



Pacific Highway

Wells Crossing to Iluka Road Upgrade

Tucabia Community Liaison Group Meeting – 5 May 2005

Roads and Traffic Authority



Paul Robilliard

Assistant Project Manager, SKM

Agenda

- › Welcome, introductions and notes from last meeting
- › Consultation activity and issues
- › Route options selection process
- › Amendment of the study area boundary
- › Environmental studies update
- › Traffic and transport study update
- › Questions and answers
- › Close

Feedback from CLG members

- › Review of notes from previous meeting
- › Welcome to new CLG members
- › Community issues update from CLG members:
 - » Feedback from community meeting of 26 April
 - » Additional issues

Jo Moss

Project Manager, SKM

Community consultation to date

Correspondence (to 29 April):

- › 245 Phone calls
- › 200 Emails
- › 49 Letters
- › 24 Faxes

Community consultation to date

Top 10 issues raised to date (29 April '05)

- Information about CLGs
- CLG nominations
- Request for further information
- Impact on Gulmarrad and James Creek
- Request to be added to mailing list
- Impacts on flora and fauna
- Noise impacts
- Location of the route
- Impacts on properties
- Impacts on property values

Top 10 issues raised in December '04

- Study area extended east
- Noise pollution
- Impacts on flora and fauna
- Reduction in motor vehicle accidents
- Impact of bypass on towns
- Impact on businesses that rely on highway trade
- Minimise disruption to communities
- Property owner compensation
- Location of interchanges
- Pressure for development outside towns



Peter Black

Project Development Manager, RTA

Summary of CLG meetings

- › CLG No 1 – December 2004
 - » Knowledge of the route development process
- › CLG No 2 – February 2005
 - » Knowledge of the process of identifying routes within identified constraints in the study area
- › CLG No 3 – May 2005
 - » Information collected from field investigations
- › CLG No 4 – date to be advised
 - » Discussions on the displayed route options

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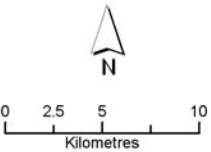
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Study Area

Legend

- + RAILWAY
- ROAD - HIGHWAY
- ROAD - MAIN ROAD
- ROAD
- ▭ Study Area
- ▭ Study Area - Revised
- ▭ SEPP14 Wetlands
- ▭ State Forest
- ▭ NATIONAL PARK
- ▭ NATURE RESERVE
- ▭ STATE CONSERVATION AREA
- ▭ Declared Wilderness

