



**Pacific Highway Upgrade  
Brunswick Heads to Yelgun  
Community Liaison Group Meeting No. 6  
7 September 2005**

**Attendees:**

Brett Lee (BSC)  
Pauline Millington  
Malcolm Murray  
Kathy Norley-Farmer  
Robert Rosen  
Sue Stirton  
Tony Stupka  
Jack Taylor  
Greg Milham  
Colin Tarbox  
Barry Hutton  
Patricia Warren  
Frank Mills  
Gillian Secombe

Will MacDonald (Abi)  
Mark Sabolch (Abi)  
Terry Paxton (Abi)  
Wendy Dooley (Abi)

Peter Borrelli (RTA)

**Apologies:** B Gardyne, R Kooyman, P Wallbridge (Abi), D Purdy (RTA), R Holmes, S Scott (RTA)

<b>1.0</b>	<b>Welcome and Apologies</b>
<b>1.1</b>	Terry Paxton welcomed members to the meeting and asked for any apologies from those unable to attend.
<b>1.2</b>	Comments on previous meeting notes: - <ul style="list-style-type: none"><li>An inquiry was made in relation to the naming of the Brunswick River bridges. RTA advised they were awaiting a response from the Tweed Byron Local Aboriginal Land Council in relation to a proposal to include a local Aboriginal name for one of the bridges. The notion was to cover both Aboriginal and European heritage in naming the local service road bridge and the two highway bridges. The RTA noted that there may also be other opportunities for bridge naming, if so requested by the</li></ul>

	<p>community.</p> <ul style="list-style-type: none"> <li>• It was noted that CLG notes have been forwarded to local libraries as previously requested.</li> <li>• One member indicated his organisation was considering a possible event to celebrate the opening of the new bridges or new highway.</li> </ul>
<b>2.0</b>	<p><b>Outstanding Actions from Previous Meeting</b></p> <p>Terry Paxton indicated that Abigroup and RTA had met with Greg Milham to provide and further discuss the requested flood data from SMEC.</p> <p>Greg stated that he was now comfortable with the specific catchment data and as a result had changed his position in relation to the capacity of the drain between his property and the highway.</p>
<b>3.0</b>	<p><b>Update on Works</b></p> <p>Will MacDonald, the Abigroup construction manager, provided an update of the status of the construction activities.</p>
<b>3.1</b>	<p><b>Bridgeworks</b></p> <p><b>Brunswick River Bridge</b></p> <ul style="list-style-type: none"> <li>• Piling works now well advanced with the larger diameter, noisier caisson driving now completed.</li> <li>• We have been working on both platforms simultaneously to reduce the duration of piling process.</li> <li>• In order to ensure the piles are founded where they are supposed to be in the hard rock strata, we have also had a small coring rig on the platform drilling a 100mm hole that allows us to extract a “core” of solid rock that provides a profile of the sub-surface geology at that location.</li> <li>• The smaller abutment piles are also now well advanced with a few casings only left to drive.</li> <li>• The bridge pile pier casings are also well advanced in terms of being augered out, with about half now having had the reinforcing cages installed and concrete poured.</li> <li>• During the pouring of the concrete the displaced water from inside the casings is pumped out into a receival tank and used for construction water (dust suppression) elsewhere on the site.</li> <li>• All potentially acid sulphate material removed from the casings is immediately treated with lime and removed from the riverbank in accordance with the acid sulphate management plan for the project.</li> <li>• The approaches to the bridge across the soft soil areas are also starting to take shape.</li> <li>• Because these areas can be problematic due to the contained subsurface water, “wick drains” or lengths of porous fabric on a close grid pattern have been installed to allow moisture to exit.</li> <li>• Additional material (surcharge) will be loaded onto the area to compress the subsoils, thereby excluding re-entry of the water into the formation. In the area south of the Brunswick River, we will in fact load an additional one and a half metres of material above the</li> </ul>

