

### 3. Existing situation

#### 3.1 Local road network

Avenue Road is a single lane, surfaced road running north-south between Eight Mile Lane to the south and Deep Creek Road to the north. It is surrounded by farmland on both frontages and unsurfaced passing places are available along its length. Avenue Road, in the vicinity of the proposed site access to the Project, and to the north of Eight Mile Lane, can be seen below in Figure 3-1 and Figure 3-2 respectively.



Figure 3-1 Avenue Road in the vicinity of the Project Site (looking south past the Project site (on right) from the northern boundary)



Figure 3-2 Avenue Road north of Eight Mile Lane intersection

Eight Mile Lane runs southwest to northeast between the Pacific Highway in the southwest and Wooli Road in the northeast. It is a surfaced, two-way road and is surrounded by farmland. Avenue Road forms a priority controlled T-intersection with Eight Mile Lane, referred to in Figure 3-3.





**Figure 3-3 Avenue Road / Eight Mile Lane intersection (looking west)**

At the intersection of Eight Mile Lane and the Pacific Highway, the Pacific Highway is widened to provide a dedicated northbound right-turn lane into Eight Mile Lane. A southbound left-turn filter lane is also provided, minimising the impact of vehicles turning onto Eight Mile Lane on through traffic. The intersection can be seen below in Figure 3-4.



**Figure 3-4 Pacific Highway / Eight Mile Lane intersection**

To the north of Eight Mile Lane, Old Six Mile Lane forms a priority controlled intersection with the Pacific Highway. The intersection includes a southbound left-turn filter lane however a northbound right-turn lane is not provided. The intersection can be seen below in Figure 3-5.





**Figure 3-5 Pacific Highway / Old Six Mile Lane**

Old Six Mile Lane provides access to Clarence Valley Regional Airport and continues east to connect to Avenue Road. In the vicinity of Avenue Road, Old Six Mile Lane is unsurfaced, as can be seen in Figure 3-6.



**Figure 3-6 Old Six Mile Lane at Avenue Road intersection**

Between the intersections with Eight Mile Lane and Old Six Mile Lane, the Pacific Highway is predominantly one lane in each direction, although approximately 800 metres of this section of the highway has two lanes northbound and a single lane southbound to allow for overtaking vehicles. A right hand turn lane and left turn filter lane are provided at the rest stop located approximately 700 metres north of Eight Mile Lane and some properties along this stretch of the highway. This area of the Pacific Highway is subject to a 100 km/h speed limit.

Available traffic data was provided by Clarence Valley Council (local roads) and Roads and Maritime Services (Pacific Highway). Given the rural location of the site, some of this data is reasonably dated, however it is still considered to provide an appropriate indication of the level of existing traffic in the vicinity of the site due to the low level of growth in the area during this time. The available data and date it was obtained is presented below in Table 3-1.

Table 3-1 Available traffic data

| Location                                          | Volume                           | Date of data collection | Source                                                                                       |
|---------------------------------------------------|----------------------------------|-------------------------|----------------------------------------------------------------------------------------------|
| Avenue Road, south of Deep Creek Road             | 75 Annual Average Daily Traffic  | 2004                    | Clarence Valley Council                                                                      |
| Eight Mile Lane, northeast of the Pacific Highway | 952 Annual Average Daily Traffic | 2009                    | Clarence Valley Council                                                                      |
| Old Six Mile Lane                                 | 33 Annual Average Daily Traffic  | 2005                    | Clarence Valley Council                                                                      |
| Pacific Highway, Glenugie                         | Less than 1,000 vehicles per day | 2012                    | Woolgoolga to Ballina Pacific Highway Upgrade EIS, Roads and Maritime Services, October 2012 |

As anticipated, and confirmed by the data presented in Table 3-1, the current volumes of traffic on the roads in the vicinity of the site are very low.

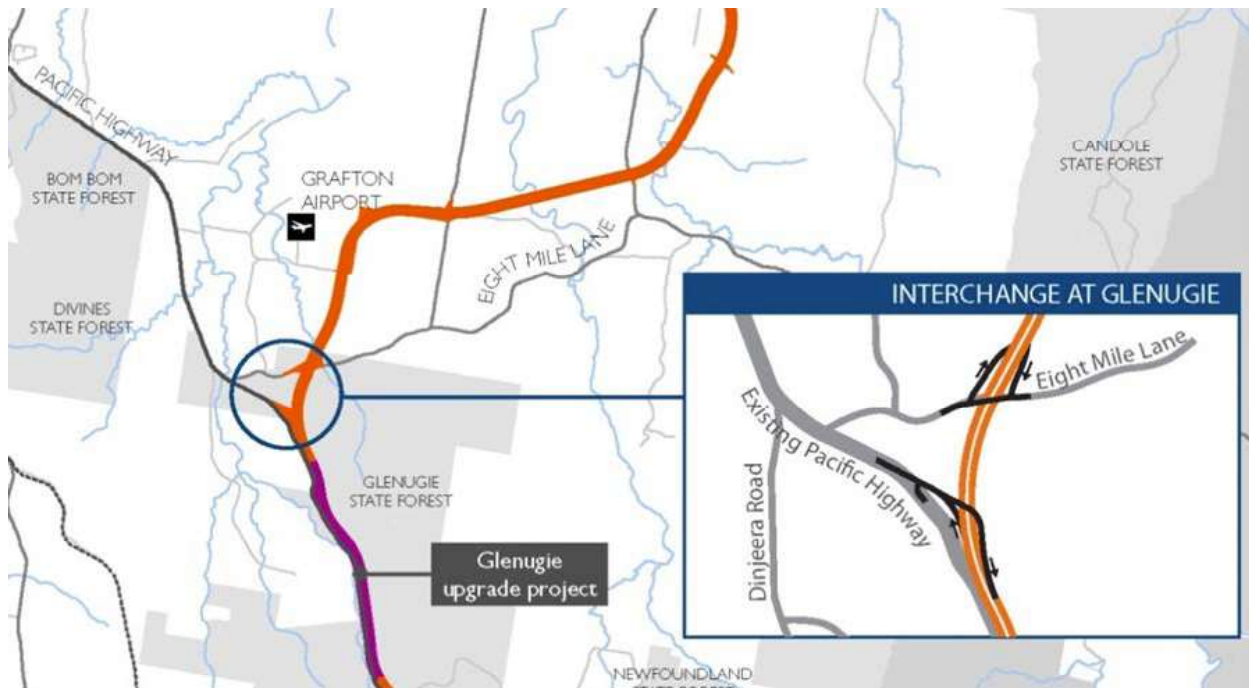
The Guide to Traffic Generating Developments (Roads and Traffic Authority, 2002) states that on two-lane rural roads, major and minor roads should be operating at a Level of Service C, which equates to 1,030 vehicles per hour (with no heavy vehicles) to 870 vehicles per hour (with 15 per cent heavy vehicles). It can therefore be seen that the above roads are operating well above Level of Service C.

