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Woolgoolga to Ballina Upgrading the Pacific Highway

Environmental Impact Statement display
Information session - Harwood

Tuesday, 15 January 2013

Agenda

Agenda Item	Presenter
Welcome & introduction	Kylie Cochrane
Proposed upgrade overview	Garry McPherson
Environmental Impact Statement, visualisation, mapping tool	Garry McPherson
Design features Environmental impacts	Nial O'Brien Chris Gorman
Ongoing proposed design refinements	Nial O'Brien
Upgrade standards	Garry McPherson
Extension construction hours	Garry McPherson
How to make a submission	Kylie Cochrane
Next steps	Kylie Cochrane
Questions and further information	Kylie Cochrane

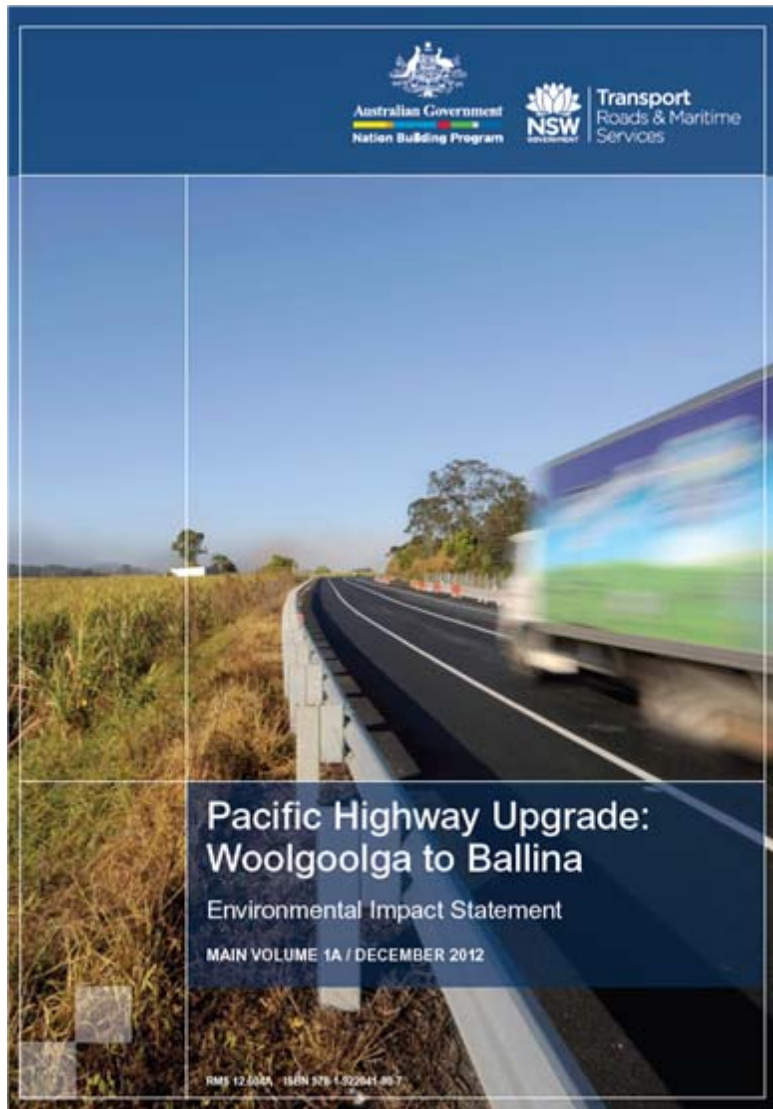
Proposed upgrade overview



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Environmental Impact Statement



- An Environmental Impact Statement (EIS) has been prepared by the project team in order to seek planning approval.
- The EIS is the culmination of investigations into the feasibility, constructability, social and environmental impacts.

EIS tools for the community



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Visualisation and mapping tool - demonstration

Environmental Impact Statement



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- Upgrade and EIS have been divided into 11 sections for the purpose of planning investigation, design and construction.
- We are currently located in **section 5**.
- Full list of sections can be found in the project summary booklet.

