

## The Second Community Forum

The Second Community Forum will be held between 6:30pm and 8:00pm on Wednesday, 12 November 2008 at Orange City Council Civic Centre.

### Second Community Forum:

Wednesday, 12 November 2008

6:30pm to 8:00pm  
Orange City Council Civic Centre  
Cnr Byng Street and Lords Place  
ORANGE NSW 2800

Facilitated by:



**R.W. CORKERY & CO. PTY. LIMITED**

Geological and Environmental Consultants  
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## Purpose of Newsletter

This newsletter aims to inform the local and wider community about the developments associated with the North Orange By-pass and, in particular, the options being considered for the intersection with Ophir Road.

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# Second Community Forum Newsletter for the Proposed North Orange By-pass (Astill Drive to Mitchell Highway)

## Environmental Impact Statement Commissioned for the North Orange By-pass

Orange City Council (Council) has commissioned R.W. Corkery & Co. Pty. Limited (RWC), a respected and experienced Orange-based environmental consultancy group, together with a team of specialist consultants (the Project Team), to prepare an Environmental Impact Statement (EIS) for the construction and use of a two-lane rural road from the current eastern end of the Northern Distributor Road

at Astill Drive to Chinamans Bend on the Mitchell Highway (referred to hereafter as the By-pass). An invaluable component in the assessment of the proposed By-pass has been and will continue to be the involvement of the local community comprising residents, businesses and community interest groups.

## Proposed Ophir Road Intersection Options

Sketch maps of the proposed intersection design options are presented overleaf. In summary, the design options and implications are as follows.

### Option 1—Offset T-intersections

- By-pass - 100km/h
- Ophir Road - Motorists in both directions would be required to stop, turn left into a right-hand turn lane on the By-pass, give way to oncoming traffic and turn right into Ophir Road.
- Advantages
  - By-pass traffic flow not impeded.
  - No requirement to raise HV powerlines.
  - Noise protection can be effectively provided.
- Disadvantages
  - Ophir Road traffic impeded.
  - Possible relocation of major water main required.

### Option 2—Ophir Road Underpass

- By-pass - 100km/h
- Ophir Road - Motorists would pass under the By-pass. Link road between By-pass and Ophir Road.
- Advantages
  - By-pass and Ophir Road traffic not impeded.
  - Noise protection can be effectively provided.
  - No requirement to relocate water main.

(continued overleaf)

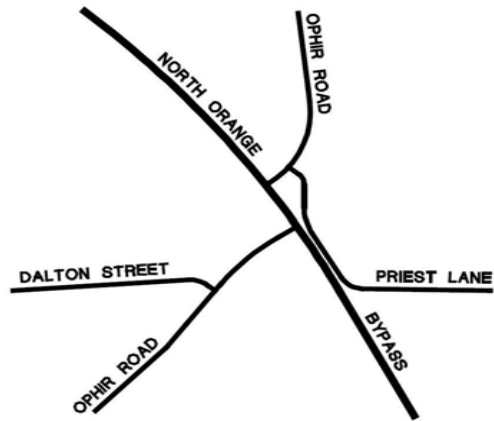
## Results of Community Consultation to date

The First Community Forum was held on Wednesday 4 June 2008 and was attended by 28 local residents and interested parties. At that Forum, an overview of the By-pass was presented and feedback from those present was invited.

During the Forum, and subsequently, the principal issue of concern to residents and interested parties was the design and operation of the intersection between the Ophir Road and the By-pass. As a result of this feedback, Council has prepared three design options for the intersection and commissioned traffic and noise studies for each of these. This Newsletter and the Second Community Forum will focus on these design options and the likely performance and impacts associated with each.

**Proposed Ophir Road Intersection Options (Cont'd)**

**Option 1**

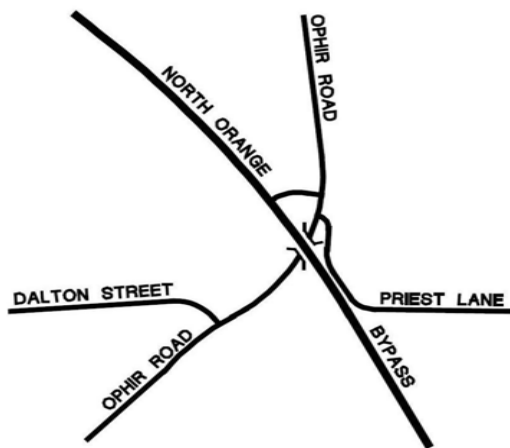


- Disadvantages
  - Cost implications
  - HV powerlines require raising.

**Option 3 - Roundabout**

- By-pass - 80km/hr
- Ophir Road - < 80km/hr
- Advantages
  - Ophir Road traffic required to yield once only.
  - No requirement to raise HV powerlines
- Disadvantages
  - By-pass and Ophir Road traffic both impeded.
  - Noise protection cannot effectively be provided.
  - Additional noise impacts from slowing and accelerating vehicles.
  - Possible relocation of major water main required.

**Option 2**



**Traffic Assessment**

Council has engaged Northern Transport Planning and Engineering Pty Ltd to undertake the traffic assessment for the By-pass. The results of the traffic counts and predictions are presented in **Table 1**. This section presents a brief summary of the preliminary results of that assessment.

