

Northern (Sapphire to Woolgoolga) section

The value management workshop for the northern (Sapphire to Woolgoolga) section in April 2003 concluded that Options C and D should be considered further.

The RTA then developed two revised options in response to a request from council:

- Option C1 – a modified Option C largely avoiding the south Woolgoolga Urban Investigation Area.
- Option E – an option that uses parts of the initial Options B and C to reduce the level of impacts on urban land.

The two revised options were described in Community Update No 4 (February 2004). This update also announced that Option D (upgrade of the existing highway through Woolgoolga) was not an acceptable option.

The value management workshop held in August 2004 considered Options C, C1 and E using the same evaluation process as the April 2003 workshop. The majority of participants recommended that Option E be considered further.

Although Option E would cost \$15M more than Option C1, it is the preferred option as it would:

- Deliver the best overall socio-economic benefits.
- Better provide for future urban growth and a greater flexibility in planning decisions.
- Result in less separation of the Woolgoolga community.
- Provide safety and noise benefits for Mullaway and Safety Beach.
- Be likely to have a greater level of community acceptance.

The existing highway from Sapphire to Woolgoolga would also be upgraded to dual carriageway standard.

What happens next

Southern (Coffs Harbour) section

For Southern (Coffs Harbour) section of the strategy:

- The concept design for the preferred Inner South 1/ Inner North 2 route will be refined to further reduce potential impacts, and identify future road reserve boundaries. Planning action will be taken to reserve the required corridor for the route.
- Assistance will be provided to council to replan the North Boambee Valley.
- The RTA, in conjunction with council, will prepare a package of works to manage the existing highway through Coffs Harbour until the preferred option is constructed.

Northern (Sapphire to Woolgoolga) section

Survey and geotechnical investigations for this section will commence shortly and a concept design will be displayed for community comment.

The proposal will then be the subject of an environmental impact assessment (EIA) that will examine all the potential impacts of the preferred option. The EIA will be displayed for community comment prior to seeking approval to construct the project.

Community consultation will continue to be an important part of the project development process. Interviews with affected landowners will be undertaken as soon as possible and contact with the broader community will continue.

Display locations

Coffs Harbour

- Coffs Harbour City Council, corner Coff and Castle Streets (Mon-Fri 8am-5pm) #
- Palms Shopping Centre – next to the lifts on Big W level (Mon-Fri 8.30am-5.30pm, Sat 8.30am-4pm) #
- RTA Motor Registry, 34 Gordon Street (Mon-Fri 8.30am-5pm, Sat 9am-12.30pm) #

Woolgoolga

- Public Library, Ganderton Street (Mon-Fri 9.30am-5pm, Sat 9.30am-noon) #

Toormina

- Public Library, 46 Minorie Drive (Mon-Fri 9.30am-5pm, Sat 9.30am-noon)

Sapphire

- Sapphire Service Station, Pacific Highway, Sapphire (6.30am-10pm, seven days)

Corindi Beach

- Yarrawarra Cultural Centre, 170 Red Rock Road (Mon-Fri 9am-4pm)
- Corindi Beach General Store (7am-6.30pm, seven days)

Lower Bucca

- Lower Bucca Community Centre, Bucca Road (Mon-Fri 9am-6pm)

Halfway Creek

- Shell Service Station (Mon-Sat 6.30am-7pm, Sun 7am-7pm)

Grafton

- RTA Pacific Highway Office, 21 Prince Street (Mon-Fri 8.30am-4.30pm) #

Detailed report available

A Preferred Option Report on the assessment of the short-listed options is on display at the above locations marked with #.

The report and copies of previous community updates are available on the project website or by phoning the Project Information Line (see below).

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- For further enquiries:
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- www.rta.nsw.gov.au/pacific
 - 1800 63 63 63 (freecall)
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- FOR FURTHER INFORMATION WRITE TO:
- Coffs Harbour Highway Planning Strategy
Reply Paid 478, COFFS HARBOUR NSW 2450
-
- RTA Project Manager:
Chris Clark
Phone: 02 6640 1043
Facsimile: 02 6640 1001
Email: chris_clark@rta.nsw.gov.au
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Department of
Infrastructure, Planning and Natural Resources

Community Update No 6

NOVEMBER 2004



Coffs Harbour Highway Planning

In November, the Roads and Traffic Authority (RTA) announced the selection of the preferred option for the Coffs Harbour Highway Planning Strategy. The preferred option involves a coastal route comprising the Inner South 1 and Inner North 2 options for Coffs Harbour, an upgrade of the existing highway to dual carriageway between Korora and south Woolgoolga and the Option E bypass for Woolgoolga. This community update describes the preferred route, which will be on display until Wednesday 2 February 2005.

Background

The Coffs Harbour Highway Planning Strategy was launched in September 2001. This strategy addresses the need to upgrade the Pacific Highway between Sapphire and Woolgoolga, while planning for future traffic needs within the Coffs Harbour urban area.

Planning for the strategy is fully funded by the NSW Government as part of the 10-year Pacific Highway Upgrading Program.

Community updates were released at key stages during the development of the planning strategy. They summarised the investigations and described the shortlisted route options and their main features. The information was placed on public display for comment.

Preferred option

Following community input, detailed investigations and discussions with a range of government agencies, the coastal route has been adopted as the preferred option for the Coffs Harbour Highway Planning Strategy.

This route consists of the Inner South 1 and Inner North 2 options for the Coffs Harbour section, the Option E bypass for the Woolgoolga section and an upgrade of the existing highway from Sapphire to south Woolgoolga to dual carriageway standard.

The preferred route is shown overpage. More detail is provided in the large-scale display maps at the display locations (see back page for locations).

Coffs Harbour City Council's preferred corridor

In June 2004, Community Update No 5 reported the findings of an assessment of options within Coffs Harbour City Council's preferred corridor. The assessment was placed on public display for comment.

The options within Council's preferred corridor (including the Coastal Ridge Way/Option A proposal) are not viable, as they present significant engineering challenges, are high cost,

provide poor value for money, have significant impacts on native flora and fauna, and impact on a landscape of Aboriginal significance. They also attract less traffic off the existing highway and result in longer travel times and higher operating costs than the coastal route options.

Southern (Coffs Harbour) section

Options assessed for this section of the strategy were the inner corridor options: Inner South 1; Inner South 2; Inner North 1; and Inner North 2.

A value management workshop was held in August 2004 to consider these options. Workshop participants represented diverse community areas and organisations including Coffs Harbour City Council, other government agencies and the project team. The workshop recommended that options Inner South 2 and Inner North 2 be considered further.

Following further consideration of all the available information, Inner South 1 was preferred over Inner South 2 as:

- Inner South 1 has lower engineering risks, with greater flexibility and certainty as a tunnel is not required through the Roberts Hill Ridge.
- There would be additional ongoing operational costs associated with a tunnel through the Roberts Hill Ridge on Inner South 2.
- Inner South 1 can be refined to further reduce potential noise, visual and other impacts.
- The transport benefits of both options are similar.
- The potential impact of Inner South 1 on likely future landuses is similar to Inner South 2, and this can be mitigated by replanning the development of the North Boambee Valley.
- Inner South 1 would cost \$65M less than Inner South 2 and provides better value for money.

Although it is up to \$45M more expensive, Inner North 2 was preferred over Inner North 1 because:

- It has much less impact on existing and proposed development in the West Coffs Harbour area and
- It makes use of the natural ridgelines to reduce noise and visual impacts on the city.

Preferred Coastal Route

