Port Macquarie-Hastings Council

Ocean Drive Duplication

Community Consultation Report
May 2016
# Table of Contents

1. **Introduction** .............................................................................................................. 1

   1.1. **Background** ........................................................................................................... 1

       1.1.1. Consultation approach ...................................................................................... 1

       1.1.2. What was consulted on .................................................................................... 2

2. **How consultation was done** .................................................................................... 3

   2.1. Consultation methodology ....................................................................................... 3

3. **Community consultation** ........................................................................................ 4

   3.1. Submissions received ............................................................................................... 4

4. **Questions raised during consultation** ..................................................................... 6
1. Introduction

1.1. Background
Port Macquarie-Hastings Council is currently finalising the concept design for the upgrade of around 3.4 kilometres of Ocean Drive between Matthew Flinders Drive and Greenmeadows Drive (South), Port Macquarie. The proposed upgrade will improve traffic flow and road safety on the road network and provide improved accessibility for pedestrians and cyclists.

Council has received a funding commitment of $10 million from the NSW State Government which supports the design, environmental assessment and planning approval for this project.

The Ocean Drive Duplication, identified in Port Macquarie-Hastings Council Urban Growth Management Strategy 2011-2031, forms part of Council’s long term plan to upgrade the road to four lanes.

Consultation on the proposal started with a community forum at Council offices in November 2013 to discuss the planned road work and seek community feedback.

In September 2015 Council appointed SMEC to carry out additional design and preconstruction approvals. This included survey, geotechnical, traffic, environmental investigations and further community consultation.

In February and March 2016 Council displayed the revised concept design for Ocean Drive and held two community information sessions.

The construction programme is yet to be determined.

1.1.1. Consultation approach
This Community Consultation Report provides a summary of the community engagement activities carried out by Port Macquarie-Hastings Council during the public display of the concept design for the Ocean Drive Duplication during February and March 2016.

Port Macquarie-Hastings Council is committed to community engagement as a way of making the best possible decisions based on the interests and concerns of the community, and is reflected in Council’s core values.

The objective of this consultation was to;

- Highlight the changes made to the design
- Seek feedback from the community on the revised concept design
- Develop a register of interested community members interested in receiving further information about the project

Issues raised by the community have been considered in finalising the concept design for Ocean Drive.

A community consultation programme has been prepared in support of key project milestones.
**Figure 1  Community consultation timeline**

<table>
<thead>
<tr>
<th>Date</th>
<th>Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>November 2013</td>
<td>Community forum for preliminary scoping of project</td>
</tr>
<tr>
<td>February 2016</td>
<td>Community Information Sessions</td>
</tr>
<tr>
<td>February-March 2016</td>
<td>Display of Concept Design</td>
</tr>
<tr>
<td>May-June 2016</td>
<td>Display of Review of Environmental Factors</td>
</tr>
<tr>
<td>June 2016</td>
<td>Community information sessions for REF display</td>
</tr>
<tr>
<td>October 2016</td>
<td>Community information session – Detailed Design</td>
</tr>
<tr>
<td>December 2016</td>
<td>Final approval</td>
</tr>
</tbody>
</table>

**1.1.2. What was consulted on**

A number of design changes have been made since the original concept design was first presented to the public in November 2013. The changes will improve safety and functionality on Ocean Drive and include the upgrade of six intersections:

- Ocean Drive and Greenmeadows Drive (South) seagull intersection
- Ocean Drive and Maranatha Place (Seventh Day Adventist Church and School) seagull intersection
- Ocean Drive and Dahlsford Drive/ Crestwood Drive traffic lights
- Ocean Drive and Pacific Drive/Jonas Absalom Drive traffic lights
- Ocean Drive and Lighthouse Plaza Access (left in/left out turns)
- Ocean Drive and Matthew Flinders Drive/Emerald Drive traffic lights

Further changes to the design since 2013 will include the upgrade of existing major drainage and pedestrian access between:

- Dahlsford Drive/Crestwood Drive and Pacific Drive/Jonas Absalom Drive intersections, including the extension of the concrete “Arch” structures to the west, and
- Pacific Drive/Jonas Absalom Drive intersection and Lighthouse Plaza Access, including the extension of the existing concrete “Arch” structures to the west.

