

**From:** "Parkin, Nace" <Nace.Parkin@ncahs.health.nsw.gov.au>  
**To:** <plan\_comment@planning.nsw.gov.au>, <Roger\_Fenner@rta.nsw.gov.au>  
**CC:** "Brigade Nace Parkin" <naceparkin@internode.on.net>  
**Date:** 28/10/2010 9:48 am  
**Subject:** Have your say

Director of infrastructure projects  
 Major Projects Assessments  
 Department of Planning

Dear Sir,

I would like to take this opportunity, at your invitation, to submit my concerns about the planned Pacific Highway upgrade between Port Macquarie and Kempsey.

Whether this upgrade is of Arterial road standard or Motorway standard the issues I raise are of equal significance. My concerns relate to my property at 61 Mingaletta Road Kundabung.

I list these concerns in the following order and appreciate many of them are mentioned in the Environmental assessment, however some of them might require clarification

1. Adverse impact on Barrie's Creek during construction re: fish, wildlife and rainforest located on my property. This creek can have high velocity flows and minor flooding to a point where the existing bridge has been covered with water in the event of high rainfall.
2. Adverse water flows and water quality in Barrie's Creek during construction. I appreciate all necessary steps will be taken to minimise this.
3. Additional noise during construction. Will any blasting be necessary?
4. Will access to any property be affected during construction, including delivery trucks?
5. Will wildlife corridors for existing migrating animals be provided to reduce the current high road kill?
6. Will replacement and moving of existing western fence line prevent stock breakout?
7. What type of fence will be built to replace the existing one?
8. Will remediation of existing washes from the Pacific highway on Western fence line occupy the increased water volume in these washes from the larger surface area of sealed road? These washes do break the existing fence during times of high rainfall.
9. Will this remediation minimise damage from these washes to Barrie's creek and my property?
10. Will the increased litter from the upgrade, already a concern, be screened and prevented from entering my property and Barrie's Creek?
11. Are any power disruptions expected and will I be given notice and assistance to maintain power supply if needed?
12. One of the main concerns is the location of rest stops- 200m south of Mingaletta Road on either side of the proposal. Can these be located further south as there are concerns of increased noise levels from trucks breaking and accelerating, antisocial public behaviour, illegal camping and increased pollution of Barrie's creek from rubbish dumping - this is a major concern at the existing truck stop opposite Smiths Creek Road further North at Kundabung.

I look forward to your reply,

Sincerely,

Nace Parkin  
 Owner/Occupier  
 Lot 12 61 Mingaletta Road  
 Kundabung  
 NSW 2441

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Thank you.  
North Coast Area Health Service

## Cassegrain

A taste of tradition

28 October 2010

Director, Infrastructure Projects  
Department of Planning  
GPO Box 39  
SYDNEY NSW 2001

By fax: 02 9228 6355

Attention: Michael Young

Dear Sir

**RE: PACIFIC HIGHWAY UPGRADE – OXLEY HIGHWAY TO KEMPSEY – PART 3A  
ENVIRONMENTAL ASSESSMENT – MP 07\_0090 SUBMISSION**

Please accept this submission from Cassegrain Wines regarding the proposed Oxley Highway to Kempsey Section of the Pacific Highway.

Cassegrain Wines is located on the North-East side of the intersection of the Pacific Highway-Fernbank Creek Road-Sancroix Road. This business was commenced in 1984 and has been on its present site since that time. We wish to advise the RTA of the following information relating to Cassegrain Wines:-

- employs 35 people which equates to approximately 70 daily car movements off and onto the Pacific Highway; during vintage (January to April each year) the winery is open 24 hours per day, which generally adds 3 casual staff thereby increasing the daily car movements to 76.
- has an average of 330 daily visitors, which equates to approximately 260 daily car movements off and onto the Pacific Highway; it should be noted that visitors to the winery is seasonal with peak periods typically being school holidays and long weekends, in addition both the winery and the restaurant, (functions, weddings etc.) have occasions where in an hour 100 or more cars may exit or enter the highway from the property.
- receives approximately 10-15 deliveries daily, which equates to approximately 20-30 daily traffic movements, vehicles delivering range in size from small pantech trucks through to B-W semi trailers, off and onto the Pacific Highway

With respect to the proposed upgrade of the Oxley Highway to Kempsey section on public exhibition Cassegrain Wines advises the following:-

1. Cassegrain Wines fundamentally agrees with the proposed upgrade and in particular the concept of the overpass at the Sancroix Road/Pacific Highway/Fernbank Creek Road intersection. Whilst the proposed overpass means that northbound traffic will find it more difficult to enter our premises we believe the proposed upgrade as displayed is an acceptable compromise.

