



Minutes of General Meeting – 6 June 2016

Present:

Renzo Benedet, Reg Reid, AJ Jack, Seamus Casey, Michael Coombes, Anne Benedet, Tina Campbell, Margaret Coombes, John Facchina, Ian Campbell, Peter Hurenkamp, Warren Elgar, Jim Robson, Rosemary Barber, Diane Green, Sarah Childs, Joshua Barnes, Emma Schuberg-Barnes, Susie Moodie, Ramsay Moodie, Sue Jack

Apologies:

Ross Howard, Sharon Howard, Barbara Wheat, Max Wheat, Bill Pritchard, Brad Barber, Barb Johnson, Kerrie Elgar, Tom and Joan Kent.

Commencement:

Meeting commenced at 7.00 pm.

Item 1 – GWH Upgrade Plan

A presentation was given by Seymour Whyte and RMS outlining the works being done and those completed on the Great Western Highway between Mt Victoria and Lithgow.

Attached is a document provided by RMS in response to the questions raised during the meeting. **Please ensure you are comfortable that the queries raised have been adequately answered. If you have any concerns please let us know.**

Item 2 – Attendance/Apologies

Confirmed.

Item 3 – Matters Arising

3.1 Acceptance of Minutes

A correction was made to the minutes in Item 3 – reference was made to the Hartley Hall painting when it should have been the Hartley School.

3.2 Treasurer's Report

Report showing closing bank balance of \$7,069 including \$712 net owing to HHAG/WCT.

Report accepted – Moved – Warren Elgar; Seconded – Seamus Casey

3.3 Western Crossing Trust Accounts

A meeting will be held between Warren Elgar, Ramsay Moodie and Renzo Benedet to discuss funds held by HDPA for the Western Crossing Trust and HAAG/WCT.



Item 4 – LCC Valley Improvement Plan

The action plan has been critiqued and is on the website. Submissions are being made in relation to immediate funding. There is a meeting with Council this month and although Council are not directly responsible for TV and Internet access we will be looking to get their weight behind our push for better services.

Item 5 – HDPa and HRRT Joint Meeting

The two entities met in relation to the school and hall buildings. The buildings are on publicly owned land and we are a type of tenant and have the responsibility to keep the building and site cleaned given there are various users of the facilities.

The meeting went well, and we discussed maintenance, painting, usage of funds available from the Hytec funding.

We intend to formalise the terms of use of the property and the lease. Two representatives from HDPa will meet with representatives of HRRT to discuss this.

The meeting also agreed the two organisations meet together twice a year.

Item 6 – HDPa Charter/Future Planning

The HDPa was incorporated in 1956 and in 2011 a new Constitution was endorsed by members. The HDPa Executive Committee considers it opportune to have a review of its charter.

We believe it is timely to revisit the purpose of the Association, what it should focus on, understand the views of the local community on the Association's role and develop a membership strategy.

Design Thinking is a proven vehicle that focuses discussion on getting a holistic position on various issues and gaining alignment on the actions required:

- Talk to residents and table high level ideas about what goals the HDPa should have
- Discuss development of the Historic School site
- Review the purpose and plans of the HDPa
- Gather and provide information
- Generate ideas about how we could shape the committee
- Address the community – both members and non-members (via newsletter)
- Research locally and overseas to get ideas about purpose and planning – review studies from the US such as the creation of the “Antique Road”
- Incorporate changes to the constitution

This initiative will be progressively rolled out over the next six months to ensure we maximise the opportunity for local community input.



Committee member, Josh Barnes will organise the Design Thinking facilitator and will progress the next stage of this initiative. Ramsay Moodie countenanced that possibility that we might spend up to \$1,000 to get this right.

Item 7 – Telecommunications – the Next Steps

We have recognised that something needs to be done about internet, phone and television reception in our area. Councillor McAndrew is currently lobbying Council in relation to this and having them approach Local Federal Member to press the need for fixing the issue. Ramsay Moodie sent Councillor McAndrew an email of support. We want Council to assist us with all telecoms issues. We want to put pressure on the Federal Minister and the local Federal Member and prepare a brief of our current situation and expectations.

Jim Robson has extensive knowledge of this history of telecommunications in this area and he and Ramsay will speak to glean that knowledge shortly.

It was also suggested that developers in the area should also lobby Council to provide a better telecommunications system for new residents. The importance of school children having access to the internet was discussed. This should be put forward strongly to Council.