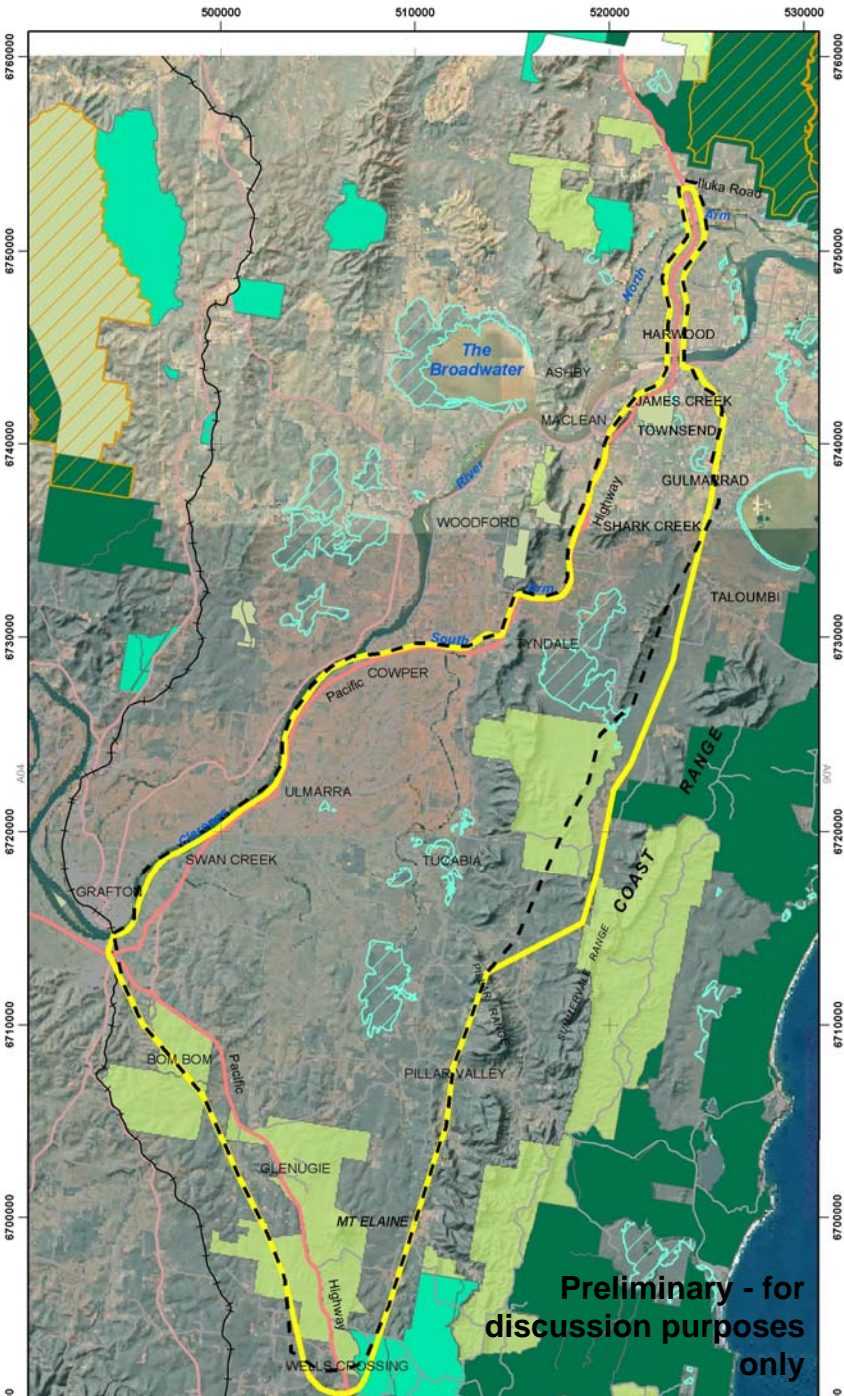


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National Parks Data supplied by DEC
State Forest Data supplied by NSW State Forests

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Paul Robilliard

Assistant Project Manager, SKM

Update on environmental studies

Preliminary investigations



Generate route options



Develop route options



Select and develop concept design

Familiarisation

December 2004

Design issues

Update on investigations



Route options

display - mid 2005

Update on investigations

Preferred option

display - late 2005

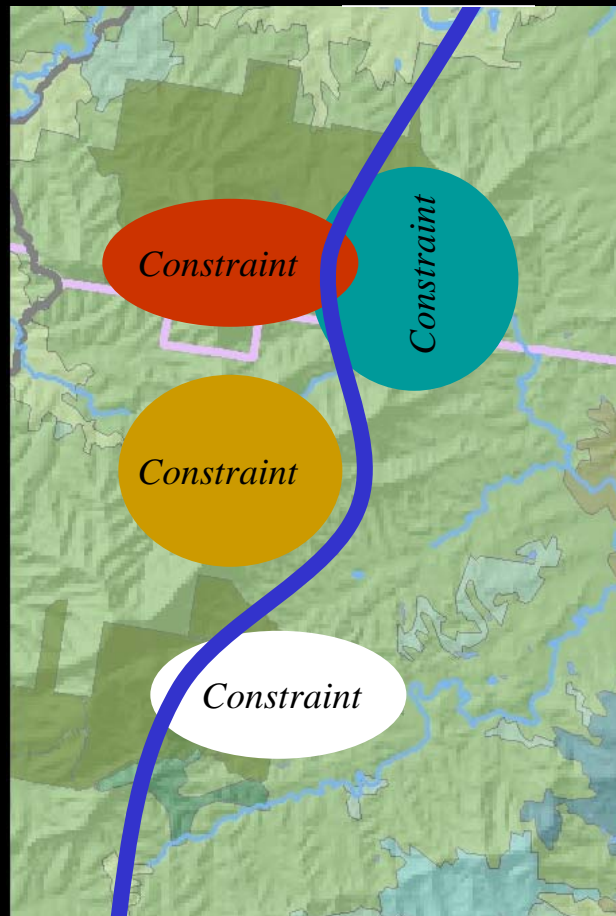
Environmental impact assessment

Preferred Route and Concept Design - July 2006

The next steps

Constraints & route development

Likely
situation



Land use and planning

- › Constraints mapping:
 - » Aerial photography interpretation
 - » LEP zones and State Forest zoning
 - » Clarence Valley Settlement Strategy
 - » Literature searches and consultation - Council and government agencies
 - » Identification of individual houses
- › Field investigations to verify mapping
- › Development of assessment criteria

