

Appendix A October 2005 community update



Wells Crossing to Iluka Road

Upgrading the Pacific Highway

ROUTE OPTIONS DISPLAY

OCTOBER 2005



Completing the upgrade of the Pacific Highway

Identification of route options to upgrade the Pacific Highway between Wells Crossing and Iluka Road is a key step towards upgrading the highway.

With the \$2.2 billion Pacific Highway Upgrade Program in place since 1996, almost 230 kilometres of the highway are now double-lane divided road. A further 225 kilometres of new highway are under construction, have been approved for construction or have had a preferred upgrade route identified.

The Wells Crossing to Iluka Road upgrade is one of only seven projects for which a preferred upgrade route has not been identified. It is part of a final group of five projects which are proceeding to the route selection phase in October 2005. These five projects, along with the Macksville to Urunga and Woodburn to Ballina projects, will provide preferred routes for the final 230 kilometres of the highway. This will provide planning certainty for local communities and pave the way for a construction program to complete the upgrade of the Pacific Highway.

The Pacific Highway is a road of national importance. Its upgrading is funded by State and Federal governments.

For the 10 years to June 2006 the NSW Government will have contributed \$1.66 billion and the Federal Government will have contributed \$660 million. For the next three years the Federal Government will match the State Government's contribution of \$160 million/year.

As the Pacific Highway forms part of a national network the Federal Government should increase its contribution to be in line with its funding of other roads. Under Auslink, other highways on the national network are receiving 80% funding from the Federal Government.

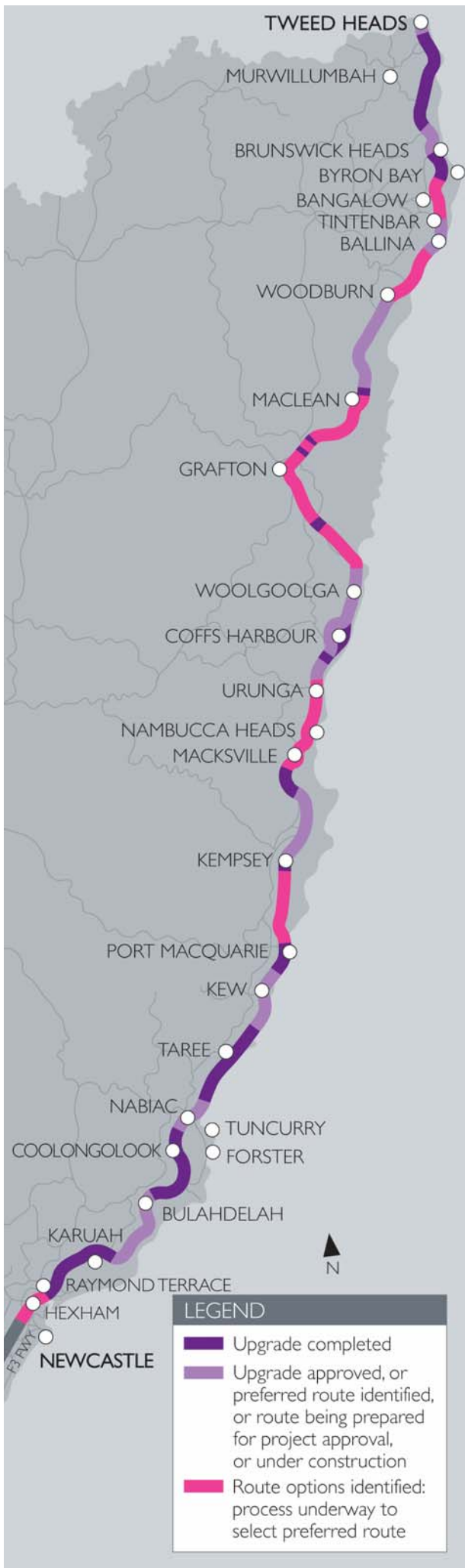
To complete a high standard highway upgrade by 2016 at least \$8 billion is required. The Federal Government needs to increase its annual contribution by \$480 million to meet the goal of 2016 and ensure that the Pacific Highway is funded on the same basis as other highways.