Item 8 – Update on Key Ongoing Matters

8.1 Events

Our Trivia Night is set for Saturday 9 July. This is advertised on the website and is included in the recently distributed newsletter. Bookings are essential. Call Sue Jack on 0418 411 683.

8.2 School Building

We have had only one quote from three sought for the painting of the school. This quotation was for \$5,500. The difficulty of the job is recognised; it requires extensive preparation work before painting.

There is a quote for the cleaning of the floor for \$2,000. It is generally viewed that this could be done by the HDPa committee and members.

Michael Coombes reminded us that there is work required for the gutters – cleaning especially and maintenance.

There appears to be a leak during recent rain in the school room. This is to be investigated.



Actions

Action	Responsible	Date Due	Date Completed
Contact Tom and Joan Kent to find out who painted the hall last time to get another quote	SJ	30/6/2016	
Organise for gutters to be cleaned and inspected	RB	30/7/2016	
Organise for roof to be checked for leaks	RB	30/7/2016	

8.3 Rural Residential Lands

This was put to Council tonight (6/6/2016) several weeks behind schedule. The draft strategy is not yet available; it may be available in late June. Public consultation may be commenced in July.

8.4 Funding

Ramsay is chasing Council in relation to the distribution of the funds for Hy-Tec.

We currently have an application in for a second heater under Council's community grants program.

An amount of \$600 has been requested for work on a map as part of the heritage guide for Hartley Valley.

An amount of \$5,600 for date signage is also being sought.

Item 9 – General Business

Our website has recently been extended and improved by AJ Jack. The committee thanked AJ for his efforts.

A discussion in relation to the tennis court revisited the issues we face with the resurfacing of this area. In previous discussions we recognised that we need to review the demographic of the area to determine the best usage. This will be discussed further at our next committee meeting.



Actions

Action	Responsible	Date Due	Date Completed
Contact operators of the trust to determine the situation and request return of the items	RM	30/4/2016	

Meeting Closed: 8.45 pm

Next General Meeting: 5 September 2016

hdpa

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hdpa

Questions and answers – Great Western Highway Hartley Valley to Forty Bends safety upgrade

The Australian and NSW governments are undertaking a \$250 million upgrade package on the Great Western Highway between Katoomba and Lithgow to improve traffic flow, safety and travel conditions.

Q. In Hartley, why is steel rope fencing being using instead of Armco? Isn't it dangerous, especially for motorbikes and kangaroos?

A. Wire rope barrier systems offer safer vehicle deflection behaviour and are more cost effective to maintain or repair after a crash. The Austroads Safety Barrier Assessment Panel uses a structured system to assess products proposed for deployment in Australia and New Zealand, including all products used by Roads and Maritime. The panel assesses safety for all road users including motorcyclists and commissioned a study by the Monash University Accident Research Centre, *In-depth investigation of run-off-road motorcycle crashes: pilot study*. This study noted that: '*... no evidence has yet been found (after an extensive search) to indicate that flexible barriers present a greater (or lesser) risk when struck by a rider compared to other commonly used barrier types, such as rigid concrete or semi-rigid, steel guardrails.*'

Roads and Maritime has no evidence that this type of barrier causes harm to wildlife including kangaroos.

Q. The concrete barriers that run down the middle of the road on River Lett Hill are supposed to allow the water to drain through them but because they get so clogged with debris they allow water to sit against them which in winter turns to ice when the shade is over the road. This is dangerous for motorists – what can be done?

A. Maintenance on the road network continues to be carried out during the construction of the project. This includes periodically checking the condition of the concrete traffic barriers on River Lett Hill and removing any debris. The barriers will be checked again in the coming weeks.**Q.**

a. Will the old safety run-off ramp be fixed or returned to use at the bottom of

River Lett Hill – will it be tarred (this is the Roads and Maritime stock pile site)?

b. In the same area at the bottom of River Lett Hill can the culvert be marked with reflectors or a concrete barrier? If you make a U-turn there and don't know the culvert is there it could be dangerous.