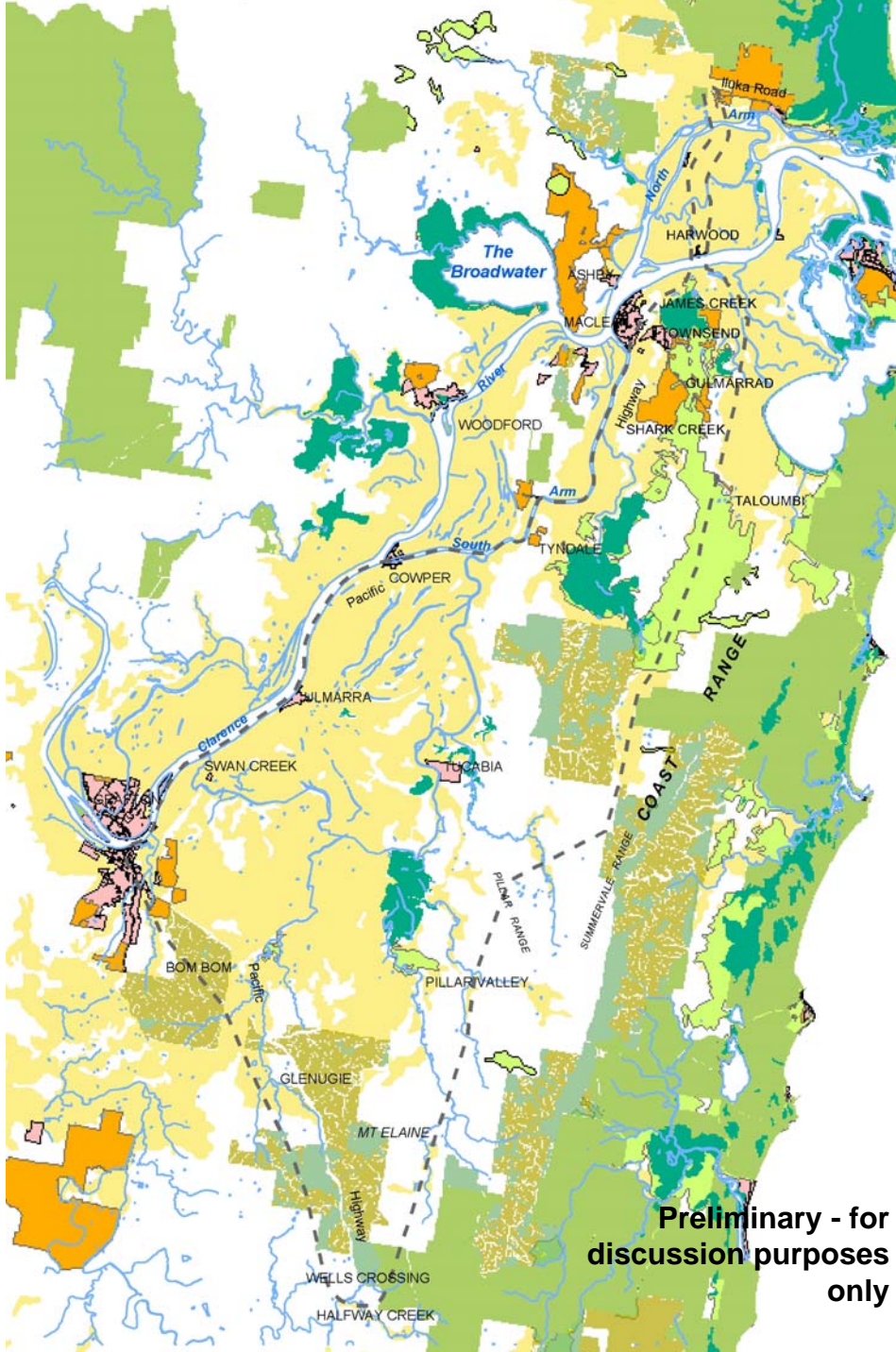
Land use and planning

- › Key findings from land use assessment:
 - » Rural residential areas, towns and villages are key constraints
 - » Expansion of urban areas and villages is unlikely (beyond already zoned land)
 - » The floodplain is very important to agricultural production (cane farming, grazing, dairying, horticulture)
 - » State Forests, SEPP 14 wetlands and nature reserves are important constraints

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Land use and planning constraints



