5.1.3 Green Option

An overall plan of the Green option is shown on Figure 5.9 while plans of each section are shown on Figures 5.10 (Section A) to 5.14 (Section E) inclusive.

Section A

The Green option is the same as the Blue option through this section.

Section B

Between the end of Section A and Coral Street the Green option is the same as the Blue option. From Coral Street to one kilometre north of Corindi, the Green option is a realignment of the existing highway to the east of Blackadder Road and Corindi. North of Corindi through to the end of Section B, two new carriageways are proposed on the eastern side of the existing highway, generally parallel and adjacent to the existing highway.

Realignment to the east of Corindi would avoid impacting directly on the community and provides an opportunity to consolidate Corindi and the small cluster of dwellings on Blackadder Road into a larger community.

The existing highway would be utilised as a local access road for access to the Corindi and Blackadder Road communities. Connections to the upgraded road network would need to be considered. The Coral Street intersection would be bypassed by the realignment and the existing highway, in a local access road capacity, could be connected directly to Coral Street as a progression of the local access road.

A grade separated interchange may be included similar to the Blue option.

In a Class M scenario this scheme would result in additional traffic through Corindi Beach, particularly from heavy vehicle traffic generated by the blueberry farm area (via Range Road) and the logging operations in Yuraygir State Forest (via Barcoongere Way), if additional access is not provided. The additional traffic would have an impact on the Corindi Beach community by reducing amenity and increasing noise.

The construction of two new carriageways to the east of the existing alignment north of Corindi to Barcoongere Way would allow the re-use of the existing asset to be maximised (a Pacific Highway Upgrade Program objective). The road reserve is generally wider on the eastern side of the existing highway and one private property would be impacted whereas there are several properties on the western side, which have limited residual road reserve width. The construction of two new carriageways in this area would assist in access rationalisation and could initially provide a Class M facility. This option may be staged.

Section C

The Green option is a proposed realignment from Barcoongere Way to Falconers Way on the east side of the existing highway alignment as shown on Figure 5.12. The realignment is up to 750 metres east of the existing highway and passes through Dirty Creek Range. As with the Blue option, flatter curves have been used to achieve 110 km/h design standard. This alignment option utilises a spur adjacent to Dirty Creek to climb the range and cuts through a saddle near the intersection of Dirty Creek Road and Range Road East. This option would represent the most eastern and shortest alignment through the range. The preliminary grading for this option indicates that a large improvement would be achieved for heavy vehicle operation.

The existing highway would be utilised as a local access road for access to Range Road, the blueberry farming area and dwellings on Dirty Creek Road.

Section D

The Green option is the same as the Blue option from the start of Section D through to McPhillips Road. Duplication of the existing highway (as two new carriageways) is proposed on the west side from McPhillips Road through to the start of the recently completed Halfway Creek duplication.

Along the Halfway Creek duplication the option proposes that the southbound carriageway of the duplication forms a local access road on the northern side of the highway, negating the “leap-frogging” of the local access road in the Class M scenario. This scheme would require the construction of one additional carriageway adjacent to the northbound carriageway through to Lemon Tree Road (thereby changing the existing northbound carriageway into the southbound in the duplication). This could be staged in the Class A scenario.

Section E

The Green option is shown on Figure 5.14 and is the same as the Blue option from Lemon Tree Road to south of Kungala Road, where duplication of the existing highway is on the south side. From south of Kungala Road the option is a realignment of the highway on the eastside through to Bald Knob Tick Gate Road.

At Halfway Creek the proposed two new carriageways bypass the intersections of Kungala Road and Luthers Road and the existing service station. Further north, the two new carriageways bypass the intersection of Parker Road.

The existing highway would revert to a local access road, maintaining the connectivity between Kungala Road and Parker Road.

22-12658-04-FIG5.9.dwg 06/10/05

0 1 2 3 4
Kilometres
Map Projection: Universal Transverse Mercator
Horizontal Datum: Geodetic Datum of Australia 1994
Grid: Map Grid of Australia, Zone 56