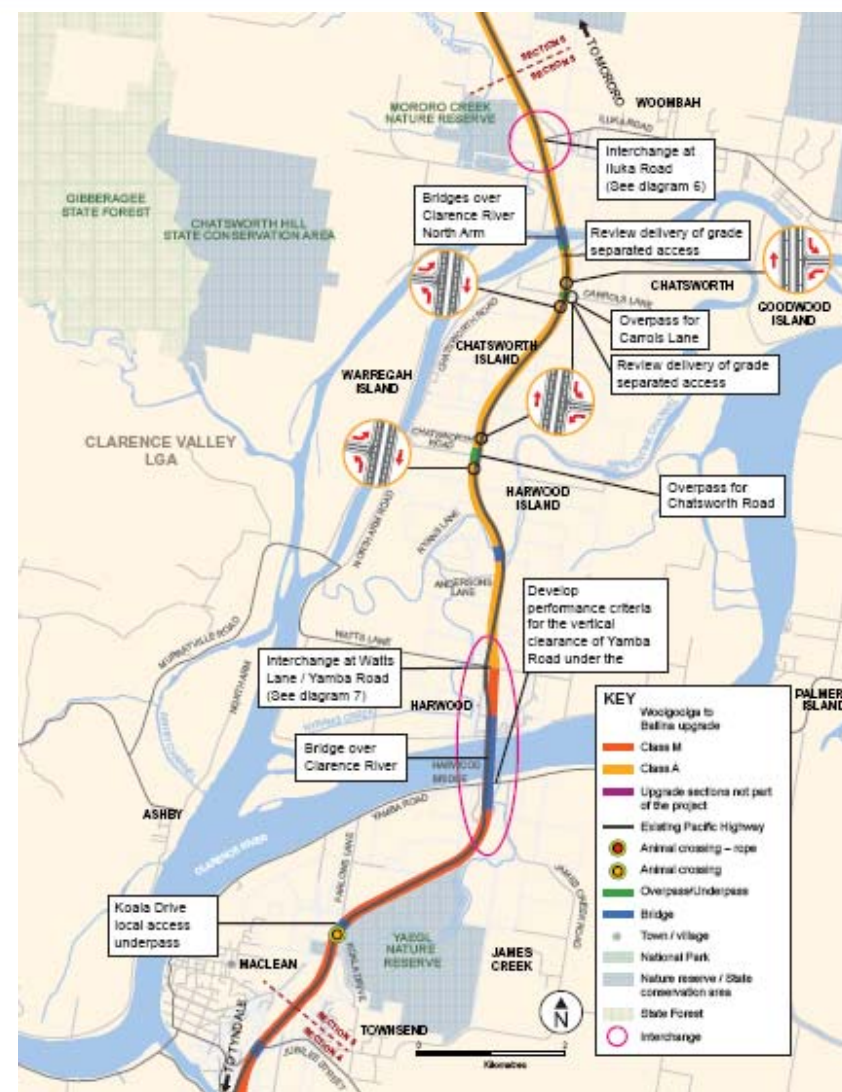


Section 5 – Maclean to Iluka Road, Woombah



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- A bridge across the Clarence River to the east of the existing Harwood bridge. The proposed bridge would be about 1.3 kilometres long (including approaches), 22 metres wide and have a vertical clearance 30 metres above the Clarence River. (The final design of the bridge will be further developed as part of detailed design).
- Twin bridges about 215 metres long across the North Arm of the Clarence River, on the eastern side of the existing Mororo bridge.



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- A twin bridge over Serpentine Channel.
- Increased flood protection during 1 in 20 year flood events.
- Direct access to the highway at Chatsworth Road.
- Full connection under Class A stage to satisfy cane farm movements east and north of Watts Lane.

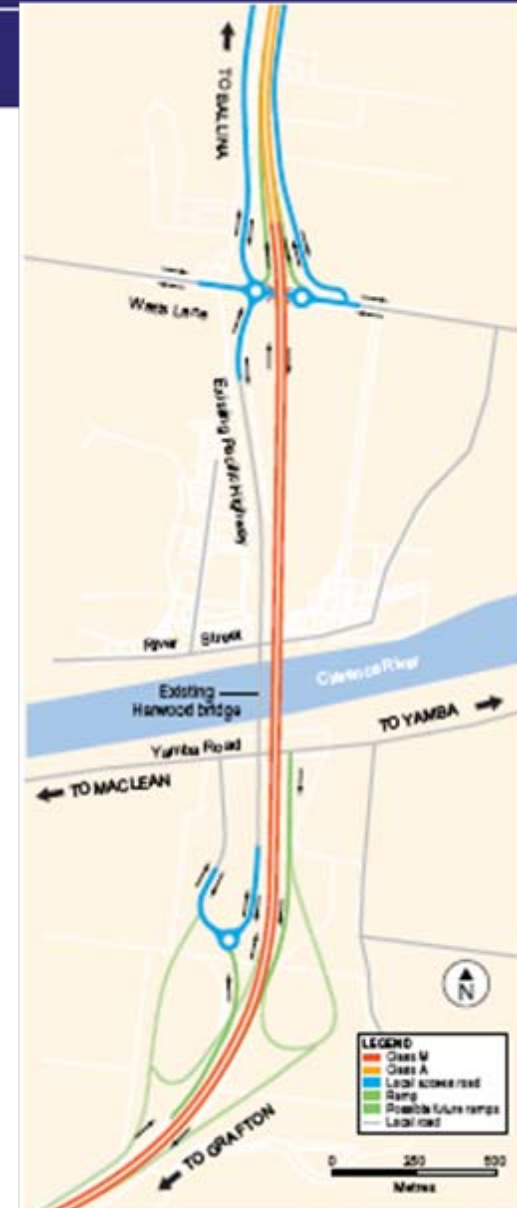


Diagram 7: Interchange at Yamba Road and Watts Lane

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- Interchanges south of Yamba Road at Watts Lane, Harwood and at Iluka Road.
- Deviations of Andersons Lane, Ryans Lane, Fischers Road, Chatsworth Road and Garretts Lane and Banana Road.

