



**Pacific Highway Upgrade
Brunswick Heads to Yelgun
Community Liaison Group Meeting No. 18
4 October 2006**

Attendees:

Barry Hutton
Greg Milham
Frank Mills
Kathy Norley-Farmer
Sue Stirton
Tony Stupka
Jack Taylor
Patricia Warren
Don Armstrong
Brett Lee
Trevor Watts
Malcolm Murray

Will MacDonald (Abigroup)
Rebecca Walker Edwards (Abigroup)
Wendy Dooley (Abigroup)
Kelly McNellee (Abigroup)

Peter Borrelli (RTA)
Rachel Sadler (RTA)

Apologies: Gillian Secombe, Bill Gardyne, Pauline Millington, Colin Tarbox, David Purdy (RTA), Ron Holmes (RTA).

1. Welcome

Meeting was opened at 6.45pm.

1.1 Apologies

Apologies from Gillian Secombe, Bill Gardyne, Pauline Millington Colin Tarbox, David Purdy (RTA) and Ron Holmes (RTA) were noted.

1.2 Written comments received on previous meeting notes

No written comments have been received; general comments were agreed to be noted later in the meeting.

1.3 Agenda

Wendy Dooley briefly outlined the proposed agenda. Rachel Sadler Communications Officer from RTA's Pacific Highway Office was introduced and a brief outline was given on the proposed discussion regarding signage within the Yelgun Rest Area. Wendy also advised that Rebecca Walker Edwards and Mark Sabolch would now alternate as Abigroup's Environmental Representative for with Rebecca attending tonight's meeting.

2. Outstanding Actions from previous Meeting

2.1

Item 2.3 from the previous meeting noted Tony Stupka's concerns for residents regarding operational highway traffic noise levels from the Yelgun to Chinderah freeway into the Yelgun Valley. David Purdy had subsequently contacted Tony to discuss the matter. Tony had also since taken statements from other concerned residents regarding noise levels into the Yelgun Valley. It was agreed that as the matter was related to the Yelgun to Chinderah project Tony would continue to liaise with David Purdy outside of the CLG for this project.

2.2

Wendy Dooley advised that as discussed at the last CLG meeting, she had been contacted by a resident in the units on Rajah Rd who was concerned about vibration and had been requested to do some vibration monitoring. Mark Sabolch had accompanied Wendy to the residence to undertake the monitoring but was unable to gain access on the day. Wendy advised that she did however gain permission from an owner of an adjacent unit and the vibration monitoring was carried out. Wendy advised the meeting that all readings were compliant with required levels. It was stated that the 'feeling' of vibration does not necessarily mean that there is a problem and generally community contact made regarding this issue was of a concern rather than a complaint. Usually it is a matter of "*should I be concerned*" and the incident is investigated by Abigroup to define and / or alleviate any concerns.

2.3

Southern Service Road Switch (Ocean Shores to Brunswick Heads). As the communication materials for this traffic switch were not yet finalised

nor approved by RTA it was proposed that the detailed discussion of this changed traffic arrangement be held over to the next CLG meeting to allow for the communications material to be finalised. It was noted that the traffic switch would not occur before the next CLG meeting.

2.4

Silting of the Capricornia Channel was raised as a question in the previous month's Construction Update and Upcoming Works section. Mark Sabolch had checked the Topographic Map for the area and found that the channel was fed by Yelgun Creek which started north of the Brunswick Heads to Yelgun project. Brett Lee, representing Byron Shire Council, clarified that the channel also collected overland surface drainage from the area and that the confluence of the channel and Marshalls Creek was also subject to tidal action. Brett advised that he believed sediment washed into Marshalls Creek could move into the channel from tidal flows and would eventually settle out.

Q. Where do storm water flows from North Ocean Shores go? There has been a lot of building and civil construction work going on in that area lately.

Response: Brett Lee would examine Council's aerial photos and topographical maps and further advise the next CLG meeting.

2.5

Brett Lee presented a Byron Shire Council report to the CLG Meeting regarding the "Assessment of Flooding Behavior in Marshalls Creek Catchment June 2005 Event".

It was restated this was the data used by Abigroup / SMEC in the current designs for the Marshalls Creek catchment area construction works for RTA.

Manly Hydraulics and SMEC gathered detailed data and reports using information from a variety of sources including photos taken by residents, to calibrate their models. This modeling redefined local events so that now a more accurate picture was available to be presented to residents.

Will MacDonald confirmed with the group, that from this additional data and modeling, the results were used to recalculate the model for the project and additional lowering of the Marshalls Creek overflow areas was required to provide the correct waterway areas and to maintain existing flood levels in accordance with the approval conditions for the project.

Q. If the modelling work is found to be wrong and flooding problems occur will Abigroup come back to rectify the situation?

- A.** Will advised that it was not expected to be wrong and that he believed the current modelling to be conservative.
- Q.** How are all of the flood levels factored in? Sometimes water takes longer to travel down from the hills.
- A.** This is the done by calibrating the predictions made by the model with actual data recorded in the field eg. rainfall measurements, times and flood heights at known locations at known points in time.

