



Completing the upgrade of the Pacific Highway

Identification of a preferred route to upgrade the Pacific Highway between the Oxley Highway and Kempsey is a key step in progressing the completion of the upgrade of the highway.

With the \$2.2 billion Pacific Highway Upgrade Program in place since 1996, a total 233 kilometres of the highway are now double-lane divided road. As of August 2006, a further 380 kilometres of new highway are under construction, have been approved for construction or have had a preferred upgrade route identified.

This leaves only 103 kilometres of existing highway with a preferred route still to be identified.

The Pacific Highway is an AusLink National Network road. For the 10 years to June 2006, \$2.3 billion has been invested by the NSW and Australian governments. Over the past 10 years, the NSW Government has committed \$1.66 billion and the Australian Government \$660 million.

In December 2005, the NSW and Australian governments announced a jointly funded program of \$960 million for the three years to 2009. In May 2006, the Federal Budget announced an additional \$160 million, matched by NSW, for the period to the end of 2009. This increased the total value of the joint investment for the Pacific Highway Upgrade Program from \$960 million to \$1.3 billion.

This community update

This community update describes the preferred route for the Oxley Highway to Kempsey upgrade and the key reasons why the preferred route was chosen. The preferred route is on display until Friday 13 October 2006.

Detailed reports available

The Oxley Highway to Kempsey Preferred Route Report and associated working papers document the process involved in the selection of the preferred route. The report explains how the route options were identified, what criteria were applied in their assessment and the selection of the preferred route.

The Preferred Route Report may be viewed on the project website or obtained by calling the project information line (see contact details on back page). Copies of the reports are also available for viewing at the staffed display locations.

Stay involved

The RTA will continue to consult with landowners and the community about the preferred route. There are many aspects of the design that will need local community input, including property impacts, access arrangements and reducing impacts on the immediate environment, drainage infrastructure, noise management and other key considerations.

Your comments on the preferred route should be sent to the address shown in the contact information box below. All community input for the preferred route will be considered during the environmental assessment.

Display locations

The preferred route is on display until Friday 13 October 2006 at the locations shown below. These displays include larger versions of the map shown on the inside of this community update.

- Telegraph Point Service Station, 101 Mooney Street, Telegraph Point (Mon - Fri, 6.30am - 6.30pm and Sat - Sun, 7am - 6pm).
- Telegraph Point Sports and Recreation Club, 182 Mooney Street, Telegraph Point (Mon - Sun, 10am - 7pm).
- Kundabung Post Office, 100 Ravenswood Road, Kundabung (Mon - Sun, 8am - 6pm).
- Port Macquarie Library, Gordon Street, Port Macquarie (Mon - Fri, 9.30am - 6pm and Sat, 9am - noon).
- RTA Motor Registry, 55 Elbow Street, West Kempsey (Mon - Fri, 9am - 4pm).
- RTA Motor Registry, Cnr Hastings and Young Street, Wauchope (Mon - Fri, 9am - 4pm).
- RTA Motor Registry, Cnr Central Road and Barton Crescent, Port Macquarie (Mon - Fri, 8.30am - 5pm and Sat, 8.30am - noon).
- RTA Pacific Highway Office, 21 Prince Street, Grafton (Mon - Fri, 8.30am - 4.30pm).
- Port Central Shopping Centre, 40 - 42 Horton Street, Port Macquarie (Mon - Wed and Fri, 9am - 5.30pm, Thurs 9am - 8pm, Sat 9am - 4pm and Sun, 10am - 4pm).

Staffed displays

Project staff will be available to discuss the preferred route in more detail at the following locations:

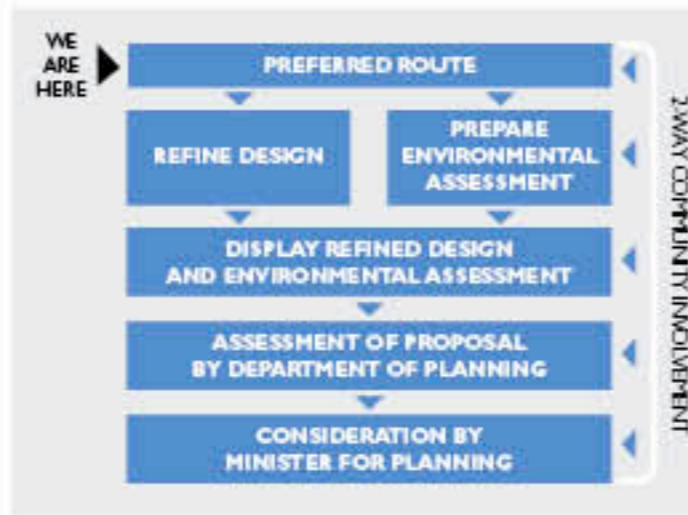
- Telegraph Point School of Arts, 7 Cooperabung Drive, Telegraph Point Thursday 7 September 2006, 2pm - 8pm. Saturday 9 September 2006, 10am - 4pm.
- Port Central Shopping Centre, 40 - 42 Horton Street, Port Macquarie Friday 15 September 2006, 10am - 4pm.

All information in correspondence is collected for the sole purpose of assisting in the assessment of this proposal. Submissions will not be responded to individually. All information received, including names and addresses of respondents, may be published in subsequent assessment documents unless clear indication is given in the correspondence that all or part of that information is not to be published.

What happens next?

Further survey, geotechnical and ecological investigations will be undertaken to refine the design for the preferred route.

Approval of the proposal will be requested under Part 3A of the Environmental Planning and Assessment Act 1979. An environmental assessment will examine the potential impacts of the preferred route. The environmental assessment will be displayed for community comment prior to an assessment of the proposal by the Department of Planning and consideration for approval by the Minister for Planning.



→ For more information please contact the GHD community liaison team: Melanie Miels or Mirella Di Genua

T 1800 154 724 (toll free) F 02 9239 7193
Project information line

→ Send comments to:
Upgrading the Pacific Highway
Oxley Highway to Kempsey
Reply Paid 83475
GHD 10 Bond Street
Sydney NSW 2000

communityinput@ghd.com.au

→ The RTA project manager is Stephen Williamson

T 02 6640 1000 F 02 6640 1001

stephen_williamson@rta.nsw.gov.au

www.rta.nsw.gov.au/pacific
(click on Oxley Highway to Kempsey)