Other issues consulted on include:

- A new fauna crossing under Ocean Drive and mitigating risk to local wildlife
- Reducing project impacts on the wetlands
- Noise during construction and operation
- Location of bus stops and pedestrian connectivity
2. How consultation was done

2.1. Consultation methodology

The revised concept design for the Ocean Drive Duplication went on public display for four weeks from 18 February to 18 March 2016. Community members were encouraged to provide their feedback, leave comments and make submissions at the information sessions or via mail, email or phone contact with Council.

Council held two community information sessions on 25 and 27 February 2016 for the community to meet the project team and discuss the revised concept design.

The following communication channels were used:

Table 1 Communication channels

<table>
<thead>
<tr>
<th>Communication channels</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local media</td>
<td></td>
</tr>
<tr>
<td>Newspaper advertisements</td>
<td>• Port News - 22, 24 &amp; 26 February 2016</td>
</tr>
<tr>
<td></td>
<td>• Port Express - 17 &amp; 24 February 2016</td>
</tr>
<tr>
<td></td>
<td>• Camden Haven Courier - 17 &amp; 24 February 2016</td>
</tr>
<tr>
<td>Community update newsletter</td>
<td>• 3 200 copies letterboxed along the project alignment between Matthew Flinders Drive and Greenmeadows Drive (South), Port Macquarie</td>
</tr>
<tr>
<td></td>
<td>• Direct mailed to government agencies, emergency services, schools and universities, large businesses, religious centres and community groups in the local area</td>
</tr>
<tr>
<td></td>
<td>• 1 200 copies mailed to out of area owners and strata management agencies</td>
</tr>
<tr>
<td>Stakeholder mailout</td>
<td>• Letter mailed to over 40 stakeholders including government agencies, emergency services, utilities, business and industry groups and local businesses.</td>
</tr>
<tr>
<td>Webpage – pmhcllistening.com.au</td>
<td>• Project webpage updated February 2016 with latest project information including community update newsletter and three fact sheets; environment, traffic and noise</td>
</tr>
<tr>
<td>Community Information Sessions</td>
<td>• Two community information sessions held at Emerald Downs Community Centre at the Lighthouse Plaza Shopping Centre, Port Macquarie on Thursday 25 February from 4pm to 7pm and Saturday 27 February from 10am to 1pm</td>
</tr>
<tr>
<td></td>
<td>• Over 180 people visited these Council staffed displays</td>
</tr>
<tr>
<td>Static poster display</td>
<td>• Project posters were on display during the comment period at Council offices and libraries at:</td>
</tr>
<tr>
<td></td>
<td>17 Burrawan Street, Port Macquarie</td>
</tr>
<tr>
<td></td>
<td>9 Laurie Street, Laurieton</td>
</tr>
<tr>
<td></td>
<td>49 High Street, Wauchope</td>
</tr>
<tr>
<td></td>
<td>Lighthouse Plaza Shopping Centre</td>
</tr>
<tr>
<td>Face to face meetings</td>
<td>• Council held face to face meetings with five residents and two businesses</td>
</tr>
</tbody>
</table>
3. Community consultation

3.1. Submissions received
A total of 88 submissions were received by Council during the four week display period.

A total of 27 submissions were submitted via pmhclistening.com.au – Council’s online community engagement platform, and 61 submissions were received directly at the Community Information Sessions.

The top four issues raised by the community via written submissions and at the community information sessions were concerned with;

- Noise mitigation – namely the installation of noise walls, smooth road surface and low noise asphalt, noise mounds, vegetation planting and reduced speed limits
- Noise – including noise generated from increased traffic flow, concern regarding efficiency of the noise modelling and impacts of local topography on noise at properties
- Traffic lights - concerns regarding the number of traffic lights and the impact lights will have on traffic flow, and
- Construction - traffic management during construction, noise barriers to mitigate construction noise, dust and vibration impacts

A graph of the issues raised is shown below;
Table 3. Issues raised during concept design - Ocean Drive Duplication March 2016
4. Questions raised during consultation

The following Questions were raised by the community through online submissions and in person at the Community Information Sessions held in February 2016. Council has provided responses subject to the current Concept Design.

To aid interpretation of these responses, the following terminology is explained:

Generally, Ocean Drive runs in a North/South direction with North (northbound) being described as traffic heading towards Port Macquarie and South (southbound) being described as traffic heading towards Lake Cathie. Based on this, the works are generally described as occurring on the Eastern or Western Side of the existing Ocean Drive.