In the absence of better data, the original modeling done straight after the June 2005 event used a "line of best fit" and this had now been updated. It was commented by a member of the CLG that knowing how the data was gathered helped in understanding and backing up the new facts, and that it was good to have had this extra work done for added confidence.

3. Construction Update and Upcoming Works

Will MacDonald stated that the wet weather had caused some problems with the expected progress of works, however the Northern Service Road traffic switch at Billinudgel, was able to be completed on Sunday 24 September 2006.

Following the Billinudgel traffic switch and the demolition of the redundant Marshalls Creek and Marshalls Creek Overflow bridges, installation of concrete piles for the new bridges would now recommence. This will take place over 2-3 weeks and may generate some noise.

Casting of spans for the Billinudgel pedestrian bridge is continuing on the eastern side of the Pacific Highway – typically 1 span is being cast per week. Construction of that part of the pedestrian bridge on the western side of the Pacific Highway (near Humble Pie) will also commence this week. All local roads in the area have been re-opened (Bonanza, Balemo and Shara Boulevard) whilst Wilfred Street has been temporarily closed.

- Q.** Is reconstruction of Balemo Drive part of the approved project, and will there be what appears to be a new road at the end of the cul de sac?
- A.** Yes Balemo Drive is part of the approved project. There will be no new road at the end of the cul de sac. Peter Borrelli advised that what people could see being built at the moment is the connection to the Local Service Road from Balemo Drive for pedestrians / cyclists.

Marshalls Creek: A detailed Work Method Statement (outlining the planned environmental protection and mitigation measures) had been prepared for the demolition of the redundant Marshalls Creek and

Marshalls Creek Overflow bridges. The Work Method Statement was reviewed by relevant environmental agencies (DEC(EPA), DPI (Fisheries), NSW Maritime, Cape Byron Marine Park and DNR(DLWC)). The demolition works commenced last week on the 26 October 2006 and is expected to take approximately three to four weeks to complete. The focus of works in this area over the next two months will then be piling works for the new bridges.

Billinudgel Traffic Switch: Will presented several photos of the completed Traffic Switch at Billinudgel. Peter Borrelli asked the group as to whether there was any feedback regarding the traffic switch and how it was performing. Discussion with the Billinudgel representatives and those who had used the new works was as follows: -

- More road signage was needed to Billinudgel and within Billinudgel. Separate discussions have been had with Abigroup / Council / RTA regarding additional temporary advance signposting. Some people are travelling around the one way circuit the wrong way and it is becoming dangerous.
- Parking in the area is no longer a problem. It was noted that parked Abigroup plant had now been moved on.
- Brett Lee noted that he would be looking closely at the signposting and linemarking once it was complete and may need to consider reinforcing signs.
- Trucks are travelling northbound down the hill too fast – southbound access out of Billinudgel was now harder. It was noted that this would only be temporary until the Upgrade was completed.
- Signage for the exit to Billinudgel was obscured (northbound). Wendy advised that Abigroup would attend to this matter.
- Parking was a bit more difficult with the increased traffic in the estate – the one way circuit though was a better arrangement to cater for this.
- Bus company is OK with the new access arrangements.
- There is a bit of a bump at the end of the Marshalls Creek Bridge – Will advised that Abigroup would fix the bump.

Out of Hours Work. Out of hours drainage works will be conducted over four nights near the Sewage Treatment Plant Access Road. Wendy advised that she is very familiar with the residents of the area and has personally contacted all that will be affected. RTA had also approved a letter to be sent to residents advising them of the works. The CLG agreed to the nightworks within the coming two weeks.

Peter Borrelli also reminded the meeting that the CLG had agreed in a prior meeting to Abigroup proceeding with proposed night works to complete several asphalt tie ins. This work, between the Sewage Treatment Plant Access Road and Rajah Road was now scheduled for the middle of October 2006. Residents would be notified by letter box drop in advance. CLG members were also in agreeance with these works.

The group was asked if there was any community feedback regarding the nightworks. No comments / problems were raised, however the patience of the community was appreciated in allowing the works to be completed as early as possible.

Brunswick River Bridge Section. Photos showing the relocation of the tower cranes over the October 2006 long weekend were shown. Currently Southern Service Road crews are undertaking earthworks to backfill the retaining walls north of the BRB and either side of the bridge abutment. Drainage works will also take place in these areas over the next month. Photos of progress on the Southern Service Road were also shown.

Q. What is the pavement type on the Local Service Road – it looks substantial and thick?

A. The pavement is made up of 175mm of asphalt over stabilised DGB20 road base.

Q. What is the height difference between Rajah Road and the Brunswick River Bridges?

A. Approximately 3 to 4m.

Retaining Walls.

Q. Are the retaining walls treated with an anti-graffiti coating?

A. Yes.

One CLG member noted that she had received very favourable comment regarding the appearance of the retaining walls – particularly the dark coloured ones north of Rajah Road.