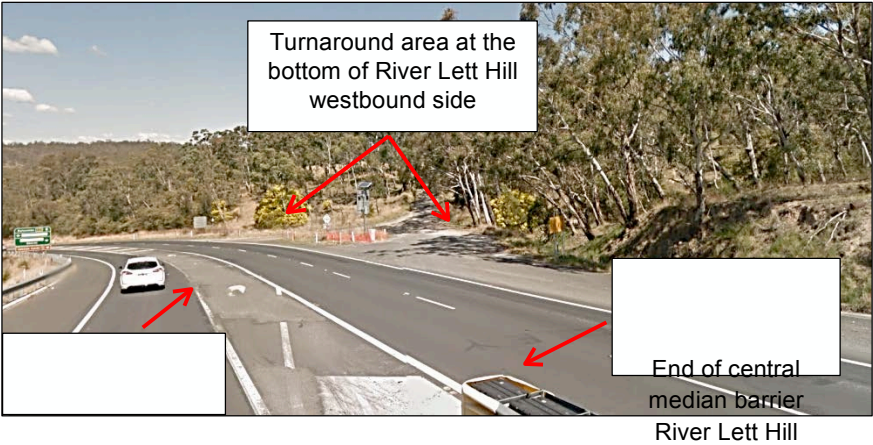
A. The Roads and Maritime stockpile site located at the bottom of River Lett Hill was designated by Roads and Maritime as a turnaround facility for property owners whose property access had been blocked by the central median barrier installed on River Lett Hill. An east bound right hand turn lane allows Roads and Maritime and construction vehicles, as well as property owners, access to the turning area as pictured below.

The area has been significantly impacted by Roads and Maritime and construction vehicles using the stockpile site over time.

The turning area will be improved and guide posts will be installed to mark the culverts as part of the maintenance program planned for the site.

It is illegal to make a U-turn at the end of the central median barrier.

Eastbound view:



Right turn facility
eastbound

Westbound view:

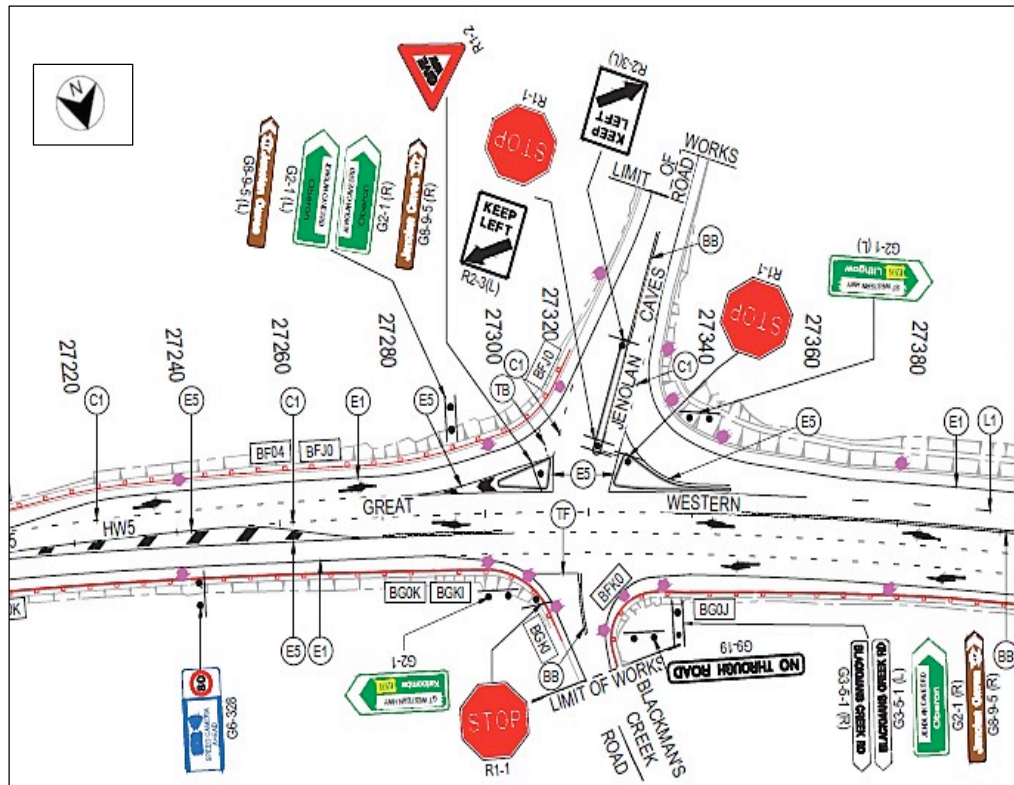
Turnaround area at the
bottom of River Lett Hill
westbound side

End of central median
barrier River Lett Hill



Q. What signage will be in place at the Jenolan Caves intersection as cars entering from Jenolan Caves onto the Great Western Highway don't always stop and give way?

A. Stop signs will be in place for vehicles turning right from Jenolan Caves Road while vehicles turning left will have a designated left turn lane to use.



Q. Why can't we have two lanes approaching the Jenolan Caves intersection from both directions? The way it is means locals have to wait longer coming out of Blackmans Creek Road?