	<p>final height of the road to assist the subsoil compression. Once settlement has occurred, this additional surcharge material will be removed.</p>
<p><b>3.2</b></p>	<p><b>Marshalls Creek Bridges</b></p> <ul style="list-style-type: none"> <li>• The bridges at Marshalls Creek are a more conventional style with driven precast piles and precast beams - 'Super T Girders'.</li> <li>• Piling for the local road bridge for the Marshalls Creek overflow is complete and the piling rig has been moved down to Marshalls Creek.</li> </ul> <p>The objective here is to get the local service road bridges built as soon as possible so that traffic can be switched onto them, allowing a clear run to demolish the old bridges and finish the new bridge structures for the new highway.</p>
<p><b>3.3</b></p>	<p><b>Earthworks</b></p> <p><b>South</b></p> <ul style="list-style-type: none"> <li>• The Brunswick Heads bypass earthworks are progressing well and the vegetation which has been retained between the north and south bound carriageways is obvious.</li> <li>• Progress has been reasonable with about 33% of the mass haul (earthworks) from the top of Devine's Hill to the south of the river on the highway now completed.</li> </ul> <p><b>North</b></p> <ul style="list-style-type: none"> <li>• Now that the clearing for the northern section is completed, larger scrapers and machinery will be brought in to start the major cut just to the south of Billinudgel.</li> <li>• At the far northern section, the new alignment between Shara Boulevard and the interchange is also advancing well.</li> </ul> <p>At all locations where clearing and cuts are being developed, the topsoil is being stockpiled for the commencement of the revegetation program.</p>
<p><b>3.4</b></p>	<p><b>Questions and Discussion</b></p> <p>Q With the preloading south of the river, it appears the settlement is anticipated during the dry season. What happens when it gets really wet?</p> <p>A We are programming to undertake the preloading during this time of the year specifically because it is dry. If we can effect the soil compaction at this time, there is less likelihood of water re-entering the compacted formation.</p> <p>Q Abigroup has a maintenance contract for 10 years but what happens in relation to ground movement after that time?</p> <p>A Realistically the project team will know within five years if it has got the preloading correct. The settlement graph generally levels out quite steeply and little consolidation can be expected beyond the</p>

	<p>initial phases. Additionally, the settlement is also very closely monitored during construction to ensure that all of the primary settlement is achieved before the pavement layers are actually placed.</p> <p>Q Will you give details of the truck movements?</p> <p>A We have a fleet of about 35 trucks cycling at the moment and we have moved about 75,000 cubic metres, so we are about a third of the way through our road based mass haul.</p> <p>Q When are the traveling forms for the bridge coming from Taiwan?</p> <p>A They are here, currently undergoing minor refurbishment. We will reassemble them when required on site.</p> <p>Q Has the good top soil from the nature reserve and sensitive areas been stockpiled?</p> <p>A Yes, there's a strategy that we mustn't cross contaminate good with poor top soils. We haven't cleared a lot of that area as yet, though.</p> <p>Q What kind of rock are you encountering?</p> <p>A Argillite.</p> <p>Q We noted the dam on the highway - where are you getting water, are you using treated effluent?</p> <p>A No, not treated effluent. That basin you are referring to is designed to contain runoff and allows us to treat the water before we let it go.</p> <p>Comment: So many people are delighted with the wood chip and mulch being made available to the community.</p> <p>Response: Good, there is another area to be cleared so we can make it available for just a little bit longer. It was not our intention to put this much out but the response has been exceptional.</p> <p>Q Has there been community feedback regarding the piling?</p> <p>A Yes, there is some sensitivity but we're trying to do it as quickly as possible and most people are accepting of that. Luckily we only have the abutment piles left. The larger casings were very noticeable, particularly when they hit resistance in the bed-rock. The abutment piles are much less noticeable.</p>
<p><b>4.0</b></p>	<p><b>Sediment Basin Presentation</b></p> <p>As the construction update had run over time, a decision was made to hold this over to another time so as not to cut short the discussion on the landscaping plan for Billinudgel.</p>
<p><b>5.0</b></p> <p><b>5.1</b></p>	<p><b>Billinudgel Landscaping Plan</b></p> <p>Terry Paxton introduced the session by acknowledging the work that the Billinudgel representatives had put into the process so far in engaging with the local community and businesses in order to develop a true representative community response for the subject.</p>

