



**BRUNSWICK HEADS TO YELGUN
PACIFIC HIGHWAY UPGRADE PROJECT
THIRD SIX MONTHLY REPORT ON
ENVIRONMENTAL PERFORMANCE**

JULY 2006 TO JANUARY 2007



Abigroup
Constructing Australia's Future

Third Six Monthly Report

Volume 1 Main Report

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Appendix 1 contains Conditions of Approval Compliance Tables

Appendix 2 contains Monthly Monitoring Reports (July 2006 to January 2007)

1.0 Introduction

The Brunswick Heads to Yelgun Pacific Highway Upgrade is a 8.6 kilometre project awarded as a Design, Construct and Maintain (DCM) contract by the RTA to Abigroup Contractors in February 2005. The proposed new alignment is shown in Figure 1.

Substantial construction commenced on 20 July 2005 and construction is due for completion in mid 2007.

This is the third six-monthly report, and covers the period from July 2006 to January 2007. This report has been prepared to fulfil the requirements of the DIPNR (Department of Planning) Condition of Approval no. 14, which states:

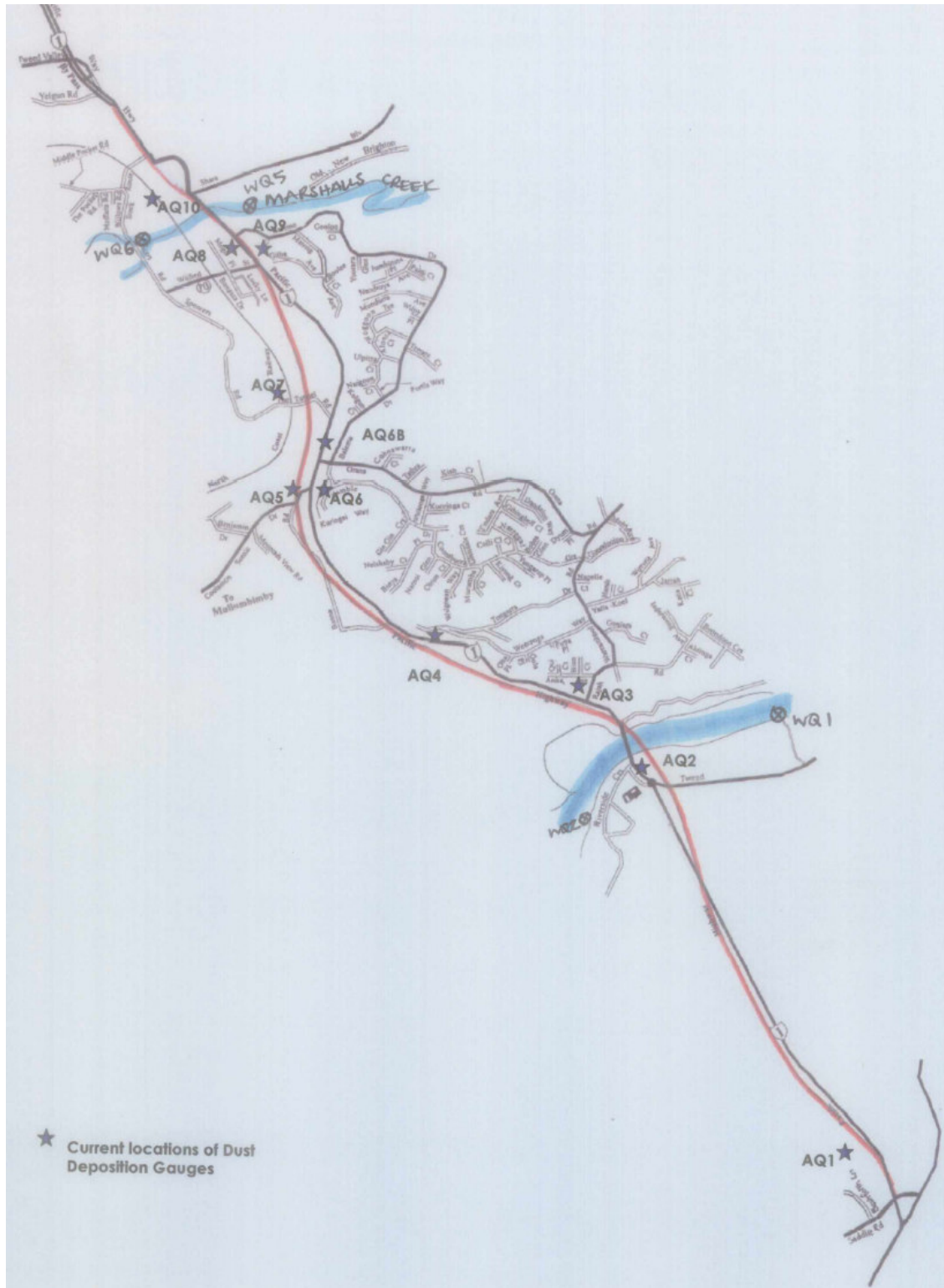
The Proponent shall submit to the Director-General, a report(s) in respect of the environmental performance of the construction works and compliance with the EMP (Construction Stage) and any other relevant conditions of this approval. The reports shall be prepared six months after the start of substantial construction and thereafter at six monthly intervals or at other such periods as requested by the Director-General to ensure adequate environmental performance over the duration of the construction works. The report(s) shall include, but not be limited to, information on:

- | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|
| <i>(i) applications for consents, licences and approvals, and responses from relevant authorities;</i> | Addressed in Section 2 |
| <i>(ii) implementation and effectiveness of environmental controls and conditions relating to the work undertaken;</i> | Addressed in Section 3 |
| <i>(iii) identification of construction impact predictions made in the EIS and any supplementary studies and details of the extent to which actual impacts reflected the predictions;</i> | Addressed in Section 3 |
| <i>(iv) details and analysis of results of environmental monitoring;</i> | Addressed in Section 3 |
| <i>(v) number and details of any complaints, including summary of main areas of complaint, action taken, response given and intended strategies to reduce complaints of a similar nature; and</i> | Addressed in Section 4 |
| <i>(vi) any other matter relating to the compliance by the Proponent with the conditions of this approval or as requested by the Director-General.</i> | Addressed in Section 5 |

The report(s) shall be provided to the EPA, NPWS, DLWC, NSW Fisheries and Byron Shire Council, and any other relevant government agency nominated by the Director-General. The report(s) shall also be made publicly available.

Volume 1 provides the main text of this third six-monthly report. Volume 2 contains the appendices.

Figure 1: Brunswick Heads to Yelgun Pacific Highway Upgrade, showing monitoring locations for air quality (AQ) and water quality (WQ).



2.0 Consents, Licences and Approvals

When substantial construction commenced in July 2005 there were numerous consents and licences in place, and these were documented in the First Six Monthly Report. The project has now been underway for over 12 months and as a consequence, several of the original approvals and licences have been, or are in the process of being renewed. A number of others remain current for existing works.

Table 2.1 summarises the consents, licences and approvals obtained or renewed during this reporting period (July 2006 to January 2007).

Table 2.1

License/Permit/Consent	Authority	Holder	Date Issued
EPA License Renewal	DEC/EPA	Abigroup	Anniversary 6 June 2006
EPA License Variation 3	DEC/EPA	Abigroup	22 August 2006
EPA License Variation 4	DEC/EPA	Abigroup	29 September 2006
Harm Marine Vegetation Permit – North and South Banks of the Brunswick River	DPI	Abigroup	Renewed 8 February 2006
Consent to Destroy and Salvage Aboriginal site	DEC/NPWS	Abigroup	15 July 2005
Consent to Destroy and Salvage Aboriginal site	DEC/NPWS	Abigroup	14 December 2005
Bore Licence	RTA	Abigroup	23 June 2006
REF for Temporary Storage at Tandys Lane	RTA	Abigroup	11 October 2006

3.0 Implementation of Controls and Monitoring of Environmental Impacts

3.1 Introduction

The following is a discussion of major works occurring during the reporting period and the main controls used to prevent and mitigate associated environmental and community impacts.

Information in this section addresses the following aspects of Condition 14:

- (ii) *implementation and effectiveness of environmental controls and conditions relating to the work undertaken;*
- (iii) *identification of construction impact predictions made in the EIS and any supplementary studies and details of the extent to which actual impacts reflected the predictions;*
- (iv) *details and analysis of results of environmental monitoring;*

The project uses an electronic compliance management system to assist in the collation of information and reporting against the conditions of approval for the project. This is referred to as the Abigroup Quality Environment Safety and Engineering (QESE) system.

The advantage of this system is that it allows flexibility in reporting, it hyperlinks associated documentation to a central database, it links and standardises safety, environmental and quality management components and provides multiple live access to nominated users of the system.

The Six Monthly Report is reviewed by the RTA as it is developed.

Details of environmental monitoring are included in the Appendices.

3.2 Flora and Fauna

3.2.1 Implementation and Effectiveness of Environmental Controls and Conditions

Flora

Over 200 local native threatened flora species and rare plants are located in close proximity to the project footprint and are protected with brightly coloured parraweb fencing and signage. These protected plants are monitored on a six monthly basis.

