

**Nathan Stringer - Woolgoolga to Ballina Upgrading the Pacific Highway SSI-4963**

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**From:** Brian & Sandra <brisand70@gmail.com>  
**To:** director infrastructure projects <plan\_comment@planning.nsw.gov.au>  
**Date:** 18/02/2013 3:58 PM  
**Subject:** Woolgoolga to Ballina Upgrading the Pacific Highway SSI-4963

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**Attention: Director Infrastructure Projects****Woolgoolga to Ballina Upgrading the Pacific Highway SSI-4963****Submission by B Holland & S Morris****70 Clarence Street****Brushgrove NSW 2460**

**We support the project because it is essential interstate, state and regional infrastructure.**

**We have made no declarable political donations.**

We support the upgrading of the Pacific Highway. However, having lived in this area for many years, we are aware of certain problems which have not been, in our opinion, adequately addressed and feel that this is an ideal opportunity to resolve these problems. The solution we offer is simple, easy, uncomplicated.

The problems we see are all related to the use of the old highway by heavy vehicles servicing Grafton and South Grafton, as well as the continued use by heavy vehicles of service centres in Clarenza and South Grafton. We are afraid that vehicles travelling from the north, and wishing to travel to Grafton, South Grafton or Clarenza, will exit from the upgraded Pacific Highway at the Tyndale interchange and use the old Pacific Highway, rather than travel all the way via the upgraded highway to the Glenugie interchange, then onto Eight Mile Lane for some considerable distance before turning northwards onto the old highway and travelling a further considerable distance to get to Grafton, South Grafton and Clarenza.

Likewise we are afraid that heavy vehicles from the service centres and any having serviced Grafton or South Grafton which wish to travel northwards, instead of travelling for some considerable distance southwards to Eight Mile Lane and then along Eight Mile Lane to the Glenugie interchange, will use the existing old highway to connect to the upgraded highway at the Tyndale interchange.

Our fear has been borne out in our discussion with the driver of a B-double (whose company has a large service centre at South Grafton) when we asked him which route he would use. He was definite that he would use the Tyndale interchange to exit to the old highway when travelling from the north and, when travelling from the south, he would use the old highway to the Tyndale interchange.

We fear that if the heavy vehicles are not discouraged from using the old Pacific Highway between Tyndale and Glenugie, we will sooner or later be right back to where we are now: where the many individual homesteads, village homes and an aged care facility adjacent to the road are in danger of having heavy vehicles end up in their yards and/or residences, with possible injury and loss of life to people, stock and domestic animals, and damage to structures; where driving on that road, particularly at night when heavy vehicle movement is greatest, is regularly a frightening experience; where noise pollution levels for those along the road and across the river from the road (as we are in Brushgrove) are great. As the number of heavy vehicles on the road increases over the years, so these problems will escalate. All of us will continue to be detrimentally affected by these vehicles when, with proper planning, this can be alleviated.

We would like to see **speed and weight restrictions** for vehicles placed on the old Pacific Highway between Tyndale and Glenugie to discourage heavy vehicles from using the old Pacific Highway between those two points. The upgraded

highway is the place for heavy vehicles and they should be encouraged in every way possible to use it. Locals and tourists should be able to use the old highway as a more leisurely local road.

Regarding the speed restriction aspect, while the speed limit for the upgraded highway should be 110 kph the speed limit of the local road (the old highway) should be no more than 80 kph. To further discourage use of the old highway by heavy vehicles, the speed limit for the exit ramps should be no more than 60 kph and the road from the exit ramp, for at least 500 metres, should also be 60 kph.

Another point that could be considered is the provision of suitable service centres for heavy vehicles close to the interchanges at Maclean and Glenugie. A suitable site at Maclean would be near Ferry Park.

We would not like the huge service centre of Pearson's trucking company, located in South Grafton, to be repeated for yet another company. This may be a local council planning issue but we feel the Department of Planning and Infrastructure and the Roads and Maritime Service could liaise with Clarence Valley Council to ensure this does not happen again as this type of development should form part of properly planned service centres which would not interfere with management of traffic on the existing highway when it becomes a local road.

A service station on the existing highway at Clarenza has become a service centre for heavy vehicles and the service station near Bunnings is tending to do likewise. This type of development should also be discussed with RMS and the local council.

[We put in separate internet submissions yesterday (because the format would not allow a joint submission) but received no indication that they were successfully sent. Hence, this joint email submission. Would you please acknowledge receipt of it. Thank you.]