

# Pacific Highway Wells Crossing to Iluka Road Upgrade

Maclean Community Liaison Group Meeting – 3 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
- Community issues update from CLG members



## 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	Top 10 issues raised in			
date (29 April '05)	December '04			
<ul> <li>Information about CLGs</li> <li>CLG nominations</li> <li>Request for further information</li> <li>Impact on Gulmarrad and James Creek</li> <li>Request to be added to mailing list</li> <li>Impacts on flora and fauna</li> <li>Noise impacts</li> <li>Location of the route</li> <li>Impacts on properties</li> <li>Impacts on property values</li> </ul>	<ul> <li>Study area extended east</li> <li>Noise pollution</li> <li>Impacts on flora and fauna</li> <li>Reduction in motor vehicle accidents</li> <li>Impact of bypass on towns</li> <li>Impact on businesses that rely on highway trade</li> <li>Minimise disruption to communities</li> <li>Property owner compensation</li> <li>Location of interchanges</li> <li>Pressure for development outside towns</li> </ul>			



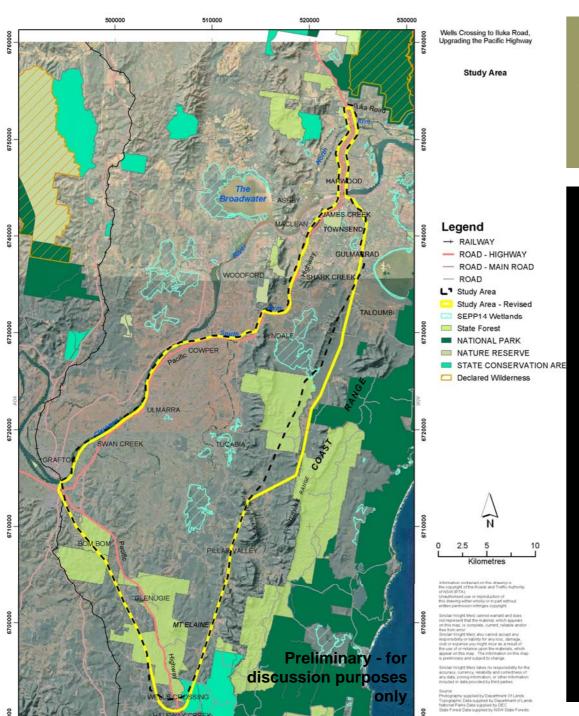
## Peter Black

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





