



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

Attendees:

Pauline Millington
Malcolm Murray
Kathy Norley-Farmer
Robert Rosen
Sue Stirton
Tony Stupka
Jack Taylor
Greg Milham
Patricia Warren
Frank Mills
Robert Kooyman
Ron Holmes
Bill Gardyne

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

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

Apologies: Brett Lee (BSC), Colin Tarbox, Barry Hutton, S Scott (RTA)

1.0	Welcome and Apologies
1.1	Terry Paxton welcomed members to the meeting and asked for any apologies from those unable to attend. Apologies were received from: Brett Lee (BSC), Colin Tarbox, Barry Hutton, R Holmes (RTA), S Scott (RTA)
1.2	Comments on Previous Meeting Notes The notes of the previous meeting were accepted without amendment, however one member did make comment on the item relating to truck movements in Brunswick Heads. The member indicated he had been impressed with Abi's performance on a number of fronts, including a commitment to keep as much money in the local area as possible. He indicated he was disappointed with the decision to keep the trucks out of town (Brunswick Heads) as some businesses had made investments based on an expected increase in trade generated by the

	<p>project.</p> <p>While some discussion about how this had come about followed, the matter was unresolved with all parties agreeing it was a matter of achieving a balance between commercial and amenity issues.</p>
<p>2.0</p> <p>2.1</p> <p>2.2</p>	<p>Outstanding Actions from Previous Meeting</p> <p>A meeting with the Abi Environmental Manager and RTA's Senior Project Manager, requested by one member, had actually taken place immediately after the previous meeting.</p> <p>The BSC action to review possible pull off areas in Bonanza drive was still outstanding with the BSC representative unable to attend CLG Meeting No. 7.</p>
<p>3.0</p>	<p>Construction Update</p> <p>Abigroup Construction Manager Will MacDonald then provided the group with his regular update on the project activities, starting from the southern end of the project and working north.</p> <p>Will indicated the new duplicated section of the bypass was now reaching its final height. As yet the bridgeworks had not started on the two bridges in that area as the Marshalls Creek Service road bridge piling needed to be completed before moving to the south. Will also indicated one small sidetrack would be required in the area in order to construct the tie in between the new and existing roads. This was likely to happen in November / December.</p> <p>The new alignment for Tweed Street from the Ferry Reserve Roundabout was also taking shape and it was anticipated traffic would be switched to this alignment in late October. This would then allow the commencement of the overpass of Tweed Street and the associated bridge approaches.</p> <p>At the abutments for the new Brunswick River bridges, a lot of material has now been placed and compacted. By careful survey and monitoring of the settlement plates, Will indicated they had been able to calculate that settlement or compaction of approximately 400mm had taken place to date and that this was generally in accordance with the original modelling. It appeared that the ground was behaving in a fairly predictable manner, giving the project team reasonable confidence in the ultimate settlement estimates for the area.</p> <p>Will indicated there was also considerable work in dealing with services in the area. Services typically utilise bridges to cross rivers so the area was something of a 'services bottleneck' in this location with utilities such as Rous Water, Telstra and Optus (optic fibre), Byron Shire sewer lines etc all crossing at this location and requiring considerable relocation work.</p> <p>In relation to the Brunswick River Bridges, Will indicated that all piling (for the bridge foundations) was now completed and most of the caissons had</p>

been augered with a large number already concreted. Typically the abutment casings were using approximately 80 cubic metres of concrete. Temporary casings for the foundations of the temporary props to the bridges would be driven next, followed by preparations for construction of the blade piers to the bridges.

North of the Brunswick River, clearing was now complete and cuts on the eastern side of the existing highway – representing the new service road alignment – were starting to take shape. Prior to this happening, a noise wall had been established where physically possible, to shield adjacent residents from the works. Where the final wall could not be erected at this stage, a temporary wall with a special acoustic (noise absorbing) curtain had been installed until the permanent noise barrier could be erected.

As the area was somewhat prone to slippage, retaining walls would be constructed to stabilise the embankments. This process involved inserting “soil nails” into the sides of the cuttings, grouting them in, spraying shotcrete and then attaching an architectural facing panel to the soil nails to finish the retaining wall.

Will also indicated the extent of clearing in the SEPP 14 Coastal Wetlands with some photos of the area, and noted that another sidetrack would be constructed just north of the river, to allow the new service road to be constructed, but that was some way off.

Progressing northward along the corridor, Will then provided the total volume of earth moved from cut six at the top of Devine’s Hill. About 220,000 cubic metres had so far been transported by road from this cut with little impact on traffic flow in the area. Most of this material had been transported to the fill areas south of the river. Basalt boulders had been encountered on this ridge and the project team had established a small crushing plant so the material could be effectively used elsewhere on the project.

