for all houses on Whimbrel Dr and Teal Close.</p>	
	Response	<p>The monitoring to establish operational noise predictions has been undertaken and recommendations have been made by the acoustics specialists. Working within the current guidelines, those properties that qualify for 'at house' treatments have been approached and discussions are well under way. Additional at house treatments will not be considered until construction completion and operational noise monitoring is undertaken to confirm modelling predictions according to the DECC guidelines.</p>	
14	Question	<p>The outlet of the culvert at 84040 is devoid of any sound and visual protection. Please advise why?</p>	
	Response	<p>This is not the case in the current design which allows for the wall to be made continuous through this section, the top of which will maintain the same level as that on either side.</p>	