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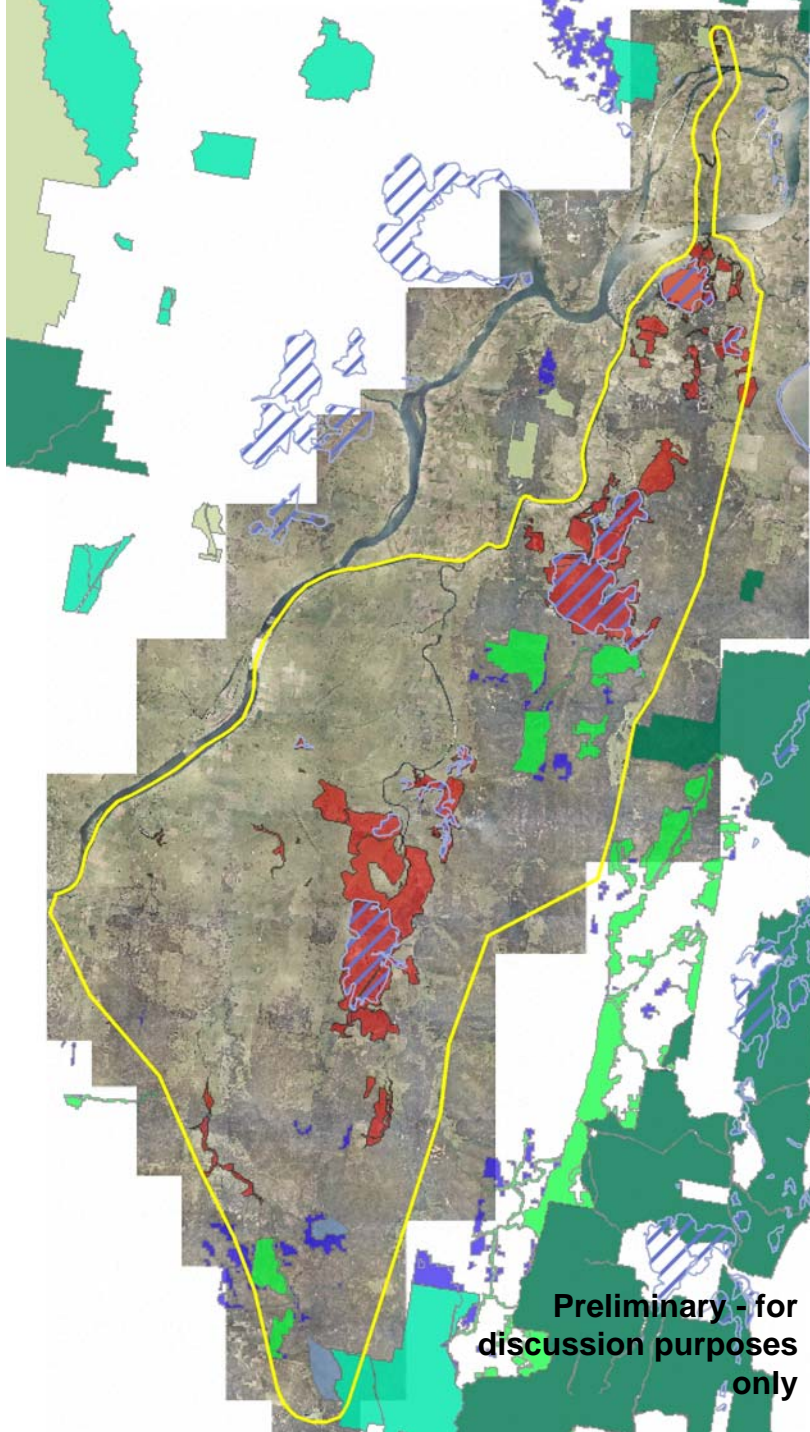
Ecological issues

- › Constraints mapping from existing records
- › Preliminary field investigations (in early April) to overview vegetation and habitat conditions:
 - » Much of the study area is highly disturbed
 - » Remaining vegetation on the floodplain is of high value (eg. wetlands)
 - » Main habitat corridors are in the east of the study area
 - » Nature Reserves and some areas of State Forests are important ecological constraints

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Ecological constraints



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Ecological issues

- › Threatened species on private land:
 - » SKM and the RTA are required by law to report all threatened species sightings to the DEC
 - » For all new developments, the consent authority must assess whether **significant impacts** on threatened species will be likely
 - » The same approval requirements apply to the RTA and to property owners
 - » It is an offence to damage or clear threatened species