**Table 1**  
Measured and Predicted Daily Vehicle Movements

	By-pass	Ophir Road
Traffic Count (April 2008)	-	3281
Opening of By-pass	1758	3345
Opening + 10 years	2462	3938
Note: 1 return trip = 2 movements		

The anticipated peak hour performance of the Ophir Road intersection 10 years after opening is presented in **Table 2**, including level of service and average additional travel time (in seconds).

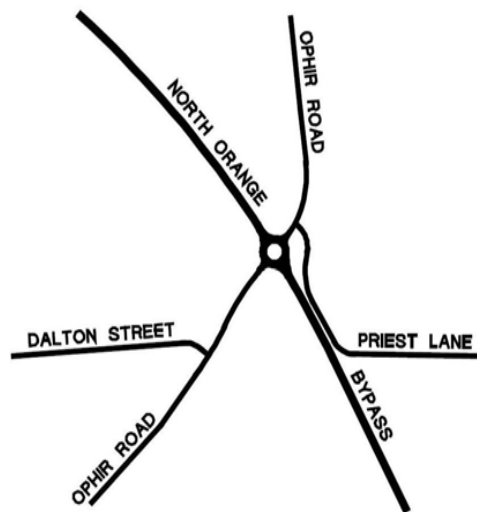
**Table 2**  
Anticipated Intersection Performance

	Direction of Travel	Option 1		Option 2		Option 3	
		LOS <sup>1</sup>	Additional Time (seconds)	LOS <sup>1</sup>	Additional Time (seconds)	LOS <sup>1</sup>	Additional Time (seconds)
Ophir Road	S	B	27	A	nil	B	11
	N	B	27	A	nil	B	14
By-pass	SE	A	nil	A	nil	B	26 <sup>2</sup>
	NW	A	nil	A	nil	B	26 <sup>2</sup>

Note 1: Level of Service - based on Austroads Standards  
LOS A = Excellent  
LOS B = Very Good

Note 2: Includes additional travel time associated with lower (80km/h) By-pass speed limit between

**Option 3**



**Noise Assessment**

Council has engaged Heggies Pty Ltd to undertake a noise assessment of the proposed road, including the performance of each of the Ophir Road intersection design options. This section provides a brief summary of the preliminary results of that assessment.

The relevant NSW RTA road noise criteria are presented in **Table 3**. It is noted that the "New Arterial Road" criteria apply in areas where there is no existing arterial road traffic, while the "Redeveloped Arterial Road" criteria apply where there is existing road traffic noise impacts that will be modified by the proposal. In the present case, the "Redeveloped Arterial Road" criteria would apply to those residences in the vicinity of Ophir Road.

**Table 3**  
Road Noise Criteria

Class of Road	Day (7am - 10pm)	Night (10pm - 7pm)
	L <sub>Aeq</sub> (15hr)	L <sub>Aeq</sub> (9hr)
New Arterial Road	55dBA	50dBA
Redeveloped Arterial Road <sup>1</sup>	60dBA	55dBA
Note 1: Where the noise criteria are already exceeded, the proposed development should not result in		

Heggies

Pty Ltd modelled the anticipated noise impacts for each design option at 11 residences in the vicinity of the intersection. The location of the modeled residences is presented overleaf and the results of the modelling are presented in **Table 4**. It is noted that the preliminary traffic noise modelling does not include any noise mitigation measures such as noise bunds or barriers.

**Table 4**

An- Residence	Current Ophir Rd		Option 1		Option 2		Option 3	
	Day (L <sub>Aeq</sub> (15hr))	Night (L <sub>Aeq</sub> (9hr))	Day (L <sub>Aeq</sub> (15hr))	Night (L <sub>Aeq</sub> (9hr))	Day (L <sub>Aeq</sub> (15hr))	Night (L <sub>Aeq</sub> (9hr))	Day (L <sub>Aeq</sub> (15hr))	Night (L <sub>Aeq</sub> (9hr))
R1	39	34	46	41	46	41	To be provided at Forum	
R2	47	42	49	44	48	43		
R3	53	48	53	47	50	45		
R4	54	49	52	46	50	45		
R5	57	51	53	48	54	49		
R6	53	48	52	47	52	47		
R7	57	52	56	51	56	50		
R8	44	38	57	52	57	52		
R9	46	41	49	44	48	43		
R10	50	45	51	45	48	43		
R11	61	56	61	56	60	55		
R12	46	40	47	42	46	41		
R13	44	39	46	40	45	40		

**How can I have an input?**

Should you have particular queries about the proposal, please complete the attached community Feedback Form now or following the Second Community Forum and post, fax or email it to R.W. Corkery & Co. Pty. Limited at the number / address below. Alternatively, please contact Mr Mitchell Bland of R.W. Corkery & Co. Pty. Limited on 6362 5411.

Finally, if you would like to receive a copy of future newsletter or notification that the EIS has been placed on public exhibition and have not already done so, please complete the attached Registration Form for Community Consultation and return it to us by post, fax or email. Alternatively, a collection box for this form and the Feedback Form will be available at the Second Community Forum.