



**Pacific Highway Upgrade  
Brunswick Heads to Yelgun  
Community Liaison Group Meeting No. 20  
14<sup>th</sup> February 2007**

**Attendees:**

Robert Rosen  
Colin Tarbox  
Bill Gardyne (part)  
Pauline Millington  
Tony Stupka  
Sue Stirton  
Jack Taylor  
Kathy Norley-Farmer  
Frank Mills  
Barry Hutton  
Malcolm Murray  
Trevor Watts

Brett Lee BSC

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

Peter Borrelli (RTA)  
Dave Purdy (RTA)  
Ron Holmes (RTA)  
Janice Smith (RTA)  
Rachel Sadler (RTA)

Apologies: Don Armstrong, Gillian Secombe, Greg Milham and  
Patricia Warren

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**1.0 Welcome**

Meeting opened at 6.36pm. Members of the CLG were welcomed by Wendy Dooley. Peter Borrelli introduced two additional RTA officers, Janice Smith and Rachel Sadler, who were in attendance.

**1.1 Agenda**

Copies of the agenda were distributed and a quick brief description of the items was given.

## **2.0 Apologies**

Patricia Warren, John Armstrong, Gillian Secombe and Greg Milham tendered apologies prior to the meeting.

### **2.1 Written comments received on previous meeting notes**

No written comments had been received.

## **2.2 Outstanding Actions from the Previous Meeting**

### **2.2.1 Capricornia Channel**

The question of sediment leaving the project and entering the channel had been raised at a previous CLG meeting and Brett Lee reported back that Byron Shire Council had investigated the matter. Using aerial photos that pre-date construction, it was determined that there were several areas of sediment but all were present prior to construction of the Pacific Highway Upgrade commencing. It was suggested that community members make representation directly to Council if they required further information regarding this matter.

### **2.2.2 Road Signage Billinudgel**

The meeting agreed that this matter could be closed out due to extra signage and road markings that had now been installed at Billinudgel, which appeared to be working well.

## **3.0 Construction Update and Upcoming Works**

### **Construction Update**

- On 11 December 2006, Pacific Highway traffic was diverted onto the new local Service Road between Rajah Road and Brunswick Heads Road. Traffic queues due to traffic control associated with the switch cleared quickly once the diversion was in place. Construction works would now target areas north of Rajah Road and the remaining bridges and retaining walls.
- Decks of the remaining Brunswick River bridges are near completion. Travellers on the decks and false work from beneath the bridges have been recently removed; three final stitch pours will commence on the centre bridge in two to three weeks' time. These would be done as per previous similar pours in the early morning and the necessary notice for out of hours work given to nearby residents prior to the event. With the stitches complete, final installation of asphalt and furnishings would commence. The CLG agreed to Abigroup proceeding with the out of hours works as proposed.

- From 7 February the tower cranes were progressively removed from the south bound bridge over a period of two days. Cleaning of the decks is now progressing and the temporary rock platforms in the river are also being removed from the northern side; this latter work should be finished by the end of the month. Demolition of the old bridge is scheduled to commence 5 March 2007.

**Q.** How long is the demolition work expected to take?

**A.** The work is expected to take 10 weeks. Demolition will be undertaken in sections, complying with environmental approvals and although demolition can be noisy, plans will be in place to minimise disruption to the community. Wendy Dooley noted that she had already been in contact with the adjacent residents, and that they would receive a letter closer to the time.

- With the traffic switch, have now opened the Fill 4 area, north of the Brunswick River. Remaining retaining walls in this area are progressing well, ranging in height from 6 to 8 metres. 1,200 cubic meters of concrete has already been poured for these structures and it is expected works for Retaining Wall 2 would be completed in 3 - 4 weeks. Retaining wall 1 is also progressing well. This is now a critical area and high priority for the project to complete.
- The Fill 3B area is now sealed and ready for concrete subbase and base paving.
- Concrete paving throughout the project is continuing as normal.
- The bridge over Tweed Street is nearing completion.
- Drainage works at Billinudgel are also nearing final stages. Surplus fill is being removed from the area in preparation for top soil and seeding.