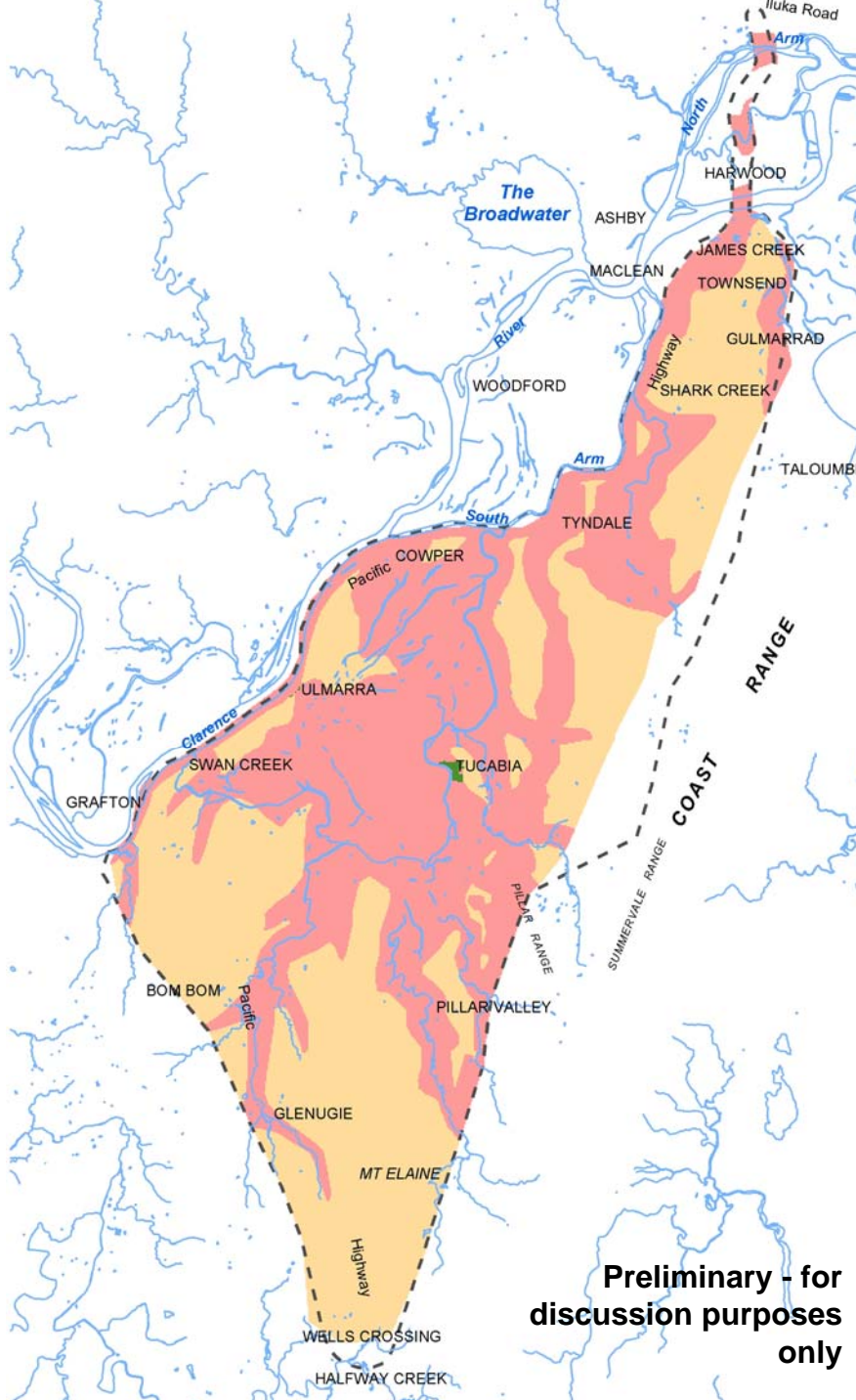
Indigenous heritage

- › Constraints mapping - DEC records and landscape sensitivity analysis
- › Preliminary field investigations (in early April) to verify landscape analysis and identify sites
- › Key findings from field investigations:
 - » Relatively small number of sites were identified
 - » Creek and river margins and ridgelines are more sensitive
 - » Glenugie Peak has cultural significance

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Indigenous heritage constraints