This community update

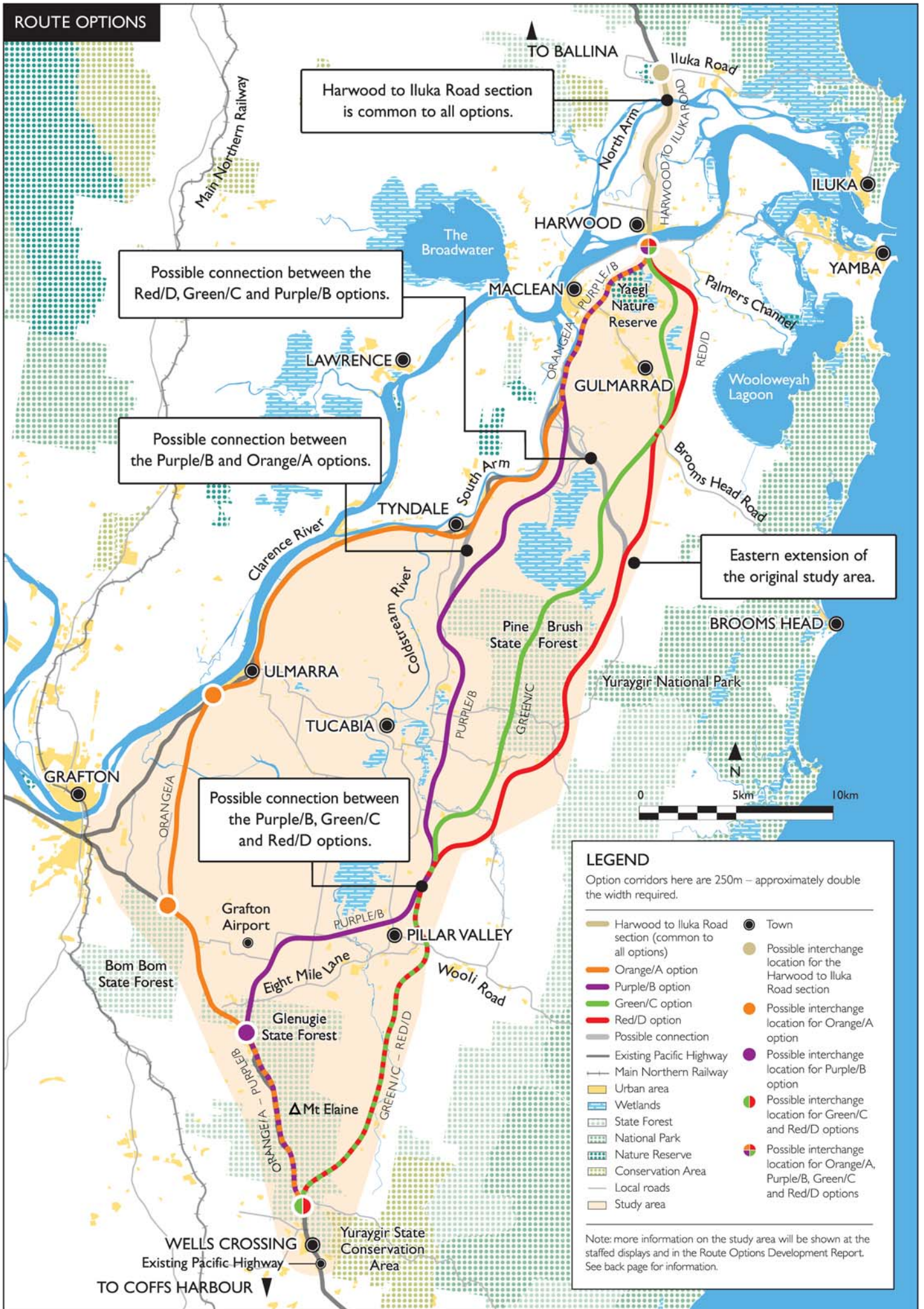
This community update describes the route options that have been short listed for community consideration and the key issues associated with each of the options. The route options are on display for comment until **Friday 18 November 2005**.

Developing a short list of options

Four options, or a combination of these options, have been identified between Wells Crossing and the Clarence River. All of the options would require a new bridge over the Clarence River. The section between Harwood and Iluka Road is common to all of the options.



ROUTE OPTIONS



ORANGE/A OPTION**69km**

The Orange/A option is the most western of the short listed options. It is predominantly a new motorway adjacent to the existing highway alignment, with an easterly deviation between Bom Bom State Forest and Swan Creek. This option involves consideration of bypasses of Grafton, Ulmarra and Tyndale. This option would provide at least one carriageway above the 1 in 20 year flood level.

Length: Approximately 69 km of which 38 km crosses the Clarence River floodplain.

Bridges: Bridges would be provided at Swan Creek, Coldstream River, Shark Creek and other minor creeks.

Access issues/connections to towns: This option would consider interchanges to the north of Bom Bom State Forest and north of Swan Creek to provide access to Grafton. Another interchange south of the Harwood Bridge would be considered to provide access to Maclean and Yamba. Access via the local road network would be either over or under the motorway.

Preliminary cost in \$2005: \$1300-\$1400 million. This option would be the most expensive due to the additional length and floodplain bridges required.

Staging issues: This option offers opportunities for staged construction.

PURPLE/B OPTION**66km**

The Purple/B option follows the existing highway from Wells Crossing to the northern end of the Glenugie State Forest. It then deviates east, passing to the north of Pillar Valley and to the west of the Pine Brush State Forest, before re-joining the existing highway south of Maclean. This option involves the duplication of 19 km of the existing highway and it would provide at least one carriageway above the 1 in 20 year flood level.

Length: Approximately 66 km of which 13 km crosses the Clarence River floodplain.

Bridges: Bridges would be provided at Coldstream River, Chaffin Creek, Shark Creek and other minor creeks.

Access issues/connections to towns: This option would consider an interchange to the north of Glenugie State Forest to provide access to Grafton. Another interchange south of the Harwood Bridge would be considered to provide access to Maclean and Yamba. Access via the local road network would be either over or under the motorway.

Preliminary cost in \$2005: \$950-\$1050 million

Staging issues: This option offers opportunities for staged construction.

GREEN/C OPTION**60km**

The Green/C option deviates from the existing highway just north of Wells Crossing. It then follows a northerly alignment along the eastern side of the study area to the Clarence River at Harwood Bridge. This option passes through the Pine Brush State Forest and an ecologically significant coastal wetland. It would provide at least one carriageway above the 1 in 20 year flood level.

Length: Approximately 60 km of which 5 km crosses the Clarence River floodplain.

Bridges: Bridges would be provided at Coldstream River, Chaffin Creek and other minor creeks.

Access issues/connections to towns: This option would consider an interchange to the north of Wells Crossing to provide access to Grafton from the south. Another interchange south of the Harwood Bridge would be considered to provide access to Maclean, Yamba and Grafton from the north. Access via the local road network would be either over or under the motorway.

