

**Bonville Upgrade Project
Community Interest Group**

NOTES

**Meeting #4
Wednesday 8 November 2006
Bonville Memorial Hall
6.00 pm – 8.00 pm**

CIG members in attendance

Gary Carr	Peter Haskins	Angela O'Brien
Evan Clark	Trish Herraman	Ron Sprudd
Ann Coyle	Rod Lynn	Mike Thomas
Tony Brindley	Mike Newcombe	Ron Duncan

Project representatives in attendance

Colin Solomon, RTA	Gordon Boer, Abigroup
Adam Cameron	Matt Frodsham, Abigroup
	Ian Irwin, Abigroup
	Jason Moran, Abigroup
	Cindy Douglas, Abigroup

Kerry Morrison, Facilitator
Martin Hicks, EMR (Environmental Management Representative)

Apologies

Peter Lubans	Chris Bryce, Abigroup
Mike Edsall	Neil Pittaway, Abigroup
Ann Shearer	Chris Clark, RTA

Tabled/Handouts

Traffic Control Plans for temporary works	Twin Bridges over Reedy's Creek, Sheet A - Design (85%)
- No. 3 East Bonville Road	
- No. 4 Bonville Station Road	
- No. 5 Archville Station Road	
- No. 6 Williams Road	

No.	Item	Issues / Actions	Action by
1	Welcome & Introductions	Cindy Douglas, Abigroup Community Relations Assistant, and Martin Hicks, Environmental Management Representative, were introduced. No comments from the previous meeting notes were received.	
1.1		Ann Coyle requested that it be noted that she still has concerns about the Service Road. Also queried the details of the release of arboreal animals after clearing.	Note
2.1	Actions arising from last meeting	#3 - 3.3 Road furniture along the service road To be addressed at a future meeting	(Abigroup)
2.2		#3 - 5.4 Pipe drainage Abigroup reported that a meeting had been held with DPI (Fisheries) to discuss the design. Area will be filled with a rock blanket with a pipe over the top. The pipe size will be finalised in the future.	
2.3		#3 - 5.5 Flood study To be addressed at a future meeting	(Abigroup)
2.4		#3 - 5.8 Abigroup contact with WIRES Abigroup contacted WIRES after the last meeting. WIRES are now involved in the clearing process with the Project Ecologist and are assisting with the protection and relocation of fauna. Ann Coyle commented that she was concerned that WIRES were unable to commit sufficient staff members on a full-time basis. RTA responded that WIRES were working with the Project Ecologist as additional assistance during the clearing. Abigroup commented that the 1800 number is for all public inquiries, questions and complaints about the project. The number is 1800 725 321	
2.5		#3 - 5.9 Air quality To be addressed at a future meeting	(Abigroup)
3	Abigroup Project update		
	Construction	Jason Moran – Abigroup, Construction Manager	
3.1		Clearing is anticipated to commence on Monday 13 th November after all the approvals are obtained.	

3.2		<p>Work to-date:</p> <ul style="list-style-type: none"> • Continuing with the establishment of the site office • Erection of the temporary fauna fence • Property adjustments - on-going • Road surveys • First flush treatments • Seed collection almost complete • Para web fencing to highlight clearing limits • Line marking on Bonville Station Road <p>Construction commencement event (sod turning) was held on Monday 6th November with representatives from both State and Federal levels of Government, RTA and Abigroup. Concerns were expressed about the late notification. RTA/Abigroup responded that the event was organised by RTA Sydney office in consultation with the relevant ministerial offices.</p>	
3.3	Questions	<p>Ann Coyle asked if there was a problem regarding the road and National Park boundary. She had heard that machinery was in the National Park. RTA responded that an incident had occurred where a machine had crossed the Park boundary.</p>	
3.3.1	Water supply	<p>Rod Lynn commented that the water supply for the project had been outlined as on-site dam water collection and use, water from creeks and streams, bore water, or trucked in. Has a decision been made?</p> <p>Abigroup responded that investigations were continuing however it is proposed that bore water will only be used for the office. A southern bore is being investigated which is well away from residents in Grandis Road.</p>	
3.3.2		<p>Query as to the quantity of water? Abigroup responded that it would depend on the weather. With rainfall, water will be available from detention basins and creeks. The location and amount of water to be extracted are stipulated by DEC as part of the licensing process as required for any user. Abigroup agreed to provide more details at the next meeting.</p>	Abigroup
3.3.3		<p>Concern raised about water collection from Pine Creek. Abigroup agreed to consider providing the executive summary of the water report by Coffey's, when available.</p>	Abigroup
3.4	Design update	<p>Gordon Boer – Abigroup, Design Manager</p> <ul style="list-style-type: none"> • The design is a weighted average of 68% complete. 	
3.4.1		<p>Cycle path locations queried. RTA advised that specific cycle paths were not provided in the road design however, the road shoulder will be 2.5 m which allows for cyclists. The service road would also be an attractive alternative for cyclists.</p>	

