



## Building and working at the Harwood Bridge compound

The Australian and NSW governments are jointly funding the \$4.36 billion Woolgoolga to Ballina Pacific Highway upgrade. To build the new bridge at Harwood, work sites need to be established on either side of the Clarence River. These sites are proposed to include offices for staff, car parking spaces, storage, a concrete batch plant and pre-cast bridge beam facility. We are now seeking your comment on the proposed use of these sites.

The Woolgoolga to Ballina project team is proposing to use Roads and Maritime Services-owned land on the north side of the Clarence River, on the corner of Watts Lane and the existing Pacific Highway, as the preferred location for the main site compound for the bridge work. This site was identified and assessed for use as a project compound facility as part of the Environmental Impact Statement (EIS) in 2012 and Submissions/Preferred Infrastructure Report (SPIR) in 2013.

The project team is proposing to build this site compound in two stages:

- **Watts Lane compound – stage one** would comprise a temporary site office area for staff with parking and amenities, consistent with the site’s assessment as part of the EIS and SPIR.
- **Watts Lane compound – stage two** would comprise a batch plant to make concrete, pre-cast concrete facility and a storage area for equipment and materials.

A smaller satellite compound may be required to support work on the southern side of the project. Consultation for this site would take place once stages one and two have been established. All compound locations are highlighted in this map.

### Watts Lane compound stage one – site offices

We are proposing to build temporary site offices on Roads and Maritime-owned land, close to the intersection of Watts Lane and the Pacific Highway.



The stage one proposal includes:

- Three main site offices
- Amenities for project staff
- About 80 car parking spaces.

This would provide a central location for all staff and allow workers direct access to the main building site.

### How will this site affect you?

Pending approvals, we are proposing to start building stage one in October 2016, weather permitting, with building of stage two to begin shortly after. This would allow the site offices to be in use by the end of the year. The offices would be operational for the duration of the project.

Building stage one would involve establishing a strong foundation on which the site offices would be built. Trucks would deliver loads of rock material to the site via Watts Lane.

### Watts Lane compound stage two – additional facilities

For stage two, we are proposing to build:

- A batch plant to make concrete
- Pre-cast concrete facility to manufacture the bridge beams. A similar facility has been established at the Warrell Creek to Nambucca Heads Pacific Highway upgrade near Macksville, as shown in the photo to the right.
- Storage area for materials and equipment.



Pre-cast facility and storage area at the Warrell Creek to Nambucca Heads Pacific Highway upgrade

### What are the benefits of using this area?

When considering the most appropriate location for the batch plant and pre-cast concrete facility, we investigated other sites in the Harwood and surrounding area.

The Roads and Maritime-owned land on the north side of the Clarence River has been identified as the preferred location as it would significantly reduce impacts on the Harwood community, including:

- **100 fewer girder movements on local roads** – The location is close to the project work site which means girder movements from the pre-cast concrete facility to the bridge building site would be reduced by up to 70 per cent. In truck movements, this means 44 total movements on local roads instead of 144.
- **Direct access to the work site** – The land is close to the Watts Lane and Pacific Highway intersection allowing direct access into the site via Watts Lane, bypassing Harwood village. This means fewer traffic impacts on local roads and shorter travel distances compared to other sites assessed. The overall site traffic experienced by the Harwood community would be significantly reduced. By keeping heavy machinery and materials off the road the project team will minimise safety concerns on local roads.
- **Fewer concrete deliveries** – The on-site batch plant would provide concrete for bridge piles and columns as well as the girders. This would reduce a significant number of concrete truck deliveries along the Pacific Highway. The size of the truck fleet would be smaller, meaning fewer trucks on the Harwood local road network.
- **Direct access to the river** – A temporary jetty would be built within the project alignment off River Street so that materials related to marine work would only have to cross River Street to reach the project site. This means a journey distance per truck movement of seven metres, compared to about 1.5 kilometres from other locations assessed.

In line with the Conditions of Approval, all temporary site facilities built as part of the project are removed when major work is complete and the land returned to its original state. This means that the area will be left as it was

before the project started. This is consistent with all project compound sites on other Pacific Highway upgrade projects.

### **Flooding impacts**

Preliminary flood modelling indicates stages one and two are both consistent with requirements of the project's conditions of approval if flood mitigation measures are implemented.

Key mitigation measures include ensuring no cross drainage is blocked to allow for a constant water flow, and making sure ground levels are only built up to compliant limits in areas susceptible to flooding.

More information on flooding will be made available at the community drop-in session. Information on the drop in session can be found under 'Information Session' at the end of this document.

### **Noise and vibration**

There will be some noise when we are building and working at the facilities proposed at this site. To manage the impact of noise, where possible we will:

- Build site entry and exit points away from residential properties
- Service and maintain machinery and equipment so it is in good working order
- Face machinery and equipment away from residential properties
- Minimise the number of heavy machines and equipment operating at the same time
- Provide noise shielding at site where appropriate
- Ensure the concrete batch plant is positioned more than 300 metres away from any properties
- Position the rest of the facilities to effectively screen noise
- Undertake periodic noise monitoring to ensure compliance.