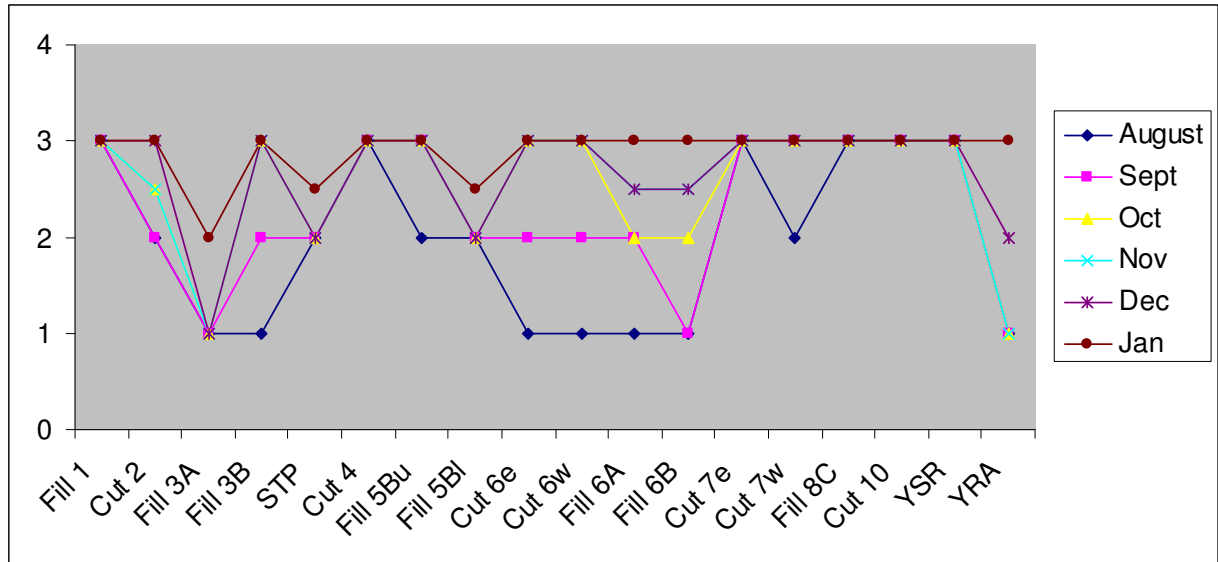
A fourth addendum to the Translocation Plan was submitted to the DEC on 31 October 2006, and approved by the DEC on 14 November 2006. Three plants were transplanted to the project Translocation Area in November and watered regularly for at least several weeks.

Seed that had been collected from the Burny Bean (a locally rare plant) in 2005 by the project ecologist, was successfully propagated and replanted back in the bushland areas beside the highway footprint, in accordance with the Burny Bean Report (Benwell, 2005).

Following the soil testing on the new road batters a documented Vegetation Management Plan was prepared in September 2006. A special workshop was held with DEC, RTA

Abigroup and the EMR on site on 26 September 2006 to introduce and discuss the plan. The revegetation program includes a program of monthly batter monitoring, and a graph indicating monitoring results is shown in Figure 3.1 below. Soil amelioration includes the addition of agricultural lime at the rate of 2 tonnes per hectare. Follow-up hydromulching of selected batters has been on-going progressively, approximately monthly, throughout the project.

Figure 3.1 Batter Monitoring Results 2006-07



Legend:

- 1, Poor: vegetation coverage is not effective, total reliance on downstream controls
- 2, Medium: vegetation coverage of limited value with reliance on secondary downstream controls
- 3, Very good: no or minimal soil loss, consideration for the decommissioning of secondary controls can be made.

The results of the batter monitoring program are that between the months of August 2006 and January 2007, all of the roadside batters have improved vegetation coverage. This translates to improved soil erosion protection.



Photo 1. In January 07 Fill batter 6B shows a good progress with surface coverage of perennial grass cover. There is also evidence of native vegetation germinating.

A first stage native tube stock planting program commenced on site in August 2006, from seed collected on site and propagated by a local native plant nursery. Over 60,000 native plants have been planted on the project site to date.

Native plant germination on the road batters has also been successful from the soil seed bank and also the hydromulch spray seed mix.



Photo 2. Good growth of the planted tube stock at Cut 6 batter, shown in this photo approximately four months after planting. Natives from the soil seed bank are also growing well.

Fauna

Fauna underpasses are being installed as drainage works progress along the project alignment. In conjunction with the structural works, refuge poles and landscaping are being installed around the fauna access routes in consultation with DEC.

One of the most significant environmental issues in 2006 was the site protection afforded to a pair of Pied Oystercatcher birds, a NSW Threatened Species and considered by some to be locally extinct.



Photo 3. A Pied Oystercatcher established a nest on the road batter, on the south east side of the Brunswick River near the new bridge abutment.

A breeding pair decided to set up nest on a weekend in October 2006 on the side of one of the project's fill embankments, just south of the new Brunswick River Bridge. The great part of this story is that all the earthworks and bridgeworks field workers all pitched in to try and save the nest, and minimise disturbance by working carefully around it. One healthy baby chick hatched on 19 November 2006.

