



Transport
Roads & Maritime
Services



Additional crossing of the Clarence River at Grafton

Preliminary Route Options Report
– Part One, Volume 2
Technical paper - Social and Economic

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Roads and Traffic Authority

Main Road 83 Summerland Way

Additional Crossing of the Clarence River at Grafton

Preliminary Route Options Report

Technical Paper – Social and Economic



Prepared by
BBC Consulting Planners
55 Mountain Street Broadway NSW 2007
GPO Box 438
BROADWAY NSW 2007

Phone: (02) 9211 4099
Fax: (02) 9211 2740
Email: james.lette@bbcplanners.com.au
Website: www.bbcplanners.com.au

ABN 24 061 868 942

Table of Contents

1.	INTRODUCTION	1
1.1	Background.....	1
1.2	Purpose and objectives of the proposed second crossing.....	2
1.3	Scope and objectives of this technical paper.....	2
2.	PREVIOUS STUDIES AND INVESTIGATIONS	3
3.	METHODOLOGY	4
3.1	Limitations and assumptions	5
4.	EXISTING ENVIRONMENT AND CONSTRAINTS	7
4.1	Clarence Valley and the City of Grafton	7
4.2	Overview of Grafton's social characteristics.....	7
4.3	Local and regional economy	12
4.4	Community and recreation infrastructure.....	16
4.5	Key socio-economic issues.....	27
4.5.1	Property and amenity impacts	27
4.5.2	Socio-economic trends and drivers of change.....	27
4.5.3	Spatial patterns of advantage and disadvantage.....	28
4.5.4	Lack of affordable housing.....	29
4.5.5	Economic and social linkages.....	29
4.5.6	Economic development.....	30
5.	SUMMARY OF SOCIAL AND ECONOMIC OPPORTUNITIES AND CONSTRAINTS	32

Tables

Table 1: Population Characteristics, 2006.....	7
Table 2: Migration for Clarence Valley Council by age group, 2006	11
Table 3: Working Population by Industry 2006.....	14

Figures

Figure 1: Social Environment	6
Figure 2: Land Release Locations.....	10
Figure 3: Age Structure	11
Figure 4: Industry Contribution to GRP, 2008/09	13
Figure 5: Annual Industry Growth (Gross Regional Product), 2008/09	13
Figure 6: Exporting Industries, Clarence Valley	14
Figure 7(a): Community and Recreation Infrastructure (Part A)	17
Figure 7(b): Community and Recreation Infrastructure (Part B)	18
Figure 7(c): Community and Recreation Infrastructure (Part C)	19
Figure 7(d): Community and Recreation Infrastructure (Part D)	20
Figure 7(e): Community and Recreation Infrastructure (Part E)	21
Figure 7(f): Community and Recreation Infrastructure (Part F)	22
Figure 7(g): Community and Recreation Infrastructure (Part G)	23
Figure 7(h): Community and Recreation Infrastructure (Part H)	24
Figure 8: Clarence River Sailing Club Course	25
Figure 9: Draft Grafton Waterfront Precinct Masterplan (extract)	26
Figure 10: Potential Social and Economic Constraints - Community and Recreation Infrastructure	34

GLOSSARY OF TERMS AND ABBREVIATIONS

ABS	Australian Bureau of Statistics
ATSI	Aboriginal and Torres Strait Islander
CBD	Central Business District
CD	ABS Census Collection District
DMR	NSW Department of Main Roads (now the NSW Roads and Traffic Authority)
DoH	NSW Department of Housing
DoP	NSW Department of Planning
ERP	Estimated Resident Population
Grafton	The suburb of Grafton
Grafton City	The Urban Centre/Locality as defined by the ABS. It includes the suburbs of Grafton and South Grafton (including Junction Hill to the north).
GRP	Gross Regional Product
MNC	Mid North Coast
MNCRS	Mid North Coast Regional Strategy
LEP	Local Environmental Plan
LGA	Local Government Area
LGMS	Local Growth Management Strategy
RIEP	Northern Rivers Regional Industry and Economic Plan
RTA	NSW Roads and Traffic Authority
SEIFA	Socio Economic Index for Areas
SEPP	State Environmental Planning Policy
South Grafton	The suburb of South Grafton
SD	ABS Statistical Division
SSD	ABS Statistical Sub-Division
UCL	Urban Centre/Locality

Executive summary

The New South Wales Roads and Traffic Authority (RTA) is currently undertaking investigations to identify an additional crossing of the Clarence River at Grafton to address short-term and long-term transport needs. The purpose of this technical paper is to describe the existing socio-economic environment of Grafton, South Grafton and the Clarence Valley. From this description, a variety of socio-economic constraints have been classified in order to inform the development of potential route options.

One of four major regional centre's within the Mid North Coast Region, Grafton is a focal point for regional road and other transport networks and focus of higher order services to the Clarence Valley sub-region. It is the sub-region's major employment centre, in particular a focus of Government administration in the region. Its higher order services include retail and administrative services, a base hospital, TAFE facility, community health centre and high schools. A large number of Grafton's community and recreation facilities are located near and along the length of the Clarence River or the Summerland Way.

The local government area has a relatively low rate of population growth and a significant ageing population. Population growth is focussed in the local government area's coastal settlements. The local government area is being impacted by a number of factors that are changing the valley's social and economic life, including:

- A changing settlement pattern.
- A geographically influenced pattern of service delivery.
- Sub-regional competition.
- The presence of relatively large and fast growing social needs groups.

The Gross Regional Product for Clarence Valley increased by 1.2 per cent to \$1.8 billion in 2008/09¹ (17.4 per cent of the Northern Rivers Region and 0.4 per cent of NSW). The largest contribution was made by manufacturing, whilst the fastest growing sectors were agriculture, forestry and fishing. Tourism continues to grow in importance, both in the country and at the coast. The local economy is currently undergoing a transition period of significant structural change within these traditional industries.

A review of demographic data, relevant research reports and discussions with social service providers have identified a number of key socio-economic issues which are relevant to the proposal. These include:

- The presence of relatively large and fast growing social needs groups.
- A lack of affordable housing.
- The critical role of the river crossing in the economic and social life of the Clarence Valley. For example, industrial operations are located on both sides of the river, and rely on the Grafton Bridge as a connector. The majority of outlying settlements lack key services (such as a supermarket or a General Practitioner (GP)), for which residents from South Grafton, Clarenza etc may drive or walk into Grafton, passing over the bridge.

A large number of Grafton City's community and recreation facilities are located near and along the length of the Clarence River or the Summerland Way. Based on the information and issues outlined in the previous sections of this technical paper, the following are the potential social and economic constraints relevant to an additional crossing:

- Schools (including pre-schools and adult education facilities).
- Religious buildings and cemeteries.

¹ The latest data available from Clarence Valley Council.

- Health and emergency services (including nursing homes).
- Grafton commercial centre (centred around Fitzroy and Prince Streets).
- South Grafton commercial centre (Skinner Street).
- Transport infrastructure (for example, railway stations).
- Services clubs.
- Cultural and recreational uses of the river (such as the rowing course, sailing club activities and river festival spectator areas).
- Tourism information centre.
- Social services targeting vulnerable social groups.

The locations of these facilities are identified in Figures 10a and 10b.

Whether or not these constraints become realised is dependent on the detailed proposal developed during later stages of the study process and the mitigation mechanisms implemented. Accordingly these potential constraints should influence the location and design of any additional crossing and will be considered further in the study process.

In particular, the following should be considered in the next phases of the study process and in the development of mitigation mechanisms:

- Minimising property impacts.
- Changes to amenity such as noise, and visual quality.
- The presence of more vulnerable sections of the community.
- The potential loss of affordable housing.
- The high reliance a number of businesses have on turnover generated by non-local highway traffic along the Summerland Way.
- Maintaining the viability of the South Grafton commercial precinct.
- The potential affect on rivers users (recreation, cultural and tourism).
- Community views on these community and recreation facilities and social issues.

The proposed additional crossing would provide a number of potential social and economic opportunities. Primarily by relieving traffic congestion, which is having a number of negative social and economic impacts, the proposal has the potential to increase accessibility to Grafton, the local government area's economic, service, social and transport hub. With its dispersed settlement pattern and coastal settlement growth, the Clarence Valley is strongly reliant on road transport, and the crossing of the Clarence River is a key component of that transport network. This potential improvement to the transport connection could have a number of important social and economic benefits for road users:

- More efficient, direct and reliable transport options.
- Better connectivity to the transport network.
- Reduced travel times.
- Consistent and reliable trip times.
- Increased convenience, including for users of public transport.
- Reduced business operating costs related to transport.
- Support for regional and local economic development, by improving business connectivity and reducing business transport costs.

The proposal could improve local and regional transport networks in a number of other ways, potentially providing:

- Improved road safety outcomes.
- Better integration of the communities of South Grafton and Grafton, economically and socially, in turn building stronger communities.
- Increased access to urban land release areas in the local government area at South Grafton, Clarenza and Junction Hill.
- Increased access to and between the local government area's seven industrial estates, which house a range of industries which rely on the crossing for the supply of goods and services.
- Improved east-west connectivity, both pedestrian and vehicular, across Summerland Way.
- Improved community access to and use of the Clarence River.
- Improved pedestrian and cyclist connectivity.

More broadly, the proposal affords the potential opportunity for improvements in:

- Access to employment, health and community services, retail and community centres and recreation sites.
- Associated improvement to local amenity (eg improved air quality and noise outcomes).

1. Introduction

1.1 Background

The New South Wales Roads and Traffic Authority (RTA) is currently undertaking investigations to identify an additional crossing of the Clarence River at Grafton to address short-term and long-term transport needs.

The design for the existing bridge over the Clarence River at Grafton commenced in 1915. It comprised a moveable span railway bridge with allowance for pedestrian use. Later in 1922, vehicular traffic was incorporated into the design. The bridge was opened to traffic in 1932.

Since the early 1970s there have been various discussions and studies into an additional crossing of the Clarence River near Grafton. In 1977, the NSW Department of Main Roads (DMR, now the NSW Roads and Traffic Authority) identified that a new bridge should align along Bent Street and Fitzroy Street. It was recognised at that time that an additional river crossing proposal was not of immediate priority, but rather a long-term proposal.

Over the last 10 years, the RTA has carried out a number of studies to identify areas that would be suitable for an additional crossing of the Clarence River at Grafton. The most recent comprehensive RTA study was undertaken between 2003 and 2004. It consisted of a feasibility study (February 2003) followed by an environmental overview (January 2004) and a corridor evaluation workshop (April 2004). These studies identified that the most suitable location for an additional crossing of the Clarence River would be near the existing Grafton bridge. However, a preferred route was not selected at that time and it was recognised that further investigations were needed to determine a preferred route.

Funding availability for the proposal became an issue in 2005 and as a result investigations into an additional crossing of the Clarence River were placed on hold.

In 2009, in response to increasing traffic congestion in Grafton and South Grafton, and operational safety issues with the existing bridge, the RTA recommenced investigations. This consisted of a revised traffic analysis that compared previous traffic modelling with updated traffic information. This was undertaken to understand the existing transport demands and traffic patterns within Grafton and the surrounding region. The December 2009 traffic study confirmed that a new bridge, close to the existing bridge, would cater for the traffic needs in the local area.

In February 2010 the RTA displayed four preliminary route options for community comment. These preliminary route options were developed based on traffic modelling only and were all in the vicinity of the existing bridge. This display also defined a study area for this investigation.

In December 2010 the RTA released a community update announcing a revised process for the identification and preservation of a route for an additional crossing. The community update included the route options considered at the April 2004 corridor evaluation workshop, the four preliminary route options publically displayed in February 2010 and options suggested by the community following the February 2010 display.

Between December 2010 and April 2011, the RTA has sought further community input on where an additional crossing should be located. This included a residential telephone survey, business survey and a series of community forums.

This technical paper will be used to define the existing environment and constraints in the Grafton area that may affect the proposal.

1.2 Purpose and objectives of the proposed second crossing

The project purpose is to identify an additional crossing of the Clarence River at Grafton to address short-term and long-term transport needs.

The objectives for the additional crossing of the Clarence River at Grafton proposal are:

- Enhance road safety for all road users over the length of the project.
- Improve traffic efficiency between and within Grafton and South Grafton.
- Support regional and local economic development.
- Involve all stakeholders and consider their interests.
- Provide value for money.
- Minimise impact on the environment.

The proposal objectives will be used to determine the feasibility of the options generated by the community as well as the resulting shortlist of options.

1.3 Scope and objectives of this technical paper

The RTA is working towards identification of a preferred location for an additional crossing of the Clarence River at Grafton. The planning, construction and operation of an additional crossing will have social effects, both beneficial and detrimental. The purpose of this technical paper is to describe the existing socio-economic environment of Grafton, South Grafton and the Clarence Valley. From this description, a variety of socio-economic constraints have been classified in order to inform the development of potential route options.

2. Previous studies and investigations

This technical paper builds upon the work of a number of previous investigations into the socio-economic aspects of an additional crossing of the Clarence River. These are:

- *Additional Crossing of the Clarence River Feasibility Study Report* (RTA, February 2003).
- *Additional crossing of Clarence River Grafton Summerland Way Environmental Overview - Volumes 1 and 2* (RTA, January 2004).
- *Route Selection for Additional Crossing of the Clarence River at Grafton: Social And Economic Impacts Report* (Smyth Maher & Associates, January 2004).
- *draft Preferred Option Report Additional Crossing of the Clarence River at Grafton* (RTA, June 2005).