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Indigenous heritage

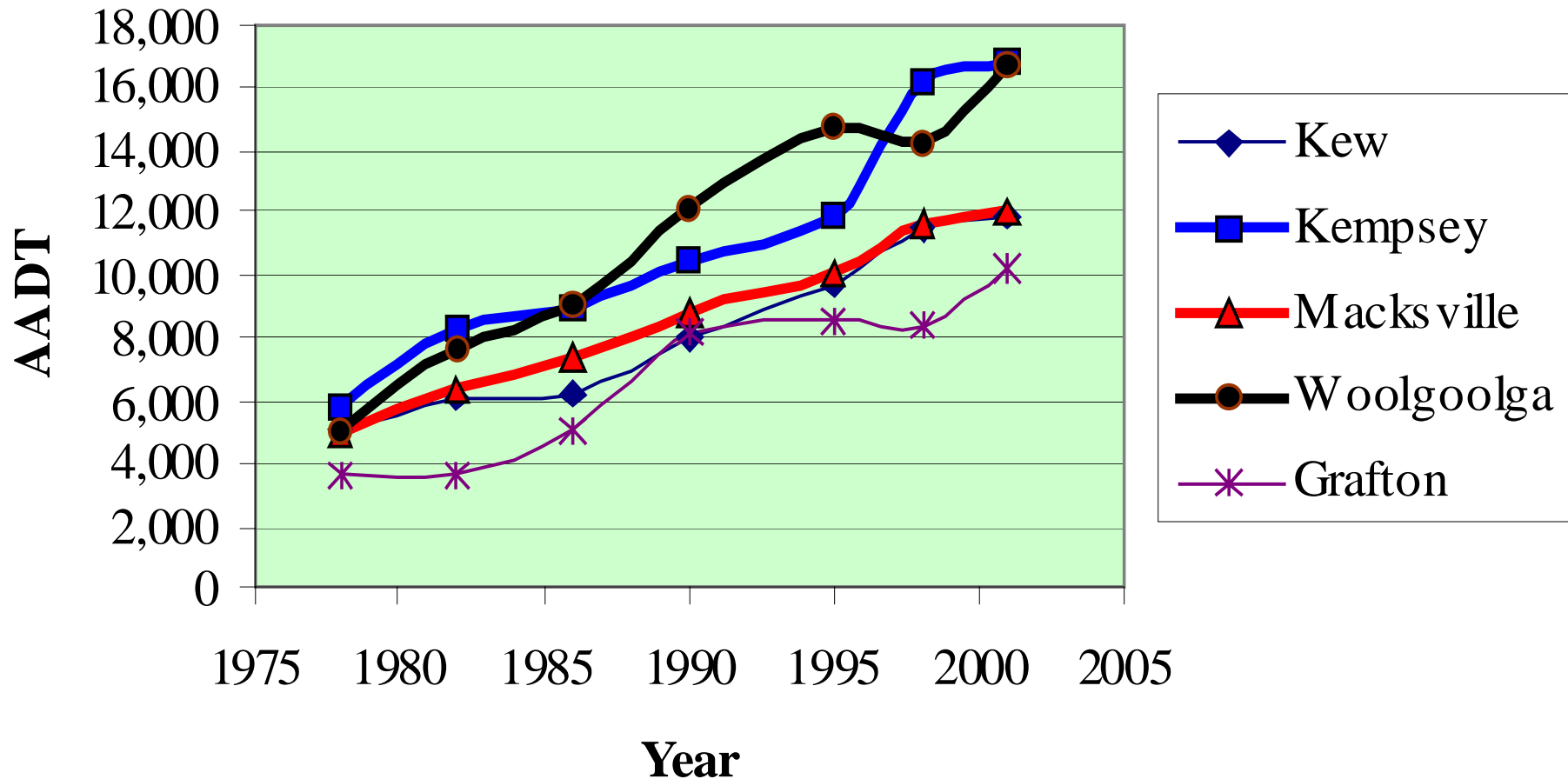
- › Implications of heritage sites on private land:
 - » SKM and the RTA are required by law to report all Aboriginal sites to the DEC
 - » It is an offence to damage or destroy Aboriginal sites
 - » Approval to damage or destroy sites can be obtained from DEC
 - » Aboriginal sites usually do not impact on rural activities such as grazing
 - » Approval requirements are the same for land owners and the RTA