3.4.2		Query as to whether the water flow will overtop Pine Creek bridge. Abigroup commented that there will be no change to the flow depths at Pine Creek as a result of the Upgrade. Further information will be provided with future flood study presentation.	Note
3.5	Community and Communications update	<p>Matt Frodsham – Abigroup, Community & Communications Manager</p> <ul style="list-style-type: none"> Jock Johnston has resigned from the CIG due to work commitments. Website is now operational: www.rta.nsw.gov.au/pacific (scroll down and click on Bonville Upgrade) Community Relations Assistant / Receptionist appointed – Cindy Douglas. 	
4	Issues raised at Meeting #2	Design	
4.1	Pavement type	<p>Query regarding the pavement type.</p> <ul style="list-style-type: none"> South of Reedy's Creek – concrete surface North of Reedy's Creek – asphalt surface 	
4.1.1		Query regarding the extent of the asphalt surface and comment that road noise may cause problems for residents. Abigroup responded that the EIS addressed the issue and the approved project is being constructed.	
4.1.2		<p>Query as to whether the surface can be changed? RTA responded that the decision to provide low noise pavement surfacing included consideration of likely noise effects on residences. There are only a limited number of residences south of Reedy's Creek, which should have limited adverse impacts in regard to noise (if any). Discussion of the cost of the different surfaces. RTA commented that the cost for the stone mastic asphalt is estimated at \$1million per kilometre.</p>	
4.1.3		Tony commented that he did not agree that there was no need and requested that it be noted that residents were disadvantaged because the road surface would not be asphalt. With the change of the number of trucks and truck fleets now using the road, the noise assessment was unlikely to be correct in his opinion.	Note
4.1.4		Abigroup commented that post-construction traffic noise monitoring would be undertaken to validate the pre-construction noise assessment. If there are problems they will be addressed at that time. RTA explained the post-construction noise monitoring process.	
4.2	Raleigh settlement	<p><i>How is the settlement of the road managed to avoid the experiences at Raleigh?</i></p> <p>Abigroup explained that the depths of soft soil are considerably less than those experienced at Raleigh. Design and proposed construction techniques have accounted for the nature and strength (compressibility) of the soil. One method to manage this issue will be surcharging the embankment. Surcharging is the process of adding weight to the embankment by increasing the depth of the fill.</p>	

4.2.1		Tony commented that the RTA fact sheet 05.213 explains it differently. Abigroup/RTA will review and advise at the next meeting.	Abigroup/ RTA
4.3		<i>What is the general arrangement at Reedy's Creek?</i> Abigroup tabled the design plan for Reedy's Creek and explained that the bridge would be twin carriageways over the creek, as shown.	
4.4		<i>Has the alignment been altered so that it is now closer to Grandis Road residents?</i> Abigroup explained that the alignment of the highway has not been moved since the project approval on 15 December 2004.	
4.5		<i>Will the rock blanket at the back of Grandis Road still function once settlement occurs?</i> Abigroup commented that there will be limited settlement movement, and that the rock blanket will still function.	
5	Traffic	Traffic control plans Abigroup tabled and presented 4 traffic control plans (TCP). Additional plans will be presented at future meetings. The plans show the temporary work at the intersections, including signage and the final alignment. Construction timeframes for the TCP's will be provided at the next meeting.	Abigroup
5.1	TCP 3 – East Bonville Road	A road deviation will be constructed for traffic to by pass the area whilst the bridge is being built. The deviation will be in place for 6 – 8 months.	
5.2	TCP 4 - Bonville Station Road	A road deviation will be constructed to enable the bridge to be built and will be in place for about 6 months. This is expected to have minimal impact on School bus access.	
5.3	TCP 5 - Archville Station Road	A road deviation will be constructed to enable the bridge to be built and will be in place for about 6 months. Further details will be provided in the 2 nd package of works. Traffic controllers will be stationed at the intersection during the works.	
5.3.1		Query regarding a roundabout at Archville Station Road and the existing Pacific Highway. Abigroup responded that the roundabout will be built at a later stage – work will start after the Pacific Highway traffic has transferred to the Upgrade.	
5.4	TCP 6 - Williams Road	This TCP has been discussed with National Parks. The deviation will have a speed of 30 km/hr to match the speed limit within the National Park, and will cater for tour buses.	
5.5		Query regarding Mailmans Track and Hunters Forest Road. RTA commented that the purpose of the TCP's is to provide safe traffic movements. Abigroup advised that the TCP's for other locations would be provided at future meetings.	(Abigroup)

