



**Pacific Highway Upgrade
Brunswick Heads to Yelgun
Community Liaison Group Meeting No. 17
6 September 2006**

Attendees:

Barry Hutton
Greg Milham
Pauline Millington
Frank Mills
Kathy Norley-Farmer
Sue Stirton
Tony Stupka
Jack Taylor
Patricia Warren
Don Armstrong

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

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

Apologies: Robert Rosen, Gillian Secombe, Bill Gardyne, Brett Lee, Colin Tarbox, Trevor Watts.

1.0 Welcome

Meeting was opened at 6.37pm.

1.1 Apologies

Apologies from Robert Rosen, Gillian Secombe, Bill Gardyne, Brett Lee, Colin Tarbox and Trevor Watts were noted.

1.2 Written comments received on previous meeting notes

No written comments have been received; general comments would be noted later in the meeting.

2. Outstanding Actions from Previous meeting

2.1

Byron High School: Wendy contacted the School but they were unaware of any issues relating to traffic delays.

2.2

Byron Shire Council Information Kit regarding flood levels – One of the CLG members prompted the group about a commitment from the Byron Shire Council (BSC) representative for an information kit regarding flood levels. As the BSC representative was unavailable tonight it was agreed that this Item would be held over to the next meeting. Wendy also agreed to remind the BSC representative in the meantime.

2.3

Tony Stupka reported concerns regarding the highway traffic noise levels into the Yelgun Valley, especially at night. Prior to the meeting Mark Sabolch met with Tony to discuss the matter. As the Yelgun Valley is beyond the extent of this project, Mark had forward the issue to the RTA. As Dave Purdy was involved with the Yelgun to Chinderah project adjacent to the Yelgun Valley, he would now follow up on this issue.

2.4

The offer of special tree plantings with members of the CLG has been held over until the Second Stage plantings had begun to allow for easier site access and to allow a greater number of members to participate.

2.5

Wendy Dooley reported that noise monitoring had been initiated for the temporary concrete Batch Plant installation at Yelgun and that the levels taken were below background levels. It was noted that the nearest potentially affected residents were not aware that the temporary concrete Batch Plant was actually operating. A review with CLG members was made on the details of the operation of the temporary concrete Batch Plant, out of hours work and deliveries that would be undertaken as a result of the concrete paving operations. The CLG agreed to Abigroup proceeding with the works as proposed in the meeting of 2 August 2006.

3. Construction Update & Upcoming Works

Will MacDonald reported that despite the rain affecting some areas of the project, August 2006 had been another busy month. The Project had now reached over 808,000 man hours in total. During his presentation Will advised that paving operations had commenced with the Batch Plant at Yelgun. Byron Readymix have also provided over 750m³ of concrete for bridge works in the Yelgun interchange. The first of the three bridges over the Brunswick River had been joined on 12 August 2006 marking a major milestone for the project. Will noted that Tweed Street had been closed to lift in the Super T girders for the Brunswick Heads Road Bridge with a 300T crane.

Will explained that there would be a gap of approximately 1m between the Service Road Bridge and the Highway Bridges – with a gap of 400mm between North and South bound Bridges. The Service Road Bridge is currently being finished and prepared for traffic. The travellers have been moved to the North bound Bridge and construction is now well underway.

The Billinudgel Pedestrian Bridge is progressing well, with falsework, formwork and reinforcing continuing for the spans on the eastern side of the pedestrian bridge.

Stage 1 of the landscape planting had commenced in August 2006 with 8000 plants being planted on batters at various locations along the project. Wendy reported that a local TAFE Work Skills student had joined the project to help with the planting and was thoroughly enjoying the experience.

3.1 Upcoming Works

Opening of the northern service road at Billinudgel which involves a major traffic switch, is expected to occur between 15 - 21 September 2006 (to be confirmed with advertising, letter box drops and advance signposting). This will include: -

- Closure of Wilfred Street – Council still to approve one way design;
- Opening of Bonanza Drive;
- Opening of Balemo Drive; and
- Following Byron Shire Council approval the conversion of Bonanza Drive / Lucky Lane into a one way circuit.

It is also expected that around this timing Tunnel Road would be re-opened.