RTA/PL/06.197



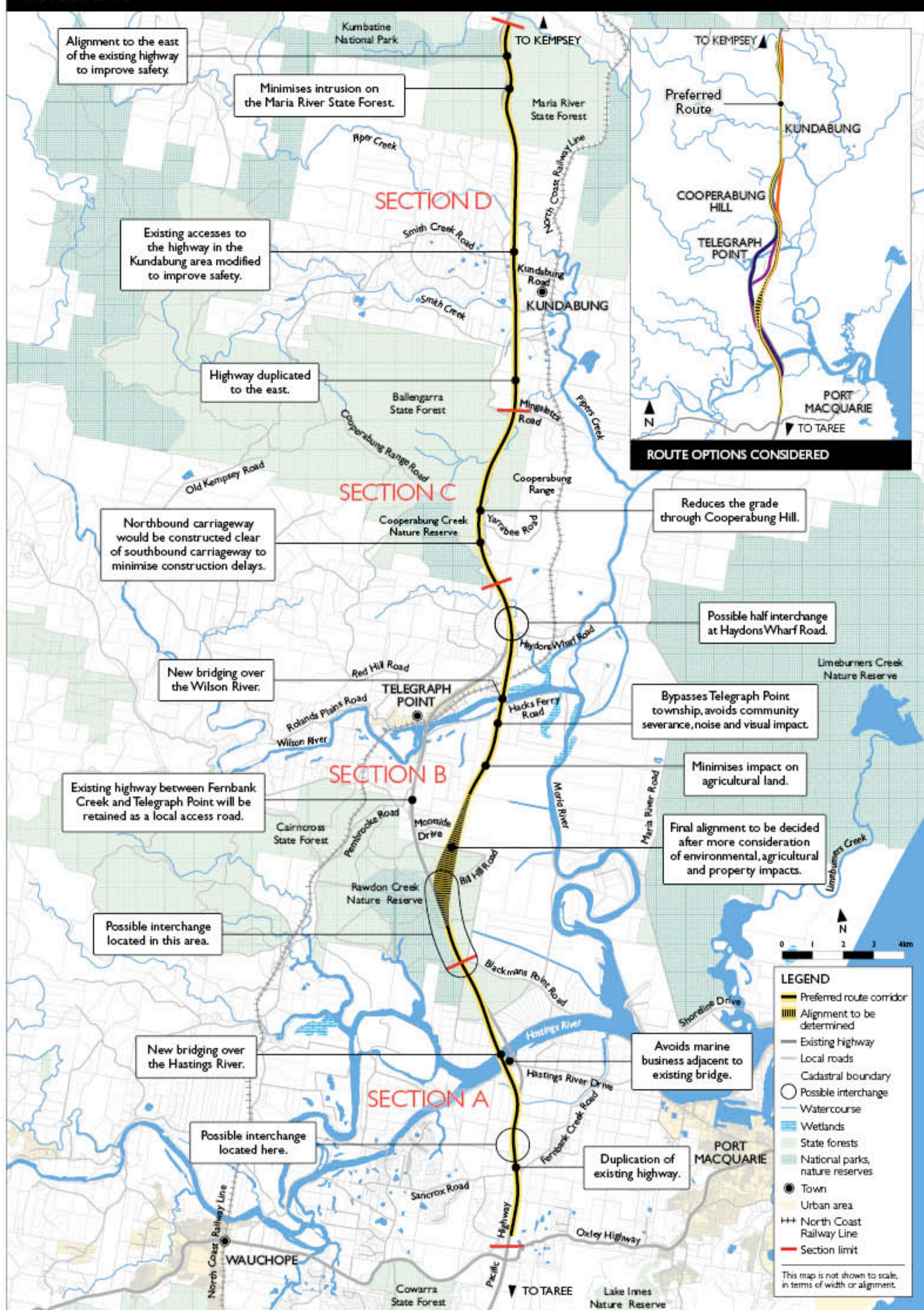
Oxley Highway to Kempsey

Upgrading the Pacific Highway

PREFERRED ROUTE
AUGUST 2006



PREFERRED ROUTE



THE PREFERRED ROUTE

This map shows a corridor approximately 150 metres wide to locate the alignment for the Oxley Highway to Kempsey upgrade. The preferred route chosen provides the best overall balance between functional, ecological, heritage, social, and economic considerations and provides for staging opportunities.

Section A (orange option)

Of the two options in section A, the orange option was selected for the following key advantages:

- Avoids proposed marine precinct adjacent to Dennis Bridge, upstream of the existing crossing.
- Traffic delays would be minimised during construction where this option deviates from the existing highway.
- The existing highway between Fernbank Creek and Telegraph Point will be retained as a local access road.

Section B (combined orange and refined orange options)

Of the four options in section B, the orange and refined orange options were selected for the following key advantages:

- Has the least overall noise impact on communities.
- Bypasses Telegraph Point township.
- Has less impact on residential areas than the blue and green options.
- Has less impacts on SEPP 14 (State Environmental Planning Policy 14) wetlands than the purple option.
- Has less impact on endangered ecological communities than the purple option.

In the Bill Hill Road area, the final alignment is subject to further investigations to minimise environmental impact to Cairncross State Forest and agricultural properties.

Section C (blue option)

Of the two options in section C, the blue option was selected for the following key advantages:

- Has a minor impact on the Cooperabung Creek Nature Reserve and Ballengarra State Forest.
- Involves duplication of the existing highway.
- Reduces the grade through Cooperabung Range.
- Northbound carriageway will be constructed clear of the southbound carriageway, which minimises construction delays.

Section D (blue option)

Of the two options in section D, the blue option was selected for the following key advantages:

- Has less intrusion on the Maria River State Forest than the green option.
- Existing accesses to the highway will be modified to improve safety.
- Realignment to the east of the existing highway through Maria River State Forest improving safety.

Further investigations will be undertaken on the final location and design of the proposed interchanges at Fernbank Creek or Blackmans Point Road and Haydons Wharf Road. A local road strategy between the Maria River and the proposed interchange south of Kempsey (part of the Kempsey to Eungai Pacific Highway upgrade project) will also be undertaken.

TYPICAL CROSS SECTION