Preliminary cost in \$2005: \$700-\$800 million

Staging issues: This option does not offer any opportunities for staged construction.

RED/D OPTION**60km**

The Red/D option is the most eastern of the short listed options. It deviates from the existing highway just north of Wells Crossing before following a northerly alignment along the eastern side of the study area to the Clarence River at Harwood Bridge. This option passes to the east of Pillar Valley and the Pine Brush State Forest. It would provide at least one carriageway above the 1 in 20 year flood level.

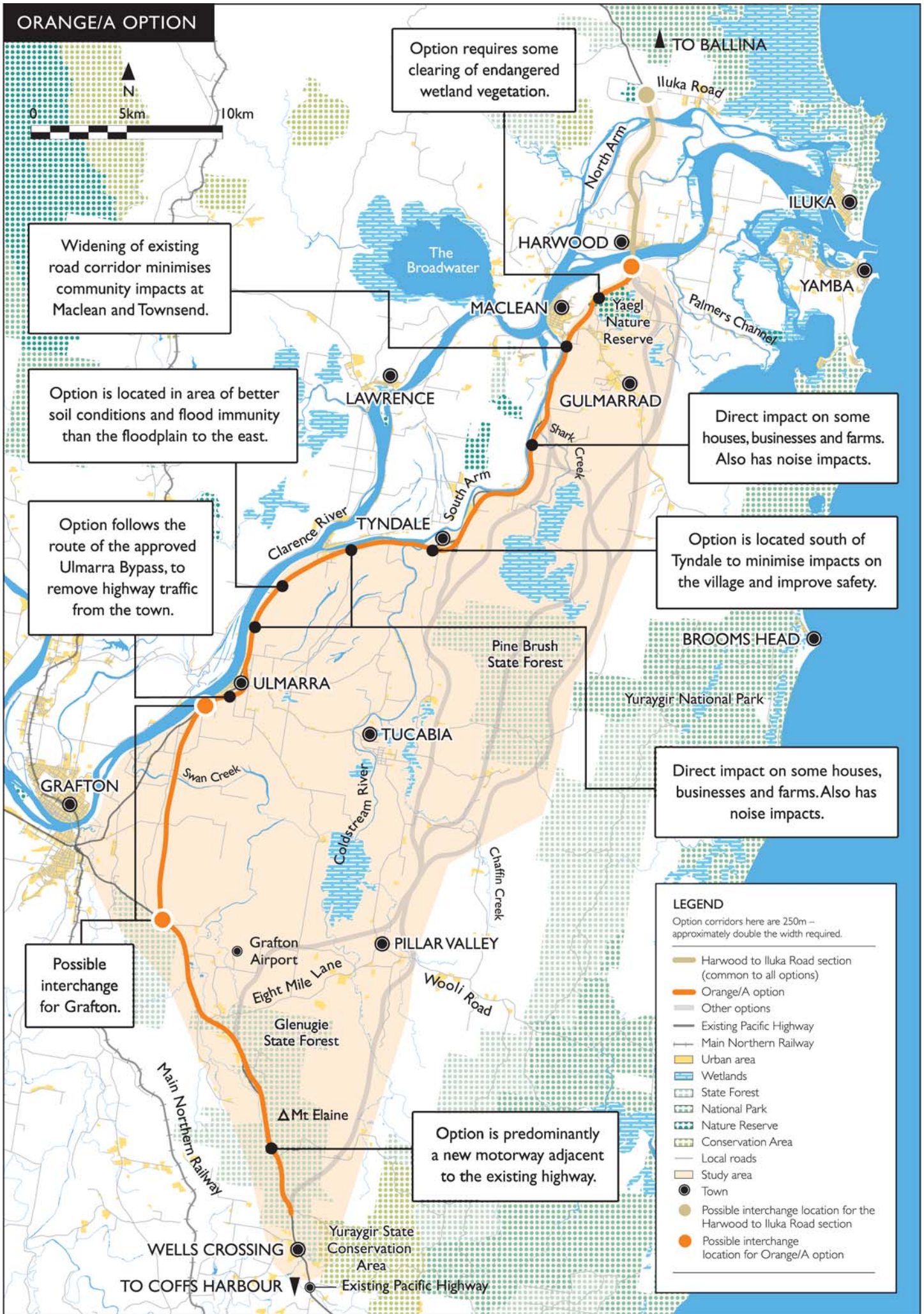
Length: Approximately 60 km of which 9 km crosses the Clarence River floodplain.

Bridges: Bridges would be provided at Coldstream River, Chaffin Creek and other minor creeks.

Access issues/connections to towns: This option would consider an interchange to the north of Wells Crossing to provide access to Grafton from the south. Another interchange south of the Harwood Bridge would be considered to provide access to Maclean, Yamba and Grafton from the north. Access via the local road network would be either over or under the motorway.

Preliminary cost in \$2005: \$700-\$800 million

Staging issues: This option does not offer any opportunities for staged construction.