This area was also a little more complex because there was also a local access road inside the corridor – Banana Road – which had to remain open during the construction process. Will showed some photos of a temporary sediment basin at the bottom of Banana Road, which had been modified to provide shielding from construction activities for the adjacent property. While this sort of outcome can not be achieved everywhere, it was noted that in this location it was an opportunity which the project team was able to take advantage of.

Will then outlined the construction activities in the old Salad Bowl area. With the establishment of the workshop and also a construction compound for workers which would later become a compound for the bridge construction in the area, this area is a hive of activity.

Will was able to inform the group about the different construction equipment operating in the area and how one varied from the other. There were two scraper fleets operating and they were quite different machines. The scrapers in the Banana Road area were twin engined machines with a 37 cubic yard capacity. Because of the power-to-weight ratio these 637’s were able to handle more difficult terrain but moved smaller loads. The 651s in

<p>3.1</p>	<p>the cut north of the Salad Bowl area are single engined machines that often relied on the dozers to provide the extra power to scrape and fill. Although capable of carrying a larger load, the power constraint meant they were not as useful in the early days of construction in difficult terrain.</p> <p>Will noted that next month, Abigroup would have another scraper fleet on the job. The additional equipment was necessary to meet the timeframes of the project. In this cut alone there was in the order of 600,000 m³ of material to be moved.</p> <p>While at the Salad Bowl area, Will pointed out the water harvesting and management process. A significant drainage and sediment basin had been established here and this was a key element in the watering system employed for dust management in this area.</p> <p>The next key activity area to the north was the Billinudgel/Marshalls Creek area. A significant wick draining program has been undertaken on the approaches to the service road bridges in the Balemo Drive area because of the poor existing ground conditions. Works had also been undertaken on the western side of the highway near Humble Pies in preparation for early drainage works.</p> <p>Piling for the Marshals Creek Overflow Service Road bridge had been completed and the piles were being “trimmed” in preparation for the construction of the headstocks that support the bridge beams. Will was also able to show some photos of the piles that showed how “splicing” was achieved. This was necessary because in some areas the piles had to go to well over thirty metres into the existing ground to reach a suitable base and this was not able to be achieved with a single length pile.</p> <p>While discussing the Billinudgel area, Will pointed out that a Soil Testing Laboratory had been established in the industrial area and informed the CLG of the kinds of activities that are carried out in this facility. Basically the purpose of the laboratory is to confirm we have the right quality earth in the right places and to assist with quality control through a sampling process.</p> <p>In the area north of Shara Boulevard the project team has to move about 370,000 cubic metres of material. That is about 220,000 cubic metres from the cuts and about 150,000 cubic metres from the rest area. Will also pointed out there will be a deviation east of the highway near the rest area in the future to allow the necessary works to happen.</p> <p>Will also noted that we now had 270 workers on site.</p> <p>Comments and Questions</p> <p>Comment: The rock walls along the river are in a very poor state and perhaps some of the rocks from Cut 6 could be used there if it is surplus to project needs.</p> <p>Response: While in the first instance we are trying to crush and re-use as much of the material as possible in the project, Abi would not rule this option out if there was a surplus.</p>
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	<p>Q Are there any issues with contaminated groundwater in the old service station site?</p> <p>A Not really. We have two contaminated areas to deal with in that area, the old cattle tick dip site and the former Ocean Shores service station and we now have management plans for these areas prepared by specialists. The cattle tick dip site material will be contained and capped. Soil from the service station will be excavated and aerated to deal with contained hydrocarbons. Once that process is undertaken that soil is essentially safe to re-use in the fills.</p> <p>Q In relation to the retaining walls, you mentioned the facing panels would be concrete. Are there any alternatives?</p> <p>A Not really. They are virtually vertical (5 degree slope) so they have to be soil nailed, shotcreted and have concrete facing panels. The facing panels do have an architectural feature and landscaping (where space permits) to improve the aesthetics and soften the appearance.</p> <p>Q Isn't the area going north prone to slips?</p> <p>A Yes, that's the purpose of the soil nails - to stabilise the cuttings.</p> <p>Q We have heard that you have run into natural springs at Yelgun. Is that the case or is it an urban myth?</p> <p>A We have not really encountered any springs as such but we're drawing water from two farm dams on the former Allardice property- I don't know if they're spring fed. It is more likely just ground water.</p> <p>Comment: One member advised the CLG that she had written to three local papers putting it out there that people must consider allowing extra travel time, especially during the upcoming important Higher School Certificate periods. By advising schools we believe that we can better manage the situation should a pupil be late for exams. The project team also confirmed that they had been liaising with the local schools re the traffic situation, and that with the current traffic management arrangements, significant delays were not expected. Any significant delays or changes to traffic arrangements would be advertised.</p>
<p>4.0</p> <p>4.1</p>	<p>Bicycle and Pedestrian Plan</p> <p>Peter Borrelli, the RTA's Representative, and Senior Project Manager, Strategic Projects for the project then provided the CLG with a presentation in relation to the bicycle and pedestrian linkages throughout with the project. (The full presentation is attached to these notes)</p> <p>Peter pointed out that a key element of the strategy was to provide alternatives to the new highway for cyclists wanting to move around the local area. While the long distance or serious professional cyclists may wish to use the highway and a suitable shoulder would be provided, it was the RTA preference to accommodate local movements on the local roads.</p> <p>Peter noted that typically the shared pathways (cycle and pedestrian) widths</p>