Peter Black

Project Development Manager, RTA
















Traffic Growth on Pacific Highway



NB - AADT is axle pairs

VEHICLE CLASSIFICATION SYSTEM

AUSTROADS

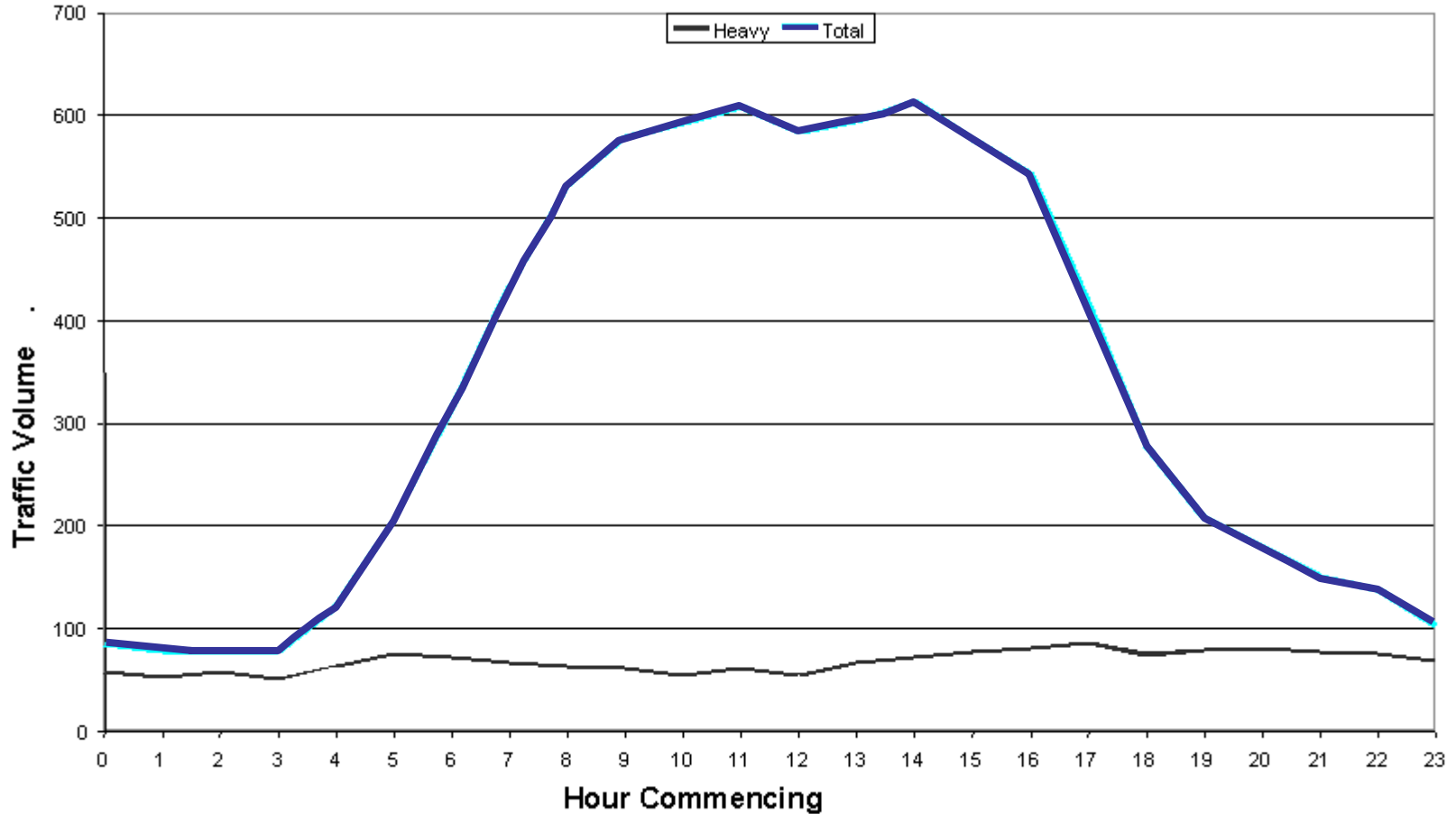
CLASS	LIGHT VEHICLES
1	SHORT Car, Van, Wagon, 4WD, Utility, Bicycle, Motorcycle 
2	SHORT - TOWING Trailer, Caravan, Boat 
HEAVY VEHICLES	
3	TWO AXLE TRUCK OR BUS *2 axles 
4	THREE AXLE TRUCK OR BUS *3 axles, 2 axle groups 
5	FOUR (or FIVE) AXLE TRUCK *4 (5) axles, 2 axle groups 
6	THREE AXLE ARTICULATED *3 axles, 3 axle groups  
7	FOUR AXLE ARTICULATED *4 axles, 3 or 4 axle groups  
8	FIVE AXLE ARTICULATED *5 axles, 3+ axle groups 
9	SIX AXLE ARTICULATED *6 axles, 3+ axle groups or 7+ axles, 3 axle groups  
LONG VEHICLES AND ROAD TRAINS	
10	8 DOUBLE or HEAVY TRUCK and TRAILER *7+ axles, 4 axle groups 
11	DOUBLE ROAD TRAIN *7+ axles, 5 or 6 axle groups 
12	TRIPLE ROAD TRAIN *7+ axles, 7+ axle groups 

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Vehicle classifications

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Hourly Traffic – Pacific Highway south of Grafton



Future Traffic Volumes

Location	2004	2011	2021	2031	2041
Pacific Highway, South of Grafton					
Total	7,700	9,080	11,080	12,790	14,400
% Heavy	20	22	23	25	25
Pacific Highway, South of Maclean					
Total	7,570	8,890	10,760	12,450	14,030
% Heavy	20	22	24	25	25

Traffic and Transportation

› Origin and Destination Survey Results:

