

How will a preferred route be selected?

The proposed upgrade of the Pacific Highway between the F3 and Raymond Terrace is being developed in a way that is both ecologically sustainable and achieves the best overall outcome for the whole community.

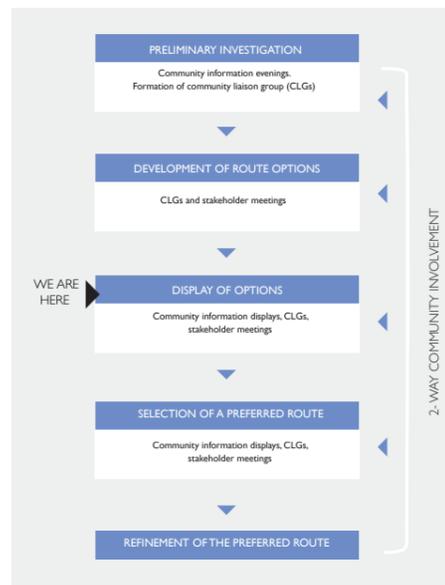
The RTA recognises the importance of addressing social, ecological, engineering and cost factors while continuing to provide for future transport needs. Most importantly, dual carriageway roads and fewer highway connections will result in a safer road environment.

A preferred route has not been selected at this stage.

The decision will be made by considering:

1. Information on the physical impact of each of these routes in relation to economic, ecological, engineering and community issues.
2. The community's issues and comments on these options.
3. A value management workshop. This workshop will be held with participants from the community, government and technical areas. The workshop will assess the performance of each of the route options against a range of agreed criteria.

A recommendation will be made to the Minister for



Roads, Joe Tripodi MP, who will then decide the preferred route and arrange for the display of this route for further community involvement and refinement. The process for the current study is shown here.

Future study

An environmental assessment for the preferred route will be prepared. This will be exhibited for community comment. Project approval would then be considered.

Display locations

These options are on display until **Friday 18 November 2005** at the locations shown below. These displays include maps that show more detail about the issues in this area, and how they relate to the route options.

- Maitland City Council, 285 - 287 High Street, Maitland (Mon - Fri 9am - 5pm)
- Maitland Motor Registry, 4 Garrett Road, East Maitland (Mon - Fri 9am - 5pm)
- Newcastle City Council, 282 King Street, Newcastle (Mon - Fri 8:30am - 5pm)
- Thornton Library, Thornton Shopping Centre, Taylor Avenue, Thornton (Mon - Fri 9:30am - 5pm, Sat 9am - 1pm)
- Newcastle Motor Registry, 130 Parry Street, Newcastle West (Mon - Fri 9am - 5pm)
- Port Stephens Council, 116 Adelaide Street, Raymond Terrace (Mon - Fri 8:30am - 5pm)
- Heatherbrae Visitor Information Centre, Motto Farm Hotel, Pacific Highway, Heatherbrae (7 days 9am - 7pm)
- Raymond Terrace Motor Registry, 53 William Street, Raymond Terrace (Mon - Fri 9am - 5pm)

Staffed display

Project staff will be available to discuss the route options in more detail at:

- Maitland City Council, 285 - 287 High Street Maitland, 27 October 2005, 9am - 12:30pm.
- Thornton Library Thornton Shopping Centre, Taylor Avenue, Thornton, 27 October 2005, 1:30pm - 5pm.
- Newcastle City Council, 282 King Street, Newcastle, 28 October 2005, 9am - 12:30pm.
- Port Stephens Council, 116 Adelaide Street, Raymond Terrace, 28 October 2005, 1:30pm - 5pm.
- Heatherbrae Visitor Information Centre, Motto Farm Hotel, Pacific Highway, Heatherbrae, 29 October 2005, 9am - 5pm.

Have your say

Written submissions are welcome and should be sent by **Friday 18 November 2005** to the address below. You may want to indicate your preferred option but it is important to state the reasons why.