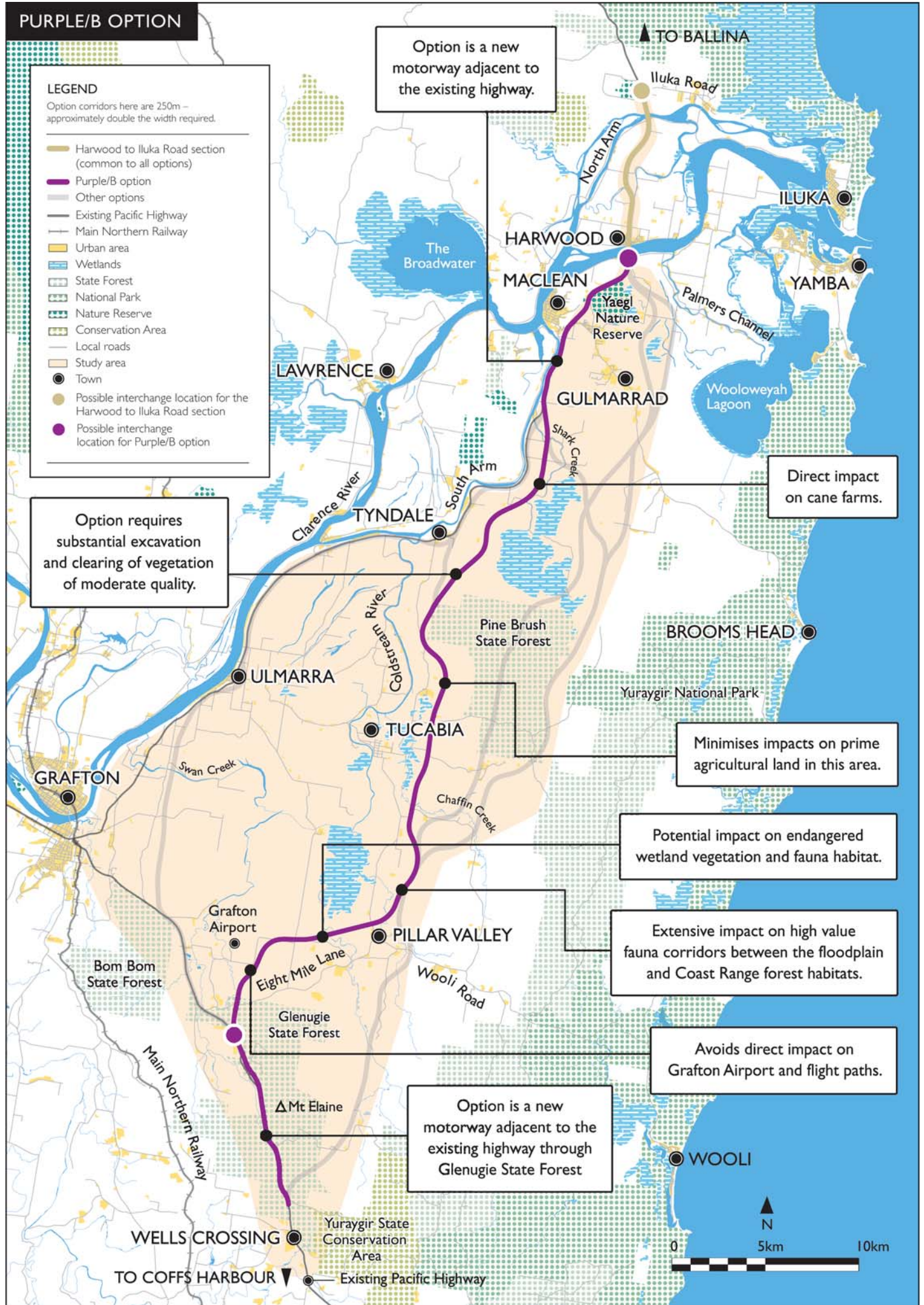


PURPLE/B OPTION

LEGEND

Option corridors here are 250m – approximately double the width required.

- Harwood to Iluka Road section (common to all options)
- Purple/B option
- Other options
- Existing Pacific Highway
- Main Northern Railway
- Urban area
- Wetlands
- State Forest
- National Park
- Nature Reserve
- Conservation Area
- Local roads
- Study area
- Town
- Possible interchange location for the Harwood to Iluka Road section
- Possible interchange location for Purple/B option



Option is a new motorway adjacent to the existing highway.

Option requires substantial excavation and clearing of vegetation of moderate quality.

Direct impact on cane farms.

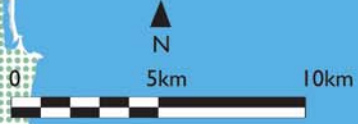
Minimises impacts on prime agricultural land in this area.

Potential impact on endangered wetland vegetation and fauna habitat.

Extensive impact on high value fauna corridors between the floodplain and Coast Range forest habitats.

Avoids direct impact on Grafton Airport and flight paths.

Option is a new motorway adjacent to the existing highway through Glenugie State Forest