3.2.2 Construction Impact Predictions made in the EIS and Analysis of Monitoring

Table 3.1 Flora and Fauna predicted impacts

Predicted Impacts (ref EIS 12.4)	Actual Impacts (as assessed at this construction stage)
Impacts on threatened flora species	Threatened flora species are fenced off for protection and reviewed by project environmental staff. The condition of translocated plants and those remaining adjacent to the project is reviewed by the project ecologist on a regular basis.
Removal of fauna habitat	Vegetation within the road footprint containing habitat characteristics was cleared in a two-stage clearing process to reduce impacts on fauna. Trees identified as 'habitat trees' were marked on site, with clearing limited wherever possible. Only a limited number of fauna were discovered during the clearing process. Compensatory habitat has been purchased by the RTA.
Formation of barriers to animal movement	Many fauna corridors are identified as combined drainage and fauna routes. Designs to promote fauna access at these structures has been undertaken in consultation with the DEC.
Disturbance and degradation of adjacent habitat	Disturbance and degradation to adjacent vegetated areas is minimised by ensuring that limits to vegetation clearing are observed. Sensitive areas have been demarcated in the field with parraweb fencing and signage. Field crews have received 'toolbox' training in the requirement to protect adjacent vegetation areas.
Impact on SEPP14 coastal wetland areas	<p>On both sides of the Brunswick River, a 3-metre high barrier fencing with shade-cloth cover has been erected along the project footprint boundary. This provides micro-climate controls, as well as demarcation of site boundary.</p> <p>Erosion and sediment controls on road reserve adjacent to sensitive areas are installed and maintained regularly. Controls are inspected by a specialist soil conservationist and the weekly environment inspection team. Recommendations for improvement are implemented by trained Abigroup field staff. SEPP14 areas are also inspected by the project ecologists on a regular basis.</p>

3.3 Heritage

3.3.1 Implementation and Effectiveness of Environmental Controls and Conditions

Representatives of the Tweed Byron Local Aboriginal Land Council (TBLALC) attended site on a number of occasions within the reporting period to examine site findings. These include:

- 23 August 2006 inspection of drainage area next to Fill 3A where remnants of shell material was discovered the day before. Cyril Scott (Tweed Byron Local Aboriginal Land Council), Ashley Moran (DEC Northern Aboriginal Heritage Section) were present.
- 23 August 2006 inspection of a discovered rock artefact on the cut batter on the west side of Cut 10. It was discovered during a batter monitoring inspection, and described as a good example of an indigenous heritage stone implement. A search of the rest of the batter did not reveal any other similar artefacts. It was confirmed that the project had a Section 90 Consent (Consent to Destroy) permit from DEC, reference #2259. The stone implement was taken from the site by the DEC officer, Ashley Moran, in consultation with the TBLALC.
- 24 November 2006, Des Williams (Tweed Byron Local Aboriginal Land Council) visited site at approximately 4pm following notification that day of another object found. During the inspection Des confirmed that the object, a rock fragment, was the type used as a stone cutting implement. Des thought that the item may have been dropped by passing Aboriginal people as they travelled through this area. The object was taken by Des for safekeeping on behalf of the TBLALC, and will be returned to site at a later date.



Photo 4. Representatives of the TBLALC and DEC were present to examine the implements discovered on site, Cut 10 batter.

It was confirmed that these findings were covered by the DEC permit #2259 and #2357 being for the impact on aboriginal sites on the project.

Representatives of TBLALC were present to inspect and monitor works associated with:

- the maintenance and relocation of 3 metre high barrier fence to the construction buffer zone boundary in the area around Ch 45,300
- the Scar Tree on the Brunswick Bypass, which had lost a major limb in the windy weather during March 2006
- construction activities at Wetland B site.

Although the TBLALC took the artefacts away for safe keeping, it was agreed between the RTA and the TBLALC that after construction is complete, the artefacts would be relocated back to the site near where they were found.

3.3.2 Construction Impact Predictions made in the EIS and Analysis of Monitoring

Table 3.2 Predicted heritage impacts

Predicted Impacts (ref EIS 12.4)	Actual Impacts (as assessed at this construction stage) and Heritage Monitoring
Seven "Potential Archaeological Deposit" PAD sites were identified as being impacted by road alignment.	<p>Disturbance to these sites was permitted under the Consent to Destroy permission (two consents #2259 and #2357) provided by DEC(NPWS).</p> <p>A representative from the TBLALC was invited and present for all the initial ground disturbing works at the nominated sites.</p>

3.4 Water Quality

3.4.1 Implementation and Effectiveness of Environmental Controls and Conditions

Erosion and Sediment Control

Extensive erosion and sediment controls have been provided along the project during this reporting period. These include sand bags, silt fence, sediment basins, drop downs, lining drains, vegetation, rock barriers, booms, bunding, disposal areas, water diversions, drains, progressive revegetation and many other controls.

Many of the progressive erosion and sediment control plans (PESCPs) have been revised half a dozen times each, with some critical areas (such as Fill 4 near Brunswick River) revised 14 times to date. In total for the alignment only, there have been 109 revisions of PESCPs for the project.

In consultation with the DEC, as the project has progressed and more site drainage works are progressed, more sediment basins have been built and put onto the licence. This was discussed at an Erosion and Sediment Control Workshop held with DEC and RTA.

Some key statistics of the materials used in erosion and sediment control on the project (assessed at September 2006):

- 75,200 sandbags;
- 915 metres Silt Curtain;
- 344,000 m² of geotextile;
- 17,000 m² jute mat;
- 118 tonnes of Gypsum;
- 43,000m sediment fence;
- 25,000 tonnes Clean Rock;
- 4,000 kg hand Seed.

Erosion and sediment control measures are inspected weekly and during the rainfall events in conjunction with the Project's Soil Conservationist who provides on-site technical advice and a review of site management practices.

Weekly inspection sheets arising from this (and other) inspections are distributed to the field crews for action. Three specialist ERSED crews operate across the project site.