These studies:

- Prepared a broad socio-economic profile of Grafton and South Grafton.
- Reported the outcomes of community consultation processes (including stakeholder views, community focus group meetings and a community survey).
- Considered in more detail the nature and character of a number of neighbourhood 'precincts' along the length of the Clarence River within Grafton.
- Considered the likely impacts on the socio-economic environment for alternative localities.

However, all of these studies were undertaken before the 2006 ABS Census. It is important to understand that 'community' is not a static construct. A number of changes have occurred in the social and economic environment of Grafton in the seven years since these last investigations were undertaken. Where appropriate and relevant, the findings of these studies have been incorporated within this technical paper.

3. Methodology

Socio-economic impact assessment is the analysis of social changes and impacts on the community and the economy that are likely to occur as a result of a particular development, planning scheme, or government policy decision. There are many definitions of social impacts. Two definitions suitable to the present assessment are:

Significant events experienced by people as changes in one or all of the following:

- *Peoples way of life – how they live, work, play and interact with one another on a day to day basis.*
- *Their culture – shared beliefs, customs and values.*
- *Their community – its cohesion, stability, character, services and facilities.²*

And

By social impacts we mean the consequences to human populations of any public or private actions that alter the ways in which people live, work, play, relate to one another, organise to meet their needs and generally cope as members of society. The term also includes cultural impacts involving changes to the norms, values, and beliefs that guide and rationalise their cognition of themselves and their society.³

Socio-economic impact assessment involves the following methodology:

1. **Scoping.** Identify potentially affected groups and individuals and their issues of concern and the nature of the likely impact - what might happen where and to whom?
2. **Profiling.** Describe the nature of the groups and individuals likely to be affected.
3. **Prediction.** What are the social impacts/changes associated with the development, who is affected and to what extent?
4. **Assessment.** Are these impacts (both positive and negative) significant given the priorities, policies and programs of Government, including the proposal objectives?
5. **Management, mitigation, monitoring and review.** How can the potential impacts of this development be best managed?
6. **Recommendations.** What recommended strategies and actions will produce the best outcomes for the groups or individuals potentially impacted by the development?

As a description of the existing socio-economic environment, this technical paper details the results of the first two phases of assessment impact.

This report summarises the social environment of the communities which may be directly or indirectly impacted by any additional crossing of the Clarence River, during its construction or operation. The purpose of this profile is to provide an understanding of the characteristics of the community within which any proposal is to be located. These investigations include the compilation of profiles of socio-economic information, social structure and conditions for these communities, as well as a description of their social infrastructure.

It has been prepared on the basis of a desktop review of various reports and demographic data (such as that available from the Australian Bureau of Statistics (ABS)), site inspections, targeted consultations with key stakeholders, and an understanding of relevant research and

² “Social Impact Assessment for Local Government: A Handbook for Councillors, Town Planners and Social Planners” (1995) NSW Office of Social Policy.

³ “Principles and guidelines for social impact assessment in the USA” by The Interorganizational Committee on Principles and Guidelines for Social Impact Assessment, Impact Assessment and Project Appraisal, volume 21, number 3, September 2003.

academic literature. A broad-based community engagement strategy is being undertaken by the RTA, the results of which, when complete, will be incorporated with this description of the socio-economic environment in the next phases of impact assessment.

The geographical area covered by this report is the Clarence Valley local government area. This area includes those communities likely to experience direct impacts from the proposal, but also the communities of surrounding villages which rely on Grafton as their service centre. For this reason data is also presented for the city of Grafton (referred to as Grafton City⁴).

Where relevant, comparative information has also been included for the relevant statistical region (known as the Mid North Coast Statistical Division⁵). Each of these geographical areas is shown in Figure 1. Section 4.2 summarises the key demographic features of these areas.

Data has been compiled primarily from the *Australian Bureau of Statistics Census of Population and Housing 2006*. Where appropriate, 2001 census data has been used to show changes over time. It has been supplemented with other data where available, such as the Department of Planning (DoP) and the Department of Housing (DoH).

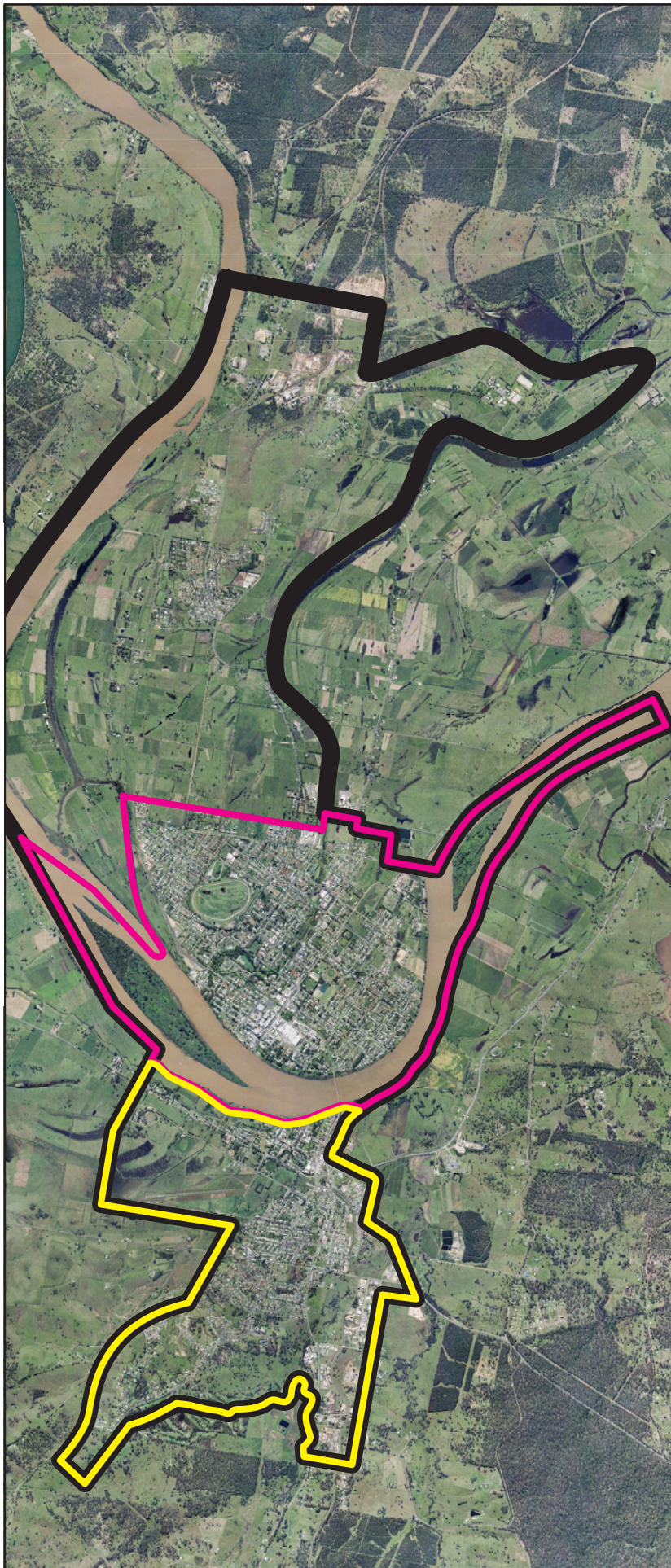
3.1 Limitations and assumptions

The profile of the existing social environment is based primarily on 2006 data sourced from the *Australian Bureau of Statistics Census of Population and Housing 2006*. This data is now five years old, with the next census to be administered shortly, on the 9 August 2011. The Clarence Valley local government area's spatial and social structure will have altered over these five years, and will further alter before operation of any additional crossing constructed. Any projections have been made of this data where possible based on an assumption of the continuation of social trends.

It is also noted that, in some instances, data from the 2006 Census is not comparable with data from previous censuses, due to a change in the count method used for reporting census data. This will be noted where relevant, it is not considered that any difference would materially affect this technical paper. The intent of presenting 2001 data is to identify broad trends and changes in demographic composition.

⁴ The Urban Centre/ Locality as defined by the ABS. It includes the suburbs of Grafton and South Grafton (including Junction Hill to the north).

⁵ Note that whilst the Clarence Valley is considered part of the 'Northern Rivers' region, the ABS classifies the local government area as part of the Mid North Coast Statistical Division. This comprises the Bellingen, Clarence Valley, Coffs Harbour, Nambucca, Greater Taree, Port Macquarie-Hastings, and Kempsey local government areas.



CLARENCE VALLEY LGA
 MID NORTH COAST SD

AERIAL PHOTO KEY

GRAFTON CITY
 GRAFTON (SUBURB)
 SOUTH GRAFTON

BASE AERIAL: ARUP 2011
 OVERLAY: ABS 2006 CENSUS

FIGURE 1
 SOCIAL ENVIRONMENT



4. Existing environment and constraints

4.1 Clarence Valley and the City of Grafton

The Clarence Valley local government area is predominantly rural, with a dispersed settlement pattern over a sizeable area (10,440 km²). In addition to numerous small villages and rural localities, settlement is based around the city of Grafton and the townships of Yamba, Maclean and Iluka.

One of four major regional centre's within the Mid North Coast Region⁶, Grafton City is a focal point for regional road and other transport networks and focus of higher order services to the Clarence Valley sub-region. It is the sub-region's major employment centre and in particular is a focus of government administration in the region. Its higher order services include retail and administrative services, a base hospital⁷, TAFE facility, community health centre and high schools.

The Clarence Valley is strongly reliant on road transport, with a road system which radiates out from Grafton City including the Pacific Highway, Summerland Way and Gwydir Highway.

4.2 Overview of Grafton's social characteristics

The following information provides a demographic snapshot of Grafton City and the Clarence Valley local government area. Population characteristics derived from the ABS 2006 Census have been compiled in Table 1.

Table 1: Population Characteristics, 2006

2006	Grafton City		Clarence Valley LGA		Mid North Coast SD	NSW
	No	%	No	%	%	%
Population						
Total Persons	17,501	--	48,147	--	284,676	6,549,178
Age groups:						
0-4 yrs	1,079	6.2%	2,584	5.4%	5.4%	6.4%
5-14 yrs	2,510	14.3%	6,962	14.5%	14.2%	13.4%
15-24 yrs	2,081	11.9%	4,983	10.3%	10.9%	13.3%
25-54 yrs	6,323	36.1%	17,518	36.4%	36.2%	28.2%
55-64 yrs	2,061	11.8%	6,793	14.1%	13.7%	11.0%
65 years and over	3,446	19.7%	9,306	19.3%	19.6%	13.8%
<i>Under 18 years</i>	4,430	25.3%	11,812	24.5%	24.3%	24.0%
Median Age	41	--	44	--	43	37
Cultural Diversity:						
Indigenous persons	1,095	6.3%	2,306	4.8%	4.3%	2.1%
Persons from NESB background	318	1.8%	1,167	2.4%	9.2%	13.7%

⁶ NSW Government (2009) *Mid North Coast Regional Strategy*

⁷ A base hospital is a regional hospital that serves a large rural area, takes referrals from outlying hospitals, and concentrates specialised services. Grafton Base Hospital is the only hospital between Coffs Harbour and Ballina.

2006	Grafton City		Clarence Valley LGA		Mid North Coast SD	NSW
	No	%	No	%	%	%
Household Characteristics						
Family households	4,471	67.2%	13,027	70.9%	70.7%	72.1%
Lone person household	2,032	30.5%	4,949	26.9%	26.8%	34.1%
Group household	155	23.2%	405	2.2%	2.5%	4.7%
Av Household Size	2.4	--	2.4	--	2.4	2.6
Family Characteristics						
Couple family with children	1,655	37.0%	4,771	36.0%	35.9%	46.2%
Couple family without children	1,806	40.4%	6,055	45.7%	45.0%	36.0%
One parent family	1,017	22.7%	2,281	17.2%	18.0%	16.1%
Other family	61	1.4%	137	1.0%	1.1%	1.7%
Income						
Median Individual Income (\$/weekly)	\$356	--	\$333	--	\$344	\$461
Median Household income (\$/weekly)	\$641	--	\$631	--	\$642	\$1,036
Occupation:						
Managers	558	9.0%	2,309	13.6%	13.3%	13.6%
Professionals	907	14.7%	2,381	14.1%	15.7%	21.2%
Technicians and trades	845	13.7%	2,405	14.2%	15.0%	13.6%
Community and personal service	757	12.2%	1,903	11.2%	10.8%	8.6%
Clerical and administrative	828	13.4%	2,020	11.9%	13.0%	15.4%
Sales	844	13.6%	1,901	11.2%	11.4%	9.7%
Machinery operators and drivers	474	7.7%	1,243	7.3%	6.0%	6.4%
Labourers	862	13.9%	2,482	14.7%	13.2%	9.5%
Not Stated	111	1.8%	284	1.7%	1.6%	1.9%
Key Industry:						
Agriculture, forestry & fishing	149	2.4%	1,248	7.4%	5.1%	2.4%
Mining	9	0.1%	40	0.2%	0.2%	0.1%
Manufacturing	614	9.9%	1,497	8.8%	7.7%	9.9%
Electricity, gas, water & waste services	108	1.7%	203	1.2%	1.5%	1.7%
Construction	360	5.8%	1,248	7.4%	8.6%	5.8%
Wholesale trade	173	2.8%	451	2.7%	2.9%	2.8%
Retail trade	934	15.1%	2,393	14.1%	14.7%	15.1%
Accommodation & food services	422	6.8%	1,360	8.0%	9.0%	6.8%
Transport, postal & warehousing	321	5.2%	773	4.6%	4.0%	5.2%
Information media & telecommunications	176	2.8%	306	1.8%	1.2%	2.8%
Financial & insurance services	137	2.2%	304	1.8%	2.1%	2.2%
Rental, hiring & real estate services	93	1.5%	274	1.6%	1.9%	1.5%
Profession, scientific & technical services	171	2.8%	523	3.1%	3.8%	2.8%
Administrative & support services	154	2.5%	410	2.4%	2.6%	2.5%
Public administration & safety	642	10.4%	1,416	8.4%	5.8%	10.4%
Education & training	464	7.5%	1,247	7.4%	8.3%	7.5%
Health care & social assistance	810	13.1%	2,007	11.9%	13.0%	13.1%
Arts & recreation services	85	1.4%	210	1.2%	1.3%	1.4%
Other services	226	3.7%	591	3.5%	4.0%	3.7%
Not Stated	138	2.2%	426	2.5	2.2%	2.2%