## Amended Study area boundary

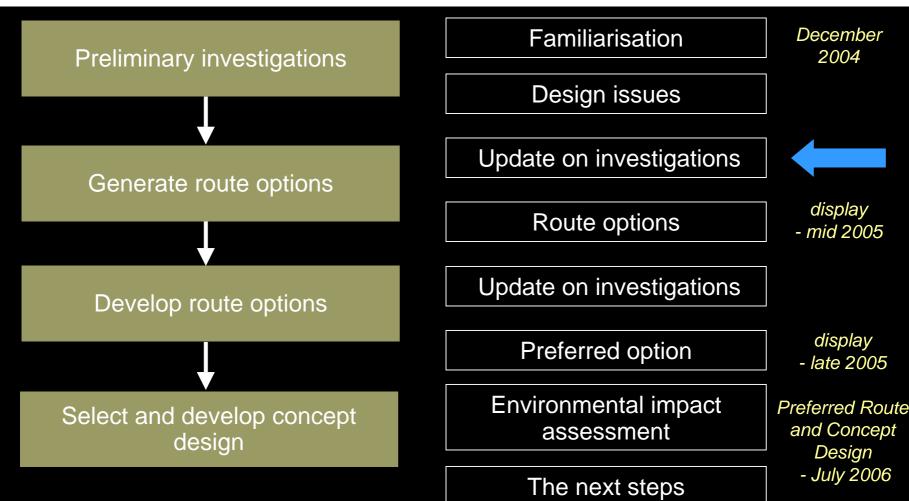


## Paul Robilliard

Assistant Project Manager, SKM



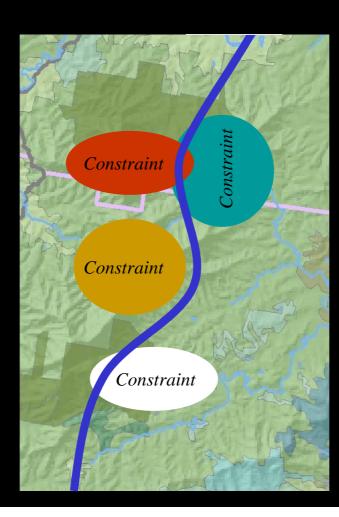
## Update on environmental studies





## Constraints & route development

## Likely situation





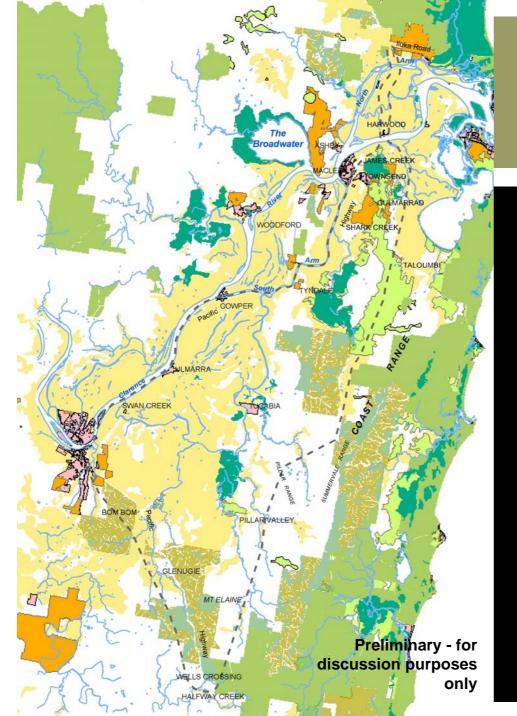
## Land use and planning

- 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



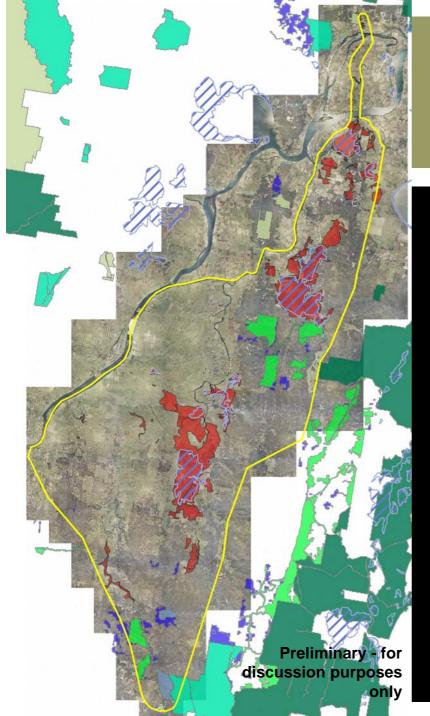


## Land use and planning constraints



## 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





## **Ecological constraints**



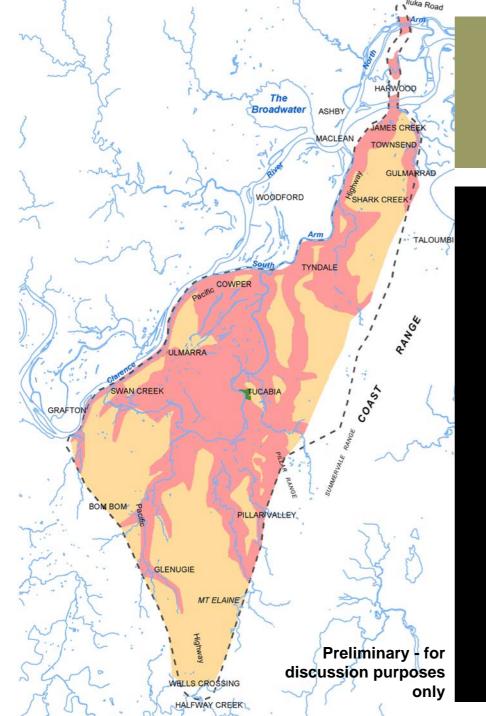
## Ecological issues

- 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





## Indigenous heritage constraints



## Indigenous heritage

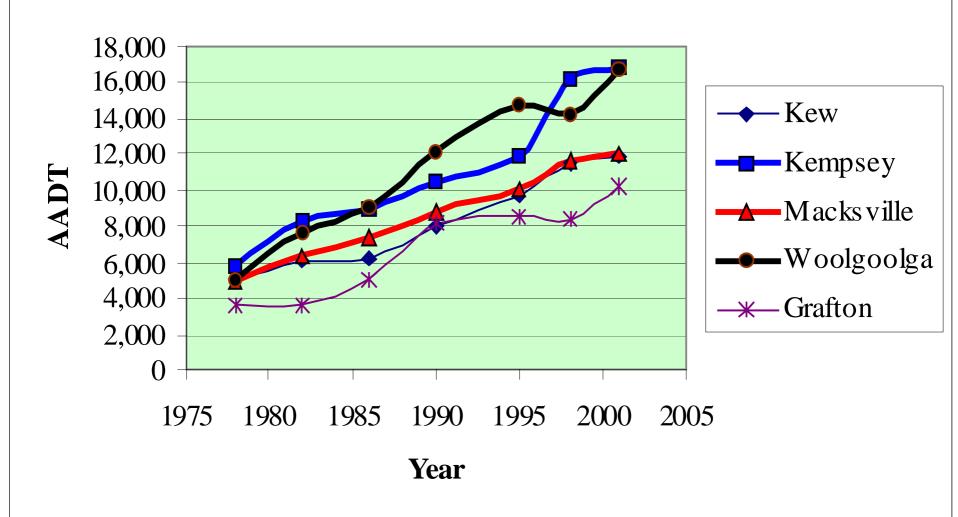
- Implications of heritage sites on private land:
  - »SKM and the RTA are required by law to report all Aboriginal sites to the DEC
  - »It is an offence to damage or destroy Aboriginal sites
  - »Approval to damage or destroy sites can be obtained from DEC
  - »Aboriginal sites usually do not impact 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



