



Constructing Australia's Future

**Pacific Highway Upgrade
Brunswick Heads to Yelgun
Community Liaison Group Meeting No. 16
2 August 2006**

Attendees:

Greg Milham
Robert Rosen
Colin Tarbox
Malcolm Murray
Tony Stupka
Sue Stirton
Jack Taylor
Kathy Norley-Farmer
Brett Lee (BSC Representative)
Bill Gardyne (EMR – DoP Representative)

Will MacDonald (Abi)
Mark Sabolch (Abi)
Wendy Dooley (Abi)
Kelly McNellee (Abi)

Peter Borrelli (RTA)
Ron Holmes (RTA)
Dave Purdy (RTA)

Apologies: Pauline Millington, Barry Hutton, Frank Mills, Patricia Warren, Trevor Watts, Gillian Secombe and Don Armstrong.

1.0 Site Inspection

The CLG went on a guided inspection driving through the various sections of the project site and stopping at several vantage points including: -

- Southern abutment of the Brunswick River Bridges;
- Banana Road; and
- Yelgun Rest Area / Temporary Concrete Batch Plant.

2.0 Welcome

Following the site inspection at 4.00pm, Wendy Dooley outlined the remaining agenda items. She noted that the tour was very informative and thanked the site engineers for their input.

2.1 Apologies

Apologies from Pauline Millington, Barry Hutton, Frank Mills, Patricia Warren, Trevor Watts, Gillian Secombe and Don Armstrong were noted. Members extended their sympathies to Frank Mills for the sudden passing of his daughter.

2.2 Comments on Notes of Previous Meeting

Tunnel Rd: Will MacDonald advised that the switch of traffic to the new section of road was proposed for late August / early September 2006.

3.0 Outstanding Actions from Previous Meeting

Wendy opened the meeting for general comments.

Colin Tarbox expressed his appreciation for the efforts put into the Habitat Box Awareness Day. Colin thanked Committee Members for organising such an informative and wonderful display. Wendy added that she was pleased with the outcome and also appreciated the support of the CLG members who attended on the day. Attendance fluctuated between 70 - 80 people at any one time, with over 100 at one stage.

4.0 Construction Progress Update & Upcoming Works

4.1 Key Areas of Progress

With most of the areas of construction progress being covered during the site inspection, Will quickly advised the meeting that dependant on the continuing good weather it was proposed to switch traffic to the Billinudgel Service Road and Tunnel Road areas late August to early September 2006. A concrete pour for the span of the pedestrian bridge over the Service Road at Billinudgel was scheduled shortly and was hoped to be completed as early as possible on the day.

4.2 Out of Hours Work Plans

Will reported that the six weeks of night works had been completed on the Brunswick River Bridge and that no complaints had been received. At this stage no further night works for the bridge were planned. The night works for the relocation of services in Billinudgel has also been completed.

4.3 Upcoming Works

Approximately two nights' work has been scheduled for the area at the top of the Ocean Shores hill in the vicinity of the STP Access, to facilitate a box culvert widening adjacent to the Pacific Highway.

Q. Would traffic be affected?

A. Will advised that traffic controllers would be in place to reduce the flow to one lane at a time.

Paving works as presented in the previous meeting would also begin shortly. The Meeting was advised that this work may necessitate some out of hours deliveries of cement to the project as the supply company (Cement Australia) had high demands on their supply at present (due to the large amount of work going on at the moment) and they could not guarantee deliveries during normal hours. These deliveries would be to the temporary batch plant in the rest area and would be before 10pm. Members were also reminded that saw cutting works would also commence in line with paving works. As previously advised it was hoped to start the batch plant as early as 6.30am to allow site deliveries of concrete to start at 7am – this was an advantage to residents as well as for the construction as it allows more work to be achieved on any given day and the concrete saw cutting would also end earlier in the evening.

Peter Borrelli commented that two more stitch pours for the Brunswick River Service Road Bridge were also scheduled for the coming weeks. The first of three stitch pours had been recently achieved with residents being notified of the early start and Peter reported that no complaints had been received. The second pour for the northern section of the bridge was tentative for this coming Friday – weather dependant, with the third and final pour for the mid-span section scheduled for 12 August 2006. Wendy Dooley advised that noise monitoring had been done and construction noise was no greater than normal background levels.

Q. Would the Batch plant starting early create noise for local residents?

A. Wendy advised that as a precautionary measure, noise monitoring would initially be carried out and that the layout of the batch plant site was set out so as to minimise any noise impacts. The noise at from the plant as heard by CLG members today would be similar to that for on a day of high production.