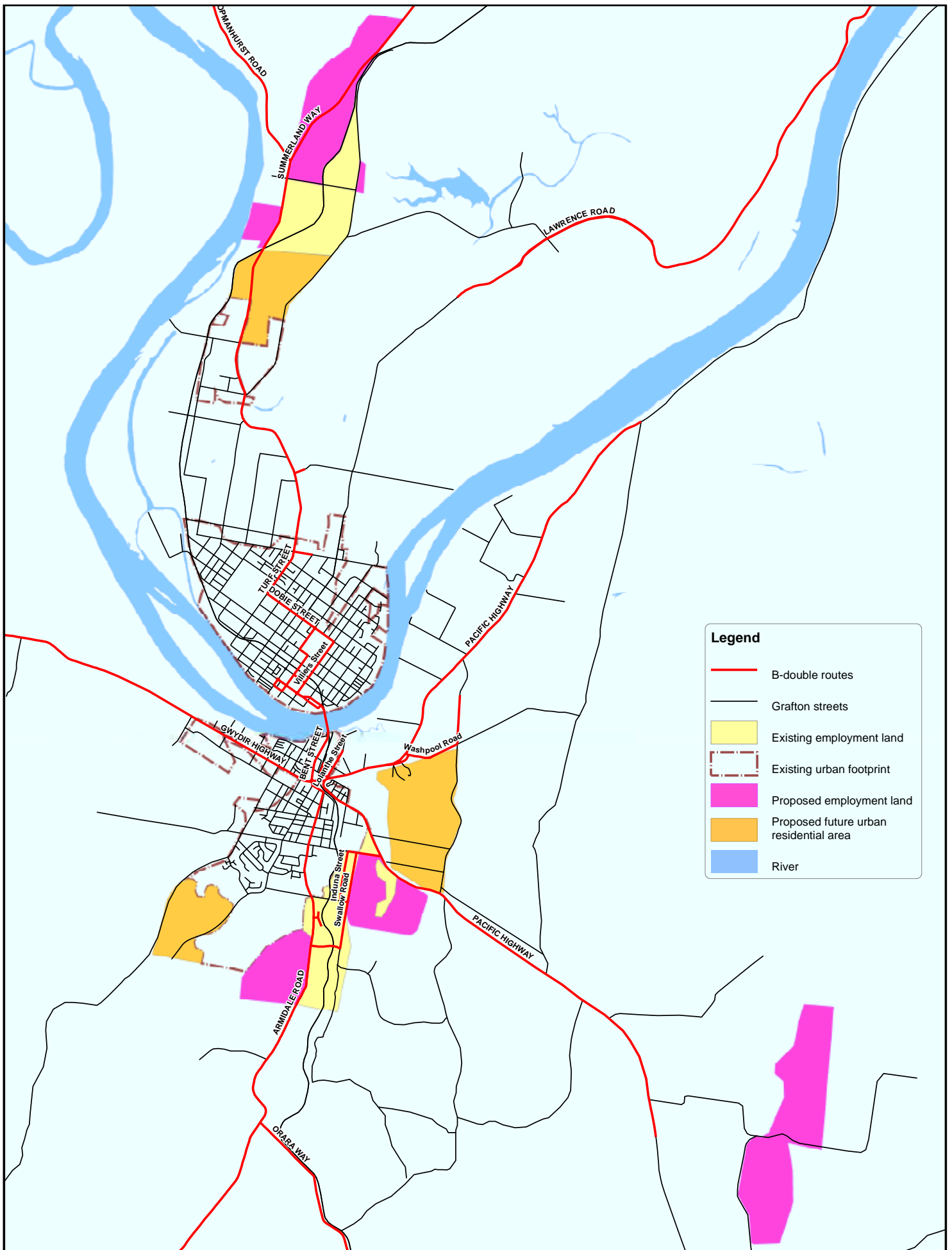
2006	Grafton City		Clarence Valley LGA		Mid North Coast SD	NSW
	No	%	No	%	%	%
Tenure Type:						
Fully owned	2,623	39.4%	8,319	45.3%	42.5%	34.8%
Being purchased	1,823	27.4%	4,990	27.1%	27.1%	31.9%
Rented (Total):	1,966	29.5%	4,422	24.1%	26.4%	29.5%
<i>Real estate Agent</i>	835	12.5%	1,935	10.5%	13.2%	16.7%
<i>State Housing Authority</i>	387	5.8%	465	2.5%	3.4%	4.7%
Other Tenure Type	18	0.3%	99	0.5%	1.2%	0.8%
Not stated	230	3.5%	551	3.0%	2.9%	2.9%
Median Rent (\$/week)	\$150	--	\$150	--	\$165	\$210
Labour Force:						
Labour force participation	6,818	49.0%	18,793	48.7%	49.9%	58.9%
Unemployed persons	630	9.2%	1,869	10.0%	9.9%	5.9%
Education:						
Completion of Year 12 (or equivalent)	3,303	26.9%	9,312	26.6%	29.5%	47.2%
Without post-school qualifications	9,786	70.4%	26,026	67.4%	64.7%	59.3%
Stability:						
Lived at same address five years ago	8,850	58.3%	24,992	58.2%	56.1%	59.2%
Transport:						
No motor vehicle (dwellings)	816	12.3%	1,524	8.3%	9.1%	11.6%
Use public transport to travel to work (of those who worked that day)	29	0.6%	89	0.7%	0.9%	14.5%
Walk or cycle to work (of those who worked that day)	552	10.9%	1,242	9.4%	7.2%	33.6%

Source: ABS 2006 Census

In summary:

- The local government area had a total population of 48,147 in 2006. It currently has a low rate of growth of approximately 0.6 per cent per year. In 2006 Grafton City, including South Grafton and Junction Hill, had a population of 17,501 people. North of the river, the population of the suburb of Grafton was 9,956 and to the south of the river, South Grafton's population was 5,931 people.
- The *Mid North Coast Regional Strategy* identifies that the local government area has significant capacity to increase both its population (through infill development and land releases such as those around Clarenza and Junction Hill) as well as its industrial capacity. Potential urban and industrial land release areas in the local government area are identified in Figure 2. Note that not all land identified within these "growth areas" will be developed for urban uses. The NSW Department of Planning⁸ has estimated that the population of the local government area will reach 53,200 by 2016 and 56,600 by 2031.
- Within the Grafton area, the *Clarence Valley Settlement Strategy 1999* predicted that by 2016 the population will reach 11,100 in Grafton and 7,250 in South Grafton. These predictions are likely to be exceeded, with the Mid North Coast Strategy establishing a minimum target of 7,100 dwellings for the Clarence Valley sub-region (council documents estimate that around a third of this would occur in Grafton City).

⁸ Planning NSW, *NSW SLA Population Projections, 2006-2036*, 2010 release



Legend

- B-double routes
- Grafton streets
- Existing employment land
- Existing urban footprint
- Proposed employment land
- Proposed future urban residential area
- River

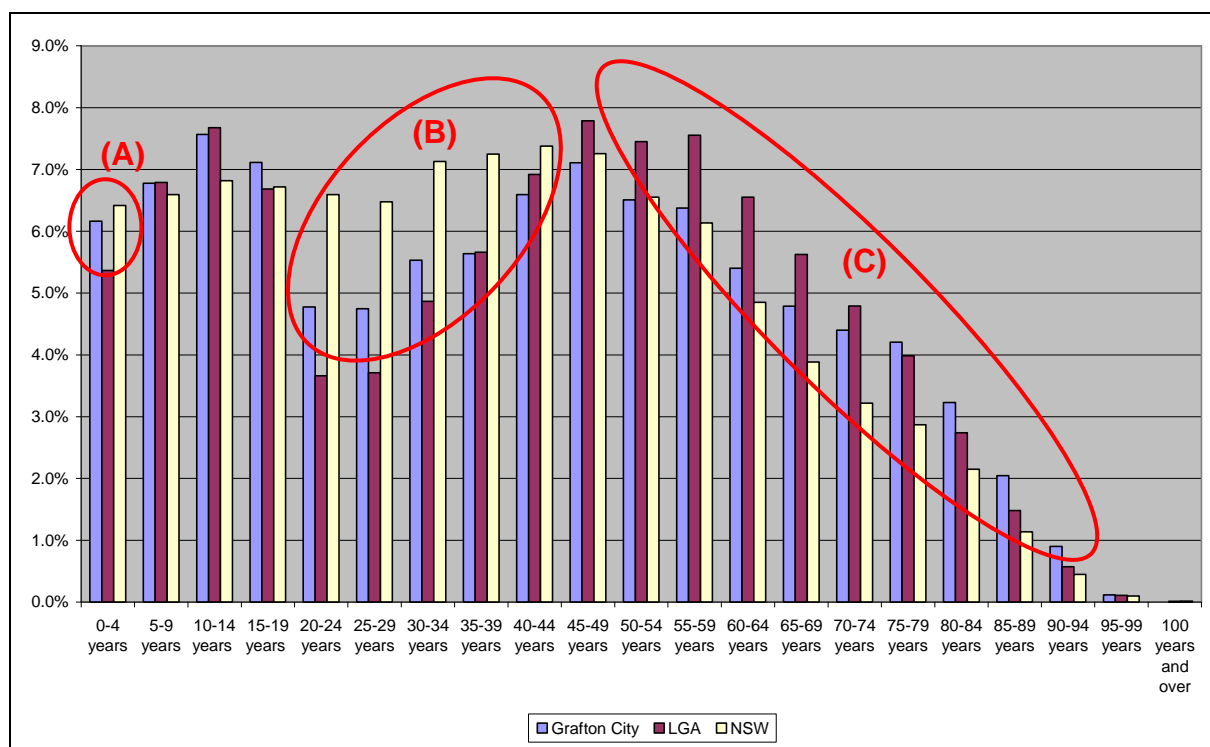
BASE MAP: ARUP 2011

FIGURE 2
LAND RELEASE LOCATIONS

- Grafton City is generally characterised by low density, detached housing, particularly near the riverfront. Higher densities are located in South Grafton in the public housing area and in the northern outskirts near the hospital.
- Grafton City and the local government area has an ageing population structure (see (C) on Figure 3). Associated with this trend are a high proportion of lone person households. Grafton City also has a smaller proportion of young adults than the NSW average (although proportionally more than the local government area). Young people and adults who do not leave the local government area (see (B) on Figure 3) generally move into Grafton City (Table 2). Interestingly Grafton City has had a small baby boom, suggesting the presence of young families (see (A) on Figure 3). This age structure is best summarised in Figure 3.

It has been projected that by 2026 the proportion of residents aged over 65 years will have increased to 31.3 per cent of the local government area's population (up from 19.3 per cent in 2006).

Figure 3: Age Structure



Source: ABS 2006 Census

Table 2: Migration for Clarence Valley Council by age group, 2006

Age group	In	Out	Net
5 to 14 years	1,367	833	534
15 to 24 years	746	2,000	-1,254
25 to 34 years	1,130	871	259
35 to 54 years	2,387	1,576	811
55 to 64 years	1,337	636	701
65 years and over	1,072	702	370
Total	8,039	6,618	1,421

Source: ID Consulting, Clarence Valley Council Community Profile

- Average individual and household incomes in the local government area are significantly lower than the average for NSW, and somewhat lower than the regional average.
- The local government area has a higher unemployment rate than NSW and other parts of the Northern Rivers Region, a low labour force participation rate and high rates of part-time employment.
- Public transport usage rates are very low (less than one per cent catch a bus to work for example). Higher rates of public transport use correlate with more disadvantaged areas of Grafton City. Approximately 12 per cent of Grafton City's households do not have a motor vehicle. Many of the unemployed do not have a car.
- Approximately 10 per cent of the residents in the local government area walk or cycle to work which, whilst substantially less than the NSW average, is slightly higher than the regional average.
- Grafton City has the highest proportion in the local government area of households renting their dwellings.
- The population of the local government area is markedly under-qualified compared to NSW and the Northern Rivers Region, with low completion of Year 12 schooling and low attainment of non-school qualifications. This can in part be attributed to the age of the population and the historical requirements of the local government areas industrial base.
- Within the Northern Rivers Region the Clarence Valley population has a high level of disability.

