

From: "Fawaz Khodary" <fawaz@kp.com.au>
To: <plan_comment@planning.nsw.gov.au>
CC: "Racheal " <rkhodary@bigpond.net.au>
Date: 21/09/2010 8:26 am
Subject: sancroxd traffic arrangement
Attachments: sancroxd traffic arrangement.doc

Please see letter attached in word document

20th September 2010

Director Infrastructure projects

Major Projects assessments

Depart of planning

Thank you for allowing me to submit my views on the Oxley Highway to Kempsey upgrade.

I read with interest your proposal to upgrade the highway from the Oxley Highway to Kempsey. This will greatly affect our everyday life and I am hoping for the better of course. I am a resident living in the nearby suburb of Rawdon Island just 4 km west from the proposed highway upgrade. The Rawdon Island Road connects with the Sancrox Rd which takes us to the Pacific Highway. We as a family use the Sancrox Rd and then the Pacific Highway regularly everyday to head into Port Macquarie. I am both excited and concerned by your proposal that has been put forward.

I am thrilled that the Highway will be upgraded in time and I can see the many benefits that will flow on for all residents both within the Hastings shire and from residents abroad. The efficiencies that will be delivered will be countless to all concerned.

My concern however is the proposed traffic arrangement just north of the Oxley Highway known as the Sancrox Rd and Fernbank Creek Rd traffic arrangement. I am puzzled at the seemingly complex alternatives you have put forward and provided for us as residents to cross the Pacific Highway? As I understand it, to cross the Pacific Highway from the Sancrox Rd, I would need to turn right along the service road and head over the bridge (newly formed overbridge) and then head north to the Fernbank Creek Road roundabout and proceed south again? Seems bizarre to me. To get this right, from the Sancrox Rd, if I would like to head south to Taree for instance, I would need to head south down the service rd keep going over the bridge, head north at roundabout to Fernbank Creek Rd roundabout than you want me to head South again! So I've gone south twice and north once! Does that not seem bizarre to you?

Obviously, I do appreciate the fact that you would have spent countless dollars that I can't even begin to imagine investigating and all viable options. But this really doesn't explain the fact that you will have created a very tedious alternative for us as residents. Bear in mind we will be doing this each and every day! Does it not make sense to just put the overbridge a touch further north so that it lays in line with the Sancrox Rd and Fernbank Creek Rd?? You will be able to keep the roundabouts as proposed on both the Sancrox Rd and Fernbank Creek Rd with an overbridge between them. So a typical run for us would be travelling on the Sancrox Rd, straight over the bridge to the Fernbank Creek rd roundabout then onto the Pacific highway. This really seems too easy from my point of view. In fact it seems so easy that I am certain you have thought of this and opted not to proceed with this option. This leads me to ask..... can you please explain why this

option has not been granted if indeed this was an option and why it wasn't given further consideration if any.

It appears that my option would cut out all sorts of service roads and would be cheaper to build. But I am also not privileged to the information you have at your disposal hence the explanation please.

I hope you understand the point I have tried to put forward and I sincerely hope this letter is read with consideration for the small community and resident within the local area which may be affected greatly by the traffic arrangement.

Thank you again.

My contact details are as follows

Fawaz Khodary

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Rawdon Island NSW 2446

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DIRECTOR INFRASTRUCTURE PROJECTS

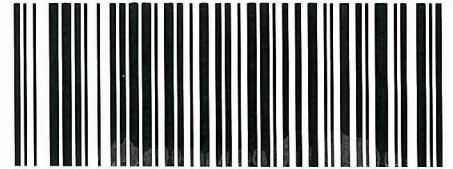
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MAJOR PROJECTS ASSESSMENTS