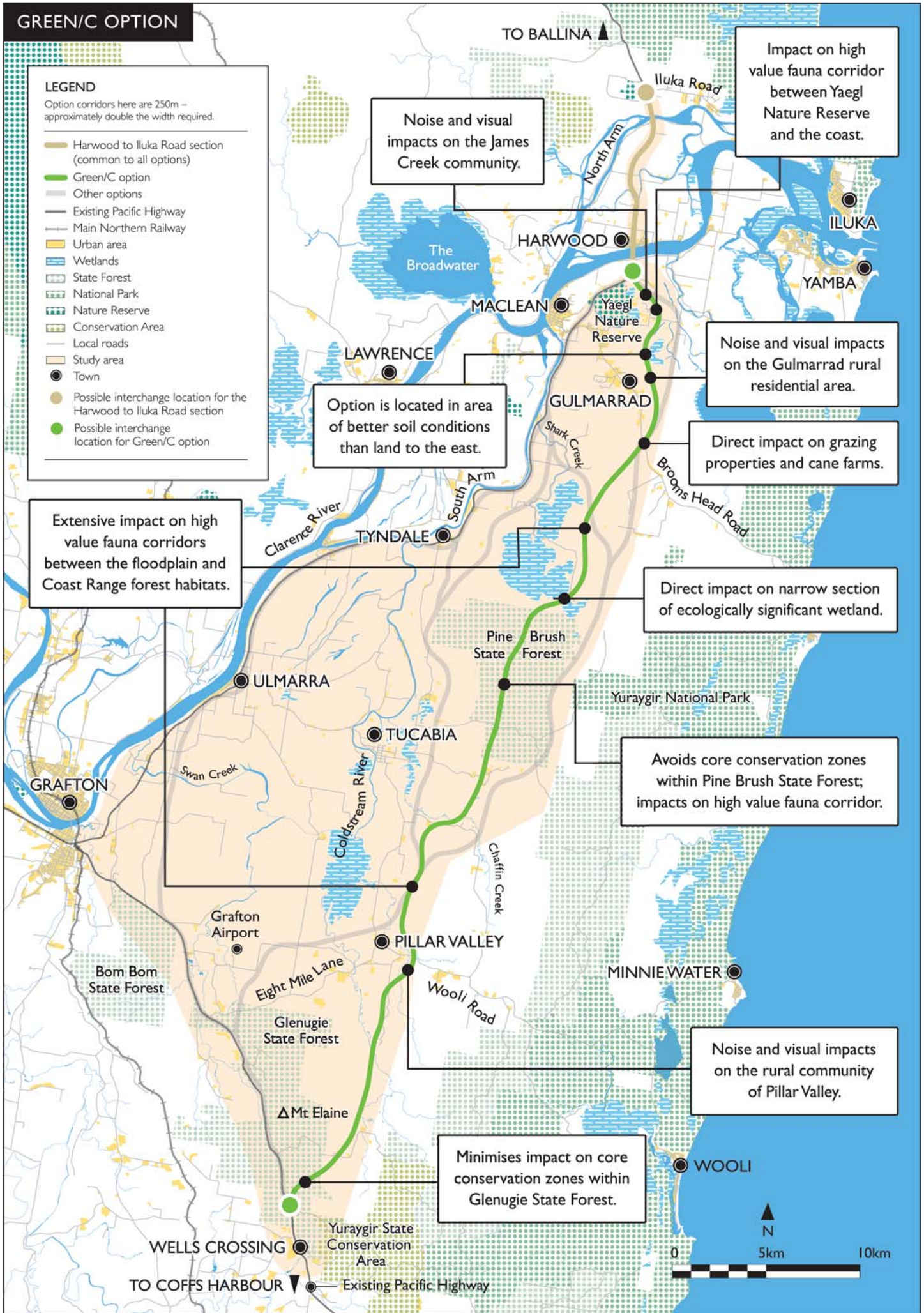


GREEN/C OPTION

LEGEND

Option corridors here are 250m – approximately double the width required.

- Harwood to Iluka Road section (common to all options)
- Green/C option
- Other options
- Existing Pacific Highway
- Main Northern Railway
- Urban area
- Wetlands
- State Forest
- National Park
- Nature Reserve
- Conservation Area
- Local roads
- Study area
- Town
- Possible interchange location for the Harwood to Iluka Road section
- Possible interchange location for Green/C option



Noise and visual impacts on the James Creek community.

Impact on high value fauna corridor between Yaegl Nature Reserve and the coast.

Noise and visual impacts on the Gulmarrad rural residential area.

Direct impact on grazing properties and cane farms.

Option is located in area of better soil conditions than land to the east.

Direct impact on narrow section of ecologically significant wetland.

Extensive impact on high value fauna corridors between the floodplain and Coast Range forest habitats.

Avoids core conservation zones within Pine Brush State Forest; impacts on high value fauna corridor.

Noise and visual impacts on the rural community of Pillar Valley.