4.3 Local and regional economy

The gross regional product (GRP) for Clarence Valley increased by 1.2 per cent to \$1.8 billion in 2008/09 (17.4 per cent of the Northern Rivers Region and 0.4 per cent of NSW). The largest contribution was made by manufacturing (Figure 4), whilst the fastest growing sectors were agriculture, forestry and fishing (Figure 5). Tourism continues to grow in importance, both in the country and along the coast. The valley's gross regional product is forecast to increase at an average annual growth rate of approximately 2.9 per cent.

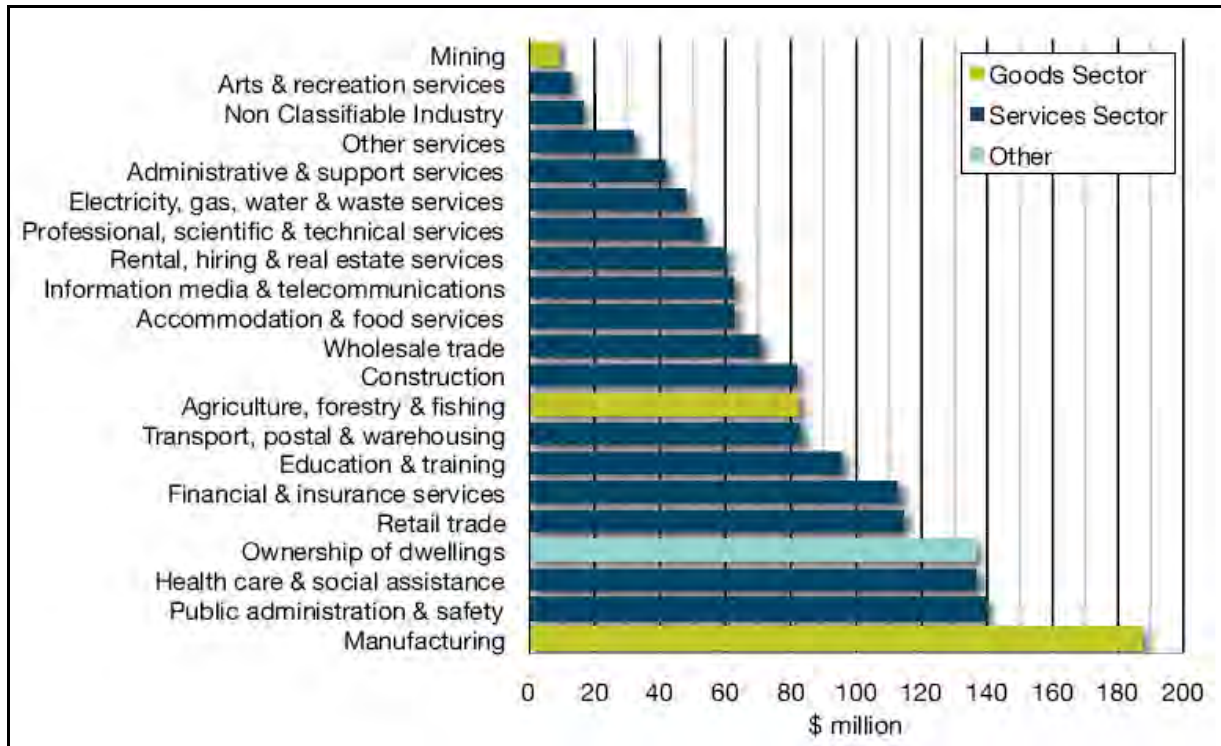
The regional importance of the various sectors of the local government area's economy is demonstrated in Figure 6, with a number of industries exporting their goods and services to non-local areas.

The 2006 *Clarence Valley Economic Development Strategic Plan* identifies that, in comparison with the New South Wales economy, the Clarence Valley economy is "more reliant on Resources-based sectors (7.1% versus 3.7%); Commerce-based sectors (16.8% versus 15.9%); and Household-based sectors (15.9% versus 12.6%). It is less reliant on Goods-based sectors (19.7% versus 20.7%); and Information and finance based sectors (26.5% versus 34.8%)".

Festivals are also an important contributor to the local economy. For example, it has been estimated that the Bridge to Bridge Ski Race and the Australian Wakeboarding Championship (held over the same weekend in 2011) were worth approximately \$1 million to the Grafton City economy⁹. The stretch of the river between the rowing club and the bridge is generally used due to its width and ease of public access to the foreshore.

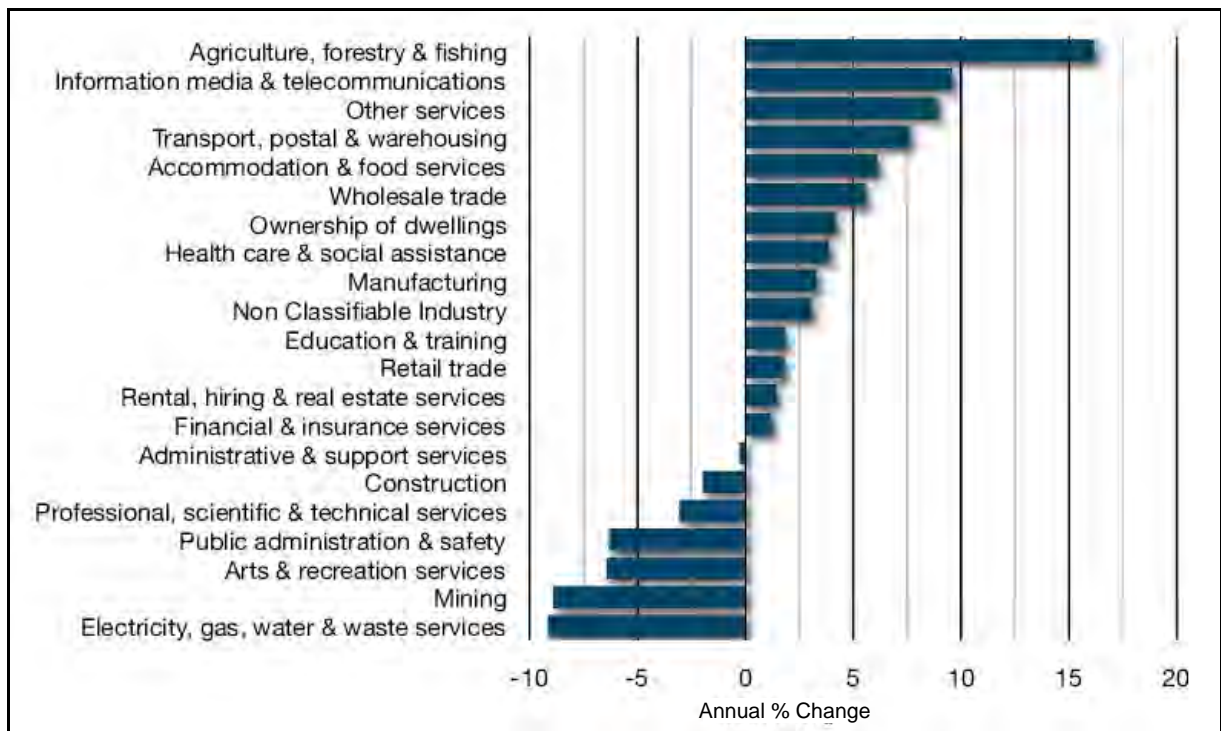
⁹ SMH "Tourism operators take hit to business" January 15, 2011

Figure 4: Industry Contribution to GRP, 2008/09



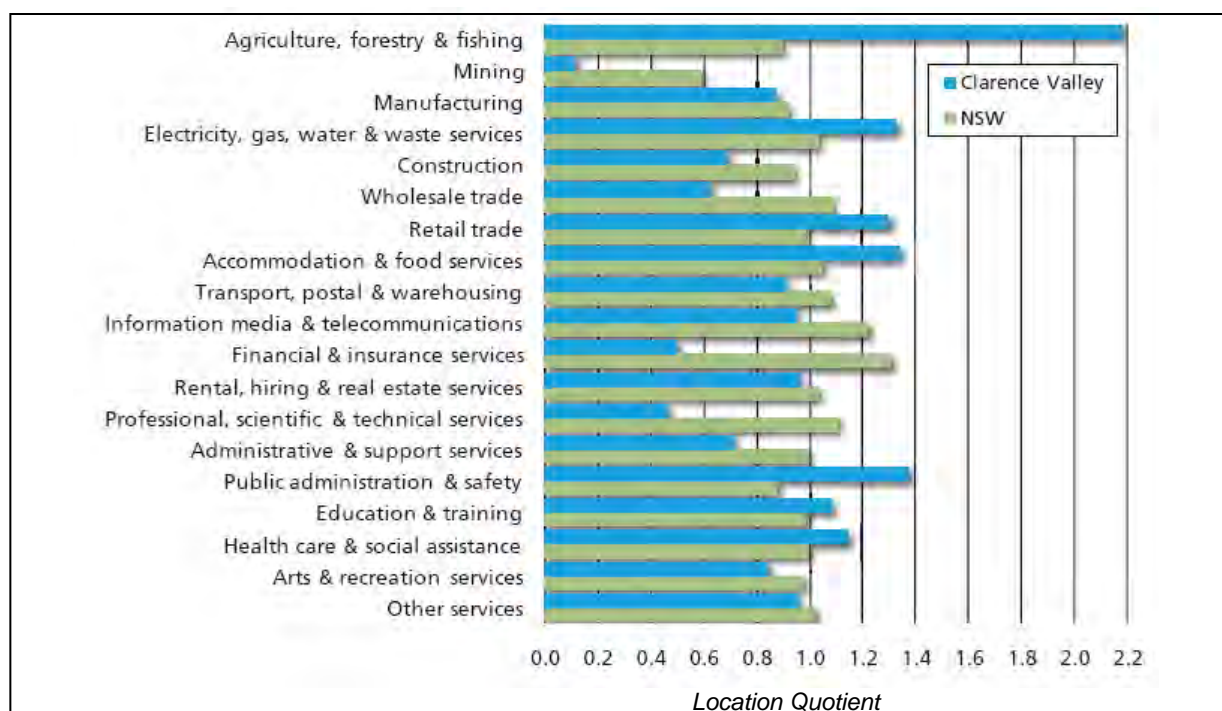
Source: Lawrence Consulting, reported in Clarence Valley Economic Monitor June 2010, Clarence Valley Council

Figure 5: Annual Industry Growth (Gross Regional Product), 2008/09



Source: Lawrence Consulting, reported in Clarence Valley Economic Monitor June 2010, Clarence Valley Council

Figure 6: Exporting Industries, Clarence Valley



Source: Lawrence Consulting, reported in Clarence Valley Retail Indicators May 2008, Clarence Valley Council
 NB: "Location quotients are ratios used to identify specialised industries in the local economy, i.e. industries which effectively export their goods and services to non-local areas" (page 6). A ratio greater than 1.0 indicates a greater industry employment concentration than the national economy.

A profile of the workforce in the local government area is identified in Table 3. The majority of the workforce resides within the Clarence Valley local government area (94.8 per cent). Of those that live elsewhere, most travel from the Coffs Harbour local government area (54.1 per cent or 423 people). However, a large proportion of the residents in the Clarence Valley local government area work outside its boundaries (15.1 per cent). Much of this work appears to be related to the transport/freight industry¹⁰.

Table 3: Working Population by Industry 2006

Industry	No.	%
Agriculture, Forestry and Fishing	1,034	6.8
Mining	19	0.1
Manufacturing	1,390	9.2
Electricity, Gas, Water and Waste Services	195	1.3
Construction	793	5.2
Wholesale Trade	421	2.8
Retail Trade	2,260	14.9
Accommodation and Food Services	1,280	8.4
Transport, Postal and Warehousing	653	4.3
Information Media and Telecommunications	284	1.9
Financial and Insurance Services	299	2.0
Rental, Hiring and Real Estate Services	264	1.7

¹⁰ For a large proportion of these residents, their place of work is unknown (58.8%).

Industry	No.	%
Professional, Scientific and Technical Services	472	3.1
Administrative and Support Services	345	2.3
Public Administration and Safety	1,428	9.4
Education and Training	1,298	8.6
Health Care and Social Assistance	1,849	12.2
Arts and Recreation Services	179	1.2
Other Services	552	3.6
Not Stated/Inadequately Described	140	0.9
Total	15,155	100.0

Source: ABS 2006 Census; ID Consulting, Clarence Valley Council Community Profile

The retail sector is the largest employer in the local government area, and the fourth largest industry in terms of number of businesses. Its expansion is a goal of council. The average turnover of retail trade businesses in Clarence Valley was approximately \$795,800 (2006/07). The average workforce size across all retail trade businesses in Clarence Valley was 5.2 persons (2006/07).

The main retail and commercial business area of Grafton is a compact area centred on Prince and Fitzroy streets. Government and administration activities have been historically located in nearby Victoria Street (but have spread to areas such as that around nearby King Street). Adjacent to this is a church and school precinct. There is a ribbon of commercial/retail development in Fitzroy Street between the bridge and the main city centre, with predominately highway orientated businesses. Grafton's major shopping centre, Grafton Shopping World, is accessed off Fitzroy and Duke streets.

A smaller commercial area is located in South Grafton, focussed on Skinner Street. Bent Street (the Summerland Way), from the southern end of the bridge to the roundabout at the south, contains predominately highway orientated businesses. Businesses include education, bulky goods, light industry, automotive, take-away liquor and food wholesale. A "BiLo" supermarket is also located on Bent Street, providing the main grocery shopping alternative to the CBD.

