

EXECUTIVE SUMMARY

On the 30th August 2006 the NSW Minister for Roads announced the preferred route for the Woolgoolga to Wells Crossing section of the Pacific Highway Upgrade. The features of the preferred route were detailed in the *Pacific Highway Upgrade – Woolgoolga to Wells Crossing, Preferred Route Report* (Preferred Route Report).

The preferred route generally comprised a 150m wide corridor for the length of the project, however a *wider corridor* (up to 800m in width) was adopted in the northern part of Section B and the southern part of Section C. This *wider corridor* allowed for further investigations so as to minimise private property, agricultural and environmental impacts.

A *wider corridor* (up to 400m in width) was also selected in Section E so as to allow for further detailed Aboriginal heritage, business and private property investigations. Public (stakeholder) submissions were also sought on each of the wider corridors.

This report documents the process and outcomes of refining each of the wider corridors to a narrower 150m wide preferred route corridor.

In order to confirm the preferred route in the northern part of Section B and the southern part of Section C, as well as recommend the preferred route in Section E, a corridor refinement workshop was conducted on the 28 November 2006. Alignment options within the *wider corridor* were assessed against each of three criteria categories;

- ▶ Functional;
- ▶ Socio Economic; and
- ▶ Natural and Cultural Environment.

The methodology in the corridor refinement workshop used for assessing the options within the *wider corridor* was similar to that used in the value management workshop in December 2005 and the route selection workshop in March 2006, when determining the preferred route.

Additional ecological studies and engineering analysis were undertaken prior to the workshop, in addition to further public submissions being sought and considered.

The corridor refinement workshop confirmed the recommendation of the refined Orange option as the preferred route in Section B and C, as well recommended the combined Blue/Orange option in Section E as the preferred route. The refined Orange option is shown Figure 5.2 for Section B and C, and the combined Blue/Orange option is shown in Figure 5.3.

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