- » Pacific Highway traffic volumes around Grafton are approximately 7,500 vehicles per day
- » 20% are heavy vehicles of which up to half of these are long distance
- » Through traffic comprises approximately 30-35 % of the traffic on the highway
- » Traffic growth has been approx 2.5% over the past 20 years

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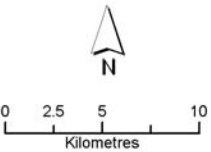
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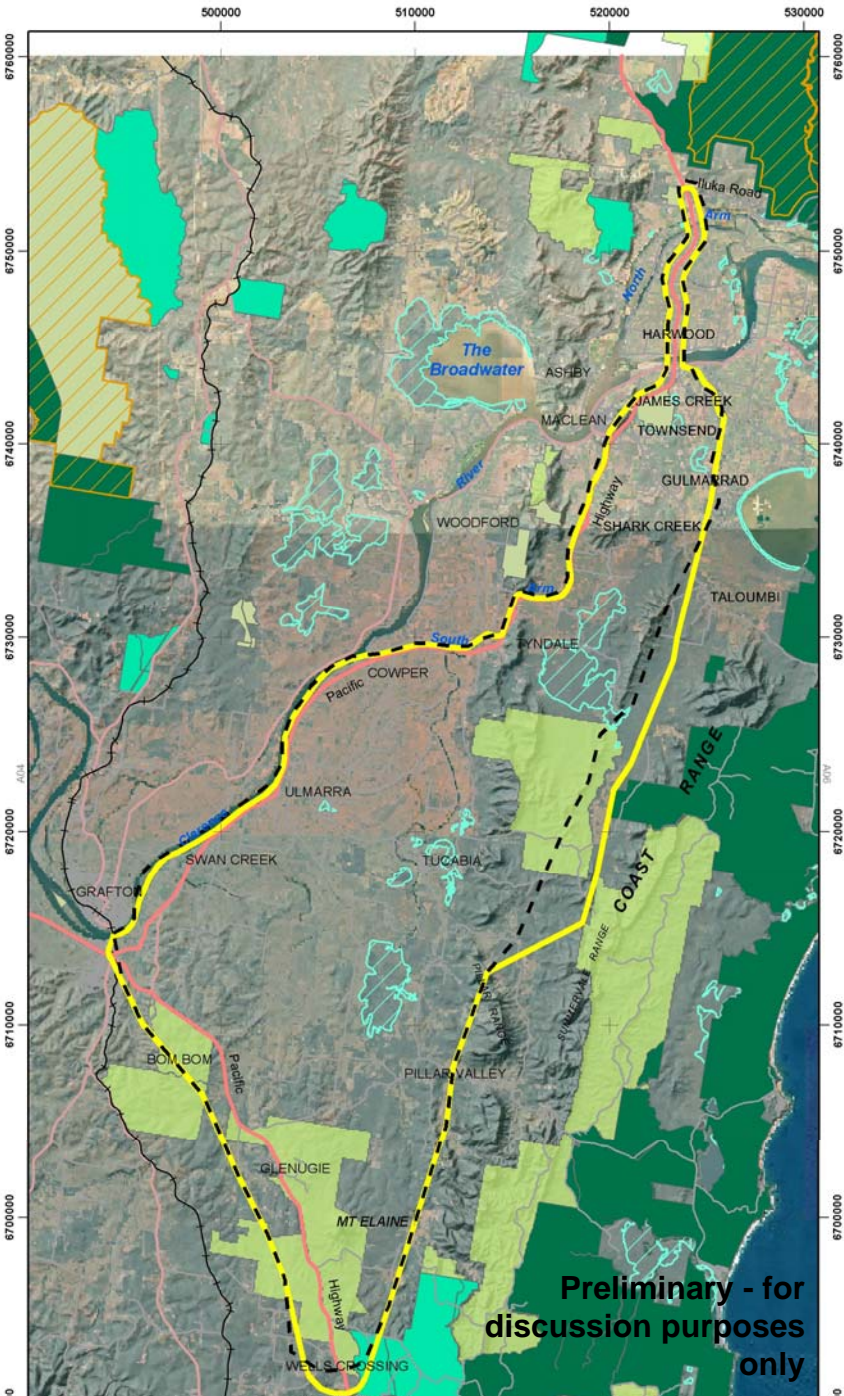
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Design constraints in the study area

CLG members' questions...

How to contact the project team

› Freecall number -

1800 557 673

› Web-site -

www.rta.nsw.gov.au/pacific

› Email address -

wellscrossingtoiluka@skm.com.au

Closing remarks

- › Next meeting is planned for during the public display of route options (mid-2005)
- › Meeting close

Thank you