Community feedback is not a vote and a route is to be

selected that has the least impact on the community, the environment and the economy. Dot points will help set out these reasons and will assist the project team. A community feedback form accompanies this community update, or can be completed online at www.rta.nsw.gov.au/pacific (click on F3 to Raymond Terrace). The feedback form is reply paid.

Detailed report available

The **F3 to Raymond Terrace Route Options Development Report** outlines how the options were identified, the major planning constraints and the potential impacts of each option. The report is available on the project website or by telephoning the project information line (see details below). Copies of the report can be viewed at display locations.

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.

→ For more information contact the RTA's Project Manager:
Greg Baird:
 RTA Pacific Highway Office
 C/- RTA Hunter Regional Office
 Locked Bag 30
 Newcastle NSW 2300

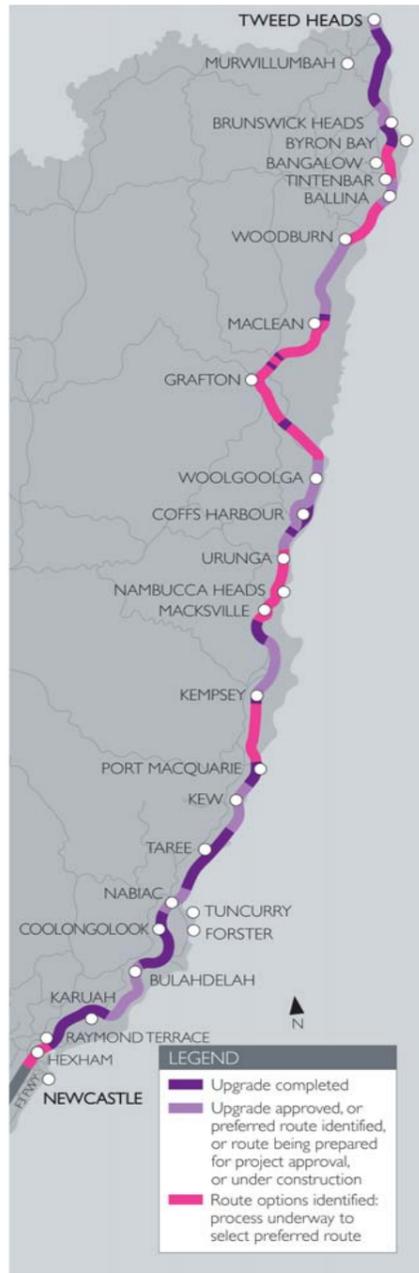
☎ T 02 4924 0242
 F 02 4924 0291
 ✉ Greg_J_Baird@rta.nsw.gov.au
 🌐 www.rta.nsw.gov.au/pacific
 (click on F3 to Raymond Terrace)

☎ 1800 094 895 (toll free) Project Information Line

→ To send submissions contact
Sigrid Sanderson:
 Maunsell Australia Pty Ltd
 PO Box Q410 QVB Post Office
 Sydney NSW 1230

✉ sigrid.sanderson@maunsell.com





Completing the upgrade of the Pacific Highway

Identification of route options to upgrade the Pacific Highway between the F3 and Raymond Terrace is a key step in moves to complete the upgrade of the highway.

With the \$2.2 billion Pacific Highway Upgrade Program in place since 1996, almost 230 kilometres of the highway are now double-lane divided road. A further 225 kilometres of new highway are under construction, have been approved for construction or have had a preferred upgrade route identified.

The F3 to Raymond Terrace upgrade is one of only seven projects for which a preferred upgrade route has not been identified. It is part of a final group of five projects which are proceeding to the route selection phase in October 2005. These five projects, along with the Macksville to Urunga and Woodburn to Ballina projects, will provide preferred routes for the final 230 kilometres of the highway. This will provide planning certainty for local communities and pave the way for a construction program to complete the upgrade of the Pacific Highway.

The Pacific Highway is a road of national importance. Its upgrading is funded by State and Federal governments.