Cassegrain Wines Pty Ltd ABN 36 117 810 750  
PO Box 5592, Port Macquarie NSW 2444 Australia  
764 Fernbank Creek Road, Port Macquarie NSW 2444  
Telephone 61 2 6582 8377 ~ Facsimile 61 2 6582 8378  
Email: [info@cassegrainwines.com.au](mailto:info@cassegrainwines.com.au)  
[www.cassegrainwines.com.au](http://www.cassegrainwines.com.au)

2. Given the change in access we would ask that the larger configuration of the RTA tourist directional boards be located on the Pacific Highway within 2-4 kilometres both north and south of the Winery site indicating both Northbound and Southbound exits for Cassegrain Wines, and these should be put in place at the RTA's expense.
3. It appears the proposed southbound service road encroaches on the western boundary of the Cassegrain Wines site thus resulting in the RTA purchasing a width of land of up to 10 metres along the Cassegrain winery western boundary that borders onto the highway corridor. This acquisition could mean the following for Cassegrain Wines:-
  - a) the need to relocate staff carpark;
  - b) the need to relocate the staff amenities block;
  - c) the need to relocate water storage tank and pumps (in place for fire hazard reduction)
  - d) the need to make alternations to vineyard layout as the RTA may be purchasing the turning circle headland of the vineyard
  - e) the wineries grape receiving area is located on the western side of the building, the acquisition of the RTA may cause some disruption and the need to rearrange fruit receiving facilities for the winery
4. It is understood that the entrance to the winery retains its current entry off Fernbank Creek Road albeit in a slightly different configuration. It is also understood that the RTA propose an exit from the property onto the service road, (north of Fernbank Creek). This exit is to replace the current exit onto Fernbank Creek Road. From Cassegrain Wines perspective this is acceptable though we would need for the exit onto the service road to also be the entry for heavy vehicle access which is consistent with the current entry and exit arrangements. (the current internal entry road is not suitable for heavy vehicles). Hence the exit road being a two way arrangement.

I look forward to having further meetings to discuss the various issues including the possible purchase of land from Cassegrain Wines.

Yours sincerely



John Cassegrain  
Managing Director  
Cassegrain Wines

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PO Box 5592, Port Macquarie NSW 2444 Australia  
764 Fernbank Creek Road, Port Macquarie NSW 2444  
Telephone 61 2 6582 8377 ~ Facsimile 61 2 6582 8378  
Email: [info@cassegrainwines.com.au](mailto:info@cassegrainwines.com.au)  
[www.cassegrainwines.com.au](http://www.cassegrainwines.com.au)

Mrs Nancye Hughes  
186 Sarahs Crescent  
WAUCHOPE NSW 2446

28 October 2010

Director  
Infrastructure Projects  
Department of Planning  
GPO Box 39  
SYDNEY NSW 2001

Attention: Michael Young  
Fax No: 02 9228 6355

Dear Sir,

**RE: PACIFIC HIGHWAY UPGRADE – OXLEY HIGHWAY TO KEMPSEY –  
PART 3A ENVIRONMENTAL ASSESSMENT MP 07\_0900 SUBMISSION**

I understand the RTA's website for this project sets a closing date for submissions of 29 October 2010.

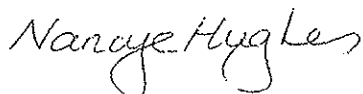
My submission relates in particular to the Pacific Highway and Sancrox Road intersection.

I have either lived or worked in the Sancrox area since 1990. Since that time I have observed a marked increase in local traffic and Highway users in this area. During school holidays it is virtually impossible to turn Southbound, and difficult to turn Northbound, onto the Highway from Sancrox Road. When it is possible to turn there is limited time and it is extremely dangerous.

I have seen many trucks leaving the local quarry, most being trucks with dog trailers, turn right from Sancrox Road into the Southbound lane of the Highway and cause other vehicles travelling in that lane to either brake suddenly or the trucks pull over into the merging lane from Fernbank Creek Road to allow the traffic to pass them. However, the danger is not limited to the Southbound lane. Yesterday while at work I observed a quarry truck and dog trailer turn right from Sancrox Road into the Southbound lane in front of a B Double travelling in the Northbound lane with the B Double blasting its horn as a sign of danger. This intersection needs to be upgraded as a matter of priority.

I strongly support the proposed Project and hope to see the work commence in the near future. Thank you for the opportunity to make a submission.

Yours Sincerely,



Nancye Hughes.