	<p>Terry also noted that it was worth revisiting the EIA to appreciate the background and physical scope covered in the highway upgrade project. Although Abigroup would be looking at the El Dorado area and Wilfred Street east of the railway line, it may be possible to capture “themes” or principles that could be carried throughout the village. In fairness to Council though, it was important to recognize that there were budgetary, timing and physical constraints e.g. location of services, actual area available etc. There were also a range of possible delivery methods should agreement be reached by stakeholders on these principles or themes.</p> <p>Terry explained the process from here would involve: -</p> <ul style="list-style-type: none"> <li>• An invitation to all business and landowners in Billinudgel to provide individual input;</li> <li>• All input received through the CLG and individuals would be forwarded to the project landscape architects; and</li> <li>• The landscape architects would then prepare a draft landscape plan and present it to the CLG, possibly in November, for comment and any refinement.</li> </ul> <p>Terry then asked Peter Borrelli (RTA) to give a little background to the scope and reasons for the landscaping plan prior to Sue Stirton’s PowerPoint presentation compiled by Billinudgel interests.</p>
<p><b>5.2</b></p>	<p><b>Background to the Landscaping Plan</b></p> <p>Peter Borrelli stated that the landscaping plan had come about as a result of the amendments made to the original RTA design which closed off highway access to the village. As the amended plan provided “left in, left out” access to the village from the highway as well as the underpass access from the local service road, there were a number of things to integrate and consider under the new design. There were also connectivity issues for pedestrian and cycle traffic between Ocean Shores and Billinudgel.</p> <p>The new arrangements effectively meant that much of the traffic entering Billinudgel would be doing so via the industrial area and some thought needed to be given to the urban design and aesthetics of that entry, as well as its efficiency. There may be opportunities in the landscaping plan for some form of public art or entry statement to the village.</p> <p>Peter noted too that there was an opportunity to review the traffic movement through Bonanza Road and Lucky Lane. For example, changing this to a one way circuit would free up area for parking and landscaping if that was what the community desired and Council (including the Local Traffic Committee) accepted as an option.</p> <p>Peter stated that the RTA would like to be able to finalise the Billinudgel component by the time the project was completed and although there were challenges there were also significant opportunities for the township.</p>
<p><b>5.3</b></p>	<p><b>Billinudgel Presentation</b></p> <p>Sue Stirton then presented a PowerPoint presentation, complete with music and computer graphics, which presented a vision for Billinudgel developed in consultation with local residents and business owners and operators.</p>

	<p>The presentation made it clear that although the village was a small dot on the map it did support over 60 businesses and provided over 300 jobs for local people but still did not have footpaths and was in need of a good “facelift”.</p> <p>Some of the key items identified both graphically and descriptively that would contribute to that “facelift” included: -</p> <ul style="list-style-type: none"> <li>• A Services Directory at the Wilfred Street and Bonanza Drive entry points;</li> <li>• Footpaths;</li> <li>• Plantings; and</li> <li>• Organised parking in the main street.</li> </ul> <p>Sue pointed out that what the presentation was supposed to provide was a “vision” and was not meant to be too specific in the details of say curb and guttering or alternative drainage systems.</p> <p>Sue outlined what they would like and that they would like to work in with Council, RTA and Abigroup. She emphasized the local pride in the town and also pointed out it was one of the few towns that would have direct access to the upgraded highway. Sue also referred to original buildings in the town and the way they contributed to the character of the village.</p> <p>Terry Paxton pointed out there were a range of delivery options once a plan was agreed and this was reinforced by one Landcare representative offering a number of trees to any planting program.</p> <p>The presentation was extremely well received by the group who applauded the effort the small community had made in presenting this excellent presentation and the ideas and suggestions it contained.</p>
5.4	<p><b>Opportunities and Constraints</b></p> <p>Following the presentation the groups worked through some opportunities and constraints matrices.</p>

#### TRAFFIC FLOW/PRIORITY

##### **Bonanza/Lucky**

Opportunity	Constraint
<ul style="list-style-type: none"> <li>• Opportunity to create a one way circuit through Bonanza Drive and Lucky Lane.</li> </ul>	<ul style="list-style-type: none"> <li>• Parking arrangements to be resolved along with turning circles / paths for heavy vehicles accessing the industrial estate.</li> </ul>

##### **Underpass intersection**

Opportunity	Constraint
<p>If a one way circuit is adopted Council would give priority to traffic entering from the local road to avoid queuing.</p>	

<ul style="list-style-type: none"> <li>Option of a roundabout if space permits.</li> </ul>	<ul style="list-style-type: none"> <li>Space</li> </ul>
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<p><b>Notes:</b></p> <ul style="list-style-type: none"> <li>General consensus for a one way circuit.</li> <li>Traffic needs to circulate clockwise.</li> <li>Existing traffic barriers / fencing are dangerously high at the junction of Bonanza Road and Wilfred Street, limiting visibility.</li> <li>Council pointed out sight angles/lines must be adhered to.</li> <li>Council will check curb heights.</li> <li>The Mogo Place to Bonanza Road movement needs to be managed (especially for heavy vehicles, because of poor alignment).</li> </ul>
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### PARKING

#### Bonanza

Opportunity	Constraint
<ul style="list-style-type: none"> <li>Parking on inside, traffic flowing on outside.</li> </ul>	<ul style="list-style-type: none"> <li>Width of roadway may be an issue.</li> <li>GM pointed out there is a couple of businesses who load &amp; unload on the street.</li> </ul>
<ul style="list-style-type: none"> <li>BSC would pick up a survey of exactly how much space is available for parking etc. That way can look at area available which could affect plantings etc.</li> </ul>	<ul style="list-style-type: none"> <li>Council pointed out correct parking procedures should be followed - that aren't being at the moment.</li> </ul>
	<ul style="list-style-type: none"> <li>Concern about the increase in traffic.</li> </ul>