**Q.** More fill is being placed on the northern side of Billinudgel; will it affect the water flow through the proposed drainage pipes?

**A.** This is a spoil operation for an adjacent local service station developer (not related to the project) where excess fill from this project is being used to raise the area up above flood level and to assist with his preloading in the soft soil.

- Overall, 46% of concrete paving has been completed of 62,000m<sup>3</sup> in total to the end of January 2007. Currently concentrating on paving in the Fill 6 to Shara Boulevard areas.
- The pedestrian bridge at Billinudgel is nearing completion. All the concrete deck work has been completed. The next couple of weeks will see the safety screens progress across the bridge and other finishing works undertaken. Notification of night works for the

installation of safety screens on the bridge will be issued shortly for the end of February 2007. This is for works on the bridge span over the current highway; it is scheduled for night to lessen interruptions to traffic as it will necessitate reducing traffic flows to one lane. The CLG agreed to Abigroup proceeding with this out of hours work.

- Last of the girders are now in place for the Marshall Creek bridges. Construction of these bridges is approximately two-thirds complete.
- Removal of the remains of the old service station at the former Salad Bowl service station is complete.

**Q.** What was the extent of the contamination and how was it determined?

**A.** Will showed the excavated hole and explained how the old tanks and surrounding contaminated soil had been excavated from the site and replaced by clean fill. Soil removed from the site is being treated to remove any threat of contamination. This "soil farming" involves the material being laid out in the sun and continually turned and aerated to allow any volatile hydrocarbons to escape. RTA noted that this was a strict process with the materials being constantly tested by independent overseers until they are determined to be inert. Contaminated soil is being processed near Cut 7. The old fuel tanks have been removed from site.

### **Upcoming Works**

Will Macdonald stressed that there would be a great deal of out of hours work coming up in the near future to complete the project as soon as possible. Will noted that whilst the bridge works were coming to an end, paving was now in 'full swing' and other new activities such as traffic barriers, asphalt, line marking and signposting needed to commence. The next major milestone for the project was the opening of the new Pacific Highway dual carriageway. The pressure is on to get remaining work areas complete and every effort will be made to maximise the time available during the week and on Saturdays. Sunday work will be avoided unless absolutely necessary however the CLG needed to be aware that some work on Sundays may be required. The various work tasks were outlined to the CLG. No objections were received, and the CLG agreed to the following: -

- Traffic adjustments at the Brunswick Heads south interchange (night works).
- Weekend and some late work on weekdays would be required in the area north of the Brunswick River Bridges. May require extended Saturday work.

- It is expected that more out of hours work will be needed to prepare the tie ins for the Brunswick Heads south interchange and intersections north of the Brunswick River Bridge. The works include asphaltting, concreting, noise wall and retaining wall construction, pavement construction, fascia panel installation and drainage. This will commence early March 2007.
- Night works to lay the asphalt wearing course would be required for a full week prior to opening of the freeway on the southern service road.
- Street lighting installation on the Southern Service Road involving two weeks of nightworks. Night work will be used to erect the poles to limit traffic disturbance.
- Installation of fascia panels to Retaining Wall No. 4 (expected early March 2007).
- Sign installation and adjustments as well as wire rope and safety barrier installation would require out of hours work on weekends and week days (including some night works).
- Most linemarking will take place during the night, approximately 4 weeks prior to opening of the freeway.
- Out of hours work would be required on local roads: Tweed Street, Rajah Road, STP Access Road, Orana Road, Bonanza Drive, Wilfred Street, Shara Boulevard and Stock Route Road. Letter box drops to affected residents would continue as appropriate.
- Landscaping will continue on mainline and local roads which will entail out of hours work on week days and weekends.
- Mainline asphalt works, including the tie ins could require out of hours work on week days, weekends and nightworks. The bulk of the mainline asphalt will be undertaken during the day.
- There is still discussion ongoing (including with Byron Shire Council) regarding Coolamon Scenic Drive, Yelgun area traffic switch and Orana Road but it is likely that out of hours work will be required in these locations both pre- and post-freeway opening. There will be out of hours work in Tweed Street and Rajah Road post-freeway opening as well (to complete the local road roundabouts).