- A.** Following community feedback prior to the project's detailed design, Roads and Maritime decided to provide a designated left turn lane for traffic exiting from Jenolan Caves Road onto the Great Western Highway. This decision took into consideration traffic volumes and the number of heavy vehicles exiting Jenolan Caves Road.

As a result of the inclusion of a designated left turn lane for traffic exiting from Jenolan Caves Road onto the Great Western Highway, only one westbound lane east of the intersection is required.

Q. Will the slow lanes in both directions at the top of River Lett Hill be extended?

- A.** As part of the River Lett Hill to Forty Bends safety improvements, the current eastbound slow lane, starting 500 metres from the point-to-point gantry structure at the top of River Lett Hill, will be extended to begin 160 metres east of the gantry allowing trucks to move over to the slow lane

340 metres earlier.

This program of work has started (June 2016) and is expected to be complete close to the end of the year, weather permitting.

Due to safety and gantry maintenance access requirements it is not possible to extend the eastbound slow lane any closer to the gantry structure.

The westbound slow lane will not be extended due to the location of the point-to-point gantry structure.

Q. Why can't we have broken lines on the shoulder on River Lett Hill to let trucks pull over to allow cars to pass?

- A.** Australian Standards require a solid edge line to delineate the outer edges of the part of the road normally used by traffic.

Edge lines are used to discourage traffic from travelling on the shoulders of the road and to make driving safer and more comfortable, particularly at night, by providing a continuous guide for the driver.

Vehicles are able to pass slower moving vehicles in marked lanes at the top of River Lett Hill in both the east and westbound directions.

Q. Where is the bus stop going at Blackmans Creek Road?

- A.** There is no designated existing bus stop at Blackmans Creek Road or at the Jenolan Caves

Road intersection, east or westbound.

Roads and Maritime has no plans for a bus stop to be constructed at the intersection due to the significant constraints of the area including the steep embankments on each side of the intersection.

Q. People pull up at the bus stop at Cox's River Road / Ambergmere Drive and double park there (generally waiting for the school bus). This is dangerous – can the bus stop be moved at all so people can park there safely?

A. There are no plans to move the eastbound bus stop located near the intersection of Ambergmere Drive and the Great Western Highway.

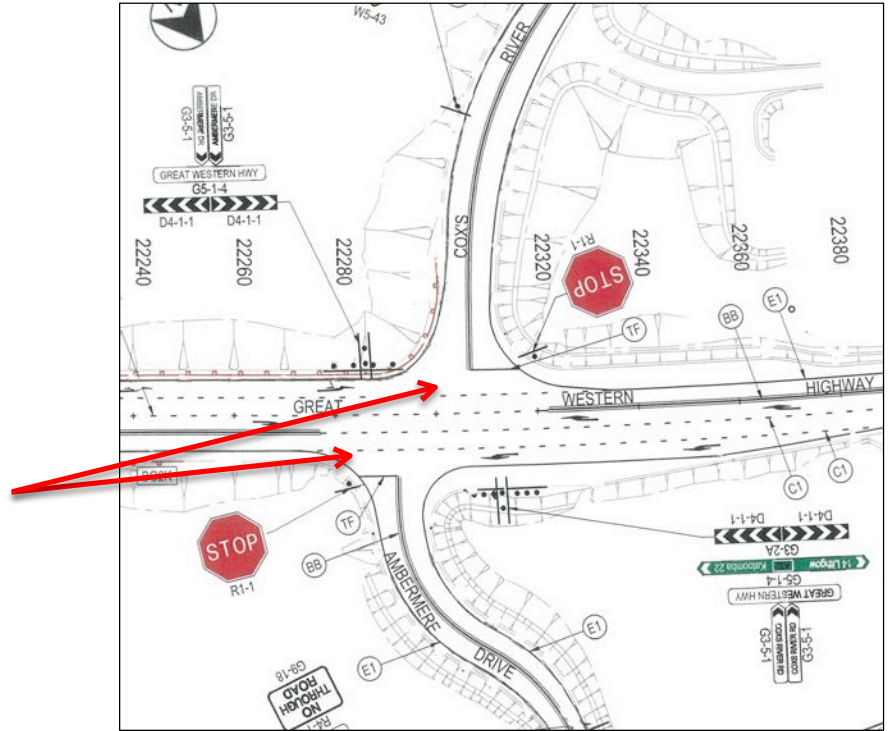
The Cox's River Road and Ambergmere Drive combined intersection has been designed as a right-left staggered T-intersection to provide for safer turning movements within the current site constraints (see diagram with next question).

