

**Karuah to Bulahdelah Sections 2 & 3 Upgrade Project
Community Interest Group**

NOTES

**Meeting #3
Monday 27th March 2007
Abigroup Site Office Training Room
6.00 pm – 8.00 pm**

Attendance

CLG members

Peter and Yvonne Kendall -
Nerong Progress Association (PK / YK)
Juergen Seil – Tea Gardens (JS)
Myer Solomon – Bulahdelah (MS)

Rex Filson –
National Parks Association of NSW (RF)
Arthur Vinnecombe – Bulahdelah (AV)

Project Team Members

RTA

Dick Whibley – RTA Representative (DW)
Ian Long – Resident Engineer (IL)
Mark Eastwood – RTA - Guest
Ben Phillipson – RTA - Guest

Abigroup

Patrick McCormack – Project Director (PM)
Grant Fletcher – Environmental Manager (GF)
Steve Kiddle – Construction Manager (SK)
Kerry Morrison – Community Manager (KM)
Rob Ferguson – Design Manager (RF)

Other Project Team Members

Murray Curtis – Environmental Management Representative (MC)
Simon Kean – Bassett Acoustics - Guest

Apologies

Alan McKinnon – Project Manager (AM)
Mike Keegan – Great Lakes Council (MK)
Bev Manton – Karuah LALC (BM)
Mervyn Mote – Tea Gardens (MM)

Cliff Johnson – Port Stephens Council (CJ)
Dick Ahmling – Bulahdelah (DA)
John Stellema – Bulahdelah (JS)
Kevin Woods – Bulahdelah (KW)

Handouts tabled or Attachments

Final Meeting Charter – agreed by all CIG members

Item	Issue / Action	Action
1.0	<p>Welcome and Introductions Apologies as listed above Introduction of guests – Simon Kean, Bassett Acoustics and ?, RTA CIG #2 meeting notes accepted without change</p>	
2.0	<p>Actions Arising from last meeting</p>	
2.1	<p>Item 2.1 - Meeting Charter Meeting Charter accepted without change. Final copy circulated with these meeting notes.</p>	
2.2	<p>Item 3.3.2 Kevin Woods property access KM reported that a meeting was held with Kevin Woods, Ian Long, RTA and Mark Vella, Abigroup on 14th March – new access discussed.</p>	
2.3	<p>Item 3.3.6 Property access plans Plans are available for discussion at the end of the meeting for discussion with Abigroup Design Manager, Rob Ferguson.</p>	
2.4	<p>Item 3.3.7 – Access to 9147 Pacific Highway Owner will be contacted to discuss access (not at meeting)</p>	Note
2.5	<p>Item 5.1 – Future site inspection PM advised that a site inspection will be conducted when the corridor is fully cleared and more easily accessible. This is expected to be in about 6 months.</p>	Note
2.6	<p>Item 5.12 – Discussion with Busways and Countrylink KM advised that Busways had agreed to use the turning circle. The information is being submitted by RTA to Dept of Planning for approval. Countrylink is yet to be contacted. The outcome will be advised at a future meeting.</p>	Abigroup
2.6a	<p>PK commented that Countrylink are picking people up this coming weekend. Countrylink sub-contract Busways.</p>	
2.6b	<p>Question regarding future bus companies using the turning circle. RTA confirmed that discussions would be held with future bus companies, as noted at the last meeting.</p>	Note
2.7	<p>Item 5.13/5.17 – Pacific Highway/Whimbrel Drive intersection KM explained that RF has the plans for discussion at the end of the meeting. Key statistics:</p> <ul style="list-style-type: none"> • Increased height of new road (above existing highway level) at Whimbrel Drive Intersection = approx. 0.5 to 1.0 m • Pacific Highway grade = approx. 3.7% max. north of Whimbrel Drive • Whimbrel Drive grade = 2.5% to 3.0% over a 15m approach to intersection stop line • Max. height of cut above new highway = approx. 20m to 25m 	
2.7a	<p>Concern about the possible relocation of the telephone exchange. Abigroup advised that the telephone box is expected to be moved 8 – 10 m, and the exchange will not be moved.</p>	Note
2.7b	<p>Query as to when the intersection work will commence and when it will be completed? PK wants to tell people when to stop tending the garden. Abigroup advised that the work will commence next year.</p>	Note
2.7c	<p>Concern about speeding traffic and machinery in Nerong. Request that drivers take note of speed limits and park correctly. Abigroup advised that the equipment in Nerong during the week was not</p>	