As part of the noise assessment for this proposal, we considered nearby homes and other facilities such as the Harwood Island Public School. Anticipated noise levels were found to be within approved limits.

We also expect the raised soft soil treatment area east of the existing Pacific Highway would act as a noise barrier between part of the site compound and properties along Morpeth Street.

Once the site compound is in use, some work outside approved working hours may be required. This could include operating the proposed concrete batch plant and associated concrete trucks. Our noise assessment indicates these levels would be below the approved limits and noise monitoring would be carried out to ensure our work is in line with the project's conditions of approval. Nearby residents will be notified at least five working days in advance of any activities scheduled outside of normal working hours.

It is not expected that there will be significant vibration impacts as part of building or operating these facilities.

### **Other impacts**

It is not expected there will be significant dust impacts as part of building or operating facilities as part of stages one or two. However, we will ensure any potential dust is managed by water carts, sealing some areas and reduced vehicle speeds. We will monitor dust associated with the project to ensure it is in line with the project's conditions of approval.

We will direct security lighting away from neighbouring properties along Petticoat Lane, into the site compound. Temporary lighting will be required for some activities, especially during the winter months and where it is required for safety. We will keep you informed of when this is required and how we will manage any associated impact.

When operational, the site will be used by trucks, cars and project vehicles, including an estimated:



**300** truck movements  
per day during peak  
periods



**150** car movements per day  
during peak periods

\* Expected vehicle movements (one vehicle travelling in and out of the site is two movements)

To manage the increase in project vehicles in the area, where possible we will:

- Upgrade Watts Lane to include appropriate turn lanes and signage at the compound site
- Reduce the speed limit on Watts Lane while the site is being built and during its operation
- Maintain the condition of Watts Lane for the duration of the project.

It is important to note that the Woolgoolga to Ballina upgrade project team would be responsible for maintaining Watts Lane for the duration of the project, as agreed by Council, to at least the standard that Watts Lane was in at the start of the project.

### Work hours



**7am – 6pm Monday – Friday**  
**8am – 5pm Saturdays**

The approved working hours are between 7am-6pm Monday to Friday and 8am-5pm Saturday. In areas where residents live more than 200 metres from the project boundary, extended work hours from 6am to 7pm weekdays are allowed. Some activities are required outside these hours. When these activities are required, we will notify nearby residents at least five working days in advance.

### Closure of the southbound on and off ramp to the Pacific Highway at Harwood

In order to build the new bridge in the safest and most efficient way, we are proposing to permanently close the southbound on and off ramp to the Pacific Highway on the northern side of the Harwood Bridge.

This closure is proposed to be in place from all access points on Petticoat Lane and River Street from mid-October 2016. We are now seeking your comments on this proposed road closure.

Southbound access in and out of Harwood will be retained through Watts Lane, Harwood Mill Road and River Street, which will add about 2.2 kilometres or an additional two minutes to motorists' journeys.

Southbound traffic entering Harwood from the Pacific Highway would:

1. Turn left onto Watts Lane
2. Turn right onto Harwood Mill Road
3. Turn right onto River Street and continue into Harwood.

Harwood traffic joining the Pacific Highway southbound would:

1. Travel east along River Street
2. Turn left onto Harwood Mill Road
3. Turn left onto Watts Lane



1. Turn left onto the Pacific Highway from Watts Lane.

Northbound traffic entering and exiting Harwood would remain unaffected.

### **Other traffic impacts**

Speed limits on roads around the main site compound and close to the project boundary would be reduced.

Some temporary lane closures would be required to allow for machinery movement and safe separation between workers and traffic.

Electronic signs would be installed southbound along the Pacific Highway before traffic reaches the Harwood turnoff to warn motorists of the detour route.

We apologise for any inconvenience caused and thank you for your patience during this important work.

### **Next steps – have your say**

We are seeking your feedback on the use of the site and proposed traffic changes. This feedback will be used when assessing this proposal in line with our project approval.

Please fill in the feedback form attached and return it to us by **30 September 2016**.

You can return it by:

**Email:** [W2B@pacificcomplete.com.au](mailto:W2B@pacificcomplete.com.au)

**Post:** Please use the supplied reply paid envelope.

Alternatively, you can provide your feedback over the phone by calling **1800 778 900 (toll free)**.

### **Information session**

We are proposing to hold a community drop in session in Harwood on **Thursday 22 September 2016**. The drop in session will be held at **Harwood Community Hall from 2.30pm – 7.30pm**, please drop in at any time.

The session will be an opportunity for public comment on the site compound, traffic changes and any other matters relating to the Woolgoolga to Ballina project.

Drop in session details will be published on the project website and in the local media.

### **Contact us**

For more information about the work please contact the project team on 1800 778 900, email [W2B@pacificcomplete.com.au](mailto:W2B@pacificcomplete.com.au) or visit the project website at [www.rms.nsw.gov.au/W2B](http://www.rms.nsw.gov.au/W2B).



If you need help understanding this information, please contact the Translating and Interpreting Service on 131 450 and ask them to call us on 1800 778 900.