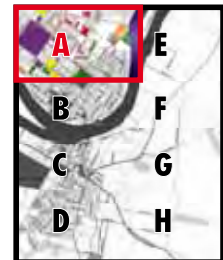
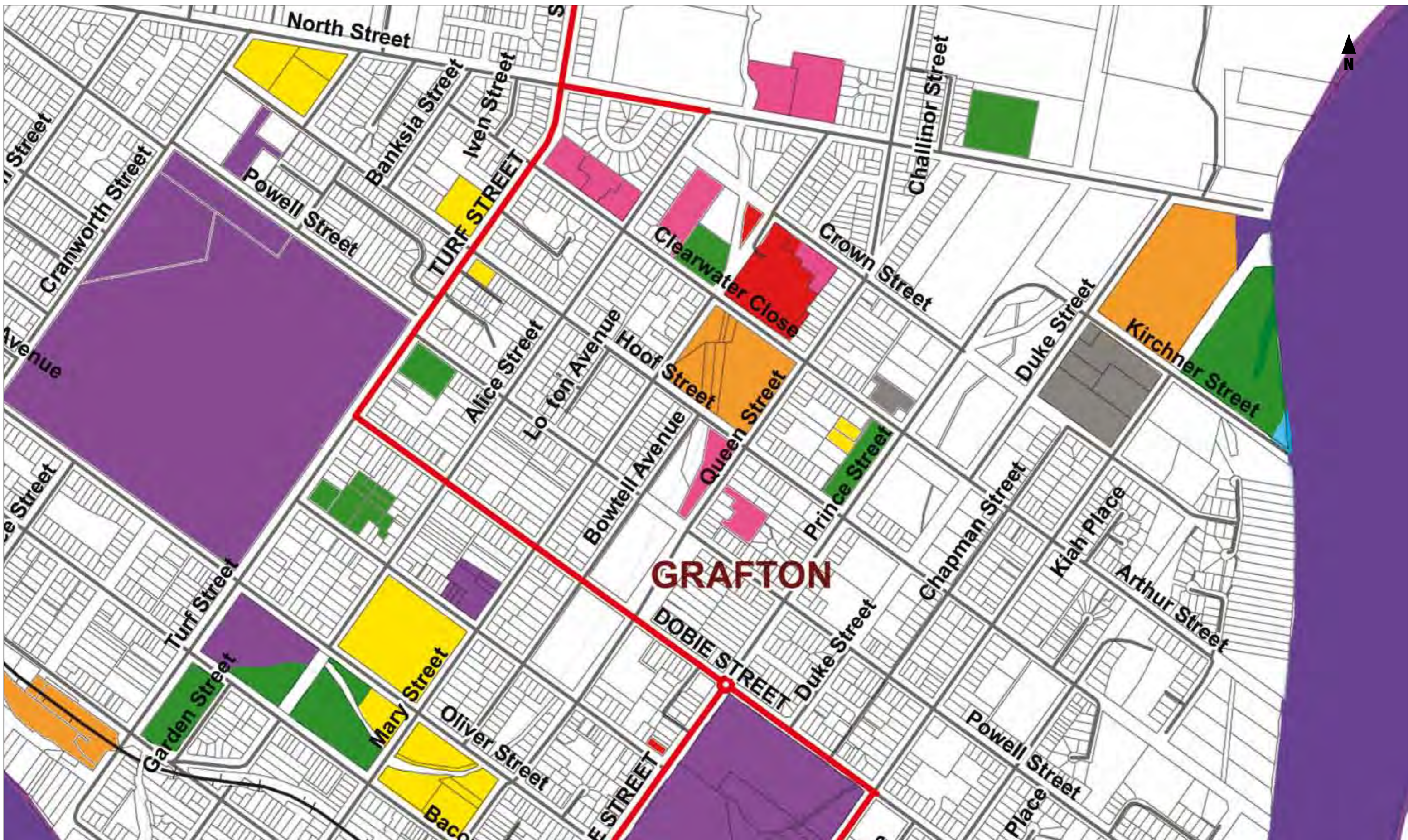
Large format retailing (such as Bunnings) and warehouse uses are under development in South Grafton on land to the east of the railway line and south of the river.

In 2004 the *Grafton Business Enterprise Centre* estimated that 60 per cent of businesses were located in the city CBD, 10 per cent of businesses were located in the South Grafton commercial area, 15 per cent in the South Grafton industrial area, and 15 per cent in the Junction Hill business and industrial locality. Of those businesses in the Grafton CBD, it was further estimated that 70 to 75 per cent are located in the main street (Prince Street) and surrounding areas and 25 to 30 per cent in Grafton Shopping World.

4.4 Community and recreation infrastructure

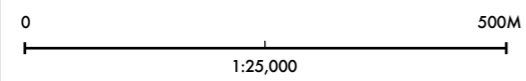
A large number of Grafton City's community and recreation facilities are located near and along the length of the Clarence River or the Summerland Way. These facilities are identified in Figure 7(A) to Figure 7(H). The following facilities are of note (revised December 2011):

- Gummyaney Aboriginal Pre-school (30 Pound St, Grafton). A relatively new custom built preschool managed by the Gummyaney Aboriginal Corporation. Operating five days a week (half day on Friday), it accepts 28 Aboriginal and Torres Strait Islander children per day. Stakeholders report that the centre runs an important and high quality 'ready-for-school' program and has developed good links with the schools in the area (for example, establishing parent participation in primary schools' Parents and Citizens Associations).
- Grafton Aged Care Home (Bent St, South Grafton). A nursing home with 81 high care places (two booked respite; 13 secure dementia). No other forms of care are provided. The adjacent Earle Page Park was fenced following an application to council to facilitate its use by the nursing homes' dementia patients.
- Caringa Enterprises/Support Services (Corner of Wharf and Through streets, South Grafton). A disability service provider to the Clarence Valley. It is understood that this building is used for administration and client meetings rather than the delivery of programs.
- Grafton Community College (Bent St, several buildings). A not-for-profit community organisation providing adult education and training. It is understood to teach a wide range of courses for around 2,000 students each year.
- Grafton's tourist information centre and adjacent supportive fast food businesses are important to the development of the tourism industry. Tourist information centre's are a key mechanism to increase tourism yield. Research suggests that 20 per cent of visitors have no plans until they arrive at their destination, and 50 per cent are flexible. 30 per cent have not booked accommodation, and 50 per cent book tours after their arrival. On average, 20 per cent of all tourism visitors visit a tourist information centre during their trip.
- Grafton TAFE attracts students from a wide area to courses in areas such as music, hospitality, nursing and information technology. The campus has a specialised arts and media facility, an integrated trades building (delivering courses for engineering and transport industry trades) and a learner support centre for students from Southern Cross University.
- Grafton Showground and the adjacent Fisher Park, a key sportsground in the city catering to a variety of sports. It incorporates Lower Fisher Grass fields (Hockey, Minkey (children's hockey), Touch and Cricket), Ellem Oval (Hockey, Soccer, Touch, AFL, Cricket) as well as a skate park and playground. A \$3 million upgrade of the park is planned.
- Corcoran Park, located on the river, is a very popular meeting point over the weekends. It is used for water sports (boat ramps and jetty) and recreational activities such as social gatherings and weddings.



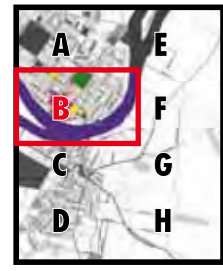
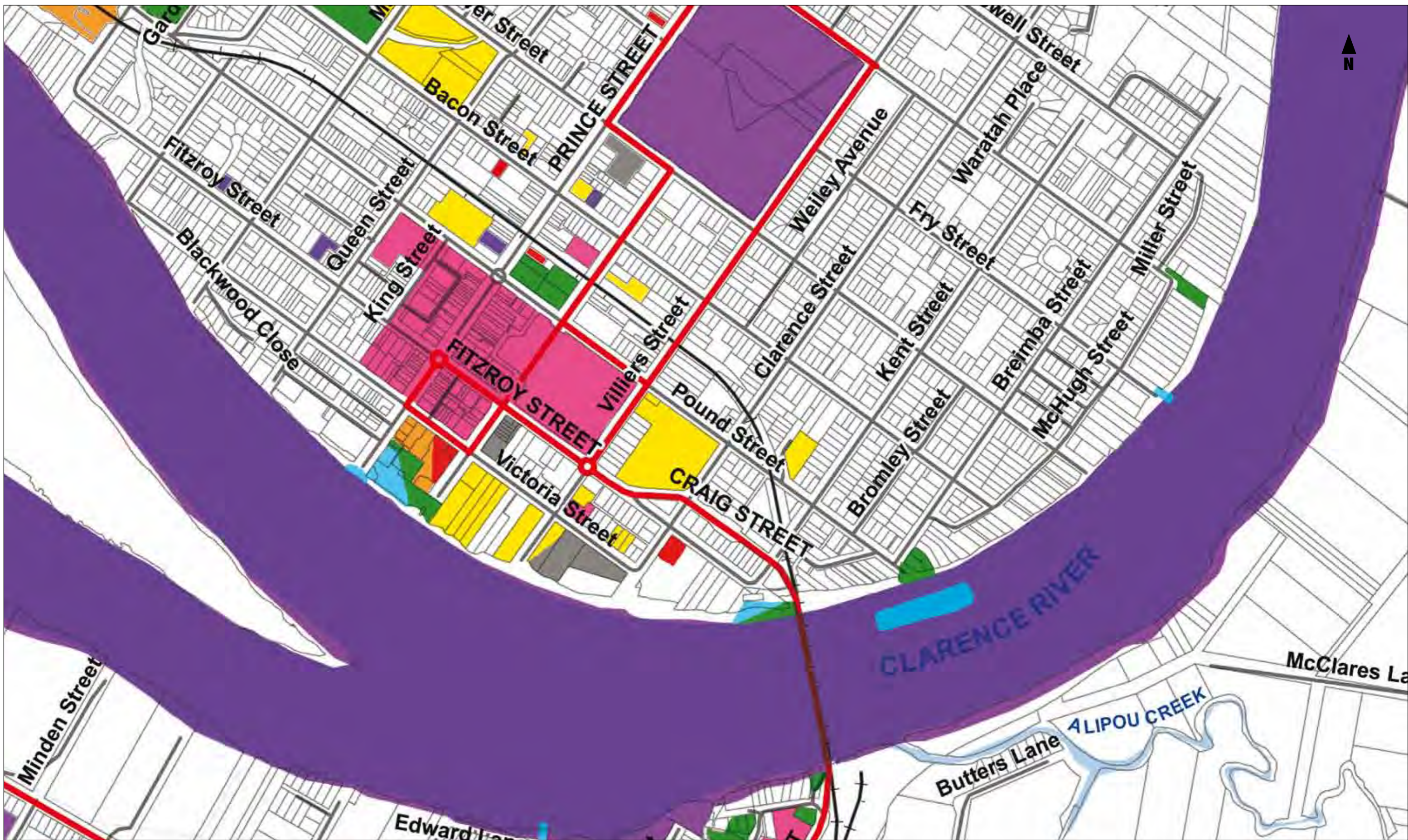
BASE MAP: ARUP 2011
 OVERLAY: BBC CONSULTING PLANNERS FIELD INSPECTIONS

- RIVER USERS
- CLUBS/RECREATION
- EDUCATION
- RELIGIOUS
- GOVERNMENT
- SERVICES (KEY)
- HEALTH & EMERGENCY SERVICES
- PARKS & RESERVES
- B-DOUBLE ROUTES



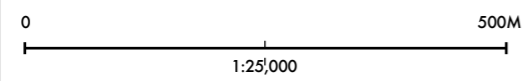
COMMUNITY AND RECREATION INFRASTRUCTURE
 FIGURE 7A
 (revised December 2011)