<table>
<thead>
<tr>
<th>Table 4 Questions raised during consultation</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Topic</strong></td>
<td><strong>Questions</strong></td>
</tr>
<tr>
<td><strong>Design</strong></td>
<td></td>
</tr>
<tr>
<td>Q1</td>
<td>Why can’t more Council land be used for the road works and the new alignment run on the other side of the road from Dahlsford Retirement Village?</td>
</tr>
<tr>
<td></td>
<td>• A key objective of the Ocean Drive Duplication is to upgrade the road to ease congestion, improve road user safety, and connect communities, whilst at the same time minimising impacts, where feasible on road users, residents, the natural environment and the wider community.</td>
</tr>
<tr>
<td></td>
<td>• The work at Ocean Drive has been designed to minimise impacts on the community. The Council owned land across the road from the Dahlsford Retirement Village is classed as SEPP2 Infrastructure – Water Supply Land and is important in the management of potential overflow from the Rosendahl Reservoir. Whilst the classification of the land as SEPP 2 Infrastructure does not preclude using the land for a road upgrade, there would be a lengthy acquisition process involved.</td>
</tr>
<tr>
<td></td>
<td>• The current upgrade design allows for the retention of the existing road as the southbound carriageway, whilst most construction activity is undertaken on the western side. This allows the most significant separation of construction activity from live traffic thus improving safety for road users and workers.</td>
</tr>
<tr>
<td></td>
<td>• If a widening was implemented on the other side of the road, the existing cut embankment on the eastern side of the southbound carriageway would require additional excavation. The embankment runs ‘up the hill’ and the cut surface would have to extend a ‘long’ way up the hill to achieve the embankment stability requirements.</td>
</tr>
<tr>
<td>Q2</td>
<td>Why is the access at Brindabella Way being discontinued?</td>
</tr>
<tr>
<td>Q3</td>
<td>How will Council manage the risk of increased vandalism following the closure of the Maher footpath?</td>
</tr>
<tr>
<td>Q4</td>
<td>How does Council plan to decommission the Maher footpath and rehabilitate</td>
</tr>
</tbody>
</table>
### Answers 2, 3 and 4

A key objective of the Ocean Drive Duplication is to improve pedestrian and cyclist safety and achieve better connectivity for the community. To achieve this Council will be building a 2.5 metre shared path on the western side of Ocean Drive between Greenmeadows Drive and Matthew Flinders Drive.

At the completion of the road works, crossing at Brindabella Way will be unsafe for pedestrians due to the increased footprint of Ocean Drive to four lanes of traffic and also the increase in the height of the road. The design at this section of Ocean Drive shows a height increase of 2-3 metres to provide a safer, “flood free” passage for road users.

The height increase in the road also allows for the installation of an important new fauna crossing to provide a safe passage across Ocean Drive for koalas and reduce the risk of vehicle strikes.

The new traffic lights at Dahlsford Drive and Ocean Drive will provide a far safer crossing point for pedestrians and supports Council’s footpath strategy for Ocean Drive.

The existing concrete footpath will be removed and the easement will be vegetated in line with the landscaping design which will be developed during detailed design.

This will discourage pedestrian access and vandalism in this location and encourage pedestrian access at the new traffic lights at Dahlsford Drive.

### Q5

**Will Council create an access at Yaluma Drive to Ocean Drive making it exit only?**

### Q6

**Will Council consider a second access for Crestwood Drive as part of this project?**

### Q7

**How can local road safety be maintained with only one access point out of the Crestwood Estate?**

**Answers 5, 6 and 7**

Council has considered feedback received from the community during the recent consultation. As a result of this feedback Council has amended the design to include a second exit from Crestwood Drive. This will be closed to general traffic and used as an exit to Ocean Drive during emergencies only.

### Q8

**Can Council change the alignment to protect the duck pond?**

### Q9

**Can Council explain why the road level is proposed to change at the duck pond?**

**Answers 8 and 9**

Minimising environmental impacts, where possible, is essential to all Council projects. In order to fully understand all the potential environmental impacts from the Ocean Drive Duplication, Council has commissioned a detailed Review of Environmental Factors (REF) which will be placed on public display between Monday 23rd May and Tuesday 14th June 2016.

Council received considerable community feedback regarding potential impacts on the duck pond. Council has now amended the design and reduced the impact at this location by replacing the proposed embankment with a retaining wall.

Protecting the local koala population is also an important consideration for the project which is why Council is also constructing a new fauna crossing near the duck pond to link two significant koala habitats.

To accommodate the fauna crossing the road level will need to be raised by 2-3
metres. The increase in road level will also provide a safer ‘flood free’ road way for road users.

