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. 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.

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.  

Maland City Council, 285 - 287 High Street, Maland, (Mon - Fri 9am - 5pm).
Maland Motor Registry, 4 Garrett Road, East Maland (Mon - Fri 9am - 5pm).
Newcastle City Council, 282 King Street, Newcastle (Mon - Fri 8:30am - 5pm).
Thornber Library, Thornton Shopping Centre, Taylor Avenue, Thornton (Mon - Fri 9am - 5pm).
Newcastle Motor Registry, 130 Parry Street, Newcastle (Mon - Fri 9am - 5pm).
Port Stephens Council, 116 Adelaide Street, Raymond Terrace (Mon - Fri 8:30am - 5pm).
Raymond Terrace Motor Registry, 53 William Street, Raymond Terrace (Mon - Fri 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.

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.
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 1998, 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 Maitland to Cessnock and Woodburn to Bega 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.

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

Further consideration will therefore be given to these 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, environmental and heritage, 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.

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.