

Park Road NOOSA HEADS



Introduction

Park Road, Noosa Heads provides the only vehicle and the main pedestrian access to the Little Cove area, Noosa National Park and associated beaches. The purpose of Fact Sheet No. 2 is to provide an update following receipt of construction tenders and feedback from the community on planned works to remedy instability problems affecting the section of Park Road and adjacent boardwalk between Hastings Street and First Point.

Feedback from Park Road Reference Group

Discussions between Sunshine Coast Council and the local community have resulted in some significant and positive outcomes for the Park Road project. Councillor Russell Green invited a number of key stakeholders to be part of a Consultation Reference Group to help inform Council's decision making process for the project.

The group includes representatives from Tourism Noosa, Noosa Biosphere Association, Noosa Parks Association, Friends of Noosa, Koala Diaries, Hastings Street Association, Noosa Residents and Ratepayers Association, Queensland Parks and Wildlife Service and two residents from Little Cove.

To view the report from the meeting by Noosa Residents and Ratepayers Assn please visit: http://www.noosaratepayers.org.au/index_files/Reports3.htm

The initial meeting of the Reference Group held on 4 June 2010 resulted in acceptance of the stage 1 project proceeding between Main Beach and First Point, subject to the following:

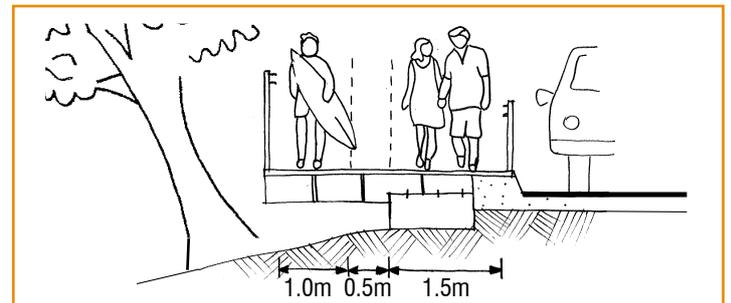
- Adoption of the alternative micro pile construction method due to the major benefits including avoidance of a full road closure (one lane will be kept open at all times).
- The proposed road width to be increased from 5.5m to 6.0m
- The boardwalk will shift to accommodate the increased road width and typically remain 3m wide provided no extra trees are affected. Where trees may otherwise be affected the boardwalk width will reduce to 2.5m.
- The design of the balustrades to be reviewed to provide a feeling more in keeping with the old timber handrails. (The design of the balustrades is still being reviewed).
- No major trees to be removed. Remediation including weed removal and planting of additional koala food trees will be undertaken in partnership between Sunshine Coast Council and Landcare.

Design changes are being made to cater for the amended piling method and road and boardwalk widths.

Additional matters raised by the Reference Group to be investigated and considered as part of future works include:

- Settlement of the road pavement east of First Point.
- Measures to ensure compliance with the 40kph speed limit (e.g. possibly bring forward construction of a raised pedestrian crossing currently part of the design for stage 2 works).

There will be future meetings of the Reference Group to discuss further stages.



3m wide recreational boardwalk for regular use (Austroads Standard)

Alternative Piling Method to Stabilise Road

Council's tender process sought alternative construction ideas to try and avoid or at least minimise road closures as traditional construction methods would have resulted in the road being fully closed for up to 6 weeks.

A Coolum based contractor, Ark Construction Group offered an alternative using micro piles which can be installed by a relatively small machine, avoiding the need for a full road closure.

This tender was accepted by Council on 6 July 2010.

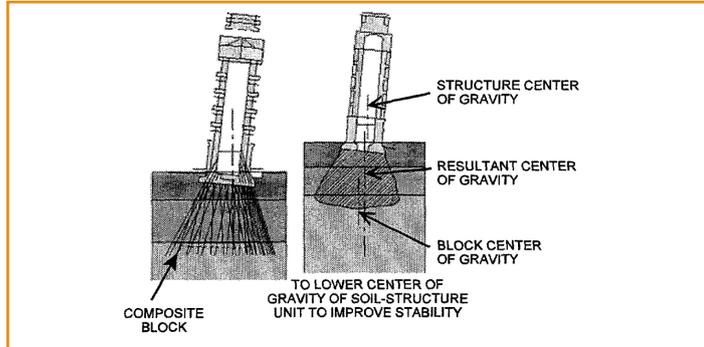
The theory behind the micro pile wall structure draws its technical basis from the 'root pile' concept developed in the 1950s.