**Q10**

**Has Council considered connectivity for the Dahlsford Retirement Village in the design of this project?**

Providing improved pedestrian access is a key objective of the Ocean Drive Duplication which is why a shared path will be constructed along the western length of the upgrade between Matthew Flinders Drive and Greenmeadows Drive (South).

Road user safety is also a key aim of the duplication, the ‘seagull’ intersection at Ocean Drive and Greenmeadows Drive (South) and the extended merge lanes will provide a safer merge from Greenmeadows Drive to Ocean Drive. The extra feeder lane on approach and the lengthened merge lanes on exit will make it easier for traffic turning on to Ocean Drive.

**Q11**

**Will Council consider a further access from Lake Rd for the industrial estate, as this currently contributes to congestion on Ocean Drive?**

Lake Road has been identified as a key road link for the Port Macquarie-Hastings Community and planning is underway on a number of projects set to further improve motorist safety and traffic flow in this area.

Although providing a further access from Lake Road for the industrial estate is outside the project scope for the Ocean Drive Duplication, Council has commenced both the Area Wide Traffic Study and the Port Macquarie Outer Orbital Link Road Corridor Feasibility Study.

The Area Wide Traffic Study will be used to analyse traffic movements across the Local Government Area and will be used to model future scenarios to determine what future road upgrades and potential new roads may be required over the next 5 to 20 years.

The Port Macquarie Outer Orbital Link Road Corridor feasibility will review the potential construction of new link roads in Port Macquarie. These roads include an east-west link between the Oxley Highway and Ocean Drive as well as a north-south link between the Oxley Highway and Hastings River Drive.

**Q12**

**What is an “at-grade” intersection?**

An ‘at-grade’ intersection is where two or more roads meet at the same road level. The opposite is a ‘grade separated’ intersection where one road goes over the top of another.

**Q13**

**Will Council consider a pedestrian underpass for school children between the duck pond and Dahlsford Drive?**

Improving pedestrian safety and connecting the community is a key project objective for the Ocean Drive Duplication, which is why Council is investing in a 2.5 metre shared path on the western side of Ocean Drive between Greenmeadows Drive and Matthew Flinders Drive.

School children will be able to walk along the shared path to the traffic lights at Dahlsford Drive, where they will be able to cross safely at the traffic lights. This supports Council’s footpath strategy for Ocean Drive.

Pedestrian underpasses are also not generally preferred as they can lead to unsafe areas where people may loiter due to the lack of passive surveillance.

**Q14**

**Why have no left turn lanes been provided into Jonas Absalom and Emerald Drive when heading north along Ocean Drive?**

The forecast traffic volumes do not warrant the inclusion of left turn lanes in these locations. Unless a left turn lane is warranted due to traffic demand, they are generally excluded to improve safety (i.e. reduces the number of conflict
points between pedestrians and traffic). These turn lanes also increase the project footprint and may lead to private property impacts.

Q15 **Will Council consider the use of mature root stock in the landscaping after construction?**

Landscaping treatment along the entire length of the project will be finalised during the detailed design of the project. The landscaping will likely consist of tube stock and immature trees as opposed to mature root stock.

Q16 **Will there be wire rope separating the lanes in the middle of the road to improve road safety?**

A key objective for this project is an improvement in road safety. The project is designed to the latest road design standards, and the design is exposed to a rigorous auditing process before the project can proceed to the construction stage. At this stage, wire rope barrier to separate lanes in the middle of the road is not proposed. The design for Ocean Drive provides additional capacity, wider traffic lanes, and a shared path for the length of the duplication to separate cyclists and pedestrians from the on-road traffic. Concrete and Landscaped medians will be installed to separate on-coming traffic.

Q17 **Will there be ongoing maintenance of verges and trees?**

Ongoing maintenance of verges and trees will be undertaken by Council in accordance with the current strategies.

Q18 **Will noise walls be erected before construction work starts?**

Currently there is no plan to erect noise walls to reduce construction noise. Construction noise has also been assessed as part of the noise study and has not identified the requirement for noise walls during construction.

Q19 **Will Council consider lighting the pathway(s) for improved security?**

Yes, the pathways within the project limit of works will be lit in accordance with current standards.