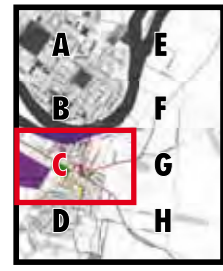
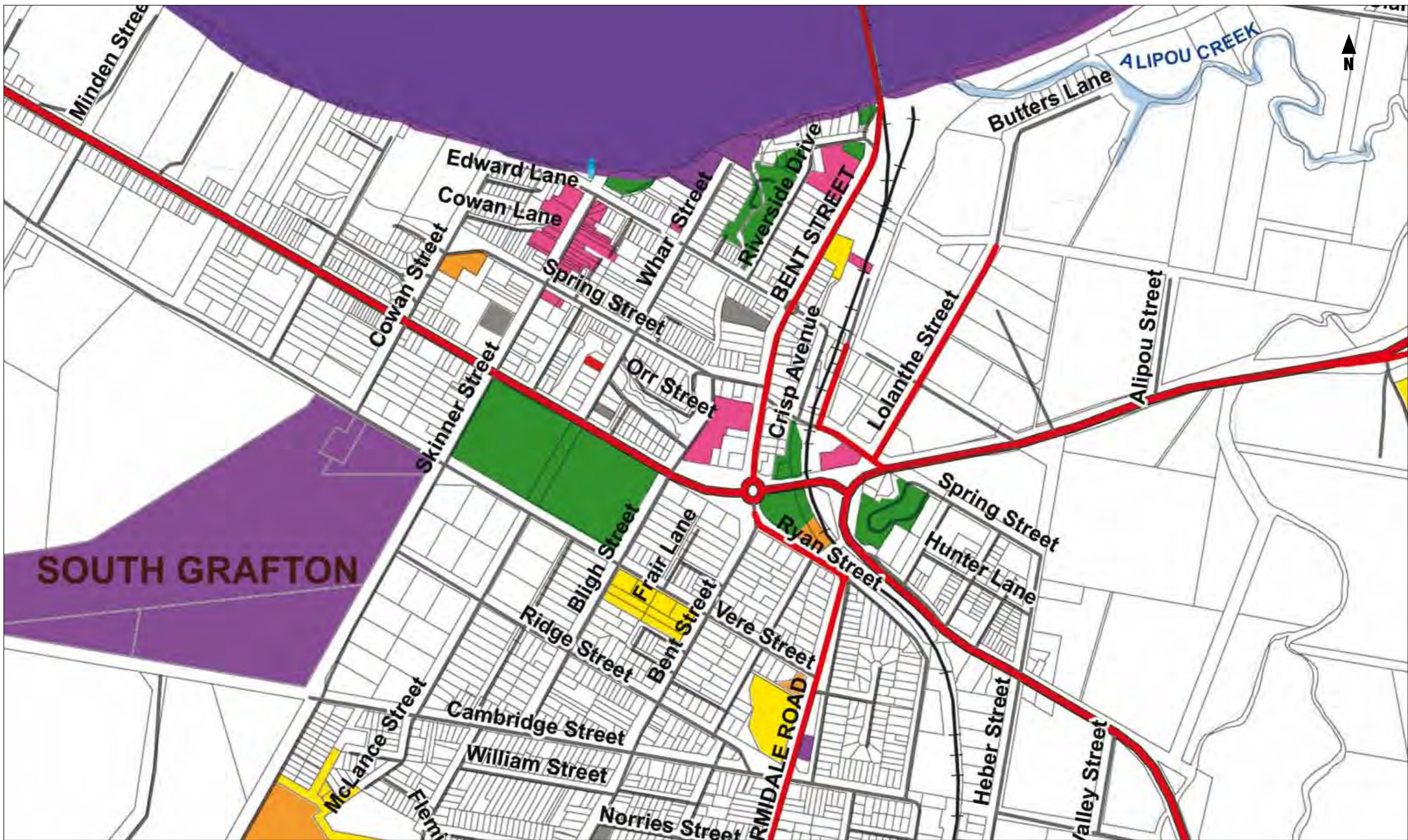
BASE MAP: ARUP 2011
 OVERLAY: BBC CONSULTING PLANNERS FIELD INSPECTIONS

- RIVER USERS
- CLUBS/RECREATION
- EDUCATION
- RELIGIOUS
- GOVERNMENT
- SERVICES (KEY)
- HEALTH & EMERGENCY SERVICES
- PARKS & RESERVES
- B-DOUBLE ROUTES



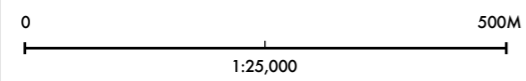
COMMUNITY AND RECREATION INFRASTRUCTURE
 FIGURE 7B
 (revised December 2011)





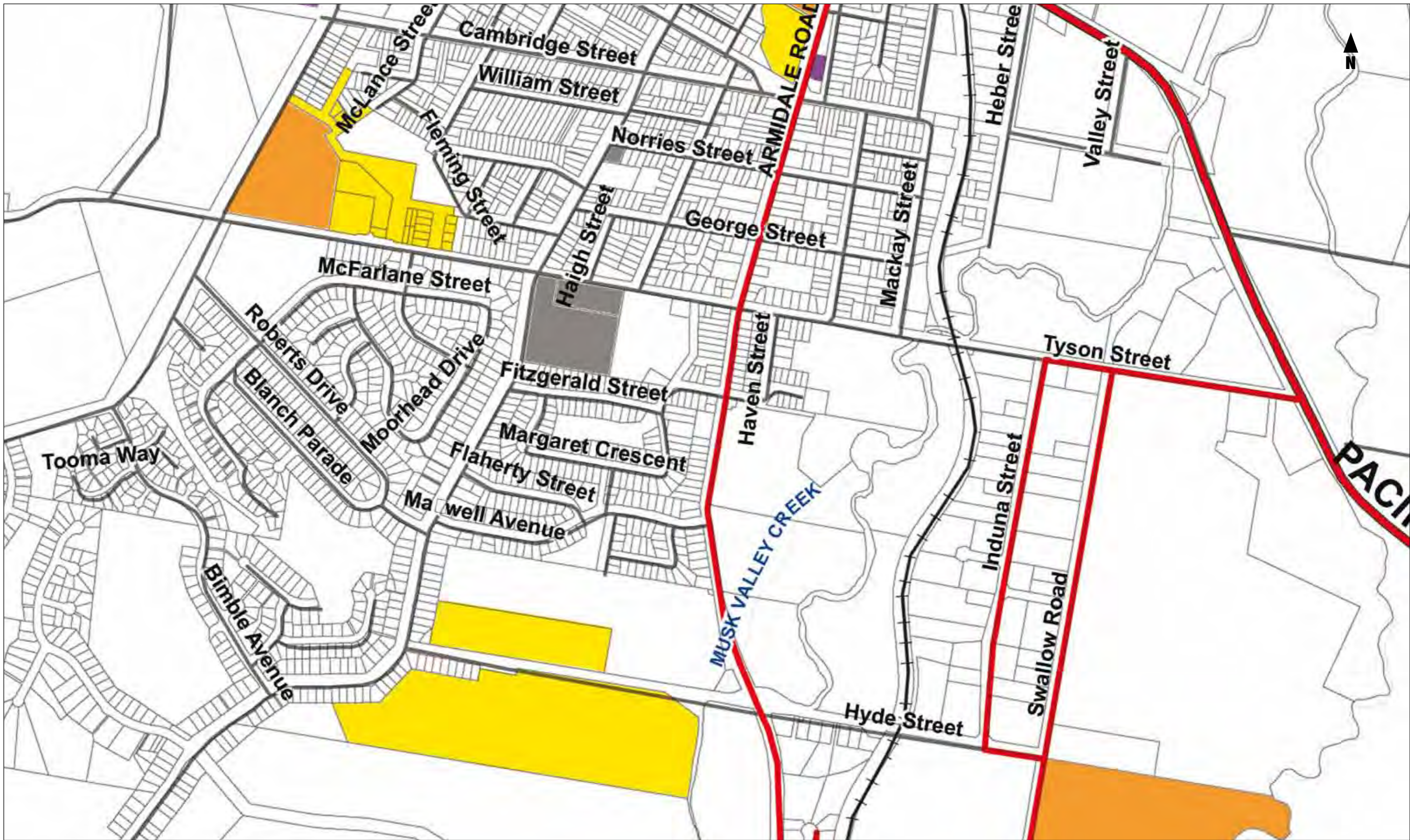
BASE MAP: ARUP 2011
 OVERLAY: BBC CONSULTING PLANNERS FIELD INSPECTIONS

- RIVER USERS
- CLUBS/RECREATION
- EDUCATION
- RELIGIOUS
- GOVERNMENT
- SERVICES (KEY)
- HEALTH & EMERGENCY SERVICES
- PARKS & RESERVES
- B-DOUBLE ROUTES



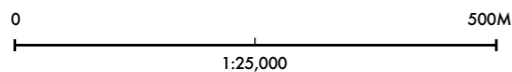
COMMUNITY AND RECREATION INFRASTRUCTURE
 FIGURE 7C





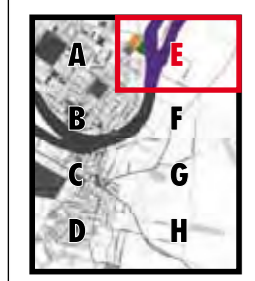
BASE MAP: ARUP 2011
 OVERLAY: BBC CONSULTING PLANNERS FIELD INSPECTIONS

- RIVER USERS
- CLUBS/RECREATION
- EDUCATION
- RELIGIOUS
- GOVERNMENT
- SERVICES (KEY)
- HEALTH & EMERGENCY SERVICES
- PARKS & RESERVES
- B-DOUBLE ROUTES



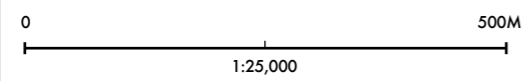
COMMUNITY AND RECREATION INFRASTRUCTURE
 FIGURE 7D





BASE MAP: ARUP 2011
 OVERLAY: BBC CONSULTING PLANNERS FIELD INSPECTIONS

- RIVER USERS
- CLUBS/RECREATION
- EDUCATION
- RELIGIOUS
- GOVERNMENT
- SERVICES (KEY)
- HEALTH & EMERGENCY SERVICES
- PARKS & RESERVES
- B-DOUBLE ROUTES



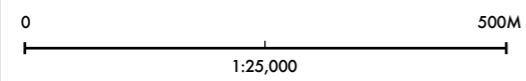
COMMUNITY AND RECREATION INFRASTRUCTURE
 FIGURE 7E





BASE MAP: ARUP 2011
 OVERLAY: BBC CONSULTING PLANNERS FIELD INSPECTIONS

- | | | |
|------------------|-----------------------------|-----------------|
| RIVER USERS | GOVERNMENT | B-DOUBLE ROUTES |
| CLUBS/RECREATION | SERVICES (KEY) | |
| EDUCATION | HEALTH & EMERGENCY SERVICES | |
| RELIGIOUS | PARKS & RESERVES | |



COMMUNITY AND RECREATION INFRASTRUCTURE
 FIGURE 7F

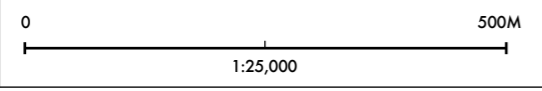




BASE MAP: ARUP 2011
 OVERLAY: BBC CONSULTING PLANNERS FIELD INSPECTIONS

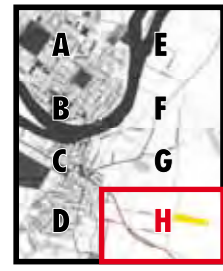
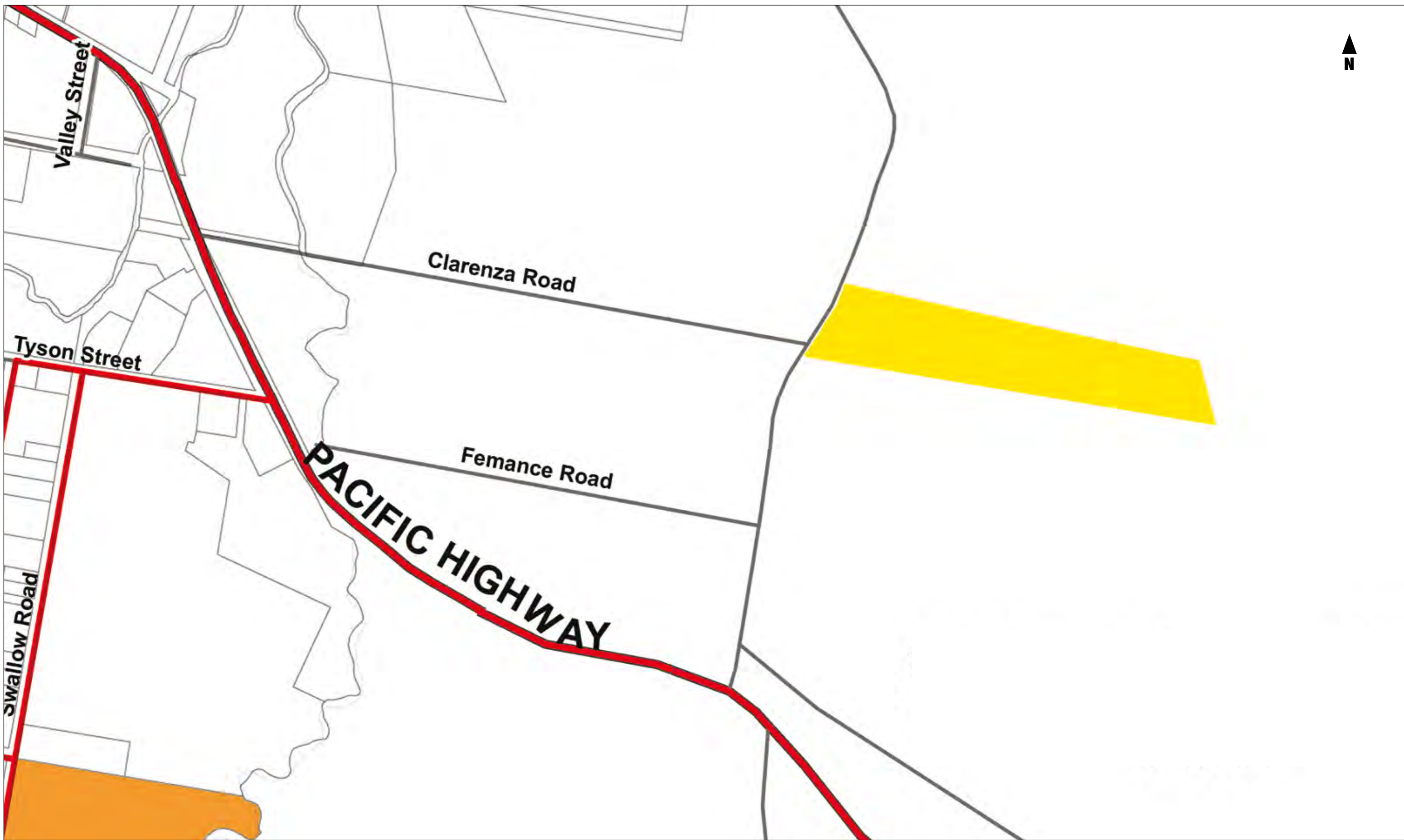
- RIVER USERS
- CLUBS/RECREATION
- EDUCATION
- RELIGIOUS
- GOVERNMENT
- SERVICES (KEY)
- HEALTH & EMERGENCY SERVICES
- PARKS & RESERVES

— B-DOUBLE ROUTES



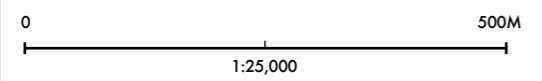
COMMUNITY AND RECREATION INFRASTRUCTURE
 FIGURE 7G





BASE MAP: ARUP 2011
OVERLAY: BBC CONSULTING PLANNERS FIELD INSPECTIONS

- RIVER USERS
- CLUBS/RECREATION
- EDUCATION
- RELIGIOUS
- GOVERNMENT
- SERVICES (KEY)
- HEALTH & EMERGENCY SERVICES
- PARKS & RESERVES
- B-DOUBLE ROUTES



COMMUNITY AND RECREATION INFRASTRUCTURE
FIGURE 7H



- The maintenance of access to and use of the river is important to the community. The recreational use of the river includes sailing, rowing, water skiing, dragon boating, bridge to bridge race and others. There are also a number of community festivals which utilise the river.