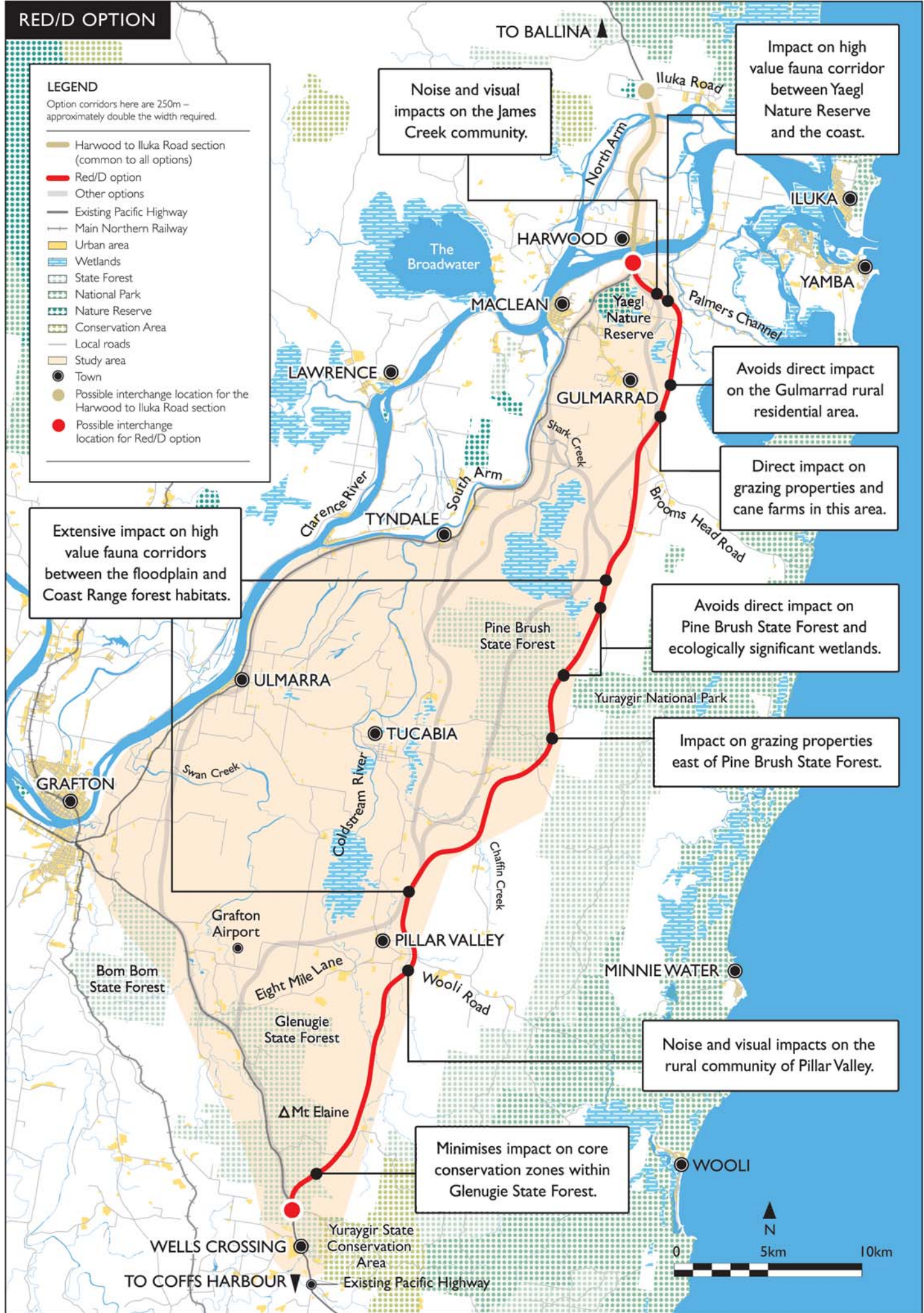
Minimises impact on core conservation zones within Glenugie State Forest.

RED/D OPTION

LEGEND

Option corridors here are 250m – approximately double the width required.

- Harwood to Iluka Road section (common to all options)
- Red/D option
- Other options
- Existing Pacific Highway
- Main Northern Railway
- Urban area
- Wetlands
- State Forest
- National Park
- Nature Reserve
- Conservation Area
- Local roads
- Study area
- Town
- Possible interchange location for the Harwood to Iluka Road section
- Possible interchange location for Red/D option



Extensive impact on high value fauna corridors between the floodplain and Coast Range forest habitats.

Noise and visual impacts on the James Creek community.

Impact on high value fauna corridor between Yaegl Nature Reserve and the coast.

Avoids direct impact on the Gulmarrad rural residential area.

Direct impact on grazing properties and cane farms in this area.

Avoids direct impact on Pine Brush State Forest and ecologically significant wetlands.

Impact on grazing properties east of Pine Brush State Forest.

Noise and visual impacts on the rural community of Pillar Valley.

Minimises impact on core conservation zones within Glenugie State Forest.



Wells Crossing to Iluka Road Route options



Community feedback

OCTOBER 2005

This feedback form is freepost or can be completed online at www.rta.nsw.gov.au/pacific (click on Wells Crossing to Iluka Road). It may assist you to provide valuable information to the project team, to identify community issues and differences between the route options. A preferred route is to be selected that has the least overall impact on the community, the environment and economy. **Submissions close on Friday 18 November 2005.**

Please place a tick next to the route sections you prefer:

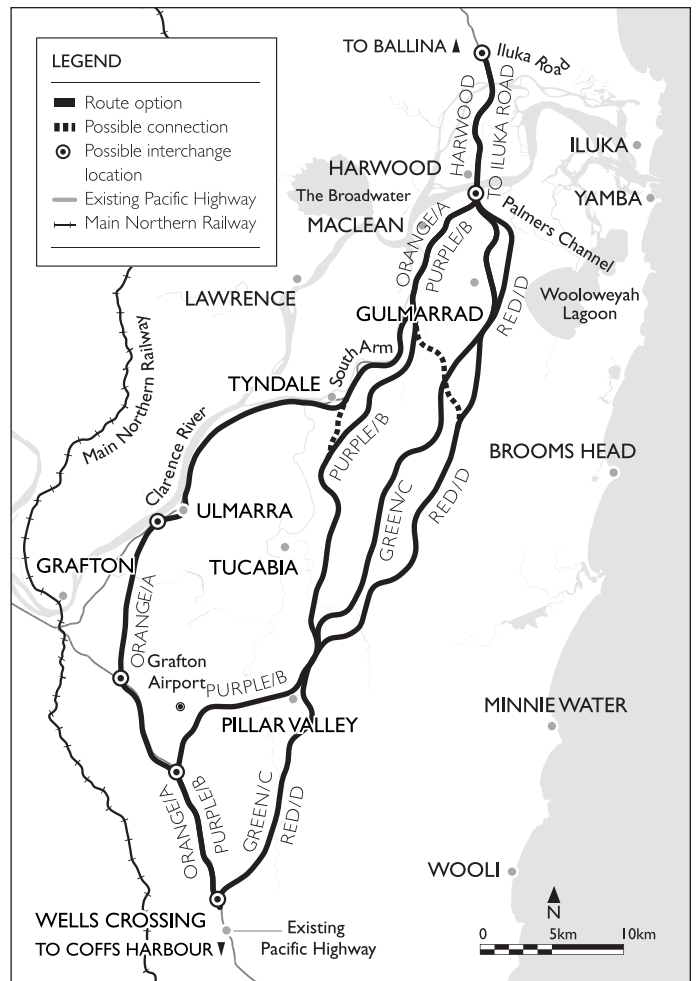
How important are these issues when deciding a preferred option? Please indicate in the boxes below