### Traffic

Q20 **What will happen to the bus stop at the corner of Crestwood Drive and Ocean Drive?**

Q21 **Will Council review the location of the proposed bus stop at the intersection of Dahlsford Drive and Ocean Drive? The proposed new location of the bus stop doesn’t capture the majority of bus movements.**

Q22 **What is happening to the bus stop on Jonas Absalom Drive on the southern side before Home Ridge Terrace?**

**Answers 20, 21 and 22**

Supporting a strong public transport network in the community is important to Council. Detailed consultation with Busways has been undertaken during the concept design for Ocean Drive to ensure the locations of all bus stops meet travel demand and can be operated safely once the road works are completed. All existing bus stop functionality is being retained. The general approach is to position bus stops at intersections on the opposite side to improve safety. This results in the adjustment of some of the bus stop locations to the other side of the intersections.

Pedestrian crossings at the traffic lights and footpath connections to the bus stops will be installed as part of the works to connect bus stops to side streets. Ongoing consultation between the project team and Busways will allow the...
proposed works to suit the bus routes in the area.
Specifically at Crestwood Drive and Ocean Drive, the bus stop in the northbound direction will remain in the same location, however, the bus stop in the southbound direction will be moved to the other side of the intersection with a concrete path connection provided.

There will be no change to the bus stop on the southern side of Jonas Absalom Drive before Home Ridge Terrace.

Q23 | Why install traffic lights when roundabouts keep the traffic flowing?
---|---
Q24 | How can Council justify installing so many sets of traffic lights on Ocean Drive?
**Answers 23 and 24** | Traffic lights are being installed at three intersections along Ocean Drive to ease congestion, improve road user and pedestrian safety and ‘future-proof’ the road corridor for the forecast expansion of Port Macquarie.
At present, unacceptable delays are already experienced during peak periods at intersections on Ocean Drive. Traffic lights will provide a more efficient intersection than roundabouts for roads with certain traffic volumes. Traffic forecasting for Ocean Drive predicts a worsening of these delays in the future if roundabouts remained in place. Once traffic volumes reach a certain level, the existing roundabouts will cease to function as an efficient form of intersection control.

Q25 | Will the left turn from Ocean Drive to Matthew Flinders Drive be safe?
Improving road safety and road user experience is a key objective of the Ocean Drive Duplication. All intersections are designed to the latest road design standards and go through a rigorous auditing process prior to construction.
The speed of cars turning left from Ocean Drive into Matthew Flinders Drive will be reduced as a direct result of the adjusted road alignment at that intersection. This will improve the left turn into Kelvin Grove.

This is an improvement to the existing situation as a result of installing traffic lights.

Q26 | What class of Heavy Goods Vehicle will be allowed on Ocean Drive when the duplication is completed?
There will be no change to the heavy vehicle classification on Ocean Drive when the duplication is completed. It is currently an approved B-Double route.

Q27 | What will the speed level be when construction has been completed?
All existing speed limits will remain. The Ocean Drive speed limit will be 70km/hr. The Pacific Drive speed limit will remain at 60km/hr and all other side streets will remain at 50km/hr.

Q28 | How will the phasing of the traffic lights be worked out?
The phasing will be determined based on traffic counts which have been conducted and future traffic forecasting which has calculated traffic volumes. The phasing will be controlled by Roads and Maritime Services (RMS) in a central traffic control centre and can be amended if necessary during operation.

Q29 | How will the access to the BP service station be changed and how will this be safe?
Road user safety is at the centre of all Council road projects. The access will operate quite similar to the way it already operates. Safety improvements include:
- Longer deceleration lane into the access thus reducing the chance of rear-end style accidents for vehicles on Ocean Drive.
• Longer acceleration lane for traffic entering Ocean Drive thus improving the ability to merge with traffic already on Ocean Drive.
• Improved pedestrian crossing functionality at the intersection thus improving the safety of users in this locality.

Q30 How will the Crestwood Drive intersection work?
This will be a set of traffic lights. The traffic lights will control traffic movement in all directions with right turn arrows on all intersection legs. Left turns at the intersection will also be controlled by the traffic lights.

Environment

Q31 What provisions will be in place to provide safe movement for koalas?
Protecting our native wildlife, in particular our local koala population is a priority for the Ocean Drive Duplication. The project has been developed with the aim of minimising road strikes on koalas.

Council will be installing koala fencing along the length of the project which will funnel koalas into three underpasses. Two of the underpass locations are existing segmental arches that will be upgraded to include koala furniture, which will provide the koalas with an elevated safe passage through the arches.

Council will be installing a new underpass near the duck pond which will include koala furniture and link two key areas of koala habitat in an area where there has previously been a high koala strike rate.