Photo 5. Because of the limited capacity to fit sediment basins beside the road footprint, a temporary sediment basin (B-F5A) has been constructed within the upgrade alignment shown here at Fill 5A.

Water Quality Monitoring

Water quality monitoring of the receiving waters (ie. Brunswick River and Marshall’s Creek) and of the sediment basins occurs on a regular basis. The results of this monitoring is included in the Monthly Monitoring reports in Appendix 1.

As earthworks for the project is very advanced, there is negligible impact on potential acid sulphate soils.

3.4.2 Construction Impact Predictions made in the EIS and Analysis of Monitoring

Table 3.3

Potential Impacts (ref EIS 10.2.3)	Actual Impacts (as assessed at this construction stage)
Soil erosion causing deterioration in water quality, damage to aquatic ecosystems and siltation of waterways.	<p>A comprehensive system of soil erosion and sediment control has been designed, documented, installed and maintained across the project.</p> <p>Inspections occur on a regular basis, at least weekly, and inspection reports are signed off by site foremen when actions complete.</p> <p>Specially trained erosion and sediment control crews operate across the project.</p>
Acidic drainage due to disturbance of acid sulphate soils.	There has been no reduction in pH levels in receiving waters during construction. All ASS/PASS materials are neutralised and incorporated into the fills.

3.5 Noise and Vibration

3.5.1 Implementation and Effectiveness of Environmental Controls and Conditions

Noise

Noise monitoring is undertaken at 20 regular sites along the project length.

Monitoring at a number of sites indicates that traffic on the existing Pacific Highway is the main contribution to noise in the vicinity. More detail on this is provided in the monitoring data in the appendix.

Some after hours work was undertaken during this period. A proposal for night work on the Brunswick River Bridge was presented and agreed by the CLG in June 2006, and this work continued for a month and a half. The community was notified using letter box drops and the activity was guided by a Work Method Statement, toolbox training and consultation with DEC. Noise monitoring was conducted to assess the noise levels associated with this work. The monitoring indicates that the noise levels were fairly consistent each night and that they are comparable to readings when no work was occurring. Another proposal was discussed with the CLG concerning road tie-in works associated with the Service Road works, with the approach to Brunswick River Bridge Service Road in particular before Christmas 2006.

Vibration

Vibration monitoring was undertaken at Rajah Road in September 2006.

The monitoring was conducted at 2 Rajah Road, Ocean Shores, with impacts due to vibratory rollers working at the intersection of Rajah Road and Pacific Highway. All vibration was within guidelines for human comfort and structural damage.

3.5.2 Construction Impact Predictions made in the EIS and results of monitoring

Table 3.4

Potential Impacts (ref EIS 8.3)	Actual Impacts (as assessed at this construction stage)
Residences near sections which require extensive fill or cut operations may be exposed to construction noise levels for extended periods.	<p>In many parts of the project the cut and fill areas are naturally shielded by the topography of the area. Permanent noise mitigation treatments have been installed by the RTA at all but one neighbouring residents, consisting of reglazing, ducted air conditioning, industrial air conditioning units and additional courtyard walls. The RTA is still in negotiation with one resident.</p> <p>The installation of a permanent noise barrier in the Rajah Road area has been completed. A temporary noise shield was provided during the construction period, and in some cases neighbouring residents were temporarily housed in motel accommodation.</p>
The predicted noise levels exceed the DEC/EPA goals and construction noise levels would be clearly audible.	Monthly noise monitoring indicates that construction noise levels are above the DEC/EPA noise goals at most sites. This was predicted in the EIS (section 8.3.2) and the Noise and Vibration Management Plan.

Potential Impacts (ref EIS 8.3)	Actual Impacts (as assessed at this construction stage)
	<p>Site specific noise mitigation measures have been implemented as and when required.</p> <p>On most occasions construction noise has been comparable or below background noise (ie traffic) associated with existing Pacific Highway.</p>

3.6 Dust

3.6.1 Implementation and Effectiveness of Environmental Controls and Conditions

Depositional dust monitoring continues to occur at 11 sites along the project alignment. The results are included in the monthly monitoring reports, and appended to this report.

The management measures undertaken to manage dust on site include:

- a full time suction street sweeper
- water carts used to spray exposed earthworks
- stabilised access ways to minimise the tracking of dirt & mud onto public roads
- implementation of progressive revegetation on the project batters
- regular site inspections. Any dust issues are rectified immediately.