#### VEHICLE **SYSTEM**

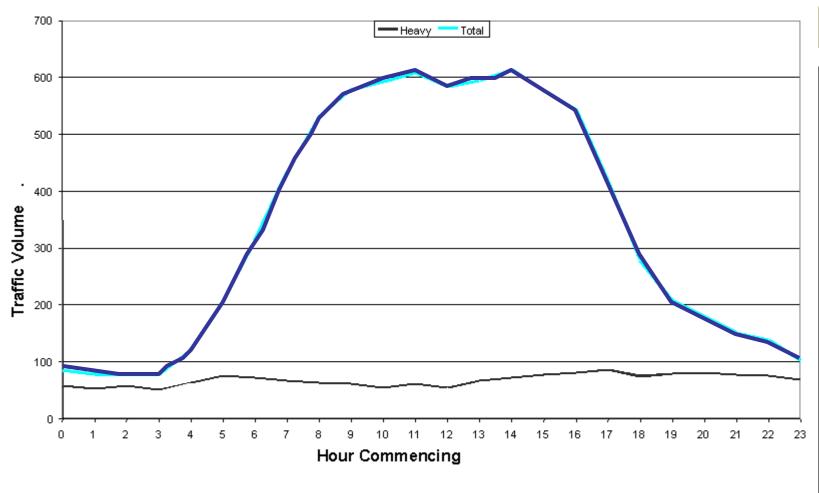
	AUSTROADS					
CLASS	LIGHT VEHICLES					
1	SHORT Car, Van, Wagon, 4WD, Uffly, Bayde, Motorcycle					
2	SHORT - TOWING Trailer, Caravan, Boat					
	HEAW VEHICLES					
3	TWO AXLETRUCK OR BUS 12 gales					
4	THREE AXLE TRUCK OR BUS *3 cales, 2 cale groups					
5	FOUR (or RVE) AXLE TRUCK *4 (5) aries, 2 arie groups					
6	THREE AXLE ARTICULATED *3 cakes, 3 cake groups					
7	FOUR AXIE ARTICULATED *4 axies, 3 or 4 axie groups					
8	FME ANLE ARTICULATED +5 cales, 3+ case groups					
9	SIX AXLE ARTICULATED *6 axies, 3+ axie groups or 7+ axies, 3 axie groups					
	LONG VEHICLES AND ROAD TRAINS					
10	8 DOUBLE or HEAW TRUCK and TRALER *7+ axies, 4 axie groups					
11	DOUBLE ROAD IRAIN *7+ axies, 5 or 5 axie groups					
12	TRPLE ROAD TRAIN *7+ axies, 7+ axie groups					

Wells Crossing to Iluka Road Upgrade **Project** 



### Vehicle classifications





Hourly Traffic - Pacific Highway south of Grafton



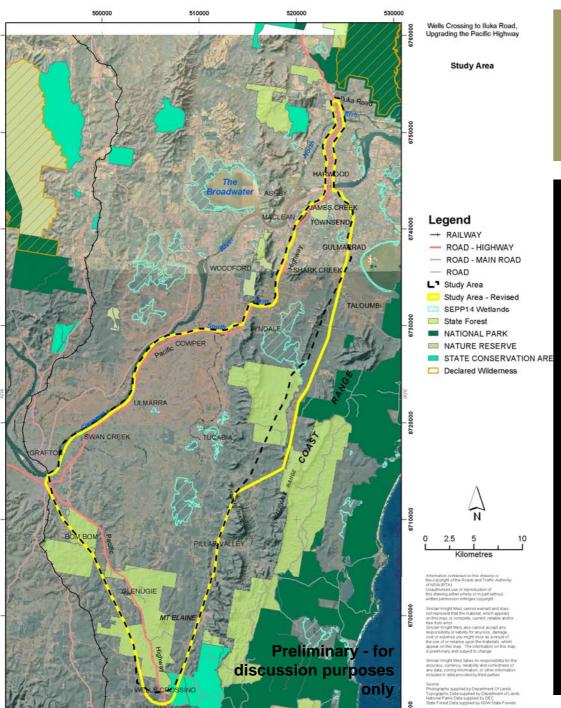
## Future Traffic Volumes

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





# 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