

## Chapter 10 - Summary of next steps

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## 10.0 Summary of next steps

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### 10.1 General

The importance of achieving a balance between environmental, community, technical and cost factors as well as meeting current and anticipated transport demands is well recognised. The NSW Government is committed to this outcome. Moreover, the provision of a high standard highway with two lanes in both directions with median separation and controlled access will provide an acceptable level of road safety.

### 10.2 Short list of route options

The short list comprises seven options. These are shown in **Figure 7.2**. These options will be presented to the public with specialists available to discuss and explain details and features. Responses can be passed on in a number of different ways and at different places, times and dates.

### 10.3 Preferred route selection

#### A preferred route has not been selected at this stage

A preferred route will be determined by considering the following:

- The community's response to the short listed route options.
- Further and more detailed analysis of physical characteristics and impacts of the route options.
- The findings of a value management process performed to review the above information together with all the information and data which has already been collected and analysed from this and previous studies.

The value management process will be conducted as a workshop process. Participants at the workshops will include technical and non-technical representatives from a range of government, Council and community interests. The process is tailored to ensure that the interests of all stakeholders are considered in the decision making process. The objective is to identify a route that provides the best overall outcome taking into account all factors.

The recommendations of the value management process will be considered together with ongoing and more detailed analysis of the short listed options. The outcome being the recommended preferred route. Following approval and announcement of the preferred route, a full concept design for the preferred route will be developed. It is anticipated that the preferred route will be announced in mid-2008.

### 10.4 Environmental Impact Assessment under *Environmental Planning and Assessment Act 1979*

Following the announcement of the preferred route, a concept design will be carried out and this will be the subject of more detailed environmental assessment and community engagement. On completion of the environmental assessment, the project can move into detailed design and construction. It is likely that the overall upgrade will be constructed in a number of discrete sections.

### 10.5 Land acquisition and construction

Land acquisition will be required and will involve the acquisition of both whole and part lots. The process of acquiring land will not commence until planning approval has been gained (i.e. environmental assessment of the concept design of the preferred route has been completed, including the acceptance of conditions) and funds have been made available. Construction may commence after the preceding activities and detailed design have been completed, subject to the availability of funds.

### 10.6 Ongoing community engagement

The RTA is committed to continued community engagement throughout the whole process including route selection, environmental assessment, detailed design and construction. Information and progress will continue to be relayed via updates posted to community households and included in local media, meetings with individuals and groups, the project website and from the project office in Berry. In conjunction with the information provided to the community, continued feedback and comments will be welcomed by the project team.

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