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December 2016

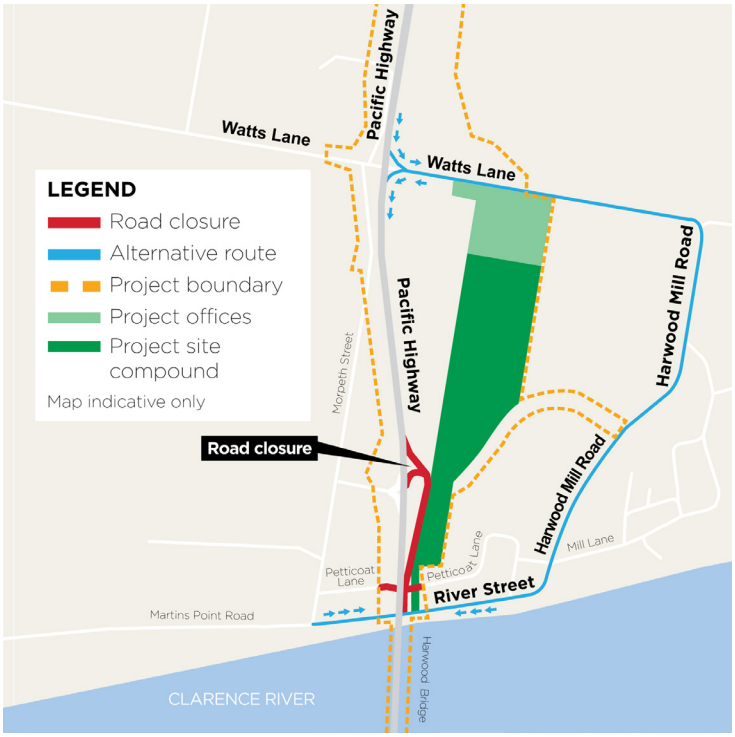
Feedback on the proposed Watts Lane compound and on-off ramp closure at Harwood

The Australian and NSW governments are jointly funding the $4.36 billion Woolgoolga to Ballina Pacific Highway upgrade. Roads and Maritime Services Pacific Highway Office and Pacific Complete are working together to deliver the project. As part of the project, feedback was invited on the proposed Watts Lane compound and pre-cast facility, and on-off ramp closure at Harwood.

Community feedback was invited from 16 to 30 September 2016. More than 70 residents attended the Harwood community drop-in session and 17 feedback forms were submitted.

The project team has considered all matters raised and your feedback was considered in assessing the suitability of the site at Watts Lane. The use of the Watts Lane compound site has been approved by Roads and Maritime and the independent Environmental Representative. We will start building the compound from late December 2016.

The southbound on-off ramp was permanently closed on Tuesday 18 October 2016.



What you told us

A summary of community and stakeholder's key areas of interest and the project team's responses are provided in this notification.

Your feedback on the Watts Lane compound

Keys areas of interest	How the project team is managing impacts
Water supply	The project team is investigating options to use council water mains or potentially use a bore to retrieve our own water. Any water extraction would be carried out in accordance with the relevant approvals.
Flooding – general	The latest refined design has minimised the overall flooding impacts in the Clarence River floodplain by: • Increasing the number of waterway openings • Changing various flood structures from pipes and culverts to bridges • Improving the flood immunity of local road connections in parts of the project. The flood management objectives set for the project have been generally met and where localised impacts cannot be resolved, further work with directly impacted landowners is being carried out to identify localised solutions. The project team is currently finalising the Hydrological Mitigation Report which will be made publicly available once complete. To ensure the flood modelling is consistent with established practice and meets the obligations under the project approval, WMA Water has been engaged as the independent hydrologists for the Woolgoolga to Ballina upgrade. They have been involved throughout the flood model's development and provide the project team with flooding advice as well as carry out independent peer reviews of the project's flood models and associated reporting. Their appointment was approved by the Department of Planning and Environment and they are available for stakeholder and landowner meetings.
Flooding – site compound	The bridge and site compound must meet strict Minister's Conditions of Approval. Detailed flood modelling has been completed for the proposed work. The modelling assessed potential flood impacts for the construction of the Harwood Bridge along with the associated site compound. The assessment also assisted the development of mitigation measures to keep the flood impacts within the acceptable limits. The flood modelling for the ancillary facility predicts potential impacts would be within the limits required by the conditions of approval. Mitigation measures include: • Leaving the area between Watts Lane and the site compound at ground level to allow flood waters to move around the compound • Reducing the height of the temporary access track from the compound to River Street to allow floodwaters to move around the compound • All components on the site compound which have the potential to create contamination or float away in a flooding event will be built with a 1 in 20 flood immunity or have a contingency to be relocated offsite to an area with greater than 1 in 20 flood immunity • The batch plant would not have any components built below a 1 in 20 flooding immunity • Existing drainage will be re-directed around the site • A flood warning and action plan has been developed and would be implemented in the event of a flood • The pre-cast facility and girder storage areas will be removed from site as soon as manufacturing is completed in around mid 2018 • The remainder of the site would be dissembled and removed following completion of the bridge in 2019.