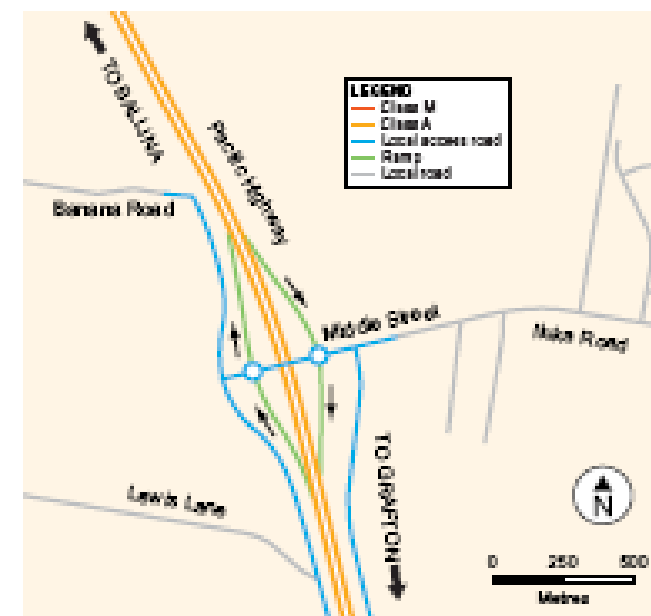


Diagram 8: Interchange at Iluka Road

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Potential impacts

- Visual impacts in Harwood and South Harwood.
- Heritage impacts.
- Loss of farmland and Nature Reserve.

Ongoing proposed design refinements

- The design that the EIS has been prepared on is the Refined Concept design that was displayed for community comment in October 2011.
- The EIS design also incorporates further changes following the display, in a number of locations along the project.
- Further consultation has also identified a number of further design refinements in this area.
- RMS will continue to consult with the community about these potential design refinements.
- Further refinements to the design could occur following the EIS display and during further development of the detailed design.

The ongoing proposed design refinements in this area include:

- Yamba interchange – develop performance criteria of the vertical clearance of Yamba Road under the existing highway.
- Access east and north of Watts Lane – full connection under Class A stage to satisfy cane farm movements.
- Review delivery of grade separated access at Chatsworth Road and Carrolls Lane overbridges.
- Potential review of drainage structures as part of the detail design.

Two upgrade standards

- RMS is seeking approval for a motorway standard of highway, however the project would be built initially to a combination of motorway (Class M) and arterial standard (Class A).
- About 87 kilometres of the highway that would deviate from the existing highway alignment (eg: between Glenugie and Tyndale) would be built to motorway standard (Class M). The remaining 68 kilometres would be initially upgraded to arterial standard (Class A).
- **Class M** – two lanes in each direction, 110km/h posted speed limit, controlled access highway with grade separated interchanges and no u-turn facilities and a continuous alternative route for local traffic.
- **Class A** – two lanes in each direction, at least 100km/h posted speed limit, limited access highway with at-grade intersections. This may include intersections where right turn movements are permissible and u-turn facilities would be provided on both sides of a property access.

Extended construction hours

- RMS is seeking approval from Department of Planning and Infrastructure to extend the standard construction working hours by an additional two hours on weekdays and four hours on Saturdays.
- Standard construction hours are: Monday to Friday, between 7am to 7pm. Saturday, between 8am to 5pm.
- Will mean less disruption to motorists, shorter overall construction time, allow more work to be completed using the extended natural light during spring and summer.
- Noise screens, sound enclosures and noise control methods will be used where possible.
- Survey form available on the project website.

How to make a submission



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ELS is on display until 4 February 2013.

Submissions can be made via:

Post: Major Projects Assessment
Department of Planning and Infrastructure
GPO Box 39
Sydney, NSW 2000

Email: plan_comment@planning.nsw.gov.au

Online: <http://majorprojects.planning.nsw.gov.au>

Fax: (02) 9228 6355

Next steps



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- The Department of Planning and Infrastructure will consider submissions as part of the project approval process.
- A decision is due to be made in mid 2013 with construction expected to start as soon as funding becomes available.

Further information

For more information on the proposed upgrade:

Project information line: 1800 778 900 (free call)

Fax: (02) 9928 2502

Email: w2balliance@globablskm.com

More information is available at www.rms.nsw.gov.au/pacific