#### Wilfred St

Opportunity	Constraint
<ul style="list-style-type: none"> <li>Improved parking arrangements west of railway line with plantings between to improve the general aesthetics of area</li> </ul>	

### PLANTINGS

#### El Dorado

Opportunity	Constraint
All native & indigenous to area.	Root systems & utilities – conflict of services.
Coolamons ( <i>Syzygium moorei</i> ).	Trees in general are an opportunity for vandals to walk past & snap off branches. Also have to think of leaves & seeds that drop off. Vandalism was noted to be a relatively minor issue in Billinudgel.

Celery wood ( <i>Polyscias elegans</i> ) would help with shade with new growth & provide a food source for wildlife.	This is an industrial area with very big trucks so can't obstruct with too many large plantings. Need to consider truck movements and obstructing traffic.
In general need to try and complement the native species. The main ones suggested here, would be unique for NSW.	
Plantings along back of drain on eastern edge of Lucky Lane area. May discourage graffiti on back walls of Lucky Lane businesses.	Already some issues with plants overhanging buildings in the area. Careful selection of species necessary.

### Mogo

Opportunity	Constraint
Maidens Blush ( <i>Sloanea australie</i> )	
Flame trees?	Could be a problem with shedding.
Celery Wood ( <i>Polyscias elegans</i> )	

### Wilfred

Opportunity	Constraint
Eumundi Quandong ( <i>Elaeocarpus Eumundi</i> )	
Celery Wood ( <i>Polyscias elegans</i> )	

### Stock Route Road South (Tunnel Road)

Opportunity	Constraint
Blue Fig ( <i>Eleocarpus grandis</i> )	The blue fig has a sizeable nut but this is only recommended for the southern Stock Route Road and shouldn't be a problem.
Cherry Satin Ash ( <i>Syzygium leuhmanni</i> )	

### Notes:

- As a general rule, attempt to use native plants indigenous to the area.
- Choose low maintenance plants.
- Select vegetation that will attract native birdlife back into area.
- Avoid plants with characteristics that may cause problems to services or infrastructure (eg- deciduous leaves or aggressive root systems).
- The suggestions are for public land (Road Reserve) only and not to inhibit rights of individual property owners in terms of species selections for landscaping on private land.
- Would want a diversity of plantings to reflect what is here naturally.
- Pick vegetation suitable for different areas, e.g. have different clumps of trees for different areas. Perhaps adopt a species which is to signify Billinudgel, and use as a theme / or a repeated constant.
- Can also trim branches so trees go straight and then bush out. (would assist in

addressing sight line issues).

### SPECIAL FEATURES

Opportunity	Constraint
<p>Water quality basin (constructed wetland) on western side of local road at landing point of and where the pedestrian bridge curls around it is an opportunity for landscaping.</p>	
<p>Service Directory:</p> <ul style="list-style-type: none"> <li>• Located (possibly on vegetated mound) inside the industrial estate near the underpass entry with a pull off bay provided.</li> </ul>	<ul style="list-style-type: none"> <li>• Limited pull off space at this location. Perhaps supplemented with more detailed directory beside Fire Station in Wilfred St.</li> <li>• Any vegetated entry statement should be low to medium height - not screening and daunting.</li> </ul>
<p>Wilfred Street Entry Statement</p> <ul style="list-style-type: none"> <li>• Curved stone wall on both sides of Wilfred Street/Highway intersection with “Welcome to Billinudgel” signage</li> </ul>	<ul style="list-style-type: none"> <li>• Needs to be set back from roadway for safety reasons.</li> <li>• Maybe restricted with space.</li> </ul>
<p>Underpass Entry Planting</p> <ul style="list-style-type: none"> <li>• Bush rock wall with vegetated mound at entrance. Recovered rock / feature rocks from the construction could be used.</li> <li>• Plant 3 Bangalow seeds in 1 pot - would have an indigenous plant which is a real landscaping feature. They grow together and make a real feature.</li> <li>• Carved logs or similar public art at underpass where space is available.</li> </ul>	
<p>Brett Lee spoke about starting with low to medium vegetation that was not daunting or screening and then building as you enter town.</p>	

**Notes:**

- What style do people want Billinudgel to reflect? Not stainless steel and terra cotta! Prefer the use of natural materials like wood and stone, recovered feature rocks from the project. Items to reflect the heritage of the area and plantings sympathetic to the indigenous species.

