Alstonville Bypass
Community Liaison Group information session

The first meeting since 2004 of the Community Liaison Group, was held on 28 May 2009 at the House with No Steps in Alstonville. The attendance for this group was open to any interested resident in the Alstonville/Wollongbar area. Over 100 community residents and interested community members attended the meeting. Regional Communications Manager, Sonia George, facilitated the meeting. An update was given by the RTA's Project Manager, Lindsay Nash, and the Reed Group's Project Manager, Matt Quinn.
These information sessions will be held every 4-6 months.

Special interest groups It may be necessary during construction to form special groups to resolve a particular issue. These groups will only deal with the particular issue and once resolve the group will be disbanded.

Below is a summary of the issues raised by community members, responses and any actions arising.

ISSUE	RESPONSE	ACTION/COMMENT
PREVIOUS CLG MEETINGS Request for information showing decisions made by the original CLG should be available to the current group.	The original CLG comprised 25 members of the community and contributed community input into design stages of the project. The information from these meetings will be made available on the project website.	Documents to be available on the internet.
CONTACT INFORMATION / DETAILS What is the best way to contact the project team?	Community phone number for the project is **1800 074 588**. This 1800 number should be used as the first point of contact for issues during construction. Information is also available on the RTA website. Follow links to regional projects/northcoast. http://www.rta.nsw.gov.au/constructionmaintenance/majorconstructionprojectsregional/northcoast/alstonvillebypass.html	**Information line: 1800 074 588** **Website: www.rta.nsw.gov.au**
ROAD DESIGN Will the bypass be two lanes – one lane in each direction? What will be the road level compared to the existing 'grass' level?	The bypass will be one lane in each direction and an eastbound overtaking lane near Kays Lane interchange. Allowance in the road corridor has been made for a future dual carriageway. This will vary along the job, for specific cut or fill heights at various location visit the community information center. At the meeting it was stated that the level was about the same as the current road level at the both the eastern and western end of the	

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Is road fill to be imported? If so, how much and will it be transported through the Teven area?	project. However, to clarify the issue further there will be 5.3 metre clearance at Wardell overpass. The top of Wardell Road bridge will be approx two metres above current pavement levels. The maximum cut on the project is about six metres. Visit the Community Information Centre for details on other locations. Approximately 10,000cubic metres will be imported. The source of the fill is yet to be determined. However, it was noted there are a number of quarries in the Teven area and it is possible that material will be transported from these sites.	
Why does the Pacific Highway get four lanes and the Bruxner Highway only gets two lanes?	The project takes into account current and future traffic demands. The initial construction is for two lanes. However, there is provision for an additional two lanes in the future.	
MELLIS CIRCUIT **STORMWATER DETENTION BASINS** What will be the downstream impacts of the water ponds in heavy rain?	The quantity of water draining though the area remains unchanged. The basins are designed with low flow outlets going straight into council stormwater pipes. The basins are designed to retain storms up to 1 in 20 year design flow. After a storm they will continue to let water out until the ponds are empty.	**SPECIAL INTEREST GROUP** to be formed to discuss the stormwater detention basins with residents.
What are the discharge levels of the water ponds?	Each pond is fitted with a high level overflow. The ponds are designed to empty totally after each rain event. There will be no long term storage of water in the basins.	Individual concerns with properties should be discussed separately with the project managers.
Why are the two detention basins on the north side of the new road? Can they be relocated to the other side?	The detention basins need to be located where they can collect water from the maximum area of the project. 99% of the time they won't have any water in them and will be dry.	
How long will the detention basins delay overflow?	This could take up to eight hours for the basins to empty depending on storm intensity and duration.	This will be clarified at the special interest group meeting.