Will reiterated the activities residents would see in coming months, which will tie in with the out of hours' work he had outlined.

- Retaining wall construction north of the Brunswick River.
- Brunswick River Bridge will take on its final appearance with completion of deck concrete on the southbound bridge and installation of the parapets and traffic barriers.

- Finishing works will commence with areas to be asphalted and installation of more traffic signage and line marking works. When this starts the project will quickly take shape.
- Works to tie in the dual carriageways will see a spike in activity on site.
- Southern Service Road will have the street lighting installed prior to the traffic switch to the completed highway Upgrade.
- Line marking, road furniture, safety barriers and landscaping – as a general rule expect to see workers everywhere working to finish the project.
- Mainline asphaltting will generally occur during the day. However night works may be required at the Yelgun to Chinderah connection to tie in the new works with the existing highway.
- Landscaping will continue.
- Some works on the local roads will entail out of hours work. Wendy will letterbox drop or phone affected residents nearer to the actual timing of the works to let people know what to expect.

**Q.** What is the expected completion date, when it will all be open to traffic?

**A.** We are too far out to give an exact date, with too many variables such as weather which could affect things at this stage. We will let people know much closer to the date when we have more certainty.

**Q.** I have received feedback from a community member regarding a lot of erosion in the area of Coolamon Scenic Drive.

**A.** Rebecca Walker Edwards advised that she had inspected the area today with members of the Environmental Review Group which includes officers from the Department of Environment and Conservation (DEC). Some of the scours have been there for a while and to touch them again may make matters worse. Project completion will see the area removed and re shaped. Old scours will be repaired and sprayed with hydromulch. The CLG member agreed to pass on name of contact to Rebecca for her to follow up with the community member and provide further explanation.

**Q.** Maintenance of landscaping from previous highway upgrades seems to have not been done so well, resulting in weeds; will those areas be revised in the current landscaping? Will we be discussing landscaping details?

**A.** Landscaping to be discussed at the next meeting. This will cover a query on landscaping at the Billinudgel pedestrian overpass. All plans are now available in detail.

Again emphasis was placed on the upcoming schedule of works. We want to get the project completed as quickly as possible. All residents that may be affected by the works would be notified by letter, phone or a personal visit.

**Q.** Will there be out of hours work at the concrete batch plant?

**A.** No, not planned at this stage.

**Q.** What noise levels could be expected – can you comment?

**A.** No greater than the out of hours noise levels experienced to date. Most upcoming noise is expected to be inaudible and not above the usual highway noise.

One CLG member commented that the majority of complaints that she receives concerns the nuisance of the reverse beepers. It was agreed by all that they are annoying but unfortunately they are also necessary for safety reasons and they are required by law to be operational when the machines are reversing.

#### **4.0 Yelgun Rest Area Display Boards Draft and Hainsville Marker**

Rachel Sadler of the RTA presented the draft design for the Hainsville Marker. The final design will be displayed on a durable, vandal proof material in the old Salad Bowl area. Efforts are also being made to incorporate an original post and rail fence into the site design. Access to the site will be from the Service Road in the vicinity of the old service station.

The meeting decided that Frank Mills would take the draft design to review and provide any comments to Peter Borrelli.

Janice Smith of RTA also outlined some ideas for the Yelgun Rest Area display boards.

The RTA appreciated the information already forwarded by the CLG members recognising that there is a great deal of community interest in the bridge and river.