5.6		Query regarding the impact on traffic? Abigroup responded that the period of time for the deviations is minimised. Also, traffic speeds in some locations may vary, such as at Williams Road. The deviation is designed to remain within the RTA land. In other locations, where required, agreements have been made with landowners.	
5.6		<i>Traffic management during School holidays</i> Abigroup will work with RTA traffic managers to ensure minimal impact on traffic during holiday periods. RTA commented that restrictions on works that would impact on traffic flows apply during holidays and busy periods.	
5.7		<i>Traffic delay notification</i> Abigroup advised that delay notifications will be provided to drivers and the community through road signage, advertisements in newspapers, letterbox drop notices, on the website, and where appropriate radio advertising. Contact details will be provided on all notifications including the 1800 phone number (1800 725 321). The information will also be available on the RTA weekly traffic update page on the RTA website.	
5.8		<i>Peak hour traffic</i> Request that work be delayed when the fleet of School buses is using Bonville Station Road in the morning and afternoon peak periods, to minimise bus delays. Rod offered to put notifications on the School notice board and in the School newsletter. Abigroup commented that there will also be discussions with bus companies to seek advice of bus requirements.	Noted
5.9		<i>Advisory signage and impacts on tourism</i> All signage is pre-determined by the RTA and the signage layout will be presented at a future meeting.	Abigroup
6	General discussion		
6.1		Rod thanked the project team for the line marking on Bonville Station Road and for the speed signs.	
6.2		Fauna overpass: Comment that the speed limit on the old highway after the road is opened is 80 km/hr. The document distributed commented that reductions in speed limits have been used to minimise koala kill. Abigroup responded that an evening seasonal reduction from 100 km to 80 km was trialled by Redlands Shire in Queensland and was not found to be effective in reducing speed, but was effective in reducing numbers killed.	
6.3		Query as to the final speed limit on the old highway/service road after the new road is opened? RTA commented that the speed limit it is expected to remain at 80 km/hr.	Note

6.4	Batch Plant	<p>Abigroup provided the following information on the batch plant.</p> <p>A temporary batch plant will be erected to manufacture concrete for the road surface and bridge construction. Abigroup own 3 batch plants. A specific mix is required which will be controlled by the Abigroup batch plant operator.</p> <p>Five (5) sites were proposed in the EIS which have been investigated by Abigroup. The preferred location is at Archville Station Road, approximately 200 m on the right, east off the existing Pacific Highway. It is close to the alignment and trucks will predominantly use the access road or alignment, rather than local roads, although this may be required on some occasions.</p> <p>Expect to setup the batch plant in January with operation commencing in February or March 2007. The batching operation will be from 7 am to 5 pm.</p> <p>The site will be rehabilitated at the end of the work period.</p>	
6.5.1		<p>What is the water supply? Abigroup responded that water is anticipated to be sourced from Pine Creek and a couple of local bores in that area. Additional information will be provided.</p>	Abigroup
6.5.2		<p>Dust and noise Abigroup explained that the batch plant includes dust and noise controls to ensure impacts on nearby houses are minimised. An REF has been prepared for approval and includes environmental management measures. Different control measures are required at different sites depending on the location and proximity of houses. Noise is not constant, there are intermittent peaks.</p>	
6.5.3		<p>How will dust be contained? Abigroup explained that materials will be delivered to the site and stockpiled. These are fine sand, coarse sand and aggregate. Minimal dust is anticipated from these operations.</p> <p>Cement powder is delivered in a sealed container and transferred via a pressurised hose into the silo. The transfer system is completely contained. No dust is expected.</p>	
7	Next Meeting	<p>Meeting #5 13th December 2006</p> <p>Project Site Office, Bonville Station Road, Bonville 6.00pm – 8.00pm</p>	