

**Karuah to Bulahdelah Upgrade Project
Community Interest Group**

NOTES

**Meeting #9
Tuesday 24th October 2007
Project Site Office
Pacific Highway
6.00 pm – 8.00 pm**

CIG members in attendance

Myer Solomon	John Stellema
Peter Kendall	Mike Keegan
Yvonne Kendall	John Kurth
Juergen Seil	Kelly Kurth
Arthur Vinnicombe	Lance Reece

Project representatives in attendance

Steve Kiddle	Abigroup
Grant Fletcher	Abigroup
Matt Frodsham	Abigroup
Therese Bowden	Abigroup
Josh Baker	Abigroup
Ken Edwards	Abigroup
Dick Whibley	RTA
Al McKinnon	RTA
Ian Long	RTA
Bob Higgins	RTA

Guest List

Kerry Morrison - Facilitator	Gary Hall
Will Weir – ERM	Elaine Hall
Simon Kean – Bassett	Shirley Holmes
Brian Dodds	Jack Holmes
Rita Dodds	Maureen Eno
Eileen Cameron	David Ransom
Joe Cameron	John Thompson
Paula O'Keefe	Glenn Frith
Richard Henley	Mandy Thompson
Kevin Lawson	
Andrea Maslen	
David Maslen	

Apologies

Dick Ahmling
Peter Dawson

No.	Item	Issues / Actions	Action by
1	Welcome & Introductions	<p>Kerry Morrison – Facilitator</p> <p>Welcome to all attendees and introduction of all Project staff in attendance.</p> <p>Apologies noted.</p> <p>No comments from the previous meeting notes were received.</p>	
2	Actions arising from last meeting	<p>Kevin Woods Driveway – When travelling South from Bulahdelah it is unsafe to access his driveway.</p> <p>The safest means at this time is to leave as is and make use of the chevron zone currently in place. The CIG was informed and Mr Woods is to be informed.</p> <p>Highway speed limit – Members of the CIG felt the current speed was too high for the Pacific Highway upgrade. It was strongly requested that during construction the speed limit for the entire length of the project should be reduced to 80km.</p> <p>The matter has been referred to the RTA for consideration and action.</p>	Abigroup
3	Abigroup Project update		
3.1	Construction update	<p>Abigroup advised the CIG the weather had impacted on the schedule, however the lost time is being caught up.</p> <p>Currently on site there are:</p> <p>12 dump trucks 8 large scrapers 6 small scrapers</p> <p>Project Overview</p> <p>40% of earthworks are complete.</p> <p>Southern Sections:</p> <ul style="list-style-type: none"> • Earthworks are complete except for Waterholes Gap. • Cuts 1 – 3 are 75% complete. • Works will be continuing for another 2 – 3 months at Viney Creek Road West and Viney Creek Road East. Access to these local roads will be maintained at all times and works will continue while managing local traffic. • The installation of the batch plant is now complete and operational. 	

3.1	Construction update continued	<p><u>Northern Sections</u></p> <ul style="list-style-type: none"> Blasting has commenced. Construction of the North bound carriageway (adjacent to Nerong) has commenced, with traffic to be moved east whilst works progress on the North bound carriageway. <p><u>Burdekins Gap</u></p> <ul style="list-style-type: none"> Blasting has commenced and will occur once a week, this may occur twice a week when required. 40% of earthworks are completed. <p><u>Structures</u></p> <ul style="list-style-type: none"> When the southern Rest Area opens, Houstons Flat will close. <p><u>Blasting</u></p> <ul style="list-style-type: none"> Eight blasts have been completed at Burdekins Gap. Whilst blasting, Nerong residents were vacated to the Nerong Community Centre with Abigroup providing lunch and refreshments. Vibration Monitors were installed on Curlew Crescent with all monitoring results being well within the acceptable limits. <p><u>Nerong South</u></p> <ul style="list-style-type: none"> The drilling rig has been set up at Cut 13. Blasting will occur twice per week, with a blast scheduled for Monday 29th October 2007. Blasting will occur on Wednesday 31st October at Waterholes on the Southern Hill. Residents in the vicinity will be advised. <p><u>Ongoing Blasting</u></p> <ul style="list-style-type: none"> Blasting along different areas of the alignment will occur up to four times per week between 1.15pm – 1.30pm. Interruption to highway traffic has been a maximum of 8 minutes. 	
3.2	Questions		
3.2.1		<p>A CIG member enquired as to the depth of the drilling for blasting.</p> <p>Abigroup advised the rig is drilling approx 10 -22 metres down.</p>	
3.2.2		<p>The CIG enquired if there are any plans to increase the size of the blast at cut 14B.</p> <p>Abigroup advised these blasts will be generally smaller due to the geology of the area.</p>	
4	Presentations	Noise Presentation – Simon Kean, Bassett	
4.1	Questions		