	associated with the Abigroup work. Abigroup is discouraging the workforce using Nerong. The Abigroup temporary office is expected to be closed in early April.	
2.8	Item 5.18/5.20 – Noise assessment and barriers KM advised that the cross-sections will be presented later in the meeting.	
2.9	Item 5.21 – 85% drainage plans KM advised that the plans are available for discussion at the end of the meeting.	
3.0	Abigroup Project Update – Patrick McCormack and Steve Kiddle	
3.1	Design: The 85% plans for the design is complete. Final (100%) plans are expected to be complete in 3 – 4 weeks.	
3.2	<p>Construction: Clearing has commenced with the first area being Burdekins to Myall Creek. Other works underway include the detention basins and fencing. Machinery will be mobilised after Easter, with work including clearing the topsoil and 'grubbing' (clearing tree stumps). Clearing at Waterhole started one week ago. Fencing commenced south of Nerong and will continue through to Waterhole. Dozers will start arriving over the next few weeks.</p> <p>The sequence of works is clearing, fencing, topsoil removal/grubbing, then earthworks. Significant progress has been made with the environmental controls and temporary drainage works - the purpose of the drains being to retain 'dirty' water on site.</p> <p>The first bridge to be constructed will be Jacks Creek bridge with the northbound carriageway to be constructed first then the southbound.</p> <p>Material available from the north has to be moved to the south. Construction traffic will move under the bridge – awaiting Agency approval.</p>	
3.3	Questions	
3.3.1	How many dozers and scrapers? Abigroup responded that there will be 4 x CAT637 scrapers, each 70 tonne; between 5 and 8 x CAT651 scrapers, each 90 tonne; 8 x 50 tonne dumps trucks; 3 x 100 tonne dozers, plus graders, compactors, rollers, water carts and other vehicles.	
4.0	Presentation: Operational Noise Management – Simon Kean, Bassett	
4.1	<p>The presentation provided details of the approach and methodology used to assess operational noise that will result from the Pacific Highway upgrade, Karuah to Bulahdelah. [Note: the presentation slides will be available on the project website]. The following topics were discussed.</p> <ul style="list-style-type: none"> • Overall modelling process – based on traffic counts, noise monitoring for a minimum of 7 days, 3-d model constructed, verified, future traffic volumes predicted, and noise levels calculated, predicted and assessed against DEC and RTA criteria. • Operational noise base criteria - $L_{Aeq,15hr} = 60db$ (day) and $L_{Aeq,9hr} = 55db$ (night) – as specified by the Department of Environment and Conservation (DEC) "Environmental Criteria for Road Traffic Noise [ECRTN] • Traffic noise and the factors that affect the level of traffic noise at the receiver • Options for controlling traffic noise <ul style="list-style-type: none"> ○ Noise barriers (either walls or mounds) can reduce noise by 10 – 15 dB ○ Quiet road surfaces. SMA (stone mastic asphalt) road surface reduces transmitted noise by approximately 3 dB ○ Minimise steep sections to reduce the need for acceleration and decelerating 	

	<ul style="list-style-type: none"> ○ At the receiver – at house treatments such as glazing on windows and air ventilation / conditioning. ● Where reasonable and feasible, the preference is to control / minimise the noise at the source rather than at the receivers as this is more effective. This is not possible in all cases. ● Treatments investigated for K2B <ul style="list-style-type: none"> ○ Low noise road surface – SMA will be laid along the highway for 800m at Nerong ○ Noise bund, noise wall and combination bund with noise wall on top ○ Property treatments ● Mitigation measures are currently being investigated to take into consideration design changes since the EIS ● Noise will be monitored 2 months after opening of the road, when the traffic settles. It will verify the modelling is accurate and if there are any areas where noise criteria are exceeded, they will be addressed. 	
4.2	Questions	
4.2.1	Concern that noise levels will rise with the loss of a cutting that is protecting the house. Simon Kean responded that all houses are being located and assessed.	
4.2.2	PK asked if the noise levels collected in 1998 and in the EIS would be used. Simon Kean responded that the monitoring has been repeated and will be used as the baseline. The information in the EIS will not be used. The DEC and RTA guidelines put a limit on the “noise creep”. There is an upper limit that cannot be exceeded. Noise monitoring was carried out over a 10 day period.	
4.2.3	Query as to whether the noise modelling included the whole of Nerong as residents on the other side say they can hear truck breaking noise when there is a south west breeze. Simon Kean advised that the area was also modelled and has been given consideration.	
4.2.4	Concern about the discontinuity of the noise bund / wall near Nerong where the power line runs across into Grey gum gully. The wall needs to be continuous. Simon Kean responded that the treatment details are not yet complete. PM responded that the criteria must be met at all properties.	
5.0	General discussion	
5.1	Juergen Seil quoted the cutting from the local newspaper that advised local residents that there would be a presentation about the project in the future. Discussion of a suitable date. Concluded that Wednesday 2 nd May or Thursday 3 rd May would be most suitable. KM to co-ordinate with project team and Juergen Seil.	Abigroup
5.2	Suggestion that the entrance way light be tilted so it does not shine directly into drivers eyes.	
5.3	Concern that the grid across the entranceway is very rough. Abigroup responded that it is called a “rumble grid” and is designed to shake the mud off vehicles and minimise what is taken onto the road.	
6.0	Next Meeting Monday 23 rd April 2007 at 6 pm Abigroup Site Office Training Room, Nerong (changed location) Note: Site office entry is 1.5 km south of Nerong / Whimbrel Drive	