The Billinudgel traffic switch would also involve night works to allow the asphalt tie ins to the existing pavement to occur during the least traffic volumes and hence minimise potential traffic disruptions. Extra signage, Variable Message Boards and lighting will be used in these areas.

One of the CLG members raised concerns that the one way circuit in Bonanza Drive / Lucky Lane was not going to be implemented before the traffic switch as planned, and that with the additional traffic volumes expected to pass through the estate this could cause some congestion with parking particularly as some of the Abigroup construction contractors had also been parking in the area. It was noted that the one way circuit would be implemented as soon as possible and was now only dependant upon formal Council approval. Abigroup advised that they would resolve the parking issue in Billinudgel also before the traffic switch.

Pedestrian access will be maintained across the new works.

Following the traffic switch, the existing redundant bridge structures will be demolished. The demolition of the Marshalls Creek and Marshalls Creek Overflow bridges will commence a few days after the traffic switch. For safety reasons, it is proposed that access to the creek through this area will be closed for approximately 2-3 weeks (weather permitting). The NSW Maritime Authority has provided the following conditions for the closure: -

- Yellow buoys displaying channel blocked signals upstream and downstream of the bridge works will be in place;
- Warning signs on the creek banks upstream and downstream of Marshall's Creek and the overflow bridge will be in place; and
- A notice will be placed in the local newspapers.

Piling works will also re-commence for the remaining new Marshalls Creek and Marshalls Creek Overflow bridge structures.

Opening of the Southern Service Road. The traffic switch to the Southern Service Road at the Brunswick River and the new Brunswick Heads north roundabout will be undertaken as part of the opening of the southern service road which is currently planned for November 2006. Further details (including Drawings etc) will be provided at the next CLG meeting.

Rajah Road roundabout concrete pavement construction will commence shortly including works associated with bridge approaches. The speed limit in this area will be reduced to 40km/hr during the period of the works for the safety of road users and road workers alike.

Earthworks will re-commence in the area of Riverside Crescent and Tweed Street following the opening of the Southern Service Road (November 2006).

The next section of machine placed concrete paving will commence in the second half of September 2006 between Coolamon Scenic Drive and the new STP access road.

Q. When will the preload be removed from Riverside Crescent?

A. Weather permitting, during November 2006 following the opening of the Southern Service Road.

Q. There is a lot of water 'ponding' opposite No 10 Riverside Crescent.

A. Because the surcharge period has not yet finished, earthworks and drainage in the area have not been tied in. Abigroup will check to see if drainage in the area is working.

Q. With the new works, access across the Shara Boulevard / Pacific Highway intersection is awkward and could cause an accident. In previous discussions with Abigroup it was indicated that the intersection would be temporarily lit. What is happening with the lights?

A. The matter is currently being addressed. Temporary lighting has been ordered and was expected to be installed and operational tonight. As soon as the lights arrive they will be installed.

Q. People are complaining that they are having problems with the surface of the Rajah Road intersection. What is being done with this?

A. Will acknowledged that there had been problems at the intersection during the recent heavy rain, however the surface was fixed as quickly as possible, and that the area wasn't too bad at the moment. Everything possible is being done to alleviate the situation and the area is also planned to be sealed at the end of this week to provide a waterproof surface.

- Q.** Regarding the block of units at 1 Rajah Road – why didn't they get a noise wall?
- A.** Peter Borrelli advised all units facing / exposed to the highway that required 'at residence treatment' had been treated. The upgraded highway also included a 4.5m high clear noise wall adjacent to the edge of the southbound carriageway which would also provide noise mitigation to these residents. Wendy also responded that efforts had been made to contact the body corporate manager for the units at 1 Rajah Road, however no calls have been returned. The project team has found some residents in the units difficult to deal with and have abused construction workers and the community relations staff to such an extent that it has become difficult to discuss the project. Peter Borrelli had placed an embargo on project staff visiting the complex alone, for safety reasons.

A CLG member agreed to telephone Wendy with details of her contact within the complex.

- Q.** A concern was also raised regarding vibration in the Rajah Road area (adjacent units) while the recent road works at the intersection were undertaken and as to whether any vibration monitoring could be undertaken?