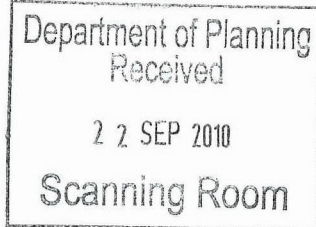
DEPARTMENT OF PLANNING

G.P.O. Box 39

SYDNEY, NSW 2001



PCU014821



17 / SEPT / 2010

DEAR DIRECTOR,

I MAY I SUBMIT THIS OBJECTION TO THE CURRENT PROPOSAL OF THE OXLEY HIGHWAY TO KEMPSEY UPGRADE, ENVIRONMENTAL ASSESSMENT. I BELIEVE THE CONCEPT PLANS FOR THE BLACKMANS POINT ROAD INTERCHANGE POSE A NEGATIVE IMPACT UPON THE AMENITY OF RESIDENTS, GAIN NO ENVIRONMENTAL BENEFIT IN WILD LIFE MANAGEMENT OR EFFICIENCIES IN ENERGY SAVINGS, COST SAVINGS OR PERSONAL SAFETY. THE PROPOSED INTERCHANGE IS OVERLY COMPLICATED AND WOULD NOT ENHANCE THE VISUAL IMPACT OF THE NEW HIGHWAY. I BELIEVE A BETTER OUTCOME ENVIRONMENTALLY AND IN PLANNING WOULD BE TO MOVE TO A NEW LOCATION ALONG THE PROPOSED WORKS TO PRODUCE A LESS VISABLE STRUCTURE WITH THE REPLACEMENT OF THE INTERCHANGE AT BLACKMANS POINT WITH TWO BRIDGES THAT WOULD AFFORD LESS VISUAL IMPACT AND WILD LIFE CORRIDOR POTENTIAL.

TO MAINTAIN THE ESSENCE OF COMMUNITY CONSULTATION WITH RTA over A PERIOD OF TIME, THE COMMUNITY OF TELEGRAPH POINT WAS EAGER TO EXPERIENCE A REDUCTION IN DAILY TRAFFIC FLOW THROUGH THE AREA.

IF TRAFFIC FLOW OF THE TYPE SERVICING THE CAIRNCROSS WASTE MANAGEMENT FACILITY IS NOT DIVERTED FROM THE 'OLD' HIGHWAY TO A MORE EFFICIENT ROUTE, THEN WE STILL FACE HEAVY TRUCK (ALTHOUGH REDUCED) MOVEMENTS. A SOLUTION IS TO USE BILL HILL ROAD AS THE MAIN FEEDER TO CAIRNCROSS FACILITY AND TELEGRAPH POINT AREA.

IN SUPPORT OF THIS PROPOSAL I HAVE LISTED A NUMBER OF BENEFITS I TRUST WILL BE CONSIDERED IN THE ACCEPTANCE OF A FINAL PLAN FOR THIS WELCOMED PROJECT.