GRID

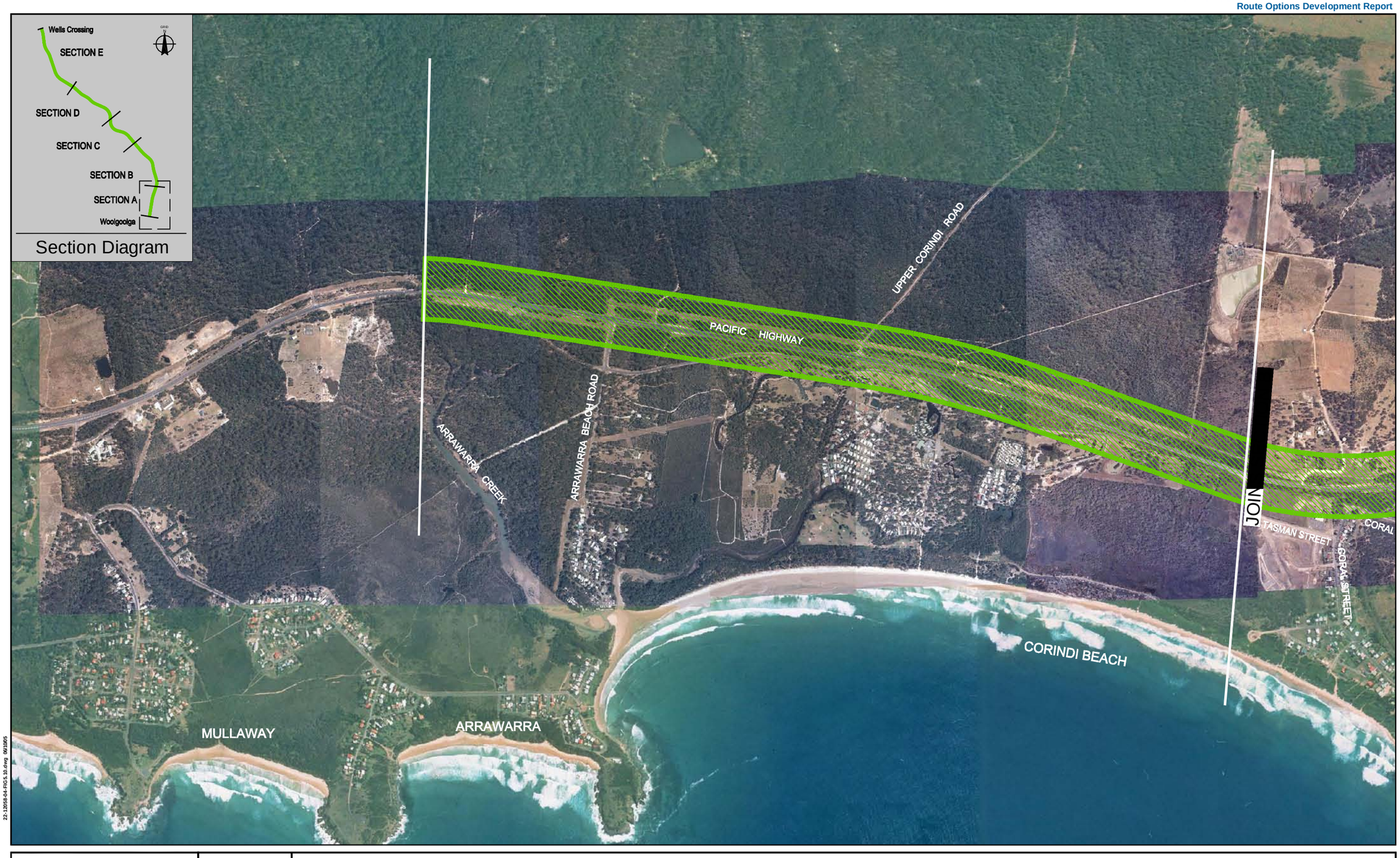
LEGEND

Green Option - 250m wide Corridor

Spatial layers courtesy of Coffs Harbour City Council, NSW Department of Environment and Conservation, NSW Forests, NSW Department of Lands and NSW Roads and Traffic Authority

Green Option - Overall Plan

Figure 5.9



22-120458-04-FIG5.10.dwg 08/10/05

0 0.1 0.2 0.3 0.4
Kilometres

Map Projection: Universal Transverse Mercator
Horizontal Datum: Geodetic Datum of Australia 1994
Grid: Map Grid of Australia, Zone 56