- 1 Very important
- 2 Somewhat important
- 3 Not important

- Community issues/lifestyle
- Construction cost
- Impact on businesses that rely on passing highway traffic
- Impact on ecology
- Impact on local agricultural activity
- Impact on properties
- Improvements to road safety
- Local flooding issues
- Location of interchanges
- Noise issues from traffic on the highway

I am from (please tick one):

- | | |
|---|---|
| <input type="checkbox"/> Grafton and district | <input type="checkbox"/> Gulmarrad/Townsend/James Creek |
| <input type="checkbox"/> Tucabia and district | <input type="checkbox"/> NSW other areas |
| <input type="checkbox"/> Maclean | <input type="checkbox"/> Outside NSW |



Which route, or combination of routes, best meets these issues? Why?



All information in correspondence is collected for the sole purpose of assisting in the assessment of this proposal. Submissions will not be responded to individually. All information received, including names and addresses of respondents, may be published in subsequent assessment documents unless clear indication is given in the correspondence that all or part of that information is not to be published.

Please withhold this submission from publications Please withhold my details from publication

You can leave your contact details to receive community updates on this project (note: these details are not required for your survey to count).

Name _____

Address _____

Suburb _____ Postcode _____ State _____

FOLD HERE FIRST

Delivery Address:
PO Box 164
ST LEONARDS NSW 1590

No stamp required
if posted in Australia



Wells Crossing to Iluka Rd Upgrade Project
Sinclair Knight Merz
c/- Evonne McCabe
Reply Paid 164
ST LEONARDS NSW 1590

FOLD HERE. SEAL WITH TAPE AND POST. NO STAMP REQUIRED.

The Harwood to Iluka Road section involves duplication of the existing highway alignment between the Clarence River and Iluka Road, on either the eastern or the western side of the existing alignment. Some modifications to the existing highway alignment will be needed to achieve the upgraded highway standard. This section would have one carriageway above the 1 in 20 year flood level.

Bridges: New two lane bridges would be provided at the Clarence River and the North Arm of the Clarence River.

Access issues/connections to towns: An interchange would be provided at Iluka Road.

Preliminary cost in \$2005: \$400-\$450 million

Staging issues: The Harwood to Iluka Road section offers limited opportunities for staged construction.

Selecting a preferred route

The upgrade of the Pacific Highway between Wells Crossing and Iluka Road is being developed in a way that is both ecologically sustainable and achieves the best overall outcome for the whole community.

The RTA recognises the importance of addressing social, ecological, engineering and cost factors while continuing to provide for future transport needs. Most importantly, dual carriageway roads and fewer highway connections will result in a safer road environment.

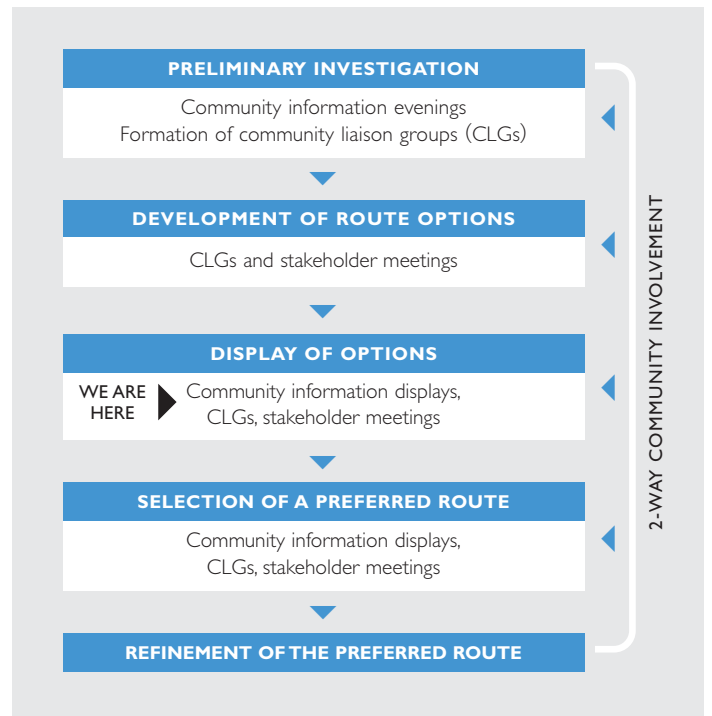
A preferred option has not been selected at this stage.

The decision will be made by considering:

1. Information on the physical impact of each of these routes – in relation to economic, ecological and community issues.
2. The community's issues and comments on these options.
3. The outcomes of a value management workshop.

This workshop will be held with participants from the community, government and technical areas of expertise. The workshop will assess the performance of each of the route options against a range of agreed criteria.