3.6.2 Construction Impact Predictions made in the EIS and Environmental Monitoring

Table 3.5

Potential Impacts (ref EIS 9.5.4)	Actual Impacts (as assessed at this construction stage)
<p>Dust would be generated from earthworks associated with the construction.</p>	<p>Earthworks activities generate dust under dry conditions. Results of monitoring conducted during this reporting period have shown a marked decrease in ambient dust levels along the site compared to the previous reporting period. This can be attributed to:</p> <ul style="list-style-type: none"> • Extent of hydromulching and handseeding • Stabilisation of completed earthworks areas (with stabilised pavement materials (such bitumen, asphalt or road base) • Finalisation of bulk earthworks in some areas • Wet weather periods
<p>On a hot, dry windy day the amount of dust from wind erosion could be much higher. It is possible that under some extreme wind conditions, construction activities would be stopped.</p>	<p>Previous monitoring results indicate that during dry periods dust levels are elevated. Mitigation measures (as detailed in section 3.6.1) are implemented</p>

3.7 Contaminated Sites

3.7.1 Implementation and Effectiveness of Environmental Controls and Conditions

Two areas of confirmed contamination have been identified within the project site:

1. Former Hainsville Cattle Tick Dip Site
2. Former Service Station site at Ocean Shores.

Site works have been completed at the cattle tick dip site. A Remediation Action Plan was prepared for the site, in consultation with the DEC and a DEC-accredited contaminated site auditor. The remediation method adopted in this case was capping over the site with clean fill material. This capping was completed in October 2005, with later concrete pavement capping in late 2006.



Photo 6. The Hainsville Cattle Tick Dip Site, located beside Coolamon Scenic Drive has been capped with the installation of the new road embankment at Fill 6A.

A Remediation Action Plan has also been developed for the former Service Station site at Ocean Shores. The plan has been prepared in consultation with a DEC-accredited contaminated site auditor. Physical site works was undertaken in January 2007 with the underground tanks removed and any affected soil land-farmed on site.

3.7.2 Construction Impact Predictions made in the EIS and Environmental Monitoring

Table 3.6

Potential Impacts (ref EIS 13.7.3)	Actual Impacts (as assessed at this construction stage)
Further investigation and assessment of these areas would be required during the detailed design stage.	Following field investigation it was identified that a former Cattle Tick Dip site (Hainsville) and a former Service Station site (Ocean Shores) are located within the Pacific Highway Upgrade alignment. These sites have been investigated and detailed Remediation Action Plans have been prepared. Remediation has been completed to date, on one of the sites.



Photo 7. Underground tanks were uncovered at the former Ocean Shores Service Station site. Tanks and contaminated soil was removed from the site.

4.0 Complaints Summary and Consultation Activities

4.1 Introduction

Abigroup uses a purpose built 'Access' database for the recording and management of all representations, including complaints. The system is called QESE (Quality-Environment-Safety-Engineering).

When someone rings with a request or complaint every effort is made to ensure that they are left satisfied and that their issues have been heard. Representations can be made via the 1800 number, email, mail, fax, personal visit or through a CLG member.

An on-site community relations team has been established. The team has set itself a one hour response time for interim responses to any inquiry, including complaints, with the focus on rapid reaction to ensure stakeholders feel their issue is being taken seriously. In the event that a corrective action can not be achieved in that time, such as when reliant on a third party, stakeholders are advised of the situation so they appreciate the project team is endeavouring to remedy the situation.

Abigroup's focus, in order of importance, is to:

- pre-empt issues and take actions to prevent the potential issue flaring
- respond to issues that do arise as quickly as possible
- look for patterns/locations with re-occurring issues and work with field staff to manage the activities that generate the issues.

4.2 Complaint Summary

The following table provides an overall summary of complaints received.

Table 4.1

Type	No. & Nature of complaints	Abigroup Response
Air/Dust	<u>July</u> 1 X diesel fumes Complainant alleges that diesel fumes are evident in the 'still' air of the valley early in the mornings.	Abigroup advised that plant is staggered across the site and some is being moved off-site. Re-fuelling is undertaken late in the afternoon in various locations.
	<u>October</u> 4 X request for water cart	Cart in the area, though refilling at the moment. Was dispatched to the area immediately.
	<u>November</u> 2 x complaints	Complaint (rec'd 2/11/06) related to dust at Cut 4 affecting a neighbour. This complaint was notified to DEC via email by Abigroup on 2 Nov. Area Foreman responded by placing two water carts directly at this site to minimise dust as much as possible, with all possible mitigation measures employed. Community relations visited complainant

		afterwards.
		Complaint (Rec'd 24/11/06) request for water cart. Water cart sent as soon as possible.
Water	<u>July</u> 1 X concerned about runoff from road surfaces (tracking)	Advised that a number of controls are in place to control tracking and remove accumulated material from road surface and gutters. Controls include shaker bars, gravel access points, vacuum sweepers, and sandbags.
	<u>August</u> 1 X ERSED	Advised that a number of controls are in place to control erosion and sediment control, including regular inspections, soil conservationist, regular DEC visits etc. Complainant satisfied after discussing with the Community Manager.
	<u>November</u> 1 complaint	Complaint (ref 1079 Rec'd 09/11/06) via DEC re runoff at Marshalls Creek during a rain event. Investigated by Environment Manager and Env Officer and report sent to DEC.
Noise	<u>July</u> 1 X did not receive notification of work outside of normal hours.	Notification was provided to residents in the immediate area of the night works. Complainant was advised that now his contact details were available, notification would be provided for all future works.
	<u>August</u> 1 X noise construction.	The complainant requested some earplugs from Abigroup. Earplugs were dropped off at the complainant's residence and he was quite grateful.
	2 X working hours.	For the first working hours complaint calls were made to the Superintendent and to the Earthworks Manager. No work was occurring on site and all were at a loss to explain where noise was coming from. Community Manager to conduct noise monitoring at complainants house and will speak with him directly again then. For the second working hours complaint, reversing beepers could be heard at 6:50am. The Site Superintendent advised staff that no work is to commence before 7am. The issue was also relayed to staff during the construction meeting.
	<u>September</u> 4 X noise construction.	One complaint referred to a bump in the highway which causes noise during the night as trucks drive over it. Staff have attempted to temporarily fix this. Another complaint