GRID N

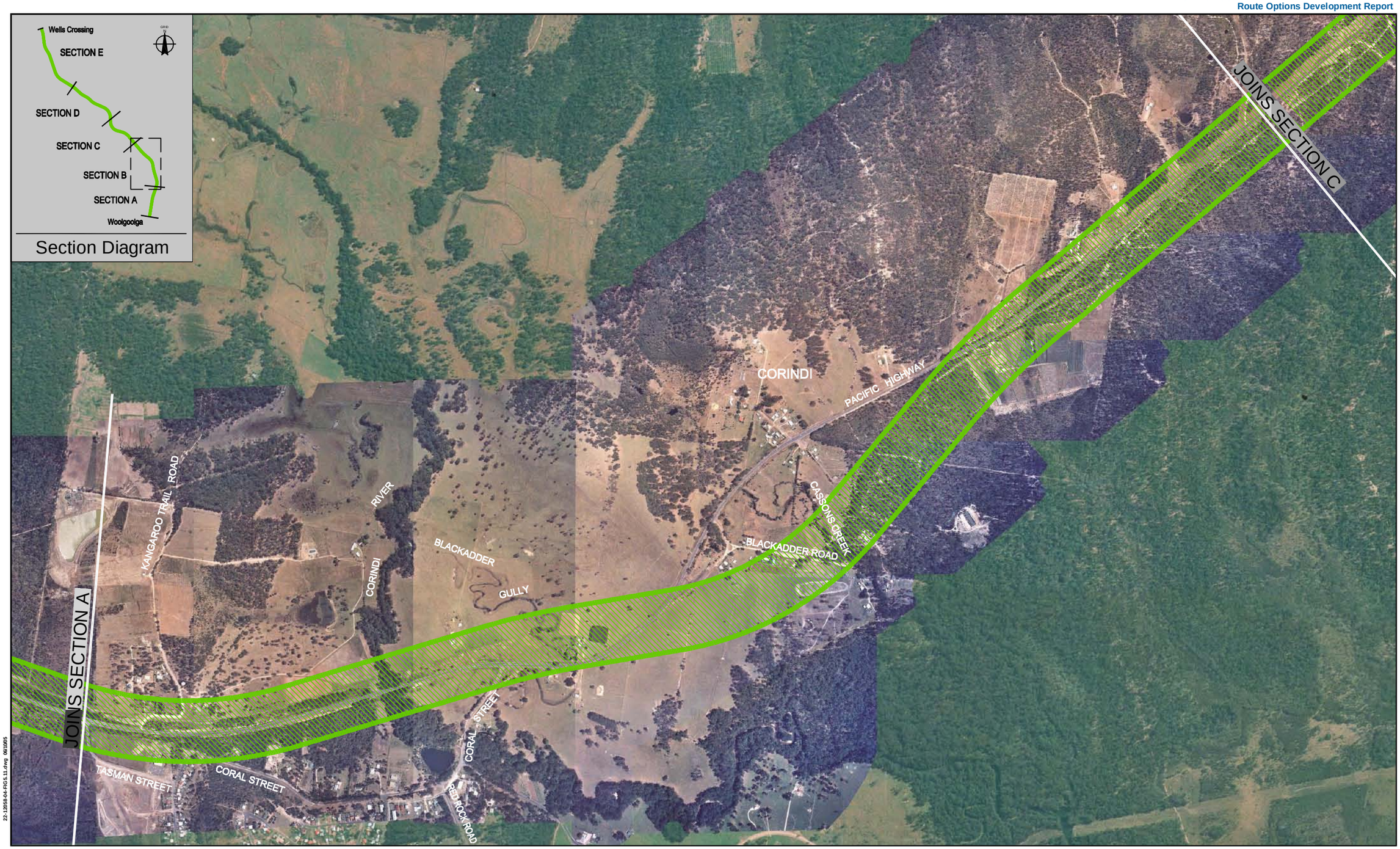
LEGEND

Green Option - 250m wide Corridor

Spatial layers courtesy of Coffs Harbour City Council, NSW Department of Environment and Conservation, NSW Forests, NSW Department of Lands and NSW Roads and Traffic Authority

Green Option - Section A

Figure 5.10



22-120598-04-FIG5.11.dwg 06/10/05

0 0.1 0.2 0.3 0.4
Kilometres

Map Projection: Universal Transverse Mercator
Horizontal Datum: Geodetic Datum of Australia 1994
Grid: Map Grid of Australia, Zone 56

GRID N

LEGEND

Green Option - 250m wide Corridor

Spatial layers courtesy of Coffs Harbour City Council, NSW Department of Environment and Conservation, NSW Forests, NSW Department of Lands and NSW Roads and Traffic Authority

Green Option - Section B

Figure 5.11

22-120568-04-FIG5.12.dwg 06/10/05

0 0.1 0.2 0.3 0.4
Kilometres
Map Projection: Universal Transverse Mercator
Horizontal Datum: Geodetic Datum of Australia 1994
Grid: Map Grid of Australia, Zone 56

GRID N

LEGEND

Green Option - 250m wide Corridor

Spatial layers courtesy of Coffs Harbour City Council, NSW Department of Environment and Conservation, NSW Forests, NSW Department of Lands and NSW Roads and Traffic Authority