- A.** Mark Sabolch and Wendy agreed to follow up with some vibration monitoring in that area and report back re the results.

- Q.** A comment was raised regarding the silting up of the Capricornia Channel as a result of the works at Marshalls Creek.

- A.** Peter Borrelli advised that this comment had been raised before and that when considered it was found that Marshalls Creek didn't actually flow into the Capricornia Channel. The problem could be coming from the catchment to the north of the project. Mark Sabolch agreed to look into the matter again and report back at the next CLG meeting.

- Q.** When will the earth mounds (surcharge) in front of Sanctum and the Humble Pie be removed?

- A.** Following the Billinudgel traffic switch, this earth material will be used in constructing the remaining earth embankments in this area.

Wendy reiterated that the traffic switch at Billinudgel would necessitate night works both north and south of Billinudgel and also night works would take place at the tie in for Shara Boulevard. The CLG were in agreement with this and offered no objections to the stated work.

4. Presentation: Brunswick Heads to Yelgun - Environmental Initiatives

Mark Sabolch's presentation covered areas from his upcoming six monthly report a copy of which will be available for perusal in the Community Information Centre.

Mark highlighted the procedures and measures used to protect and rehabilitate the existing vegetation. Part of this program is the use of erosion and sediment (ERSED) teams, three of which are used on this project. The teams are specifically trained for this type of work and are area based, thus assuming ownership of their part of the project as well as applying their specific knowledge for their area.

Mark also discussed the fencing which had been used along the Brunswick Heads Bypass at Bridge No. 1 to protect the SEPP14 coastal wetland areas.

8,000 tube stock plants have been established to date, most of which were grown from seed stock collected and propagated in a local nursery (Mullumbimby) and returned to the area for planting from where the seed was originally collected.

Planting tube stock, hydro mulching and the natural seed that comes within the retained topsoil are all techniques used separately or in conjunction with each other to re-establish disturbed areas.

Plantings are monitored by the use of pegs in batters. Growth is photographed at three weekly intervals to gauge progress. Planting regimes are constantly revised to monitor effectiveness and usually are performed in three stages: -

- Quick growing grasses;
- A secondary crop is seeded; and
- Native, slower growing plants are then established.

Abigroup is also doing soil sampling and quality assessment, and developing strategies to overcome issues such as acidic soils etc.

Mark also described the use of a spill kit, and passed around samples for viewing. Several spill kits are located at various sites on the project.

Q. What size trees will be used in the Rest Area?

A. Plant size is generally measured by the pot size. Plants will range from tube stock to 20 litres. Advance stage plants will be used to assist with shade as soon as possible.

To highlight the current landscaping works and Mark's presentation, a "lucky door prize" of one of the tubestock samples was drawn by Peter Borrelli. The prize was won by Pauline Millington.

5. General Business

Wendy advised the meeting that the two tower cranes would be relocated to the North Bound Brunswick River bridge piers during the October 2006 long weekend.

Robert Rosen had contacted Wendy Dooley regarding the signage of the southern interchange for the temporary closure of Tweed Street. The planned signage identifying the alternative entry to Brunswick Heads was not in place. Wendy advised that the signage had been ordered but unfortunately failed to be delivered in time. Wendy noted however, she didn't receive any complaints or comments which was probably due to the fact that we had many more signs and prior warnings than are given during holiday periods.

Bill Gardyne who was absent from the meeting, had asked Wendy to canvass the meeting on his behalf as he would like to reschedule the meetings to any other Wednesday as the first in the month conflicts with his Pacific Highway Tugun CLG meetings. After much discussion and suggestions from the CLG members it was decided to leave the previously agreed meeting arrangements as is.

CLG members also asked after the injured traffic control worker and were pleased to be advised that he was well on the way to recovery.

Jack Taylor asked about the progress of the fauna fencing. Mark Sabolch advised that whilst the fencing design was still being finalised it was hoped that the fauna fencing work would be commencing in approximately 6 weeks' time.

Tunnel Road and the re-opening of Balemo Drive, with the Billinudgel traffic switch would happen in about two weeks time – weather permitting.

6. Close

The meeting closed at 7.48pm and the next meeting was scheduled for 4 October 2006.