

# 1. Introduction

Biosis Research Pty. Ltd. was commissioned by PPK Environment and Infrastructure to prepare a Species Impact Statement (SIS) for the preferred route for the proposed upgrade of the Pacific Highway between Mailmans Track and Lyons Road, at Bonville (south of Coffs Harbour) on the North Coast of NSW. A general overview of the proposal is illustrated in Figure 1 and surrounding land use shown on Figure 2. The SIS assesses the impact of the proposal on threatened flora and fauna that occur, or are likely to occur, along the proposed route. The SIS has been prepared in accordance with the Threatened Species Conservation (TSC) Act 1995 and the Requirements of the Director-General (D-G) of the NSW National Parks and Wildlife Service (NPWS) (Appendix A).

A report titled *Preliminary Flora and Fauna Assessment of the Pacific Highway Upgrade from Mailmans Track to Lyons Road, Bonville* was prepared by Biosis Research (1997a). The report assessed several route options and concluded through an 8 Part Test that options B1, B2 and B3 were likely to have a significant impact on flora and fauna communities within the area. Biosis Research prepared a further report titled *Supplementary Amelioration Measures for the Pacific Highway Upgrade from Mailmans Track to Lyons Road, Bonville* (1997b). These reports form the background for the SIS, together with relevant literature and consultation with experts.

The D-G Requirements issued on 12 August 1997 (see *Appendix A*) are addressed in this report. They comprise amendments and additions to the methodology submitted by Biosis Research to NPWS in May 1997. Any deviation from the requirements has been documented and justified in the appropriate section of this report.

## 1.1 Proposal Summary

The proposal is to construct a restricted access dual carriageway with median separation of 100 km/hr standard, consistent with sections of the highway adjoining to the north and south.

The proposal involves the construction of a dual carriageway through the Pine Creek State Forest adjacent to, and to the west of the current alignment which would be retained as a service road. Immediately to the north of a new bridge over Pine Creek, the route follows a new alignment to the east of the existing highway along the Corridor identified in the Coffs Harbour LEP. There are minor departures from this corridor. The proposed road moves further to the east between East Bonville Road and Bonville Creek and then further to the west before joining the Lyons Road to Englands Road now under construction.

Full interchanges with the new route are proposed at Mailmans Track, Archville Station Road and Lyons Road. These would provide connections to the existing highway and allow local access. All other east-west roads would be maintained by providing bridges across the new route. The existing highway would remain for local access.

A number of crossing points would also be required both to accommodate flood flows and cross drainage and allow the safe passage of wildlife. Major bridge structures would be required within Pine Creek State Forest and across Pine Creek and Bonville Creek with box culverts at Reedy Creek and the wetland adjacent to Grandis Road. In addition a number of fauna underpasses have been included into the design along with exclusion fencing to keep ground based fauna separated from the traffic using the new route.

A major bridge structure would be required to accommodate the complex of creeks in the northern section of the route and provide a safe crossing point for wildlife.

The proposal also includes a truck inspection bay located at the northern end of Pine Creek State Forest. A rest area would be located within Pine Creek State Forest on the eastern side of the new route adjacent to the interchange proposed at Mailmans Track.

The route together with amelioration measures as described in the proposal is hereafter referred to in the report as the 'preferred route', the 'proposed route' or the 'proposal'.