Green Option - Section C

Figure 5.12

22-12658-04-FIG5.13.dwg 06/10/05

0 0.1 0.2 0.3 0.4
Kilometres

Map Projection: Universal Transverse Mercator
Horizontal Datum: Geodetic Datum of Australia 1994
Grid: Map Grid of Australia, Zone 56

GRID N

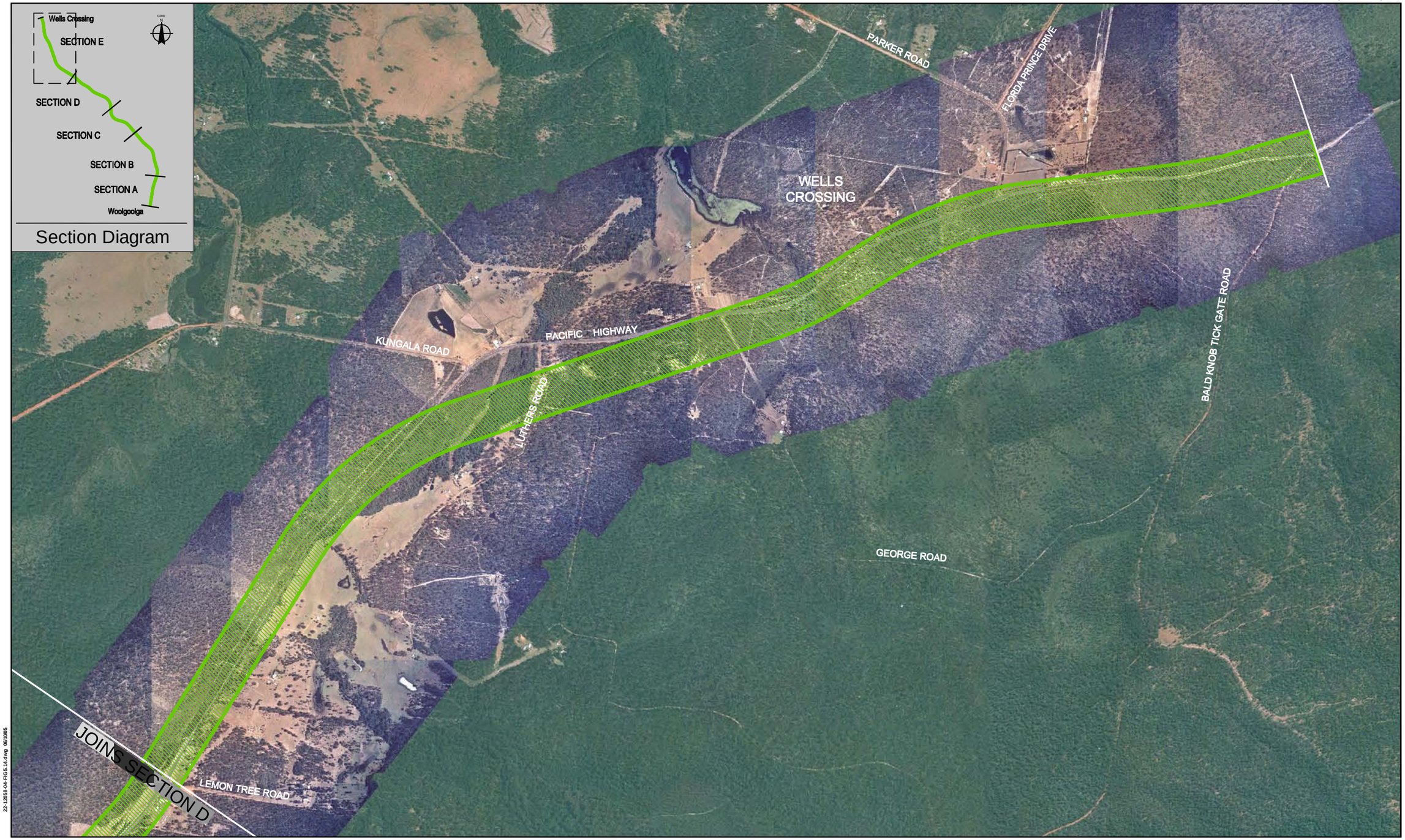
LEGEND

Green Option - 250m wide Corridor

Spatial layers courtesy of Coffs Harbour City Council, NSW Department of Environment and Conservation, NSW Forests, NSW Department of Lands and NSW Roads and Traffic Authority

Green Option -Section D

Figure 5.13



Spatial layers courtesy of Coffs Harbour City Council, NSW Department of Environment and Conservation, NSW Forests, NSW Department of Lands and NSW Roads and Traffic Authority

22-12058-04-FIG5.14.dwg 06/10/05

Green Option - Section E

Figure 5.14