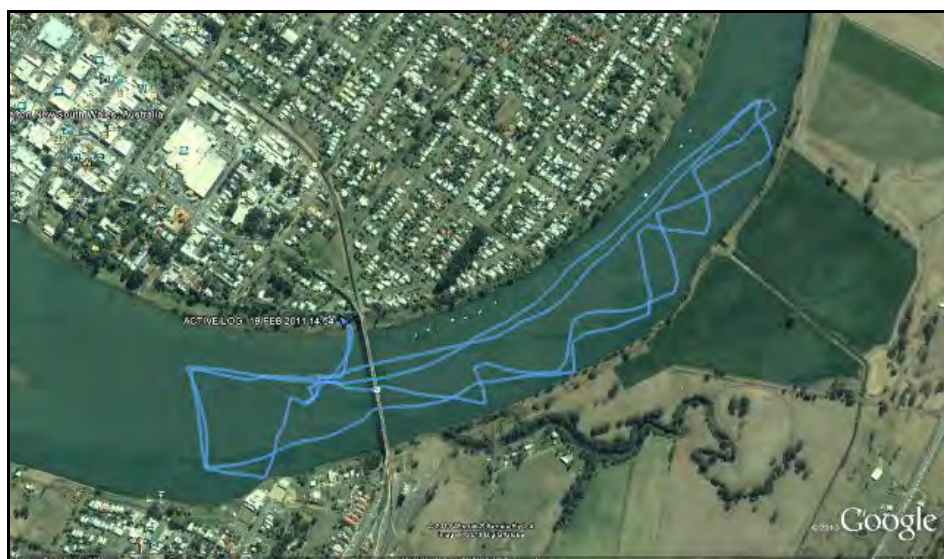
The Clarence River Sailing Club (located in Salty Seller Reserve, off Fitzroy Street, Grafton) generally utilise the reach of the river directly in front of their club house/boat shed (Figure 8 identifies an example sailing course). Races are held on Saturday afternoons. There are 28 Races scheduled on the club's 2011 calendar (excluding Regatta), between September and May.

The Grafton Rowing Club course extends from the clubhouse (located within Memorial Park, off Prince Street, Grafton) for two kilometres upstream, towards the opposite end of Susan Island. It is noted that an equivalent course may not be available elsewhere along navigable reaches near Grafton.

Council has sought community feedback on a draft *Grafton Waterfront Precinct Masterplan*. The plan, reproduced in Figure 9, seeks to improve Grafton's physical relationship with the river, and capitalise upon it as a tourism and recreational asset. This builds upon a 2009 *Clarence River Way Masterplan: Tourism Investment & Infrastructure Plan*, a tourism destination development initiative which 'seeks to position the Clarence River as one of the nation's great river experiences'. Its range of long term actions seek to, in part, reposition Grafton City as a tourist hub around the concept of a 'River City' and capitalise upon the Pacific Highway and the river as touring routes.

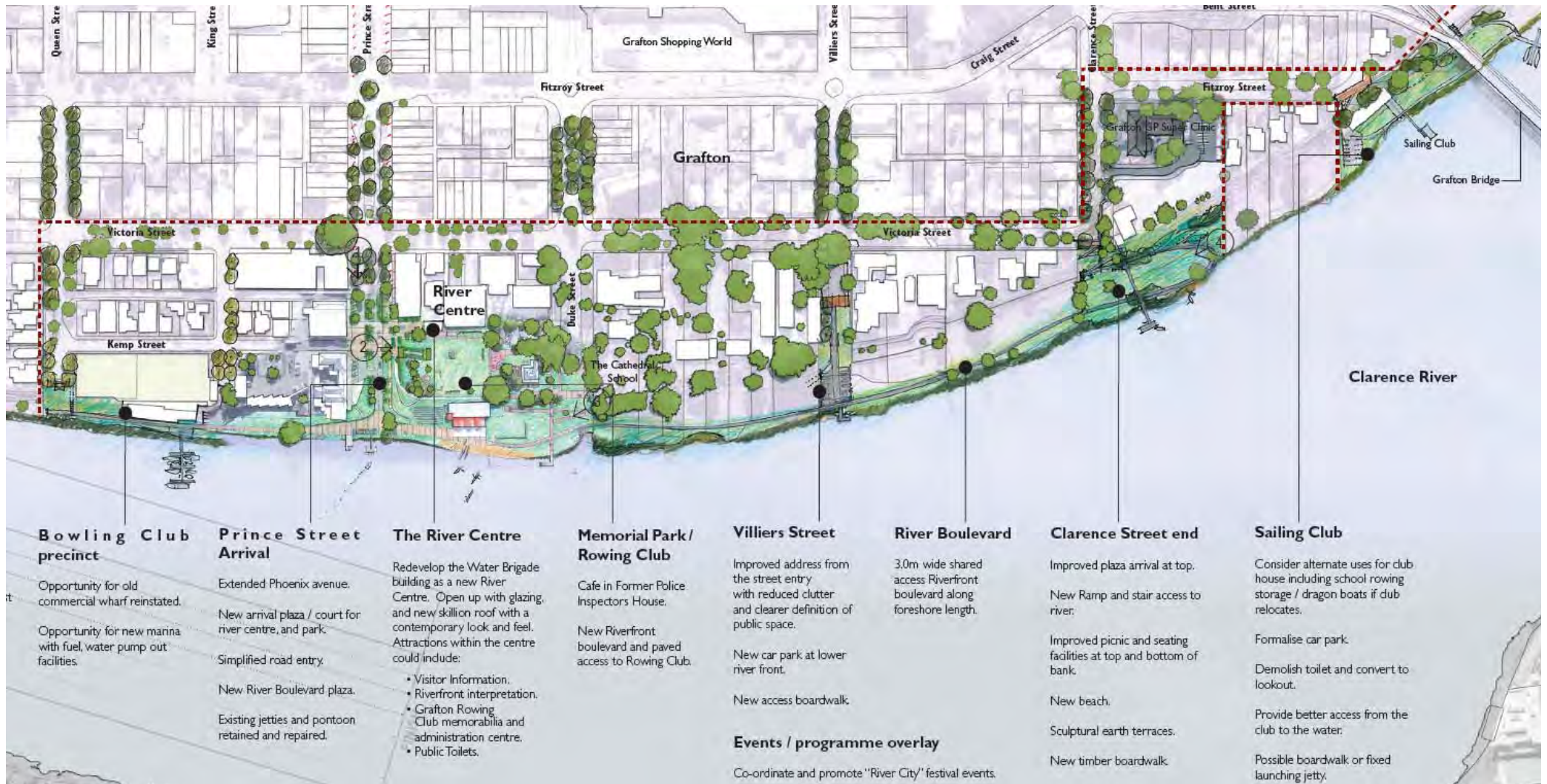
- A pedestrian crossing of the river is very important for a small, but less advantaged, population of Grafton City (predominately young people and those without a car). An additional crossing should ensure that it could provide an opportunity for pedestrian accessibility across the river to be improved, with shared walkways proposed on a new bridge. Use of the walkways could be promoted by the passive surveillance provided by passing traffic which would be an improvement on the current situation. The shared path could be linked into the existing and future cycle/pedestrian network contributing to the completion of local and regional cycle/pedestrian plans. This could be of high social benefit.

Figure 8: Clarence River Sailing Club Course



Source: crsc.yachting.org.au/news.asp

Figure 9: Draft Grafton Waterfront Precinct Masterplan (extract)



Source: Clarence Valley Council, Grafton Waterfront Precinct Masterplan: Draft Masterplan Report, R02 issue D 21st January 2011 (Clouston Associates)

4.5 Key socio-economic issues

A review of demographic data, relevant research reports and discussions with key stakeholders have identified a number of key socio-economic issues which are relevant to an additional crossing of the Clarence River at Grafton.

4.5.1 Property and amenity impacts

The proposal has the potential to result in property impacts and changes to amenity. Amenity is considered to be the 'liveability' or quality of a place which makes it pleasant and agreeable to be in for individuals and the community. Amenity is subjective, differing according to the situation, environmental and individual factors.

The main potential effects on residential amenity from the proposal could be from changes to the noise environment or changes to the visual landscape. Urban amenity could also be affected by any change in local traffic patterns (including heavy vehicles), change to air quality or changes to accessibility and movement patterns.

These issues will be considered in the next phases of the study process and in the development of mitigation mechanisms.

4.5.2 Socio-economic trends and drivers of change

The *Clarence Valley Council Social Plan 2010-2014* identifies that the local government area "is being impacted by a number of factors that are changing the Valley's social and economic life" (page 18, 19). These include:

- Changing settlement patterns. The local government area has a highly dispersed population with population growth increasingly concentrated in its coastal settlements and villages rather than Grafton City. The local government area has three major towns and over 40 villages and rural communities.
- The bridge is a key social and economic connection. The road system radiates out from Grafton City, which ensures that Grafton is the main centre for employment and service delivery. The majority of settlements lack key services (such as a supermarket or a doctor), for which residents must drive into Grafton. In order to do so, the majority of residents from these settlements (South Grafton, Clarenza etc) must pass over the existing bridge.

This requirement will continue into the future. Of all of the local government area's future residential growth areas, only Junction Hill to the north does not require the bridge to access services in Grafton. The *Mid North Coast Regional Strategy* identifies future growth in the local government area of 7,100 dwellings, the majority of which will be in new employment and residential lands at South Grafton Heights, Clarenza, Junction Hill and Yamba.

- Grafton City has a low rate of population growth, due to a changing demographic structure. Growth in Grafton City's population is being offset by a decline in household sizes due to ageing. Much of the local government area's growth is amongst older age groups (retiree's) moving to its coastal settlements.

- More rapid growth of neighbouring local government area's are threatening Grafton's regional service delivery role. The social plan notes that "*The rapid growth in the neighbouring centres of Ballina, Lismore and Coffs Harbour has resulted in the movement of some government administration from Grafton to these centres*".
- The decline in local primary and resource based industries. However council economic strategies indicate that the timber industry is likely to experience growth. This industry relies on the bridge connection to connect plantations and processing industries.
- The presence of relatively large and fast growing social needs groups, including:
 - Aboriginal communities; and
 - Significant transient population, identified in the social plan as being related to "*correctional centres with a lack of post release services*".

4.5.3 Spatial patterns of advantage and disadvantage

Social impacts are distributed and experienced differently amongst different groups in society. In general less advantaged residents possess less resources to cope with social impacts (be they financial, educational, or to social support networks). As noted by council in its social plan (page 24): "*Socio economic disadvantage limits people's opportunities to participate in decisions affecting their lives*".

Grafton City and the local government area have a number of indicators of relative disadvantage. The local government area has an ABS SEIFA Index of Relative Socio-economic Advantage and Disadvantage of 914. This places the local government area in the bottom 20 per cent of the most disadvantaged local government area's in Australia. The local government area is even more disadvantaged when NSW is taken on its own.

There is however significant variation within the local government area. Within Grafton City itself, it can generally be said that neighbourhoods are not polarised - advantaged and disadvantaged residents are mixed within the same neighbourhoods and streets. Overall, residents living to the south of the river are generally less advantaged than those living to the north.

There are however areas of concentrated disadvantage within South Grafton. A significant proportion of households in South Grafton are classified by the ABS as low income. Some parts of South Grafton are stigmatised, have a poor reputation, and exhibit a number of social issues such as anti-social behaviour, vandalism, and domestic violence.

The presence of more vulnerable sections of the community should be considered in the study process and in the development of mitigation mechanisms.

4.5.4 Lack of affordable housing

Whilst Grafton City is an affordable place to live, relative to other locations in NSW, when compared to local conditions it is not¹¹. A significant proportion of Grafton City residents have generally lower incomes which preclude home ownership¹². There is a limited supply of affordable homes and rental properties for which there is keen competition. Affordability is a key issue in the region and one which is keenly felt in Grafton City.