**Q.** How big will the rest area information signs be?

**A.** 3 X AO size which will be approximately 3.8 x 1.5m in total.

Janice pointed out that the RTA is looking at what makes this project unique. The panels will be divided into three sections. A panel will be devoted to the history of the Brunswick River and photos from the community, environmental information etc. would also feature.

It was further suggested that any photos be of a size that can be easily seen and include such ideas as the story behind the pied oyster catcher, threatened species plant translocations and species lists, landscaping and project facts and figures including an aerial photo of the entire project.

Information will also be included on local attractions with input being made from NSW Tourism officers. The officers have good information on the Brunswick valley and excellent photos of the area.

It was asked if the local tourism body, Brunswick Heads Business and Tourism Group, could have input into the design and information for the project. The Visitor Information Centre has the local expertise and a large range of photos as well as being a respected tourism body.

Other panels could include:

- Indigenous heritage;
- European heritage; and
- An RTA information panel (other rest area locations along the highway).

It was commented that the rest area and playground were unique in their size and facilities. It was agreed that some space would be devoted to engage and interest travellers (such as puzzle pictures) and others would relate information regarding the area and things to do and to encourage people to stay in the area.

It was suggested that as a lot of this information would have a "shelf life", the panels would be redesigned and updated periodically by the RTA.

Members of the CLG suggested the area have an oceanic or surfing theme as it is recognisable within the community. The use of aerial photographs was also offered.

Q. Will the environmental panel include a species list?

A. Yes, that could be incorporated if space permits.

Q. Will the playground be fenced?

A. Yes.

## **5.0 General Business**

**5.1** One of the CLG Members stated he objected to another member's comments from the previous minutes (Item 3.2 Meeting No. 19) regarding the suggested photograph for the Rest Area information panel. The Simple Pleasures Campaign enjoys broad community support along with the support of NSW Tourism and Department of State and Regional Development and the design team for Simple Pleasures has discussed the photo "The Morning Cast" to which the member referred. It is considered too dark and unsuitable for the sign. The team have a large range of other photos considered more appropriate. Peter Borrelli asked if it was

possible to view photos from the website. It was advised that this was possible and also referred the RTA to the calendar recently compiled by the team.

**5.2** Another CLG member thanked everyone involved with the organisation for the "Farewell to the Old Bridge" festivities. It was noted that despite the poor weather, over 1,000 people attended and he thanked Abigroup and the RTA for their support and assistance. Noting that there would have been a lot of unhappy people if the event had not happened, the member again thanked Abigroup, RTA and members of the VRA and Lions who had volunteered their time.

Colin also reminded the meeting that the Driver Reviver committee needs as much notice as possible when the new site will be available.

**Q.** Is it planned to open the rest area prior to the highway?

**A.** No.

**Q.** When will the pedestrian bridge be opened?

**A.** Peter Borrelli advised that no decision has been made yet as to the timing of its opening – work still needed to be completed on the structure.

The need to have the Driver Reviver re-situated as soon as possible was noted. It was reported that in the period 15 December 2006 to 31 January 2007 this year 8,020 cups of coffee were served (even though the facility had not operated 24 hours per day). Peter Borrelli asked Colin to forward a break down of the numbers involved.

Concerns regarding safety of people jumping from the new Brunswick River bridge were noted.

Peter Borrelli gave an update on proposed safety signage for the Brunswick River Bridges warning against the dangers of jumping, fishing and climbing on the bridge and prohibiting these activities. Peter also advised that RTA has provided a draft of the warning sign design for Council comment. Additionally a media release highlighting the dangers and advising of the penalties which are enforceable by law, will be issued to the local press. Wendy Dooley noted that both construction workers and police have cautioned people against jumping. Signs advising people that there were workers below were being ignored and protective fencing had been torn down and thrown into the river. RTA noted that they were concerned by the press coverage of the "Farewell to the Old Bridge" which used photos of people jumping from the bridge. This unfortunately appeared to be encouraging the situation, and it was hoped that the RTA media release would in some way address this issue.

