



**Brunswick Heads to Yelgun
Upgrade
Community Liaison Group
Meeting No. 1**

Location: Site Office, Brunswick Heads
Date: 6.30- 9.00pm, 20th April 2005

Attendees:

Kathy Norley-Farmer	CLG member	SGBPA/flooding & hydrology etc.
Brett Lee	Byron Shire Council	Director of Asset Management Services
Frank Mills	CLG member	Brunswick Valley Historical Society/President of Ocean Shores Community Association.
Robert Rosen	CLG member	Brunswick Heads Chamber of Commerce/member of Brunswick River Estuary Committee.
Colin Tarbox	CLG member	Lions, Art of History etc., Driver Reviver
Beverly Norton	CLG member	Mullumbimby Visitors' Centre & Tourism committee.
Patricia Warren	CLG member	Particular interest in noise & redevelopment of foreshore area.
Pauline Millington	CLG member	Representing older section of Ocean Shores.
Robert Kooyman	CLG member	Representing a range of environmental groups.
Sue Stirton	CLG member	Billinudgel business owner
Tony Stupka	CLG member	Middle Pocket/Yelgun Progress Association; previous association with Y2C.
Jack Taylor	CLG member	Brunswick Forest Landcare Group + number of landowners west of Highway.
Gillian Secombe	CLG member	Landcare co-ordinator, member of many local committees.
Peter Borrelli	RTA	Senior Project Manager, Strategic Projects
Ron Holmes	RTA	Project Services Officer
Geoff Baker	HBO+EMTB	Director, Urban Design
Bill Gardyne	Oxbow Consulting	Independent Environmental Management Representative
Susan Scott	RTA	Senior Communications Adviser for Pacific Highway Upgrade
Kerry Morrison	Community Relations	Adviser to Abigroup
Paul Wallbridge	Abigroup	Project Director
Will Macdonald	Abigroup	Construction Manager
Mark Sabolch	Abigroup	Environmental Manager
Terry Paxton	Abigroup	Community Relations
Wendy Dooley	Abigroup	Community Relations

Apologies: Veronica O’Dwyer, Greg Milham, Malcolm Murray

1.0	<p>INTRODUCTION Welcome to past and new members of CLG. Overview of format of meeting.</p>	
2.0	<p>OUTLINE OF FIRST FEW WEEKS</p> <ul style="list-style-type: none"> • The project has now entered the construction phase and that has brought Abigroup (Abi) and the business interests on board. • Next meeting will provide more information on the company. • Important to realise that there are human beings behind the big machines you will see in the future, with families and the same kinds of concerns and interests as many of you probably have. • A draft charter of operations for the CLG will be given to the group tonight, which will apply for the rest of the Project. Comments on this charter will be taken at the next meeting. • Our hope that CLG will place equal emphasis on Project opportunities as on Project issues. • This is a substantial Project in a regional area and many people are already lining up to seek employment or provide goods and services and this is something we would like to encourage. 	
3.0	<p>MUTUAL INTRODUCTIONS Attendees introduced themselves and gave a brief outline of their background and main areas of interest in the project.</p>	
4.0	<p>WHAT’S HAPPENING AT THE MOMENT At each meeting Abi will communicate what is happening so CLG members have a better appreciation of what’s going on. Presentation, tours etc. will be available so that members can get an appreciation of the project from the construction perspective.</p>	
4.1	<p>Works in Progress:</p> <ul style="list-style-type: none"> • A lot of work behind the scenes including detailed design work. Snowy Mountains Engineering Co (SMEC) is the design arm team. • Another major behind the scenes element is developing the construction management plans. These need consultation with relevant Government agencies and sign off before Abigroup can get construction commencement approval. • Between now and approval time, activities such as non-substantial works - e.g. site establishment, fencing, clearing (not in SEPP wetlands area), geotech work, survey is being undertaken. • Next month work will start on some houses that require demolition, access points to Project e.g. shoulder widening, and if signoff is complete on sedimentation basin strategy, Abigroup may start work on these. • Abigroup will be targeting commencement of construction in June. Once approval has been reached, clearing, piling platforms, some of the bridge structures will commence. From a resource point of view, it will be a slow start. • August – September, the workforce will start climbing drastically. By Christmas, there will be road cuttings and fills quite developed. Some of the bridge structures will be taking reasonable form. 	