The bus stop is approximately 50 metres long from its tapered western end to its eastern end and is situated four meters from the edge of the eastbound through lane.**Q. Why was Cox's River Road moved?**

A. Moving Cox's River Road created additional room between heritage listed properties for a right turn bay to be provided.

The new location also creates a 15 metre right-left staggered T intersection with Ambergmere Drive in accordance with Austroads guide (see diagram below). This staggered approach to the two intersections creates a safer relationship of vehicle movement. It is close enough to enable efficient crossing manoeuvres and great enough to cut off the possibility of vehicles missing the intersection and driving straight through.

The Cox's River Road and Ambergere Drive intersection is a right-left staggered T-intersection to provide for safer turning movements.



Q. a. What will happen with landscape design through Hartley Valley?

b. Can a corridor of trees be planted (like it used to be)?

A. Roads and Maritime is implementing a targeted landscape design with revegetation measures to maintain and enhance the vegetated character of the corridor. This design has been provided to the Hartley Progress Association and can be obtained from Roads and Maritime on request.

The tree corridors close to the existing highway were removed to create a safer driving environment, creating a clear zone for motorists who happen to leave the highway.

The new landscape design incorporates replanting some tree corridors which are set back further from the road where Roads and Maritime has the available land.

Q. How many trees have been removed to do the work through Hartley Valley and how many will be planted (a macro summary)?

A: In Hartley Valley 3.2 ha of native remnant vegetation and 1.2 ha of modified native vegetation has been removed to achieve safe clear zones.

A total of 21,277 trees, shrubs and groundcovers will be planted during the life of the project.

Q. If two stop signs are opposite each other (at an intersection), who has the right of way?

A: The New South Wales Roads and Maritime Road Users' Handbook explains the main rules which apply to all road users. Stop signs are explained in section five, General Road Rules, page 86. <http://www.rms.nsw.gov.au/roads/licence/documents-forms.html#RoadUsers'Handbook>

Q. **You can't see when turning left out of Browns Gap Road because of the mound that has been put there – it blocks drivers' views? Can this be fixed?**

A: Roads and Maritime investigated this concern. The current linemarking and stop sign location in Browns Gap Road is temporary and the final location will provide suitable sight distance.

Q. **a. Why wasn't the tree outside the Green Power Shop in Hartley removed?
b. Is it safe and how will it be fenced?**

A: Sectors of the community identified the tree as being environmentally sensitive and culturally significant. The tree has been inspected by an arborist and determined to be healthy.

A road safety audit will be completed prior to commissioning the new road and the safety of the tree will again be determined. It will be protected by a steel guardrail.

Q. **a. Who is responsible if a limb falls off the tree outside the Green Power Shop?
b. Who keeps checking that it is alright?**

A: During construction of the Hartley Valley to Forty Bends project, Seymour Whyte Constructions is responsible for the maintenance of the road between the project limits which includes checking trees, the trimming of branches if required and managing roadside vegetation.

At the completion of the project, Roads and Maritime will resume the maintenance responsibility.

Q. **Why is there a kink in the road near the Hartley cemetery? Why hasn't this been straightened out?**

A: The current alignment in front of the cemetery is not the final alignment. Temporary linemarkings are in place over the length of the project to facilitate construction.

Once the final road surface has been completed, this section of road will be straightened up..
Are you going to seal the entrance to the cemetery?

A: Yes, the entrance road to the cemetery will be sealed 20 metres from the edge of the highway.

Q. **What is the timeframe to finish the whole job?**

A: Work in Hartley Valley is due to finish February 2017 (work at the top of River Lett Hill is expected to be completed April 2017), weather permitting.

Q. **Is Roads and Maritime and Seymour Whyte Construction aware of the unique geological stoped dyke that is located opposite the historic Hartley Village?**

A: Roads and Maritime is aware of the dyke which has been determined to be outside the current area of work.

Q. **a. What is the change in road level in front of Fern Hill?**

b. Where will the slow lane finish coming at the top of (west bound) River Lett Hill?

A: The change in road level in front of Fern Hill is 150 mm to 350 mm heading west from the eastern end of Fern Hill house.

The westbound slow lane will finish approximately 120 metres east of 3029 Great Western Highway. The westbound lane will not be extended due to the location of the point-to-point gantry structure.

Contact

If you have any questions, please contact our project team on 1800 035 733 or hv2fbupgrade@rms.gov.au. For more information on our projects, visit rms.nsw.gov.au.

Thank you for your patience during this important work.