		<p>related to the noise from workers talking before 7am. The Superintendent has spoken with staff in relation to this.</p>
	<p><u>October</u> 2 X working hours</p>	<p>Two about early starts. All relevant staff had working hours reinforced to them. Subcontractors were given toolbox training to remind them of working hours on site.</p>
	<p>1 X construction noise</p>	<p>A very late night (past midnight) call received about noise in general (and having no noise wall) and dust. The complainant's house has had windows double glazed. Community Manager called the following working day and invited the complainant in for a tour to learn about the project.</p>
	<p>1 X traffic noise</p>	<p>Traffic going over a bump in the road and very noisy – especially trucks. This bump in the road was shaved off to limit noise.</p>
	<p><u>November</u> 2 X working hours</p>	<p>Two early start complaints. Rec'd 20/11/06 - EIN 26 issued to Drainage Engineer and crew in relation to the first issue. Offered to place complainant in motel if after-hours work ever proposed again. Complainant happy with response. Rec'd 13/11/06 – complainant unhappy about after hours work. Community Manager explained work needed for the traffic switch onto the bridge and suggested a presentation about the bridge to all residents in that vicinity. Complainant happy with this. Presentation to all residents carried out.</p> <p>Rec'd 27/11/06 – Complaint NOT VALIDATED. Rec'd 23/11/096 – complaint at 7:41pm asking when we were going to stop work. Complaint NOT VALIDATED. Complaint investigated that works were being carried out by another party.</p>
Vibration	<p><u>July</u> 2 X vibration felt within dwellings arising from the use of a compactor</p>	<p>No structural damage reported. In regard to one complaint, resident was advised that a survey report had been completed on the property and this would provide a reference for any future property damage assessment.</p>
	<p><u>August</u> 2 X vibration.</p>	<p>Vibration monitoring was undertaken at premises next to roadworks site in September</p>

<u>September</u> 2 X vibration.	2006. Vibration was within limits. With the complaint a meeting was held with the Project Manager to explain the limits and management measures undertaken.
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In all cases Abigroup's response to the complaints received have been managed in accordance with the Community Information Plan in terms of timeliness and responsiveness, and also in accordance with the Condition of Approval.

4.3 Other Community Relations Initiatives

Abigroup is closely involved with the community and has participated in a number of important local events. The following points provide examples of the Company's involvement in local environmental and community programs:

JUNE 2006

- Assistance and sponsorship have been provided to the "Old and Gold" Festival over the long weekend and a certificate of appreciation has been received.
- A visit by Rotarians to the Display Centre was arranged by Jeremy Wright.
- Assistance and sponsorship has been provided for residents who participated in the National Open Garden Scheme recently.

JULY 2006

- Habitat Boxes: The CLG Compensatory Environmental Outcomes Project held a Habitat Box Awareness Day on 29th July at the Billinudgel Hotel. This proved extremely successful with between 60-100 participants at various times during the day.
- Assistance was provided to the "Kites and Bikes" Festival fundraising on 30th June.
- W Dooley was guest speaker at U3A Ballina Byron Inc Brunswick Valley Region 25th July.

AUGUST 2006

- W Dooley presented a session on the Upgrade to approximately 50 members of the Brunswick Valley U3A on 15th August, which was well received. A site tour is planned for September.
- Presented sponsor prizes on behalf of the project at the Ocean Shores Art & History Expo, 11th August. Coincidentally, the Highly Commended prize was awarded for a painting of the new highway at Coolamon Scenic Drive.

SEPTEMBER 2006

- Presentations:
 1. 6th September, 22 members of U3A attended a site tour.
 2. 14th September, the Community Liaison Manager spoke at a View Club function, 50 guests.
 3. 16th September, a very successful site tour was held for Engineers Australia (Northern Rivers group). Peter Borrelli, RTA, acted as principal guide for the 20 members who visited the project.
 4. 18th September, the Community Liaison Manager was guest speaker at the Ocean Shores Garden Club, 36 guests.

5. Habitat Box project status: the first 50 rosella boxes have been assembled by the students of Mullumbimby High School. Participants from a local Work for the Dole program will paint the boxes prior to the Rural Fire Service installing them on behalf of the CLG. As well, Ross Goldingay, through Southern Cross University, has donated 40 rear entry boxes for the project. A colouring- in and poetry competition for primary school students closes next month. A generous outcome from Isabel Borrelli's public relations efforts was the donation of books from publishing companies as prizes.

6. Planning for the closure of the old Brunswick River Bridge continues. Various festivities have been organised but lack of a definite date is proving awkward for the Lions/Brunswick Valley Rescue Committee.