Concrete Paving: Sub-base concrete paving commenced on 25 September 2006 between Billinudgel and the Sewage Treatment Plant Access Road. The base concrete layer which was 220mm thick continuously reinforced concrete would be paved at a later date. It is expected that this section will take 2-3 weeks. Hand placed concrete paving was also being undertaken half a roundabout at a time at both Tweed Street and Rajah Road.

Motorway bridges: Finishing works were underway on many of the bridges including the installation of twin metal barrier railings.

Additional Storage Area at Tandy's Lane: Peter Borrelli advised the CLG that the project team would be temporarily (now until the end of the project) utilising a storage area adjacent to the former Tandy's Lane project. This was necessary as the available space for storage on the

project had been exhausted, and further clearing of native vegetation was not desirable. An Environmental Assessment for the temporary storage of construction materials (reinforcement, formwork, falsework etc) had been undertaken and approved by RTA. Access to this area will only be made during normal construction hours. As the area had previously been used for the Tandy's Lane project as a temporary concrete batch plant, no clearing of native vegetation would be required and on completion of the project all construction materials would be fully removed and the area restored. There were no comments or objections to the use of this area by members of the CLG.

4. Discussion: Rest Area Information Signage

Peter Borrelli discussed with the CLG the previous RTA commitment to providing information signage within the Yelgun Rest Area. Referring to the Review of Environmental Factors for the Yelgun Rest Area, Peter provided an overview of the intent of the signposting whereby a sign 3.8m x 1.5m would be erected – with one side dedicated to providing information specific to the Brunswick Heads to Yelgun Pacific Highway Project and the other side would provide information of a tourism nature regarding the features of the local Byron Shire area.

Peter also noted that a representative of Northern Rivers Tourism had been invited to attend the meeting, and confirmed that they would – however no representative was in attendance.

Rachel Sadler distributed examples of designs that had been used in rest areas at other locations on the highway.

Specifics of what the RTA proposed for the 'project' side of the information board were noted by the RTA including project details (statistics), an environmental section and also a heritage section covering both indigenous and European heritage.

Peter Borrelli then suggested that the project team would like to hear suggestions from the CLG as to what they thought should be included on the local tourism side of the board.

The CLG meeting proceeded to discuss several ideas and the following suggestions were made:

- Map(s) of the local area including local tourist drives to invite further tourism into the area. Suggest also that the map include locations of next Driver Reviver sites on the highway and rest areas. Maps need to be at a good scale so that it is clearly legible. Use a 'You are Here' marker.
- Brunswick Heads – pick up on some of the good work and photos done by the 'Simple Pleasures' campaign.
- Historical content / photographs – photos of the development of the area including Billinudgel Pub; New Brighton.
- Input from the traditional owners was also considered important.

- Local content – specific to the area to inform travellers of what the area has to offer.
- Area specific flora and fauna information – suggested lists of species and photographs; CLG habitat box project, local ospreys.
- Aerial photographs including photos of local points of interest and events.
- Local items of interest suggested included: whale watching, beautiful scenery, nature reserves, golf course, boating on the Brunswick River.

Rachael Sadler will draft up options and come back and present them to a future CLG meeting. Peter Borrelli raised the option of a Sub Committee being formed at a later date to finalise design.

5. General Business

Kathy Norley-Farmer reported that she had received notification of several near misses and one accident tonight at the intersection of Shara Boulevard and Pacific Highway and in particular the run into Shara Boulevard from the north. Motorists are now coming onto the turn a lot quicker than they are used to. Will MacDonald advised that although the turnoff is shorter, it is compliant with the requirements for the 80km/hr speed limit that will replace the current 60km/hr speed zoning once the Upgrade is opened. Will agreed to investigate the need for advanced warning turning signs.

Peter Borrelli advised the CLG that a Road Safety Audit had been scheduled for the near future. It was also reminded that it is every motorist's responsibility to drive to the conditions of the road.

A CLG member also raised the condition of Rajah Road as a concern – "the surface of the entrance is awful". Will agreed to look at the condition of the road, however a traffic switch to the newly completed concrete for the northern half of the Rajah Road Roundabout was planned shortly and this should assist this situation. Vandals had also wreaked havoc over the long weekend, destroying signs and traffic barriers at the intersection.

Brett Lee reported problems with Coolamon Scenic Drive and the sharpness of the up and over road and the pavement surface. Will to investigate and report back to next CLG.

Jack Taylor advised the CLG that he was working with Southern Cross University regarding a monitoring project for the Birdwing Butterfly.

- Q.** What are the planned closedown arrangements for the works over Christmas?
- A.** The site will close down on the 22 December 2006 and return to work again on the 8 January 2007.

Q. How do we find out about dates for the next site tour?

A. Those wishing to attend a site tour should contact Wendy.

6. Close.

The next meeting was scheduled for 1 November 2006. It was also agreed by the CLG that this next meeting would be the last for the year and would include the Christmas Party.

The meeting was closed at 8.20pm.