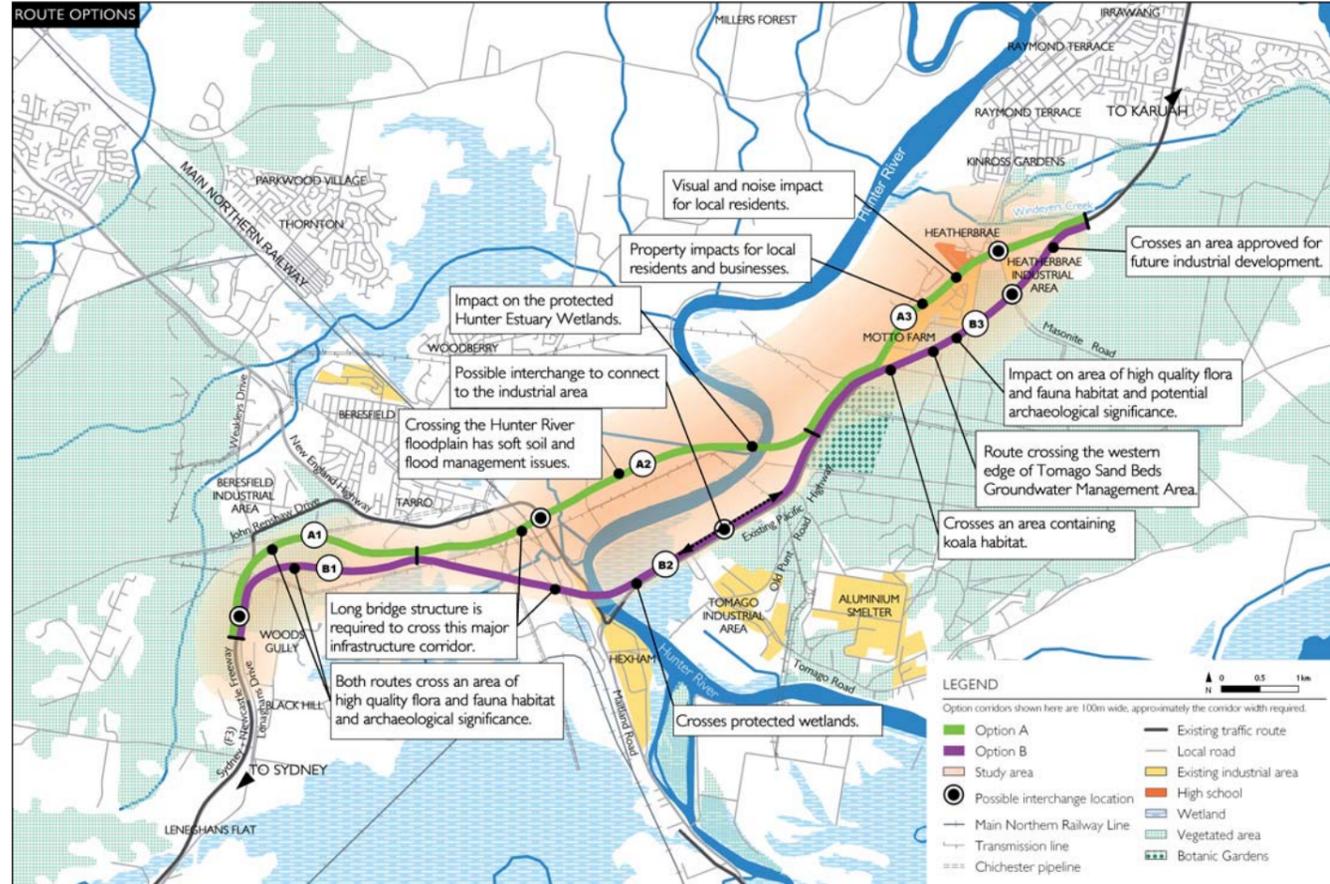
For the 10 years to June 2006 the NSW Government will have contributed \$1.66 billion and the Federal Government will have contributed \$660 million. For the next three years the Federal Government will match the State Government's contribution of \$160 million/year.