The micro piles bind together a wedge of soil that will prevent movement of the slope. At the same time, the wedge of soil provides support for the adjoining boardwalk and allows ground

water to pass through the soil normally.

The micro piles are formed by drilling hollow steel rods into the ground whilst cement grout is continuously injected to form the steel and cement pile. The micro piles are anchored into the bedrock to handle compression and tension loads from the capping beam.

Whilst this will be the first use of the technology for this type of application in Australia, the concept has been successfully used in similar circumstances overseas.

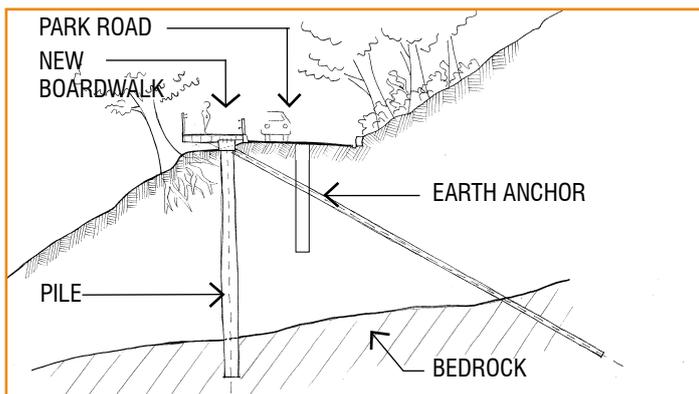


“Pali Radice (Root Pile) System”

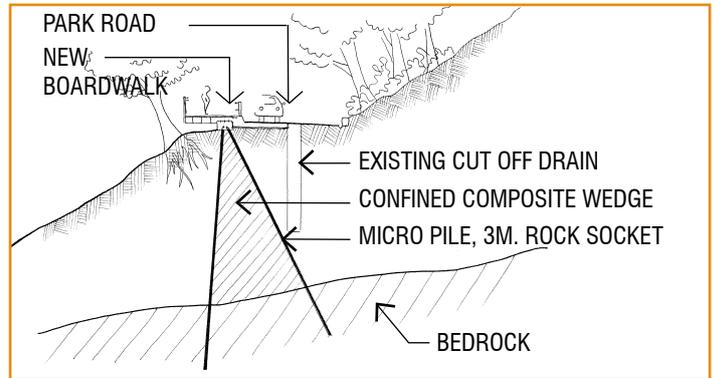
Key features & benefits

The alternative retaining structure will:

- Consist of 300 micro piles in two rows at an average 750mm apart, anchored 3m into the bedrock
- Location and spacing of the piles can be varied to minimise disturbance to existing large tree roots which will be located before work commences.
- A concrete capping beam at the top of the piles will provide support for the new boardwalk.
- Advantages include:
 - 4 weeks less construction time (18 weeks versus 22 weeks)
 - No spoil removal
 - Reduced pruning of trees due to the relatively small size of the drilling rig.
 - Low impact on tree roots (micro pile drill holes are only 100mm in diameter with the overall size being approximately 135mm).
 - No need for earth anchors
 - No impact on the existing deep drain



ORIGINAL Proposed Retaining Structure



NEW Proposed Retaining Structure

Construction Impacts

- The one lane closure will be managed by traffic controllers during work hours and by traffic lights at other times.
- The relatively noisy part of the project will be over approximately 4 weeks when the micro piles are being installed. This will occur from mid August to mid September. The aim will be to complete this part of the project before the Queensland School Holidays.
- Noisy operations will be restricted to 7am to 6pm Monday to Friday and 8am to 6pm, Saturday.
- Pedestrian access will be available along the lower beach-side pathway unless safety requirements dictate temporary short term closures.
- Approximately half of the existing car park will need to be closed for the contractors compound.
- Further discussion is to take place with National Parks, Hastings Street Association and Tourism Noosa regarding alternative access during the school holidays.

Timeline

Current planning is for 4 weeks of preparatory work from early July with construction works to start early in August and extend for 14 weeks into November 2010 (subject to weather conditions).

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