	<ul style="list-style-type: none"> • Target completion date, is early 2007. • A lot of work from an engineer's perspective and this is definitely a challenging project in terms of the environment and managing traffic during construction 	
4.2	<p><u>Material to be Moved</u> Q: How much fill to be removed? <u>Abigroup:</u> 1.5million cubic metres, 350,000m³ south of Brunswick and the balance to the north</p> <p>Q: How many truck movements does that equate to? <u>Abigroup:</u> Do not know how many truck movements, however the bulk of the earth will be moved off road.</p> <p>Q: Where is the soil being stored? <u>Abigroup:</u> A Project presentation on this will be given, but it is more cost effective to handle material once and that is our objective.</p>	
4.3	<p><u>Haul Routes and Traffic Management</u> Q: Do those truck movements come into villages e.g. Ocean Shores? <u>Abigroup:</u> No. Definitely not using any local roads for earthworks haulage.</p> <p>Q: Is there even the slightest chance that traffic will be diverted into Brunswick Heads? <u>Council:</u> Not in favour. <u>RTA:</u> Traffic will not be diverted to local roads without Council and RTA approval. <u>Abigroup:</u> Not looking at it. We try to avoid local road use as there would be a lot of dilapidation reports and reinstatement involved. Where relocation is involved (northern end and Rajah Road), there will be a number of complex traffic switches. There will be a community notification process to advise, what, when and how. This Project is about traffic management as well and will have to be looked at very carefully.</p> <p>Q: Need to know in advance about traffic changes e.g. workers to Byron will need timely advice so that they can factor that into driving time. <u>Abigroup:</u> Sees CLG as part of that process. Cannot move soil etc. on a project of this size without some disturbance but Abigroup is trying to minimise disruption and one role of CLG will be to work with project team to ensure efficient dissemination of information. <u>Council:</u> Does Abi have a communications strategy for traffic? <u>RTA:</u> Traffic management and associated communication are key components of the project and RTA also has a Delay Management Strategy on the Pacific Highway over its full length, so the cumulative effect of stop/starts is important. Weekly working arrangements must be reported to the RTA and information is collated by the RTA into a weekly Traffic Report.</p>	

	<p>Q: Does this information go to school bus drivers and parents? Could foresee problems. <u>RTA/Abigroup:</u> Yes.</p> <p>Q: To what extent will speed be reduced and how will that operate? <u>Abigroup:</u> RTA have scoped where we can and can't put speed restrictions. Any speed restriction will be presented to CLG and changes must go to RTA before implementation. <u>RTA:</u> In the document there are areas where speed limits etc. are clearly laid out. Speed limits are there for safety reasons (both for road users and workers).</p> <p>Q: Based on previous experience, contact with the high schools is important. Students have been late because delays have not been factored into their timetable. (Murwillumbah, Byron & Lismore schools.) <u>Abigroup:</u> Liaison with schools has already commenced. <u>Abigroup:</u> We are definitely committed to try and minimise delays. If you find any of our activities are causing frustration, we will have a look and manage things to alleviate pain when possible.</p> <p><u>Comment:</u> Residents like the lights and Variable Message Signs (VMS) <u>RTA:</u> Two permanent VMS's will be constructed as part of the project and Abi is required to utilise a number of temporary VMS's as part of their traffic management plans.</p>	
4.4	<p><u>Staging</u> Q: Are stages of works starting simultaneously? <u>Abigroup:</u> The whole job will be opened up and activities will be happening along the whole stretch.</p>	
4.5	<p><u>B Doubles</u> Q: Is there any restriction on B-doubles coming through the Highway? <u>RTA:</u> The Highway has been assessed as safe for passenger cars through to B-doubles. In terms of the CLG having the power to change their presence on the highway, nothing can actually be changed as the decision has already been made, and this is really beyond the scope of the CLG.</p> <p>Q: Can B-doubles be asked to slow up?</p> <p>Q: Can we suggest they take the Tenterfield road? <u>Abigroup:</u> Trucks will take the quickest route. If there are delays because of the project, road users will make their own decisions regarding which roads to use.</p>	
4.6	<p><u>Work Hours</u> Q: What are construction times? <u>Abigroup:</u> 7am-6pm Monday – Friday, 8am-1pm Saturday.</p>	