This has been attributed, at least in part, to a historical lack of data about the issue. Council officers report that, until recently no formal statistics were kept on waiting lists, demand, etc for housing locally. Therefore Grafton City did not show up as a location in need of more affordable housing or public housing.

Through Street (and to a lesser extent Spring Street) were specifically identified by New School Of Arts Neighbourhood House staff as containing low cost rental properties, with some dwellings believed to be informally in use in a manner akin to boarding houses. In Grafton, Kent Street was identified by Council staff as having somewhat more affordable rental stock. They also reported that some licensed hotels in South Grafton accommodate a transient population.

The majority of public housing is concentrated in an estate to the south of Tyson Street, South Grafton¹³. North Coast Community Housing operate via head leases, leasing where the houses are available, but aiming to disperse social housing in the community (the so called 'salt and pepper' approach).

Council is actively seeking to promote the development of additional affordable housing in Grafton City, and has formed a development partnership with Community Housing Limited to do so.

4.5.5 Economic and social linkages

Grafton City is an economic, service, social and transport hub. The economic and social infrastructure which serves the population is located on both sides of the river and the existing bridge plays a crucial role in community function and social sustainability. However this division is also currently limiting Grafton City's economic potential.

During initial consultation with council and social service providers (including Housing NSW, NSW Health, North Coast Community Housing and the New School of Arts Neighbourhood House) the Clarence River was described as having not only a physical effect but also a 'psychological effect' on the pattern of residents lives and the services they access. It was related that a notable proportion of residents would, whenever possible, avoid crossing the river. When explored further, it was suggested that whilst some of this has no clearly discernable basis, much could be attributed to a dislike of the congestion experienced during the crossing and again on the return journey. Other factor could also be involved and this will be examined further during later stages of the study process.

It was also reported (based on their personal viewpoints as residents, as well as their professional dealings with community members) that congestion is strongly associated by the community with the existing crossing, and is considered to have a number of negative social and economic consequences. For example, congestion negatively impacts social service delivery as, generally in Grafton, service providers are based in the CBD to the north of the river, whilst some residents who require their services reside to the south. It was reported

¹¹ As identified by ABS Census 2006; Clarence Valley Council Affordable Housing Strategy (2007)

¹² Housing NSW Centre for Affordable Housing - Local Government Housing Kit Database

¹³ ABS Census 2006 data

that where possible both clients and staff avoid crossing the bridge during peak periods. They reported that peak periods are seen by the community as before 10am and after 3pm, a significant proportion of the working day. These perspectives are to be tested by further community input being sought by the RTA.

An additional river crossing presents an important opportunity to improve the integration of the communities of South Grafton and Grafton, economically and socially. Designed appropriately, an additional crossing provides the opportunity to strengthen the northern and southern commercial centres, in turn building stronger communities.

Similarly, the Summerland Way forms a physical barrier through the communities along its length. It physically splits locations as its width and volume of traffic (reported in *Preliminary Route Options Report Part 1 Volume 2 - Technical Paper: Landscape and Urban Character*) makes crossing by pedestrians difficult.

The proposal is a key opportunity to promote the viability of the South Grafton commercial precinct. Important factors include:

- Access to this area by vehicle and on foot should be maintained, and if possible enhanced (particularly in an east-west direction).
- Provision of a high quality streetscape and urban design (in line with the urban regeneration project council undertook on Skinner Street in 2010).
- Defining the South Grafton commercial precinct and increasing its accessibility, usability and attraction to its trade area. For example, adequate signage, and providing direct connection from the additional crossing to adequate car parking areas serving the South Grafton commercial precinct.

4.5.6 Economic development

The local government area has a range of industries which rely on the crossing of the Clarence River at Grafton:

- Grafton City is an important regional transport hub located at the intersection of three highways (Pacific Highway, Gwydir Highway and Summerland Way) and the North Coast Railway. It is becoming increasingly attractive as a location for the warehousing and distribution industry. A strategic intent of council's industrial lands strategy is the development of a transport hub at either the South Grafton Industrial Estate or on lands near the Grafton airport. The 'transportation services' industry, a key supplier to the timber industries, employs almost five per cent of the local government area's workforce.
- There are seven industrial precincts located at Koolkhan-Trenayr, Grafton, South Grafton, Maclean, Harwood, Iluka and Yamba. The South Grafton industrial area is the largest industrial area in terms of occupancy and records a wide mix of business activities. Koolkhan-Trenayr is utilised for heavy industry development away from residential areas.
- Clarence Valley has close to half of the Northern Rivers region's native hardwood forests. Forestry plantations are located on both sides of the river, with milling focussed at Trenayr to the north of Grafton as well as within the South Grafton Industrial Area (linked by the Summerland Way). There are 26 sawmills (a third of the regions total) processing 50 per cent of timber in the Northern Rivers. The Forestry Technology Centre (the world's largest eucalypt facility) has been established in the local government area by the Department of Primary Industries (DPI). Forestry and its related industries are an important employer in the local government area.

- Much of the rural area is used for forestry, agriculture (eg sugarcane) and grazing. The local economy is currently undergoing a transition period of significant structural change within these traditional industries¹⁴.
- A number of businesses have a high reliance on turnover generated by non-local highway traffic along the Summerland Way. This includes Fitzroy Street, Bent Street and the Pacific Highway. Primarily this involves a number of hotel/motel establishments, fast food outlets and service stations.
- Tourism is an important component of the economy, one whose use of the Clarence River is increasing. A number of regional river based events and festivals rely on the river and are important contributors to the local economy. A masterplan has been prepared by council to improve the rivers contribution to the local tourism industry (Figure 9).

¹⁴ *Clarence Valley Economic Development Strategic Plan (2006)*

5. Summary of social and economic opportunities and constraints

The proposed additional crossing of the Clarence River at Grafton would provide a number of potential social and economic opportunities. Primarily by relieving traffic congestion, which is having a number of negative social and economic impacts, the proposal has the potential to increase accessibility to Grafton, the local government area's economic, service, social and transport hub. With its dispersed settlement pattern and coastal settlement growth, the Clarence Valley is strongly reliant on road transport, and the crossing of the Clarence River is a key component of that transport network. This potential improvement to the transport connection could have a number of important social and economic benefits for road users:

- More efficient, direct and reliable transport options.
- Better connectivity to the transport network.
- Reduced travel times.
- Consistent and reliable trip times.
- Increased convenience, including for users of public transport.
- Reduced business operating costs related to transport.
- Support for regional and local economic development, by improving business connectivity and reducing business transport costs.

The proposal could improve local and regional transport networks in a number of other ways, potentially providing:

- Improved road safety outcomes.
- Better integration of the communities of South Grafton and Grafton, economically and socially, in turn building stronger communities.
- Increased access to urban land release areas in the local government area at South Grafton, Clarenza and Junction Hill.
- Increased access to and between the local government area's seven industrial estates, which house a range of industries which rely on the crossing for the supply of goods and services.
- Improved east-west connectivity, both pedestrian and vehicular, across Summerland Way.
- Improved community access to and use of the Clarence River.
- Improved pedestrian and cyclist connectivity.

More broadly, the proposal affords the opportunity for potential improvements in:

- Access to employment, health and community services, retail and community centres and recreation sites.
- Associated improvement to local amenity (eg improved air quality and noise outcomes).

A large number of Grafton City's community and recreation facilities are located near and along the length of the Clarence River or the Summerland Way. Based on the information and issues outlined in the previous sections of this technical paper, the following are the potential social and economic constraints relevant to an additional crossing:

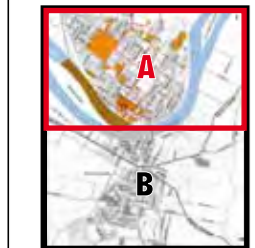
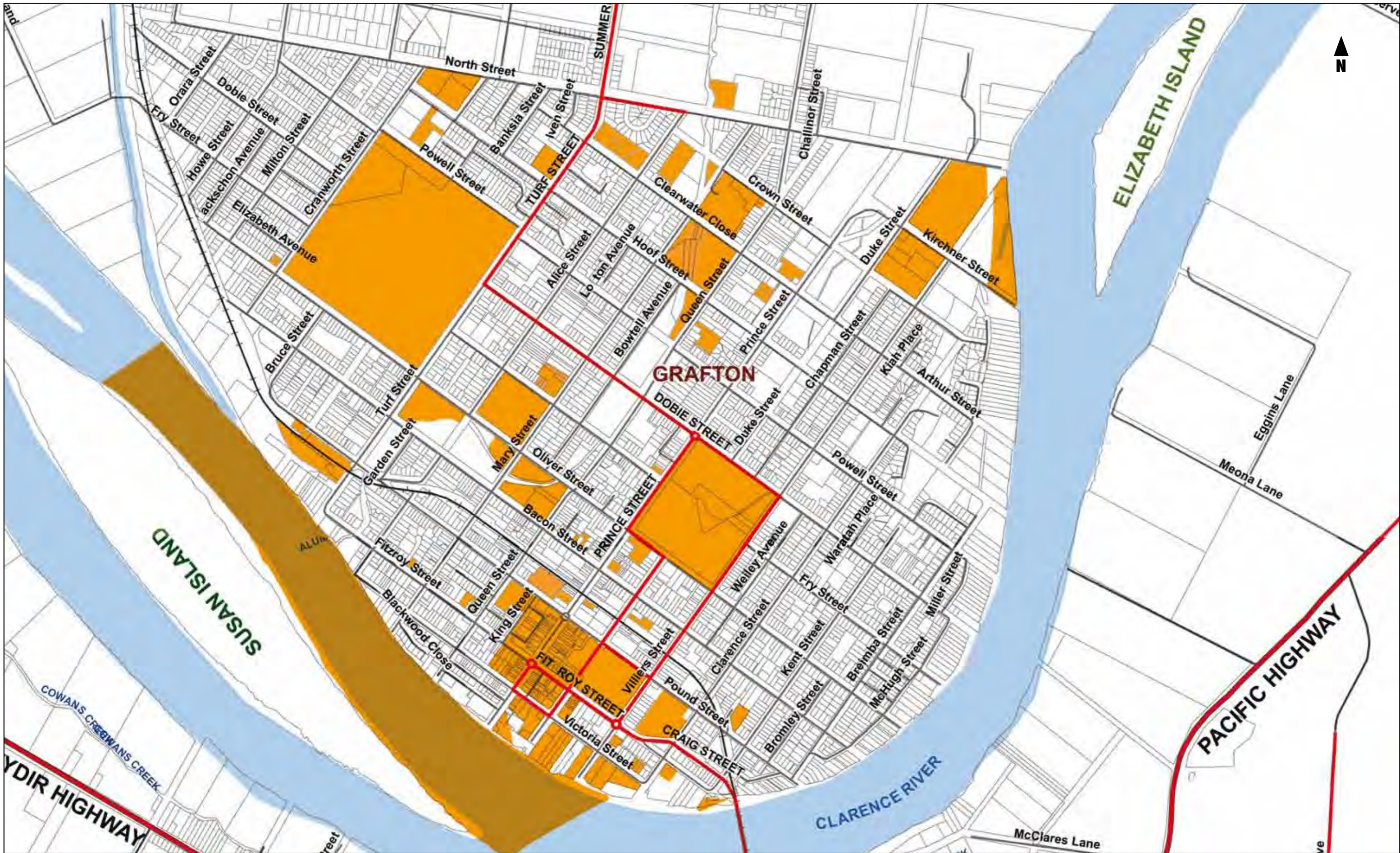
- Schools (including pre-schools and adult education facilities).
- Religious buildings and cemeteries.
- Health and emergency services (including nursing homes).
- Grafton commercial centre (centred around Fitzroy and Prince Streets).
- South Grafton commercial centre (Skinner Street).
- Transport infrastructure (for example, railway stations).
- Services clubs.
- Cultural and recreational uses of the river (such as the rowing course, sailing club activities and river festival spectator areas).
- Tourism information centre.
- Social services targeting vulnerable social groups.

The locations of these facilities are identified in Figure 10A (Grafton) and Figure 10B (South Grafton).

These potential constraints could influence the location and design of any additional crossing and will be considered further in the study process.

In particular, the following should be considered in the next phases of the study process and in the development of mitigation mechanisms:

- Minimising property impacts.
- Changes to amenity such as noise, and visual quality.
- The location of more vulnerable sections of the community.
- The potential loss of affordable housing.
- The reliance a number of businesses are likely to have on turnover generated by non-local highway traffic along the Summerland Way, such as service stations and motels.
- Maintaining the viability of the South Grafton commercial precinct.
- The potential affect on river users (recreation, cultural and tourism).
- Community views on these community and recreation facilities and social issues.



BASE MAP: ARUP 2011
 OVERLAY: BBC CONSULTING PLANNERS FIELD INSPECTIONS

● POTENTIAL SOCIAL AND ECONOMIC CONSTRAINTS

— B-DOUBLE ROUTES

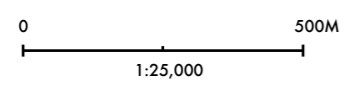


FIGURE 10A
 POTENTIAL SOCIAL AND ECONOMIC CONSTRAINTS - COMMUNITY AND RECREATION INFRASTRUCTURE
 (revised December 2011)



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