YOURS FAITHFULLY



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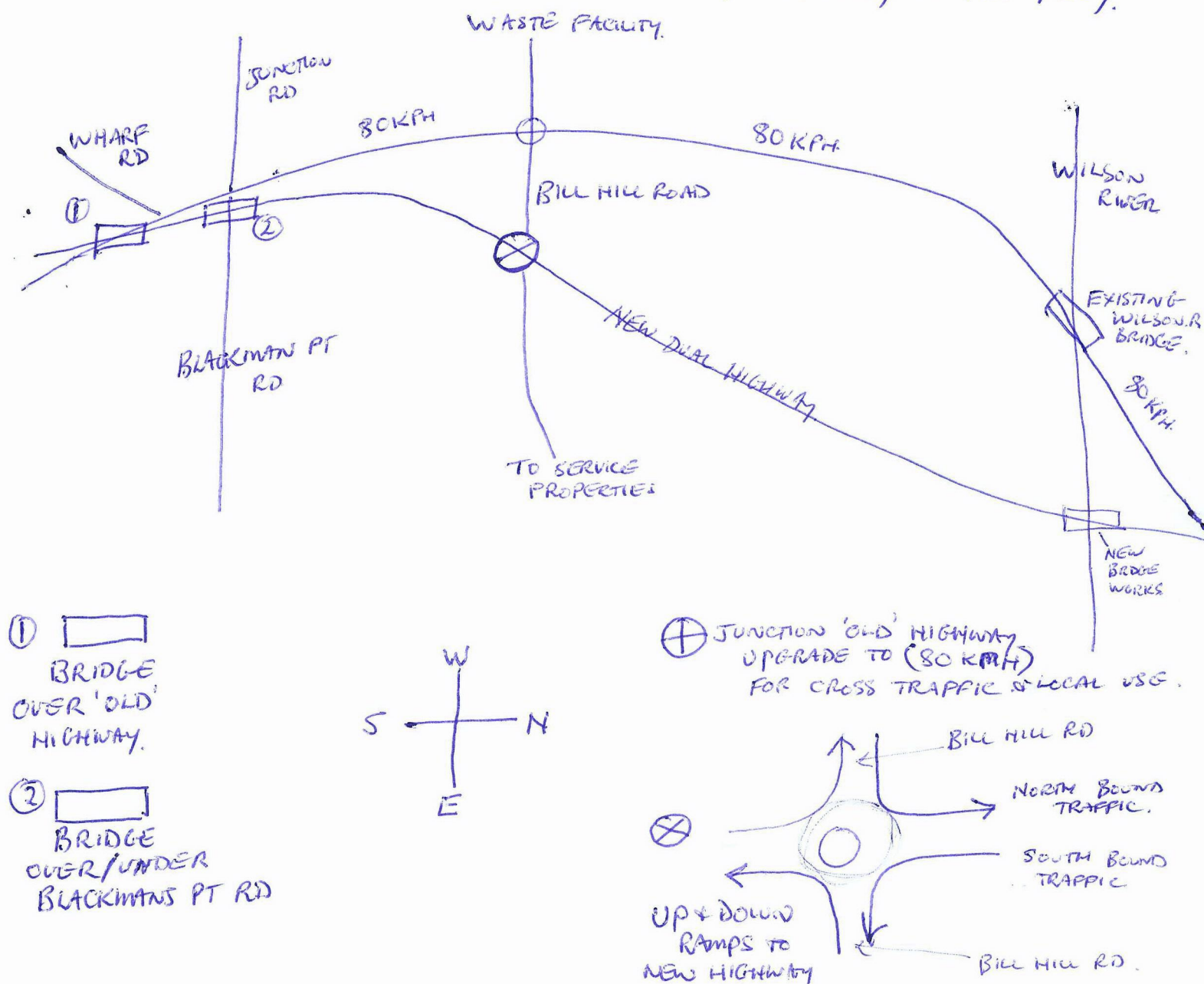
BENEFITS

