

Tracey Schwilk

From: Buzz Symonds
Sent: Friday, 3 November 2006 1:38 PM
To: Tim White
Cc: Clive Cook
Subject: FW: Road centrelines

Attachments: Possible Corridor Heathlands.jpg



Possible Corridor
Heathlands.j...

Tim

Further to your email earlier today I contacted Les Fehlhaber to ascertain what discussions he may have had with MRD and how his survey work corresponded (or not) to the MRD "design".

His response is attached.

Buzz

Buzz Symonds
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-----Original Message-----
From: Fehlhaber Les [mailto:Les.Fehlhaber@nrw.qld.gov.au]
Sent: Friday, 3 November 2006 12:34 PM
To: Fehlhaber Les; Buzz Symonds
Cc: Sherwood Ken; Cordery Cyril
Subject: RE: Road centrelines

Jpg attached.

Les

-----Original Message-----
From: Fehlhaber Les
Sent: Friday, 3 November 2006 12:30 PM
To: buzz.symonds@epa.qld.gov.au
Cc: Sherwood Ken; Cordery Cyril
Subject: FW: Road centrelines

Buzz,

Further to our conversation on the 3rd November 2006.

As you can see on the 23rd August I sent to Mike Harvey of Main Roads the attached centreline of the road design which we generally surveyed on the ground for the proposed opening of the by pass road through Heathlands. I do not have at this stage a final plot of what we actually surveyed but it would not vary much to the design. What we surveyed contains the existing centreline with offsets to the centrelines designed to be no less than 15 metres from the boundary. In effect this allows some straightening of the existing road and still contains it within what I surveyed.

At that stage it was my understanding that this centreline was being investigated by main roads with the view of designing a 120km alignment and see how it fitted to what

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I surveyed. I had stated to Mike Harvey that there could be some room to move on some of the tight corners if the design he came up with would not possibly fit with what I had surveyed. This could be negotiated to adjust the survey in some areas by widening the proposed corridor. Such adjustments would need to be negotiated with all parties concerned.

At Coen on the 10th October I had a chance meeting with some main roads people. I believe Tony Potter, Strategic Planning, David Hubner and Graham McGarry were at the meeting. This meeting was impromptu and organised by Paul Graham who does the identification and monitoring of MRD gravel pits. Paul had raised concerns with future access to materials for road construction for the bypass road and stated that these should be identified before regulation of land under the ALA or National Parks were declared. He stated that the materials would likely have to be sourced outside of the proposed road reserves. In those discussions MRD indicated they have not yet fully investigated the MRD needs and therefore would want a 2km wide corridor for future roads. It was indicated that this was already stated in a letter to NRW. I indicated that this was an unlikely option given the area is already a protected area to which I was informed that would be between our DG's.

Mike Harvey has now supplied me with the preliminary design and there would be significant amendment required to the survey of the road I have done. The only practical way to encompass the future design would be to have unparallel sides to the road dedication to contain the future design and the existing formation.

Also attached above is a JPG which shows MRD Design Centreline in Red, current centreline in Green, my original road corners in Green circles (Of which I have marked the western/Southern boundary, and an unparallel road corridor possible boundary (in Black) containing both the proposed and the current centrelines. The blue circles indicate where I would have to place additional pegs. I have not identified where I would have to remove pegs.

Les

-----Original Message-----

From: Fehlhaber Les
Sent: Wednesday, 23 August 2006 11:18 AM
To: Michael. Z. Harvey (E-mail)
Subject: Road centrelines

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