	<ul style="list-style-type: none"> <li>• Use of timber (recovered if possible) would reflect the history of the village and district.</li> </ul> <p><b>Actions:</b></p> <ul style="list-style-type: none"> <li>• RTA to come back with check on parking bay option at underpass entry to El Dorado and assess whether there's room.</li> </ul>
<p><b>5.5</b></p>	<p><b>Questions and Discussion</b></p> <p>Q Where does Council fit into this?</p> <p>A The physical scope of the project commitment is defined in the environmental documents for the project as Wilfred Street and the El Dorado industrial area but Council are obviously interested observers who want to see what is possible within their budgetary constraints to carry some of the benefits over to the rest of the village. We all want to leave the area looking good and prosperous for the businesses and the local community. RTA also noted whilst this was the physical limits of the current work, there were always other delivery mechanisms and opportunities, whether by local community groups, businesses, other funding and grant sources and local initiatives by Council – and encouraged all of Billinudgel, including those in the Mogo Place area to have input into this opportunity as it would benefit all concerned.</p> <p>Q How are the kids etc going to access the pedestrian over-bridge from Ocean Shores?</p> <p>A The plan is for RTA to give a presentation at the next CLG on our cycle and pedestrian linkages but basically the overpass path will link into Balemo Drive. There is also the other option to use the local service road and to then go via the road underpass at Bonanza Drive, because the traffic volumes on the local service road will be much lower when the upgrade was completed.</p>
<p><b>6.0</b></p> <p><b>6.1</b></p>	<p><b>General Business:</b></p> <p>Due to time constraints, it was agreed to hold over for later discussion two submissions put forward by Mr Taylor, one relating to nesting boxes and another relating to bus shelters.</p> <p><b>Action:</b> Abigroup to place these items on agenda for next CLG.</p>
<p><b>6.2</b></p>	<p><b>Project Landscaping</b></p> <p>One member of the group voiced a concern with the landscaping on the Yelgun to Chinderah project and sought reassurance from the project team that this project would deliver a far better landscaping outcome. The RTA responded that it was aware of the issue and as a result of those issues, much higher standards and outcomes had been specified for this project with respect to Urban and Landscaping design in particular for both batter slope design and revegetation. Flattening the batter slope angles and better topsoil retention would allow more topsoil to be deposited for</p>

	<p>revegetation and the contract stipulated 130,000 plants of various sizes to be incorporated into the landscaping, which was quite an intense planting regime. Further, extensive effort was being made to collect locally native seed.</p> <p>Patricia Warren requested a meeting with Peter Borrelli and Mark Sabolch on environmental issues.</p> <p><b>Action:</b> MS and PB to meet with PW</p>
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<p><b>6.3</b></p>	<p><b>Truck Movements in Brunswick Heads</b></p> <p>A member of the Brunswick Heads Progress Association and Chamber of Commerce noted that the issue of truck movements in the town had been discussed at the Association's meeting on the previous evening. It was a sensitive issue as apart from amenity issues, there were also commercial impacts for some of the businesses, and so they were seeking some kind of balance. The member acknowledged that although subcontractors' vehicles were generally the cause for concern, Abigroup had taken steps to positively address the issue. Toolbox talks had been delivered to alert drivers not to park in town and Abigroup had organised an out-of-town food van to come to the site.</p> <p>It is important that the community let the project team know when there is a problem so it can be promptly addressed if possible.</p> <p>To assist with this issue, Sue Stirton of Billinudgel Post Office advised that her business provided banking and bill pay facilities for a range of institutions and was opened from 5.30am and could thereby provide some of the services that were taking trucks into Brunswick during normal business hours.</p>
<p><b>6.4</b></p>	<p><b>Yelgun Interchange</b></p> <p>One member of the group brought it to the CLG's attention that Council was considering the purchase of a block of land just to the north of the Yelgun interchange for sports fields and this reinforced the need for a truly local road bypass of the interchange to avoid mixing local traffic with that accessing the rest area.</p> <p>The project team advised that the design and costing issues had not yet been finalised, and undertook to advise the group of the outcome when it was known.</p>
<p><b>6.5</b></p>	<p><b>Congratulations</b></p> <p>Several members of the group congratulated the project team on managing to keep the road surfaces clean and also on the responsiveness of the community relations team in addressing issues as they were raised.</p> <p>The Landcare representative on the group also offered his thanks for the mulch that had been provided from the project for local Landcare projects. Terry Paxton indicated this was part of the Environmental Outcomes strategy of the project team, but it was always nice to be acknowledged.</p>

7.0	<b>Next Meeting</b> Next Meeting was set for Wednesday 5 October 2005.
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