4.1.1		<p>Is the Noise treatment information provided in the presentation negotiable?</p> <p>Simon Kean from Bassett advised the information provided is essentially for comment, feedback and consideration of issues not previously addressed. The design is carried out by a qualified design team in accordance with the appropriate guidelines and preferential engineering or negotiation of the design is not part of the agenda for the CIG. Abigroup and Bassett were interested and received all comments and suggestions concerning noise treatment in order that appropriate responses and information could be provided to all interested parties.</p>	
4.1.2		<p>What are the current noise levels?</p> <p>Simon Kean from Bassett advised the results are from monitoring which was undertaken in 2006. Current noise levels are between 55dB and 60dB.</p>	
4.1.3		<p>Will the levels of noise they are experiencing now be what they have to tolerate?</p> <p>Simon Kean from Bassett advised that once the Highway is operational in 2009, residents will experience reduced noise levels to those experienced now.</p> <p>The projected noise levels in the year 2019 are expected to be similar to the noise levels monitored in 2006. Within 2 dBA. Note that a 10 dBA increase is generally required before noise levels appear to double.</p>	
4.1.4		<p>When the new alignment is completed will it produce the same noise levels as experienced now?</p> <p>Simon Kean from Bassett advised the predicted levels at completion of the highway will be quieter than levels experienced now. This is achieved with the SMA road surface and the one (1) metre noise mound.</p>	
4.1.5		<p>Will a noise barrier will be installed on top of the mound.</p> <p>Simon Kean from Bassett advised a noise wall will not be installed on top of the noise mound as noise levels, that meet the requirements, will be achieved without the additional noise wall.</p>	
4.1.6		<p>Will there be any noise rebounding off the cut and back to the village.</p> <p>Simon Kean from Bassett advised there are no expectations of significant noise levels rebounding off the cut.</p>	
4.1.7		<p>What would the noise levels be since trees have been removed?</p> <p>Simon Kean from Bassett advised the baseline monitoring was undertaken prior to the removal of the trees.</p>	

4.1.8	Comment	The CIG expressed concern regarding the levels of noise travelling down the power line easement.	
4.1.9		<p>How do the monitoring results of 55 & 60 dB in 2006 compare to the noise levels they are experiencing now?</p> <p>Simon Kean from Bassett advised current noise levels are between 55dB and 60dB.</p>	
4.1.10		<p>What about the information provided in the presentation regarding trucks creating 61dB?</p> <p>Simon Kean from Bassett advised the slide used in the presentation was just an example and was not an accurate indication of noise levels produced by trucks.</p>	
4.1.11		<p>Is this information for the length of the upgrade?</p> <p>Simon Kean from Bassett advised the information provided in the presentation is for the Nerong area only.</p>	
4.1.12		<p>What about future developments and mitigation for those developments?</p> <p>Simon Kean from Bassett advised it would be up to the developer to take mitigation measures into consideration in accordance with current government guidelines.</p>	
4.1.13		<p>Are residents able to view the plan of the noise levels at Nerong.</p> <p>Abigroup advised the plan is available for viewing by contacting the Project Information Centre.</p>	
4.1.14		<p>Do current government standards for noise levels include allowances for peak noise levels.</p> <p>Simon Kean from Bassett advised the standard noise levels are applied to newly constructed roads, not re-developed roads. This upgrade is considered to be a re-developed road.</p>	
4.1.15		<p>How is the variation in the noise levels at each property controlled in Nerong.</p> <p>Simon Kean from Bassett advised that every house is individually assessed and that those levels are presented in the modelling.</p>	
4.1.16		<p>Why isn't the noise monitoring recorded and graphed for 2006, 2007 and 2008.</p> <p>Simon Kean from Bassett advised monitoring for the purpose of baseline recordings or measuring for noise mitigation measures is not performed during construction. A baseline monitor can only be taken prior to the works, not during.</p>	

4.1.17		<p>Will the noise mounds reduce exhaust noise and will trees be planted on the noise mound.</p> <p>Simon Kean from Bassett advised noise mounds will not reduce exhaust noise however the new alignment will be flattened reducing the need for vehicle braking & acceleration.</p> <p>Abigroup advised the Urban Design and Landscaping Plan incorporates the planting of trees on the noise mound.</p>	
4.1.18		<p>How wide are the noise mounds.</p> <p>Abigroup advised the noise mounds will be approximately five (5) metres wide.</p>	
4.1.19		<p>Will the power easement be planted?</p> <p>Abigroup advised the power easement will not be planted with tall growing trees etc however the noise mound will be landscaped with appropriate shrubs etc. according to the Urban Design and Landscape Plan. Issues concerning clearances to power lines were to be considered in the planting schedule.</p>	
4.1.20		<p>Who engaged the services of Bassett and is the information provided/reported verified.</p> <p>Abigroup engaged the services of Bassett and all works are verified by URS Corporation (independent verifier). The RTA also engages experts in acoustics to verify the works of Bassett. The Department of Environment and Climate Change (DECC) has input and final approval is received from The Department of Planning (DOP).</p>	
4.1.21		<p>Is there continuous noise monitoring of highway noise in New South Wales.</p> <p>The RTA advised noise monitoring is recorded for specific studies as required.</p>	
4.1.22	Comment	<p>RTA advised that if the predicted noise levels are not met when the road is operational, then measures must be taken to ensure noise levels meet the government guidelines.</p>	
4.1.23	Comment	<p>Abigroup advised that all comments and suggestions were welcome and could all comments or suggestions be fed back to Abigroup within the coming week.</p>	
5	General Discussion		
5.1		<p>Abigroup proposed the CIG Meetings be changed to the fourth Tuesday of every second month, with the next CIG Meeting to be held on the 22nd January 2008.</p> <p>The CIG members agreed to the scheduled meeting change.</p>	

5.2		<p>The CIG enquired about the possibility of a site tour.</p> <p>Abigroup advised a tour will be considered once the entire alignment is open; that is when construction vehicles can travel the length of the works without entering the existing highway.</p>	
5.3		<p>The RTA is negotiating with Abigroup to cart surplus material from this project to the southern end of the Bulahdelah bypass project to make up a shortfall of material on that project. This material will be placed in the first 2.5 km length of the Bulahdelah project.</p>	
5.4	Christmas Closure	<p>The office and site will be closed for the Christmas break from Monday 24th December and re-open on Monday 7th January 2008.</p>	
6	Next Meeting	<p>Meeting #10 22nd January 2008 6.00pm – 8.00pm Project Site Office.</p>	