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INTERSECTION DESIGN AND LAYOUT Safety at the intersections located at either end of the bypass. Was a roundabout considered? Potential for crashes at these intersections.	The sight distances for the intersections comply with requirements for a 100km/h road. Seagull intersections, similar the ones that already exist on the Bruxner Highway allow traffic to turn right into the major road safer by only having to cross one opposing traffic lane at a time. Roundabouts are not considered suitable for 100km/h road.	Construction of a roundabout in a 100km/hr environment has a number of safety issues, particularly with heavy vehicles. It has been determined that a roundabout would not be appropriate.
The Sneaths Road area is a problem for young kids who attend the TAFE. Lennox and Byron commuters travelling to Lismore will still use Rifle Range Road, which will mean that the traffic levels on old highway between Rifle Range Road and Sneaths Road will not decrease as much as claimed.	Bruxner Highway through traffic will generally go straight through on the bypass. Locals will generally use the old highway. Councillor Wright advised that Ballina Council have works planned for connecting Rifle Range Road road to Sneaths Road.	
NOISE ISSUES The inaugural committee was informed that noise impacts will be higher. How will the project deal with noise impacts?	All noise impacts will comply with guidelines and other regulatory requirements. The operational noise performance of the project will be monitored once the bypass is complete and further noise protection will be applied to conform with the guidelines.	
Noise protection in the vicinity of Ellis Road.	Two metre high noise walls will be installed from the eastern end of the bypass to the Maguires Creek area. The extent of noise walls can be seen on the pamphlet issued in October 2008. Around the Ellis road area the bypass is in a cutting as the highway will pass under Wardell Road. Some houses outside the area treated by noise walls may be acoustically treated. The noise modelling demonstrates compliance with all requirements. The operational noise performance of the project will be monitored once the bypass is complete and further noise protection will be undertaken if compliance is not met.	Individual residents should contact the site office or project information line to discuss individual concerns.

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What are the noise levels? How high are the noise walls? The bypass will be 30 to 40 feet from bedrooms in the Ellis Road/Wardell Road area. It will be nosy even if the road is two metres down. Will need noise barriers. No mitigation work currently proposed for Ellis Road.	Noise modeling was undertaken in 1998 and reviewed in 2004. Data will be put on the internet. Noise walls will be two metres above top of cutting where area is in cut and two metres above top of fill where area is filled. The modeling indicates that the two metre cut plus the noise wall will ensure noise levels within guidelines. The operation noise performance of the project will be monitored once the bypass is complete.	Individual residents should contact the site office or project information lne to discuss individual concerns.
WOLLONGBAR – NOISE ISSUES What is being done to protect residents of Wollongbar from noise impacts. The bypass will be higher that the existing road and will increase noise impacts. The current noise levels in Wollongbar are already a problem.	In the Wollongbar area the new road will be about 0.5m above the height of the existing highway. The new road will be further away than the existing highway and will be treated with stone mastic asphalt 12 months after completion. This will have a lower noise material than used on the current highway. The operational noise performance will also be monitored once the bypass is complete.	**SPECIAL INTEREST GROUP** to be formed to discuss the noise concerns with residents. Interested residents to supply names to Sonia.
Will the quieter stone mastic treatment go the full length of the bypass?	Yes. Stone mastic will be applied all the way along the project 12 months after completion.	
SAFETY – LOCAL TRAFFIC The Sneaths Road area is a problem for young people who attend TAFE. Lennox and Byron commuters traveling to Lismore will still use Rifle Range Road, which will mean that the traffic levels on the old highway between Rifle Rand Road and Sneaths Road will remain.	Bruxner Highway through traffic will generally go straight through on the bypass. Locals will generall use the old highway. However, Ballina Shire Council has works planned for Rifle Range Road, which is separate to this project.	
VEGETATION REMOVAL What will happen with big old trees?	It will be necessary to remove habitat trees which are in the corridor. Transplanting of suitable trees has been completed.	

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AIR QUALITY Dust in the Mellis Circuit area	Construction dust will be controlled by use of water carts and landscaping as soon as possible. This will apply to the entire project. Background readings for dust are currently being monitored, and ongoing dust monitoring will be used to ensure compliance with dust limits.	Individual concerns should be directed to the project information line or site office.
What dust monitoring has been done?	Dust monitoring has already commenced at selected sites along the project. This background dust monitoring gives a benchmark for checking during construction.	
VIBRATION Vibration impacts on houses on the highway at Wollongbar.	Houses within 100 metres will be inspected before work begins nearby. Noise and vibration will be monitored periodically to ensure compliance.	
Some houses in Ellis Road have not yet had dilapidation surveys?	Inspections of houses within 100m will be carried outbefore nearby work begins. Inspections are ongoing and 73 of the required 180 homes have been completed.	
PICTURES / DIAGRAMS How can we find diagrams, pictures, illustrations and other interesting information used in tonight's presentation?	These will be put on the internet for viewing.	