<p>4.2</p> <p>4.2.1</p>	<p>were a minimum of 2.5m (in some places 3m) and this was a relatively generous width in accordance with the relevant design guides.</p> <p>In relation to the surfaces of the shared pathways Peter indicated they would be concrete as per the AusRoads guidelines and the NSW RTA Bicycle Guidelines, which were based on the AusRoads approach. There were very good reasons for this surface, most notably:</p> <ul style="list-style-type: none"> • They provided a durable low maintenance lifespan; • They provide a safe surface in relation to trips and slips etc • The provided equity in access for wheelchairs, cyclists and pedestrians; and • They were not prone to erosion problems like some other surfaces, particularly where the paths are adjacent to sensitive environments. <p>Peter also pointed out that the cycle plan had been provided to Byron Shire Council (and in fact was developed in consultation with) who would consider the best opportunities to extend and build onto the linkages to the broader local community areas provided as part of this project.</p> <p>Questions and Discussion</p> <p>Cycleways</p> <p>Comment: The issue for cyclists is roundabouts as they tend to be dangerous.</p> <p>A Yes, we are trying to avoid that as much as possible by placing crossings etc a little distance back from the roundabouts and looking for the safest crossing option on a case by case basis.</p> <p>Comment: Most cyclists prefer the highway shoulder because at end of day it's unpredictable to go off the shoulder. Bicycle Users Group members tend to go on the highway as it is more predictable and a lot safer.</p> <p style="padding-left: 40px;">RTA noted that there would be certainty and proper delineation with the shared pathway provided by the project.</p> <p>Q Will the responsibility for these cycleways in the long term rest with the Byron Shire Council?</p> <p>A Yes. Some will be maintained by Abi for the first ten years and some will be handed over to Council by agreement.</p> <p>Q There appears to be a lack of maintenance on the Byron end of the cycle path. It's important that there is a concentrated follow through with maintenance once they are built.</p> <p>A Definitely. Usually there is a one-off maintenance handover agreement and associated payment when such assets are handed over to a Council and then it's up to the Council to maintain the asset and of course the community to request maintenance to be undertaken if it is required. Unfortunately it's a budget issue - some people will argue</p>
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	<p>the question of why should Council be spending money on a cycleway.</p> <p>Q What's the strategy north of Yelgun? A Cyclists would travel on the service road.</p> <p>Comment On the Yelgun to Chinderah section, the actual highway is excellent but there are some places where there is no room whatsoever for cyclists, so there could be improvement. Where there is only a gutter, there's no room for maneuvering. The real concern is on the ramps where there is little or no shoulder.</p> <p>A Noted, the RTA is providing a 2.5m shoulder on the through carriageways and on the ramps a 2m shoulder will be provided for this project. It was also noted that these are one way ramps, and again these are adequate widths in accordance with the design guidelines. Comment Due to the length of the Billinudgel cycle/pedestrian overpass people may not use it.</p> <p>RTA noted that with the fencing arrangements and the noise barrier separating the southbound carriageway and the service pedestrians and cyclists will either have to use it or cycle down to the Bonanza Drive bridge if they wish to cross the upgraded Pacific Highway.</p> <p>Q Will the water in the sediment pond at the Billinudgel pedestrian/cyclepath be stagnant? A No. There will be flow through of this basin that will allow flushing. The basin itself will also be planted out so it should have some aesthetic value and add to the interest.</p>
<p>4.2.2</p> <p>4.2.3</p>	<p>Southern Foreshore</p> <p>Comment: The foreshore access has been political. There is concern that the cycleway/pedestrian way under the southern abutment shown on this plan extends as a broken line along the foreshore. Either finish the solid line where it is or take the dotted line off the plan.</p> <p>A That's why it's listed as "future access", and is only an option which could be considered by Council.</p> <p>Comment: In relation to tidying up the southern foreshore area, the only need for bitumen is to provide access to the caravan park, so all of the bitumen (current highway) could go at the end of the day. I don't envisage it staying.</p> <p>Comment: Could leave some bitumen for parking for cars and trailers near the boat ramp.</p>
	<p>Northern Shore</p>