- ① REDUCED HEAVY VEHICLE FLOW THROUGH T.P. VILLAGE
- ② REDUCED LOAD ON BRIDGE AT WILSON RIVER T.P.
- ③ LOWER SPEED TO 80 KPH ON OLD HIGHWAY SECTION
- ④ MORE DIRECT / CONTROLLABLE VEHICULAR ACCESS TO WASTE FACILITY AND TELEGRAPH POINT
- ⑤ WASTE FACILITY LIFE OF 120 YRS - PLANNING AHEAD
- ⑥ WASTE FACILITY / COMMERCIAL COMPOSTING BUSINESS / RE-CYCLE FACILITY ALREADY ON SITE AND OPERATING NOW.
- ⑦ POSSIBLE 'AREA' FOR FUTURE INDUSTRIAL EXPANSION.
- ⑧ LESS FRAGMENTATION OF LONG-TERM IMPACT ON CAIRNCROSS STATE FOREST LANDS
- ⑨ UPGRADE OF EXISTING SECTION OF BILL HILL ROAD TO OLD HIGHWAY COST EFFECTIVE TO REDUCE TURN AROUND DISTANCE TO PROPOSED BLACKMANS POINT INTERCHANGE.
- ⑩ LEAVES OLD HIGHWAY INTACT AS FEEDER ROAD TO BLACKMANS POINT & PORT MACQUARIE. THUS MAINTAINS DESIGN CONCEPT RE IN THIS RESPECT.
- ⑪ REDUCED COST OF INTERCHANGE SCHEME PROPOSED AT BLACKMANS POINT. IF MOVED TO BILL HILL RD AND NEW HIGHWAY JUNCTION 'DOUGHNUT' DESIGNED.
- ⑫ UPGRADE OF BILL HILL RD TO PACIFIC HWY INTERSECTION, AS DIRECT ACCESS TO WASTE FACILITY IS DIRECTLY OPPOSITE BILL HILL RD / PACIFIC HWY JUNCTION (IT IS WORTH NOTING THAT NO MAJOR ACCIDENTS ARE A PROBLEM AS THINGS EXIST AT THIS ROAD INTERSECTION) A REDUCED SPEED LIMIT 100 TO 80 WITH UPGRADE COULD ONLY MAKE THIS 'FEEDER' OPTION TO THIS FACILITY A REASONABLE PROPOSITION TO EXPLORE.
- ⑬ A FEEDER ACCESS FOR THE COMMERCIAL TRUCK MOVEMENTS TO CAIRNCROSS WASTE MANAGEMENT FACILITY WOULD ALIGN WITH THE COMMUNITY EXPRESSED DESIRE TO REDUCE TRUCK MOVEMENTS THROUGH THE TELEGRAPH POINT AREA. AS THIS FACILITY IS CLASSED AS A 'REGIONAL' WASTE FACILITY IT WILL ACCEPT MATERIALS FROM A WIDE (OUTSIDE OF THE HASTINGS) AREA, NORTH & SOUTH MOVEMENTS TO THIS AREA IS EXPECTED TO GROW OVER TIME.
- ⑭ REDUCED TRAFFIC FLOW BETWEEN BLACKMANS POINT TO THE EXISTING FACILITY BOTH NORTH & SOUTH USING THE 'OLD' PACIFIC HIGHWAY, WOULD REDUCE ROAD 'KILL' ACROSS THE STATE FOREST AND NATURE RESERVE LANDS AND INCREASE LOCAL ROAD USER SAFETY.

- (15) THE PROPOSED HAYDENS WHARF ROAD HARP INTERSECTION COULD BE ~~RE~~ SIGN POSTED TO DIRECT TRAFFIC ALONG THE NEW HIGHWAY TO BILL HILL ROAD JUNCTION. THE SAME COULD BE POSTED SOUTH OF THIS NEW JUNCTION.
- (16) MORE EFFICIENT EMERGENCY ACCESS TO WORKING-SITE OF THIS FACILITY AND TELEGRAPH POINT AT BILL HILL ROAD SITE OF NEW HIGHWAY 'DOUGHNUT' INTERSECTION

SUGGESTED DESIGN CHANGES TO IMPROVE TRAFFIC FLOW, REDUCE SCALE OF FOREST IMPACT, REDUCE OLD HIGHWAY ROAD KILL, REDUCE TURN AROUND DISTANCES TO ACCESS FACILITY AND TELE POINT, PROVIDE ACCESS-EGRESS FOR EMERGENCY VEHICLES & RESIDENTS, COST BENEFITS TO A SIMPLIFIED DESIGN WITHOUT LOSING DUAL CARRIAGE AND SPEED/TIME FUEL EFFICIENCIES.

REFERENCE SECTION 'B' OXLEY HIGHWAY TO KEMPSEY.



THE CONCEPT DESIGN OF THE
'DOUGHNUT' DESIGN IS THE SAME AS
THAT WHICH OPERATES AT THE OXLEY
HIGHWAY AND PACIFIC HIGHWAY INTERSECTION.
THE 'DOUGHNUT' IS A RAISED STRUCTURE
OVER THE NEW ROADWAYS WITH ON & OFF
RAMPS FOR ALL TRAFFIC NORTH & SOUTH, WITH
CROSS ~~ENTRY~~ ENTRY / EXIT FOR OXLEY HIGHWAY
TRAFFIC. BETWEEN WAUCHOPE & PORT MACQUARIE.
IT IS PROVEN TO WORK VERY WELL.