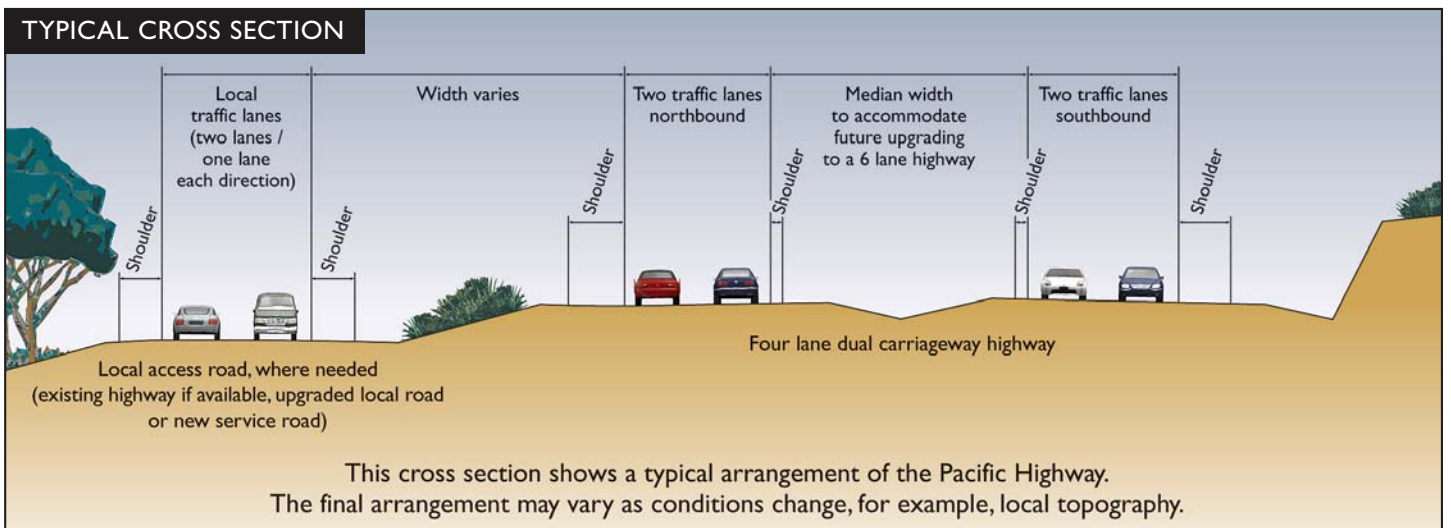
A recommendation will be made to the Minister for Roads, who will then decide the preferred route and arrange for



the display of this route for further community comment and refinement.

Future study

An environmental assessment for the preferred route would be required. This will be exhibited for community comment. Project approval would then be considered.



Display locations

These options are on display until **Friday 18 November 2005** at the locations below.

- RTA Pacific Highway Office, 21 Prince Street, Grafton (Mon-Fri 8.30am-4.30pm)
- Grafton Motor Registry, 3 King Street, Grafton (Mon-Fri 8.30am-5pm, Sat 8.30am-12 noon)
- Clarence Valley Council, Maclean Office, 50 River Street, Maclean (Mon-Fri 8.30am-4pm)
- Coldstream Gallery, 5 Coldstream Street, Ulmarra (Shop window)
- Tucabia Village Store, 12 Cordini Street, Tucabia (Mon-Sun 6.30am-7pm)
- Woolli Post Office, 89 Carraboi Street, Woolli (Shop window)
- Yamba Chamber of Commerce Notice Board, Corner Yamba and Coldstream Streets, Yamba

Staffed displays

Project staff will be available to discuss the route options in more detail at:

- Grafton Shopping World, Fitzroy Street, Grafton Thursday 27 October 2005, 10am-6pm
- Tucabia Community Hall, Clarence Street, Tucabia Friday 28 October 2005, 1pm-7pm
- Maclean Civic Hall, River Street, Maclean Saturday 29 October 2005, 9am-1pm
Wednesday 9 November 2005, 9am-5pm

Detailed report available

The **Wells Crossing to Iluka Road Route Options Development Report** outlines how the options were identified, the major planning constraints and the potential impacts of each option. The report is available on the project website or by phoning the project information line (see details at right). Copies of the report can be viewed at display locations.

Have your say

Written submissions are welcome and should be sent by close of business **Friday 18 November 2005** to the address below.

You may want to indicate your preferred option but it is important to state the reasons why. Dot points will help set out these reasons and will assist the project team.

Please note that it will not be possible to respond to submissions individually. However, a report on the submissions will be produced to address the issues and concerns raised by the community. This report will be available on the project website and on request.

A tear-off feedback form is in this community update. It can also be obtained from the project website or by contacting the project team on the freecall number below. This survey is reply paid.

All information in correspondence is collected for the sole purpose of assisting in the assessment of this proposal. Submissions will not be responded to individually. All information received, including names and addresses of respondents, may be published in subsequent assessment documents unless clear indication is given in the correspondence that all or part of that information is not to be published.



For more information contact the
RTA's Project Manager, Diana Loges:
PO Box 546 Grafton NSW 2460



T 02 6640 1000 F 02 6640 1001



Diana_Loges@rta.nsw.gov.au



To send submissions post to:
Evonne McCabe
Wells Crossing to Iluka Road Upgrade
Sinclair Knight Merz
Reply Paid 164 St Leonards NSW 1590
Facsimile (02) 9928 2502



wellscrossingtoiluka@skm.com.au



www.rta.nsw.gov.au/pacific
(Click on Wells Crossing to Iluka Road)



1800 557 673 (Toll Free)
Project Information Line