As the Pacific Highway forms part of a national network the Federal Government should increase its contribution to be in line with its funding of other roads. Under Auslink, other highways on the national network are receiving 80% funding from the Federal Government. To complete a high standard highway upgrade by 2016 at least \$8 billion is required. The Federal Government needs to increase its annual contribution by \$480 million to meet the goal of 2016 and ensure that the Pacific Highway is funded on the same basis as other highways.

This community update

This community update describes the route options that have been shortlisted for community consideration and the key issues associated with each of the options. The route options are on public display until **Friday 18 November 2005**.

For this study area the route options can be linked together in different ways. There are decisions to be made about a preferred route in the western, central and eastern parts of the study area. The RTA invites you to consider each of the three sections and provide your comments.



Route A green route

Section A1 commences with a full interchange south of John Renshaw Drive roundabout before crossing through areas of high quality flora and fauna habitat and archaeological significance at Black Hill, passing close to the Chichester pipeline.

Section A2 requires a long bridge structure to cross Woodlands Close, the New England Highway and the Main Northern Railway. This section would cross some small areas of wetland. Section A2 crosses a large area of the Hunter River floodplain and parallels a set of 330 kV overhead transmission lines. Flood management and soft soil issues would need to be addressed. Culverts

would be required for Purgatory Creek and a long bridge structure would be constructed over the Hunter River.

Section A3 follows the alignment of the existing Pacific Highway, passing through the centre of Heatherbrae. The upgrade would be built to motorway standard with no direct access for vehicles or pedestrians. Service roads parallel to the motorway would connect to the Masonite Road interchange. Noise mitigation would include individual building treatments and some noise walls. Section A3 would be constructed under traffic and construction traffic delays would be expected. A full interchange would be provided at Masonite Road.

Route B purple route

Section B1 commences with a full interchange south of John Renshaw Drive roundabout before crossing through areas of high quality flora and fauna habitat and archaeological significance at Black Hill. It passes close to a set of 330 kV overhead transmission lines and avoids sensitive wetland areas.

Section B2 requires a long bridge structure to cross Woodlands Close, the Main Northern Railway, New England Highway and the Hunter River. It crosses floodplain which is subject to flood management and soft soil issues. East of the Hunter River, this section parallels

the existing Pacific Highway and crosses a wetland area.

Section B3 crosses the existing Pacific Highway north-west of the Hunter Region Botanic Gardens and continues across the western edge of Tomago Sand Beds. It passes through areas of high quality flora and fauna habitat and potential archaeological sensitivity, avoiding areas of 'core' Koala habitat. Noise mitigation would include individual building treatments. Section B3 could be constructed independently of the existing road network, reducing the potential for traffic delays. A full interchange would be provided at Masonite Road.

Developing a short list of options

During the past nine months the F3 to Raymond Terrace project team has undertaken a range of investigations. These included traffic and transport, noise and vibration, hydrological and hydraulic, flora and fauna, geotechnical, social, land use and planning, road safety, cultural heritage, urban design and visual amenity, economics and engineering studies.

Following these investigations and input from the community, the study area was subsequently expanded to the southeast to allow all feasible options to be considered.

The team identified a variety of route options, which were supplemented by further route options identified at a working session held with the community liaison group in February 2005. The options have been evaluated and two options were assessed as suitable for further investigation.

Options passing to the west of Heatherbrae and Motto Farm were carefully considered, but ruled out on environmental, engineering and socio-economic grounds.

Key reasons for not considering these options further included:

- Flood management issues, a long structure would be necessary to satisfy waterway area requirements.
- Visual impacts associated with a structure across the floodplain.
- Excessive length across deep soft soils.
- Noise impacts for residences at Motto Farm and Heatherbrae.
- Property impacts, severance and access.

No further consideration will therefore be given to these options.