Q. How long would the batch plant be in use for?

A. Six months.

Peter Borrelli reminded the meeting that the early starts facilitated the early completion of the works. The concrete would cure earlier and allow saw cutting to commence and be completed earlier with relatively less impact on local residents. Peter Borrelli reiterated that environmental management plans had been instigated to mitigate any noise impacts.

Q. What about the noise generated from cement deliveries at night?

A. This would involve truck noise only, which would be no louder than that coming from the existing Pacific Highway. The layout of the temporary batch plant facilitated vehicles driving in and out without having to reverse.

Peter Borrelli expanded on the need for the evening work and advised that Cement Australia was experiencing high demands for their product with the current boom in construction in both northern NSW and south east Queensland. As such they can not guarantee deliveries during the normal

course of the day and that these deliveries they may have to be out of hours to meet the needs of the paving crew on site.

Q. Will there be a wash down area for vehicles?

A. Yes, this will also be in the rest area.

Wendy Dooley added that the STP Access Road could also possibly require some out of hours work. The work would be similar to the recent Billinudgel night drainage works utilising an excavator, cutting machine, lighting equipment and generators. The Highway would be reduced to one lane of traffic through the late night / early morning for 2 days. This would not affect traffic flow during the day. The work was being done at night when traffic flows were at their minimum, so as to minimise impacts to traffic and for the safety of motorists and workers alike.

Works were commencing on the north bound Pacific Highway Brunswick River Bridge.

Demolition works would commence in the Marshalls Creek area (existing Marshalls Creek and Marshalls Creek Overflow bridges) soon after the traffic was switched to the new section of Service Road. Asphalt works would soon commence on the Billinudgel local Service Road.

5. General Business

Kathy Norley-Farmer advised the meeting that the Principal of Byron High School had spoken to her regarding the late arrival of the school bus services.

Colin Tarbox suggested that the recent experiences of slower traffic movement through town and on the Pacific Highway were more to do with the increased traffic following the big local functions of Splendour in the Grass and the coming Byron Bay Writers' Festival preparations.

Wendy Dooley advised that normally her contacts with the local bus companies were quick to report any difficulties. However, as a courtesy, Wendy would approach the School and the Bus companies to check if there were any delay issues associated with the works.

Q. When will the closure of Tweed Street take place?

A. It hasn't yet been confirmed with the construction engineers, but would probably occur between 21-23 August 2006. The closure would be from 9am to possibly 3pm or later each day to allow normal bus services in the morning. The bus companies had advised that the closure would not affect the after school runs.

Comment: Jack Taylor thanked all who attended the Habitat Box Awareness afternoon and especially Wendy, Isabel Borrelli, Rebecca Walker-Edwards and Patricia Warren for their work with the project. The day was well put together and well run.

Q. Are the landscaping plans for the project finished yet?

- A.** Mark Sabolch advised the sub-contract for the planting would be finalised soon. Stage one – Hydro Mulching will start shortly and some tube stock would be planted next week. The second stage would see the planting of approximately another 17,000 to 17,500 tube stock. The bulk of these will be done in September 2006. The remainder, stage three, would be carried out in February 2007.

Peter Borrelli advised that special tree plantings could be arranged for times convenient to members. Wendy Dooley would contact CLG members.

Comment: Some concerns regarding the noise levels into the Yelgun Valley, especially at night were raised.

Mark Sabolch advised that he would need more information and would look into the matter.

Greg Milham raised discussion regarding the flood levels at Billinudgel and on what levels the construction works had been based. Greg also noted that additional modelling had been recently undertaken by SMEC which cast doubt on some of the previously predicted flood levels, and questioned the RTA whether anything had been done about this.

Peter Borrelli advised that the project team was aware of this additional work, and had actually used the results of this latest modelling, to further refine the flood modelling / predictions for the project. Peter advised that as a result of this work the project team had lowered the overflow creek level in Marshalls Creek to ensure sufficient water way capacity was provided to ensure that the requirements of the project approval were met.

Some discussion took place regarding development levels in Billinudgel. Brett Lee also advised that levels throughout Billinudgel were inconsistent primarily varying on whether the site had approved Council levels or had approved levels done by a private firm.

Wendy Dooley advised the meeting that she would contact Brett to liaise with Council to produce an information kit for the area that would explain the situation.

6. Close

The group was asked if there were any issues or comments they would like to raise for future presentations. As the CLG had covered practically all the areas of construction over the past 18 months, meetings would now be more brief, as construction entered into the final stages.

The meeting closed at 7:09 and the next meeting was scheduled for 6 September 2006.