7. Approximately 600 local paperbark tube stock was distributed to local Landcare organisations and this offer was very much appreciated.

OCTOBER 2006

- Presentations:

8. 10th October, 22 staff from Lismore Council attended a site tour.

9. 18th October, 22 Probus members attended a site tour.

10. 27th October, 5 environmental officers from Byron Shire Council attended a site tour.

NOVEMBER 2006

- Presentations:

11. 14 November, Brunswick Heads Garden Club.

12. 15th November, Byron Shire Council Maintenance Department; site tour.

13. 23rd November, Southern Cross High School, Ballina: site tour for HSC engineering students studying bridges and lifting devices.

14. 24th November, local residents who have been most affected by BRB and Rajah Road works, were given a tour of the local access bridge and an explanation of past and upcoming works.

15. 28th November, Grafton High School: site tour for HSC engineering students.

General

- Feedback from public presentations and guided tours continues to be extremely positive, with many people commenting on the value of the information received.

- Photographs of the Brunswick River Bridges are given out as gift mementos and are extremely popular.

- Abigroup, representing the Project, was a major sponsor for the "Kites and Bikes" festival held in Brunswick Heads town.

- Community planned a "Farewell to the Old Brunswick Bridge" event 17th December 2006. This was arranged by Brunswick Lions Club and the Brunswick Valley Rescue Association with RTA is assisting with the final programming.

Site Inspections of the Project

- Byron Shire Council

- Southern Cross High School (Ballina)

- Mullumbimby High School x 2 group tours

5.0 Other Compliance Processes

5.1 Audits

As part of its project management system Abigroup is committed to undertaking scheduled compliance and system audits and regulating site activities through non-conformance and improvement notice procedures.

Audits are conducted both internally and externally by certified and experienced auditors. The following is a list of the audits conducted during the reporting period:

Abigroup Environmental Management System Audits included:

- 187 Concrete Paving WMS Audit (Jan 07)
- 186 Brunswick River Bridge rock removal (Jan 07)
- 184 Confirmation of ERSED controls at Marshalls Creek area (Dec 06)
- 181 WMS for works adjacent to the SEPP14 and BHNR (Nov 06)
- 180 PESCP at the Brunswick Bypass and Fill 10 (Nov 06)
- 173 Spill Response Gear (Oct 06)
- 172 QESE Review Oct 06 of Environmental Approval Conditions
- 171 QESE Review Mar 06 of Environmental Approval Conditions
- 170 QESE Review Nov 06 of Environmental Approval Conditions
- 168 Project Verifier external audit (Sept 06)
- 156 Audit and review of EMP subplans (Aug 06)
- 153 Soil Conservationist audit of all PESCPs (Aug 06)
- 147 Spill Response Equipment audit for BRB (July 06)

There was also an RTA system audit in October 2006.

5.2 Environmental Improvement Notices

Environmental Improvement Notices (EINs) are issued by the Project's Environmental Staff as an internal mechanism for addressing perceived deficiencies in work methods and procedures. The EIN process also supports, and helps to foster, a continuous environmental management improvement process.

1. EIN EWKS 021 – Storage of materials to be placed away from boundary with the Brunswick Heads Nature Reserve.
2. EIN EWKS 022 – waste concrete and slurry to be disposed in designated areas by subcontractors.
3. EIN EWKS 023 – Care to be taken by hydromulch spray subcontractor when working near the banks of creeks and waterways.
4. EIN EWKS 024 – Reminder to all key crews/staff to be aware that sediment basins are to be emptied within 5 days, including public holidays.
5. EIN EWKS 025 – Reminder to subcontractor to attend special toolbox session on Approved Working Hours for the project.

5.3 Environmental Assessments

The following environmental assessments have been prepared during the reporting period for comment by relevant Agencies:

- Environmental Assessment for a temporary storage at the Tandys Lane area.

5.4 Environmental Training

Abigroup provides ongoing training to its employees and sub-contractors on a range of environmental, safety, industrial relations and work practice topics.

Formal classroom training is provided by qualified trainers within a dedicated training room on site. However, the majority of training is provided as 'toolbox' sessions at an on-site location where the actual work procedure or control measure will be implemented.

The following environmental topics have been addressed in special training and toolbox sessions during this reporting period:

- chemical spill containment on and around bridge sites
- spoil site management at Jagwen
- special nightworks on Brunswick River Bridge
- managing endangered ecological communities and erosion sediment control
- litter and waste management
- managing sediment basins and sediment controls
- erosion and sediment control update and refresher training
- working in areas with indigenous heritage
- weed management and tree protection at Wetland B
- WMS for rock removal at Brunswick River
- works near Riverside Drive
- managing curing compounds
- WMS for the concrete batch plant
- Marshalls Creek bridge demolition
- reminder sessions on early morning starts
- fence protection of threatened plant species
- translocation of Threatened Species plants
- WMS on concrete paving
- General Environmental Toolbox.

Volume 2 follows with:

- Appendix 1 contains Conditions of Approval Compliance Tables
- Appendix 2 contains Monthly Monitoring Reports (July 2006 to January 2007).