	<p>Q Will you be maintaining the access road along the north river shore? A Yes, the road will be maintained for access to the Nature Reserve and also for the oyster farmers.</p> <p>Q Will the walking track be maintained north of the river in the Nature Reserve into Ocean Shores as there is a keen desire from Ocean Shores to keep it open. A The RTA will be providing a shared pathway through to Rajah Road. We understand that the Department of Environment and Conservation (National Parks & Wildlife Service) would like to close it as they would prefer not to have people walking through the reserve.</p> <p>Comment: It should be noted that the track has significant heritage value as well as providing a community thoroughfare and the Historical Society and local community would be keen to see it maintained.</p>
<p>5.0</p> <p>5.1</p> <p>5.2</p> <p>5.3</p>	<p>General Business</p> <p>Mr Jack Taylor had two submissions to be addressed but as the Byron Shire Council representative has sent his apologies and one related to a matter that would require Council input, it was agreed to hold it over.</p> <p>Habitat Boxes</p> <p>Mr Jack Taylor indicated he believed that due to significant disruption to wildlife in the area and fauna displacement from habitat associated with the clearing and large scale works there was considerable value in addressing the issue through a joint Community / Project team project.</p> <p>Jack's concept revolved around the notion of construction of habitat boxes to be built through a range of possible community mechanisms, placed by the project team or the CLG and monitored by interested community bodies.</p> <p>Several members of the group stated they believed local schools would be keen to get involved.</p> <p>Terry Paxton indicated he has already spoken with the Abigroup Construction Manager and the Environment Manager and both had indicated Abi support for the project, as did the RTA.</p> <p>As there appeared to be significant support from the CLG and the RTA, Terry Paxton indicated he would notify CLG members of a separate meeting for interested members on a Wednesday evening at 5.30pm to develop a strategy to further explore the concept and develop a plan for progressing it.</p> <p>ACTION: TP to advise CLG members of date for fauna box meeting</p> <p>Event</p> <p>The representative of the Brunswick Valley Rescue Squad indicated that the organisation had joined with the Lions Club and were interested in doing a</p>

	<p>joint event as a fund raiser. The event they were considering would be on one of the Brunswick River Bridges (depending on a range of factors).</p> <p>There were several options including a silver service dinner or something more low key. They would also like the RTA to consider the possibility of a “first car over the bridge” raffle and had access to high quality vintage and classic cars if this was possible.</p> <p>The objective of the event was to raise money for the rescue squad and other worthwhile local beneficiaries (yet to be decided).</p> <p>When the Lions Club representative returned, they would approach Abi and the RTA to work together to identify the opportunities and constraints relating to such an event.</p> <p>One member suggested period costume of the period when the old bridge was first constructed might be an interesting theme.</p> <p>The RTA spoke about some past openings and how the RTA had worked with similar community groups to share facilities, such as a marquee etc to produce an excellent outcome for all concerned.</p>
5.4	<p>Historical Markers</p> <p>The representative of the Historical Society raised the issue of historical markers along the route. One specific area mentioned was the old Hainsville site. He requested some time be set aside on the agenda for the next meeting to discuss this topic.</p> <p>Peter Borrelli advised there would be merit in putting ideas onto paper prior to the next CLG, when the landscape architects would be present for the Billinudgel landscaping plan presentation.</p> <p>ACTION: Add historical markers to the agenda for meeting eight.</p>
5.5	<p>Yelgun Local Road</p> <p>Peter Borrelli advised that the local road that would bypass the rest area entry had been approved and would now be going ahead.</p>
5.6	<p>Mulch</p> <p>One representative thanked the project team on behalf of the many local schools who had been beneficiaries of free mulch from the project.</p>
5.7	<p>Website</p> <p>The project team advised the website was now active and would be brought up to date as quickly as possible. The web address is: - www.rta.nsw.gov.au and follow the Pacific Highway link to the Brunswick</p>

	Heads to Yelgun project.
6.0	Next Meeting Wednesday 2 November, 2005