Interest has been received from members of Rotary and a local jazz band for the opening ceremony of the new bridge and highway Upgrade. RTA

advised that a special meeting would be organised for the event and key stakeholders would be included, including Rotary and Lions.

**Q.** The proposal by a CLG member for a bus stop shelter at Ocean Shores (where Country Link picks up / sets down) appears to have had little progress. With recent Government grants to other towns for similar projects, it seems appropriate for Byron Shire Council to do the same or approach State Rail for assistance.

**A.** Council has requested Country Link to advise its plans but no response has been received to date. Brett Lee noted that Byron Council's Grants Officer would be requested to make further applications but it must be remembered that grants to other towns were not necessarily on the same scale.

**Q.** When will the fauna fencing be erected?

**A.** Erection of fencing has started at the southern end of the project; there is still approximately 2 months' work but fencing will be in place prior to opening the Upgrade.

**Q.** What type of pavement will there be on the Coolamon Scenic Drive road and footpath beneath the over bridge?

**A.** Asphalt.

**Q.** Will it withstand an overflow / flood of water?

**A.** Yes.

Peter Borrelli advised that the road way had not been designed to flood, and that the transverse drainage in this area would be capable of accommodating the required storm event.

**Q.** It was noted that an enormous amount of debris (from Jingatee) passed through this area in the Mothers Day flood, with some existing drains becoming partially blocked. If the water should back up and flow over the road or be allowed to sit and seep into the ground it could cause major problems. Would it be worthwhile to triple plant Lonandra along the verges of local roads?

**A.** Will noted that he could check the size of the event which overtopped the existing culverts. He also noted that similar to a causeway, if there's a way for water to escape quickly, it would and damage would be minimised. Will also noted that he would check on the landscaping for this area.

**Q.** Have there been any decisions made on the southern foreshore area?

**A.** No decisions had been made, talks were only now just beginning.

It was noted that a CLG member had donated 6 cedar trees to the project. Two for the southern foreshore area, two for the historic marker and two for the Yelgun Rest Area.

**Q.** What size trees are to be planted in the Yelgun Rest Area?

**A.** A range of tree sizes will be planted extending from small tube stock to advanced plants.

A member advised that there was a pothole forming where the drainage work had been carried out in Rajah Road. The nature strip has been repaired, however there are some employees parking there once again. Wendy will advise foreman to re-educate new employees not to park there and Will agreed to organise for the pot hole to be repaired.

**Q.** A concern regarding turning left out of Rajah Road as visibility was obscured by the retaining wall, was raised.

**A.** A lot of work has been done to improve visibility at the site for this movement in recent times.

**Q.** What's happening with the signs for South Golden Beach / New Brighton, and street lighting and landscaping at the Shara Boulevard intersection?

**A.** The bulk of the sign posting has probably already been installed, Street lighting and landscaping is planned for the area and will be provided over the coming months.

**Q.** The Council representative was asked when Council will finish its cycleway planning. Has the route for the cycleway been approved?

**A.** Council reported that nothing has been finalised. A consultant's report has been received for the cycleway along Tweed Street. Funding has been approved for the area from Massey Green Caravan Park to the Pacific Highway. It was all ready to go and Council were aiming to open this cycleway at a similar time or close to, the Pacific Highway project opening.

**Q.** Is there funding in the near future to improve the area west of the Billinudgel railway line?

**A.** The Council representative reported that pavement and kerb and gutter works had been finished between Lucky Lane and the crossing. Further works are listed on Byron Council's Works program.

Wendy Dooley presented the postcards that are now available in the Community Centre.

## **5.2 Next Meeting**

As the works programmed for coming months will be similar to tonight's meeting it was agreed that it is no longer necessary to have monthly meetings. The next meeting was confirmed as 4 April 2007.

Meeting closed at 8.04pm.