	<p>Abigroup Q: Are sporting activities big on Saturday? <i>Response: Very big, especially Ocean Shores; between 7am-3pm, possibly later. Two access points used: Bridge & Tunnel Road. CLG members agreed to hand out traffic information and 3 monthly updates.</i></p>	
<p>5.0</p>	<p>URBAN DESIGN AND LANDSCAPE PLAN PRESENTATION Geoff Baker from HBO+EMTB. The RTA team had spent a long time working with consultants on the Project and HBO+EMTB were presented with very detailed requirements for design. Most of what is in the presentation would have been discussed with CLG members before although Geoff Baker pointed out some issues that are still to be resolved.</p> <p>HBO+EMTB did their own analysis work in order to make an appropriate design response.</p> <p><i>Overview of slides presented:</i></p> <ul style="list-style-type: none"> • Existing vegetation communities • Topography • View analysis of how and why planting is used in the landscaping. • Urban and landscape character precincts. (Each precinct gets a landscape treatment tailored to the particular precinct.) • Corridor landscapes. <p><i>Points from slides:</i></p> <ul style="list-style-type: none"> • The corridor was divided into 8 sections based on vegetation, vistas and other considerations. • Cross-sections that show greater density of planting and bringing trees into the middle of the carriageway where it is safe. Where there are no crash or wire barriers trees are a bit further from road. • Note the southern foreshore of the Brunswick River. Although this area is not part of the Abi contract, the new road will provide a catalyst for change by removing the current road and sound walls and generally opening up the area. It is a part of the approval conditions that RTA, in consultation with other government agencies and the community, will devise a foreshore plan so the area can become a better community asset. • In the view to Brunswick River from Rajah Road, looking west, there is a 4m high noise wall, starting at the edge of the river, right up to a big cutting to protect Ocean Shores from noise. The proposal in the tender design is to use material to allow the view. This is slightly more expensive but beneficial. • The highway is lower than the old highway. This will reduce Highway noise in Ocean Shores. • Billinudgel Industrial Estate will undergo landscape treatments as a component of this project. CLG will have opportunity for input. • Billinudgel pedestrian bridge has been designed with right gradients for disabled access. Also has mesh enclosure to prevent people throwing objects on the roadway. • Yelgun interchange bridge is interesting as it curves and this 	

will provide design continuity with the Yelgun to Chinderah section.

There are opportunities for input and refinement within the landscaping plan. There are probably four main areas where we will be seeking community input and these are:

- Billinudgel Industrial Estate landscaping
- Southern Foreshore Plan
- Key interchange treatments and features (and treatments on roundabouts)
- Historic markers.

Species

Comment: *please don't use wattle in landscaping.*

GB: *not so many wattles around this area. Trying to bring in local indigenous vegetation and will look at any interesting species. This is where the ecologist comes in. An early seed acquisition program is needed.*

RTA noted that the use of wattles had been specifically disallowed in the landscaping requirements for the works.

Sound Treatments

Q: Is the pavement made of bitumen or cement?

RTA: *Stone mastic asphalt and on top of concrete base.*

Q: Is the height of the noise walls the same as those presented in EIS?

RTA: *Yes, these have been specified as minimum heights and lengths.*

Q: What happens if after construction is completed the noise projections are way off?

RTA: *A lot of design work has been done to date. Noise modelling was based on "worse case scenario" e.g. concrete pavement, which has now been replaced with stone mastic asphalt surface that is a much quieter surface, and hence the modelling is conservative. The RTA has a commitment to do post-construction monitoring. If the noise levels, 10 years after opening, exceed project noise goals, appropriate measures may need to be taken.*

Q: Nothing to show what's happening to Shara Boulevard? Needs to be signed and landscaped as it is highly important for many people around that area.

RTA: *Signposting has already been looked at, and been placed on public display but yes, treatments for these intersections have been developed and can be presented.*

Hydrology/Water Quality

Q: Regarding bridges at Marshall's Creek, what is the spacing between the piers?

Abigroup: 22m between each one.

Council: Marshall Creek floodplain committee is concerned about any post-development flow changes.

RTA: Flooding in Billinudgel is a key issue and is a component of contract. Contract specifies many conditions for Abi. The bridge proposed at Marshalls Creek is much longer than the existing bridge, but replaces a number of existing structures, is located in a better position and has been assessed to work better in terms of flows. A topic for another meeting could be flooding plan.

Council: Any consideration of overland flows?

Abigroup: Yes, at Billinudgel.

RTA pointed out the wetlands/basins where water will be polished. There are several such water polishing facilities along the route including several in the Marshall's Creek area.

Rest Area

Comment: The first notice that people will have that the rest area is going in, will be when people come here and see it.

Response: RTA will discuss this with Council. Many people did make submissions on this component and the RTA will be writing to each person who did make a submission to advise them regarding the RTA's decision to proceed with the Rest Area.

Q: What about lighting?

RTA: The RTA has required the lights to be shielded and directional to light only the pavement.

Q: So are we going to get a community road that separates local traffic from vehicle accessing the rest area?

RTA: RTA is currently looking at options with Abigroup to separate the through and local traffic. Hopefully will be in a position to present something by next meeting.

Q: Does that link into Murwillumbah road?

RTA: Yes, it would be a direct connection to the Tweed Valley Way.

Q: Where it intersects with flood plains and indigenous vegetation communities, will you be liaising with the Government? Will we see the truck stop advertised in the local media regarding it being an appendage to the last plan?

RTA: We are currently writing to everyone who made a submission.

Q: And putting it in the media?

RTA: We had advertisements in the paper, website etc. Appreciate timing difficulties but had certain timeframes to work to and in all fairness we have been addressing all concerns. Each time anyone has raised an issue in relation to the rest area, RTA has examined it.

6.0	CLOSE Because people were on school holidays, it was decided to have the next meeting in 3 weeks' time, on Wednesday 11 th May. If anyone wants topics covered, please provide feedback.	
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