### 3.2 Future road network

As noted previously the upgraded Pacific Highway between Woolgoolga to Ballina (W2B) will become the southern boundary of the site once completed in approximately 2019. As part of the upgrade, Avenue Road will pass over the Pacific Highway and the intersection of Avenue Road and Old Six Mile Road will be upgraded to improve local access.

It is noted that the final preliminary design drawings for the Avenue Road Overpass (Sheet No: SB-A05-00001 Issue 02) indicate that the bridge will be designed for traffic loading SM1600 and HLP400 in accordance with AS5100. This traffic loading accommodates semi-trailers and similarly weighted construction vehicles. Hence, construction loading on the bridge, including dynamic load factor, is not to exceed the SM1600 design load effects.

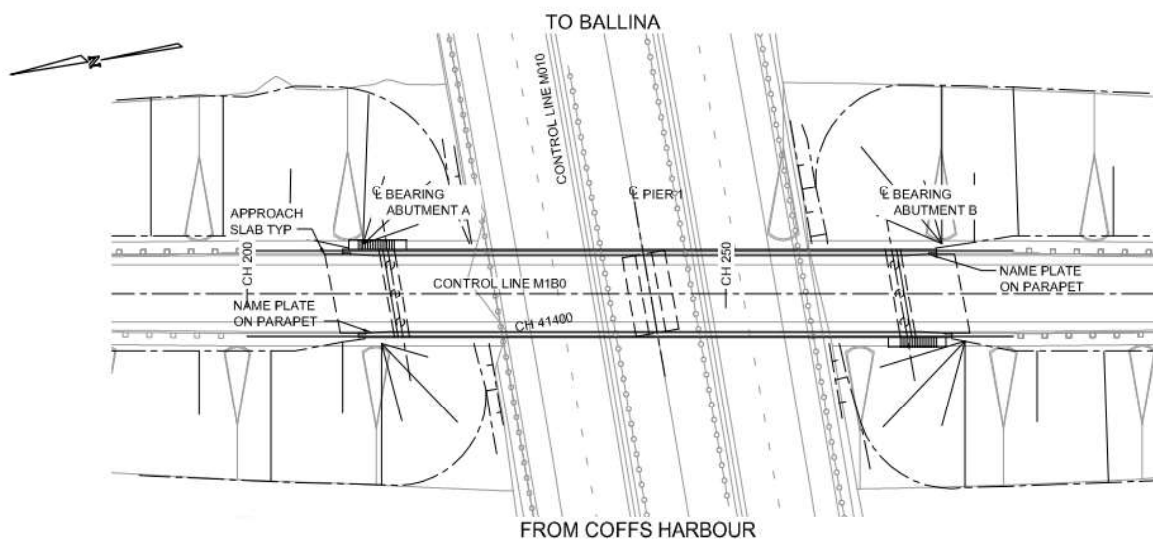
The road alignment and interchange upgrades in the vicinity of the Project Site are shown below in Figure 3-7.



**Figure 3-7 Proposed interchange at Glenugie**

Source: Woolgoola to Ballina Pacific Highway Upgrade EIS, Roads and Maritime Services, December 2012

As well as new interchanges at the existing Pacific Highway and Eight Mile Lane, the proposed Avenue Road overpass is shown below in Figure 3-8.



**Figure 3-8 Proposed Avenue Road overpass of Woolgoola to Ballina Pacific Highway upgrade**

Source: Glenugie to Maclean Portion A – CH40870, Sheet SB-A05-00001, Roads and Maritime Services, 2 October 2015

### 3.3 Public transport

No buses currently operate in the vicinity of the site or from Grafton along the Pacific Highway towards Eight Mile Lane. Private coach shuttle services are available to/ from Clarence Valley Regional Airport, however they are linked to flight times and bookings need to be made in advance.

### 3.4 Active transport

No footpaths or cycle routes are currently located in the vicinity of the site. Given the rural location, walk distances would be long and therefore walking would not be a realistic option to access the site particular in light of the absence of public transport.

Feasibility mapping was undertaken in the early 2000s for a potential cycle route as part of the Coastline Cycleway Program. The only realistic route identified was along the alignment of the Pacific Highway between Grafton and Corrindi. The route was only ever indicative and is not current. However there is potential for a cycle route to be incorporated at a future date which would improve bicycle accessibility to the Project Site.