Keys areas of interest	How the project team is managing impacts
Contamination	In any highway upgrade project investigations are carried out to identify any contaminants and minimise disturbance. This is the case for the new bridge over the Clarence River at Harwood. Where contaminants are likely to be disturbed, the project team is governed by strict environmental conditions of approval. All work is carried out under a Construction Environmental Management Plan (CEMP). The CEMP outlines a number of practical mitigation measures which includes the implementation of best practice measures like erosion and sediment controls. These controls are constantly monitored while building the project both on the water and on the land.
Location	The compound will be located on the eastern side of Harwood, away from access points to key community businesses including Harwood Island Public School, Harwood Island Hotel and the General Store. Building a site compound at this location will: • Minimise traffic impacts on local roads • Allow shorter travel distances for trucks and machinery • Maintain safety by minimising the interaction between local traffic, trucks and machinery.
Local employment	More than 300 people will be required to work on the new bridge over the Clarence River during its peak which will provide employment opportunities for local residents. The location of the site does not change the number of employees required.
Cost effectiveness of temporary site	There are costs associated with building and rehabilitating a temporary site. The factors considered when assessing the cost effectiveness of the site included, but were not limited to: • Reduced travel distances for moving materials, equipment and precast structures • Approval timeframe allowing building work to start on time • No additional lease or land purchase was required as Roads and Maritime already owns the land • Potential for resale of the land when the project is finished.
Noise	A construction noise assessment was carried out to predict the potential noise impacts. The assessment predicted noise levels consistent with the requirements of the conditions of approval. We will manage noise by: • Building site entry and exit points away from residential properties • Facing machinery and equipment away from residential properties • Providing noise shielding at site where appropriate • Ensuring the concrete batch plant is positioned more than 300 metres away from any properties • Minimising the number of heavy machines and equipment operating at the same time • Positioning the rest of the facilities to effectively screen noise • Servicing and maintaining machinery and equipment so it is in good working order • Arrange traffic routes around the site to minimise the need for reversing and reduce the impact of reversing alarms • Carrying out noise monitoring to ensure compliance.

Your feedback on the closure of the Pacific Highway southbound on-off ramp

Areas of interest	How the project team is managing impacts
Detour route	To build the new bridge in the safest and most efficient way, the southbound on-off ramp to the Pacific Highway was closed on 18 October 2016. Southbound access in and out of Harwood is now via Watts Lane, Harwood Mill Road and River Street. This detour route will add about 2.2 kilometres or an additional two minutes to motorists' journeys. To improve safety we: • Reduced speed limits on these roads • Installed additional signage and guide posts • Monitor traffic. The detour route will be maintained during construction.
Use of Watts Lane	There will be no changes to allowed traffic movements at the intersection of Watts Lane and the Pacific Highway. We will monitor traffic movements in the area. The detour route will have no impact on motorists' existing preference to use Canons Lane and Martins Point Road to exit Harwood. We have provided a map of the detour route in this notification.
Bus routes	We will continue to consult with local bus companies. Bus services have been using the new detour route since 18 October 2016. There will be no changes to the existing bus stops in Harwood as a result of this work.
Petticoat Lane	Pedestrian access under the bridge and along Petticoat Lane will be maintained. The pedestrian route will be separated from the site with fencing and gates. A turnaround area will be built on the western end of Petticoat Lane to allow garbage collection trucks and other motorists to safely turn around.

Work completed

On the water:

- Completed geotechnical investigations.

On land:

- Closed the informal carpark underneath the existing Harwood Bridge on the south
- Completed 26 bore holes for geotechnical investigation work.

Geotechnical investigations on the river.

Upcoming work

At the site compound:

- Delivery of rock and materials
- Delivery of pieces for buildings and structures
- Building offices and sheds
- Continuing tree and vegetation clearing within the approved project boundary including on the riverbank
- Continuing power, telecommunications and water utility relocation
- Installing a fence around the site.

On the water:

- Starting to build the new temporary jetty.

On land:

- Starting to build the new temporary jetty
- Removing the Harwood convent
- Starting earthworks at Yamba interchange and the oval link road
- Carrying out first test pile
- Widening of Watts Lane on the eastern side of the highway.

How will this affect you?

There will be some noise when we are building and working at the site compound. It is not expected that there will be significant vibration impacts as part of building or operating these facilities.

Speed limits on roads around the main site compound and close to the project boundary will be reduced. Some temporary lane closures will be in place to ensure safety of workers and traffic when machinery is moving.

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

For the latest traffic updates, you can call 132 701, visit livetraffic.com or download the Live Traffic NSW App.

Work hours

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

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

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

Contact us

For more information about the work please contact the project team on 1800 778 900, email W2B@pacificcomplete.com.au or visit the project website at 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.