Council has consulted with experts from the Koala Preservation Society regarding the design and location of the underpasses and the koala furniture, and will continue to work closely with representatives from wildlife rescue organisations as the project progresses.

Noise

Q32 Has the noise modelling accounted for the raised road height at the duck pond?
Following community feedback from the February 2016 concept design consultation, the noise modelling for the Ocean Drive Duplication was reviewed and has considered road levels represented in the updated design.

Q33 Has the noise modelling carried out for the project considered the ‘stop/start’ noise at the traffic lights?
The noise assessment was carried out according to the criteria and guidelines of the Interim Construction Noise Guideline (DECCW) NSW Road Noise Policy and the NSW Environment Protection Agency Noise Guide for Local Government.

The noise model does take into account to a degree the stop/start noise at junctions but more in terms of changes in speed of the vehicles and also where there are changes in gradient along the overall route.

The extent of brake noise and acceleration or gear change noise is unlikely to change significantly as the traffic lights are primarily proposed at what are existing intersections where there are currently roundabouts. Whilst there will be a small difference in traffic movements which will reflect the sequencing of traffic lights, this is unlikely to be significantly different to the current noise created along Ocean Drive.

Q34 Has the noise modelling considered the impact of vegetation removal on noise levels?

Q35 Will trees be planted near the duck pond/wetlands to reduce and filter the noise?

Answers 34 Council is mindful that the construction of the Ocean Drive Duplication will
impact on trees and shrubs in the project area. A landscaping design and replanting of tree and shrubs will occur in key locations once construction has been completed. Council has commenced discussions with the Koala Preservation Society regarding the planting of suitable species for the koala population.

Whilst previous studies undertaken for similar road projects have shown that vegetation does little to mitigate noise levels, Council is committed to replanting landscaping once construction has been completed.

### Q36 What noise abatement measures will be in place?

Initial noise modelling carried out for the project has found that noise levels in the area will not generally increase as a result of the upgrade. This modelling is based on predicted traffic levels at the completion of construction and predicted traffic volumes ten years after completion.

The noise modelling identified 8 properties along the alignment as being eligible for noise treatment. According to guidelines, noise mitigation treatment is warranted where there is a noise increase at an individual property of 2.0dB (A) (decibels) due to the upgrade.

At this stage of the project, architectural treatment at selected properties is the only form of proposed noise abatement measures.

The nature of such treatments would be discussed with affected residents on a case by case basis.

Due to concerns expressed by the community regarding the potential increase in noise levels, Council has agreed to undertake a review of the noise modelling for the project.

### Construction

### Q37 Will construction be staged to improve traffic safety during construction?

**How will Council manage congestion on Ocean Drive during construction?**

**Will the access to Crestwood Drive be severely impacted during construction?**

Staging will be implemented to reduce interaction with motorist traffic and construction equipment / personnel as much as possible.

The project has been designed to allow as much retention of the existing Ocean Drive as possible for the future southbound carriageway. This will allow construction of the future northbound carriageway while traffic continues to use the existing Ocean Drive. During this first stage, the predominate direct interaction with the works will be at the intersections and side roads.

Once complete (partially), traffic will be switched to the new northbound carriageway, whilst upgrade works are undertaken on the future southbound (existing) carriageway. Again, the predominate direct interaction with the works will be at the intersections and side roads.

There is likely to be some night works required especially at the intersections when work is necessary through the intersection itself.

Whilst Council will make every effort to minimise impacts on surrounding roads during construction, there may be some level of disruption to local traffic.

### Q38 How will traffic be managed during construction?

The contractor will be required to implement traffic staging plans for Council
approval prior to construction. These plans will have to outline how traffic is managed and how the works will be constructed safely.

| Q39 | Will Council use a low noise pavement for the duplication?  
At this stage, the use of ‘low noise’ pavement is not considered necessary as a noise mitigation measure. |
| Q40 | What will the road surface be made from?  
The road surface will be Asphalt. |
| Q41 | Will this project have a negative impact on the value of my property?  
The Ocean Drive Duplication will benefit the community by easing congestion, improving road user safety, connecting communities and improving pedestrian and cyclist accessibility. Council will, where feasible, mitigate impacts from the project on the community.  
Residents seeking specific information relating to property value are encouraged to contact a suitably qualified professional. |
| Q42 | Will there be an impact on existing access to the rear of properties on Ocean Drive?  
Yes. Vehicle access may be prohibited to the rear of properties on Ocean Drive. |