"Vanessa Standing" <stanessa@ceinternet.com.au> <plan_comment@planning.nsw.gov.au> From:

To:

15/10/2010 4:19 pm Date:

Oxley-Kempsey Pac.Hwy upgrade **Subject:** Pac.HWY-Ox-kempsey.doc **Attachments:**

Attention:

Director of Infrastructure Projects

Please find attached my comments on the environmental assessment and working provisions for the upgrade of this section of the Pacific Highway.

Regards,

Vanessa Standing

Dr Vanessa Standing M.V.Sc. P.O. Box 147 Kempsey NSW 2440

02 65669169

stanessa@ceinternet.com.au

October 9, 2010

ATTENTION:

Director of Infrastructure Projects Major Project Assessments NSW Department of Planning

RE: Pacific Highway Upgrade -Oxley Highway to Kempsey

Dear Director,

I offer the following comments on the environmental assessment and working provisions for the proposed upgrade of this section of the Pacific Highway.

- I commend the RTA Project team and GHD for the comprehensive environmental assessment and their attention to mitigating the environmental impacts of the upgrade of this section of the Pacific Highway Upgrade.
- As well as the improved safety for human travellers (and hopefully a reduction in motor vehicle accidents and mortality), the upgrade of this section of the Pacific Highway will provide fauna with safer options for their natural movements across the Highway. The Highway passes through regional and sub regional wildlife corridors and has been a barrier to fauna movement, with few animals surviving their attempt to cross it.
- It could be the saviour for the koala population in the Kempsey Shire which is declining to critically low numbers.
- Wildlife exclusion fencing is crucial and must be installed the whole length of this highway upgrade. I also urge that the exclusion fencing is erected as soon as possible after the necessary clearing is done and gaps (gates) needed for machinery movement should be closed at night during the construction period.
- The latest black spot for koala deaths is Stumpy Creek with three koalas dying last year and one already this breeding season at this location. Koala mortality on the Highway increases after timber harvesting operations in adjacent State forests or after land clearing on private land.
- Stumpy Creek should be upgraded to a combined or dedicated fauna crossing. Unless this is done there is no safe crossing for fauna north of the Maria River and there is important core koala habitat to the west of the Highway in this area.
- The Maria River Bridge should also be a dedicated fauna crossing with "furniture" fitted (retrospectively) to ensure safe movement of fauna.

- I also support the concept of an overpass on Cooperabung Hill. It does not have to support large trees, just small ones and/or some apparatus for animals to climb up and walk along to escape predators. It could be considered as compensation for the loss of part of the Cooperabung Nature Reserve and would strengthen the protection of fauna using this Reserve.
- The original concept of offsets was to offset habitat loss from a development with the protection of similar habitat somewhere else but preferably in the same area. I am not happy about koala habitat being lost here in Kempsey being offset with habitat protection in Coffs Harbour or Port Macquarie (for example).
- I support any offset transaction which transfers suitable potential koala habitat (freehold or State Forest) to the NSW National Parks Estate or Forests NSW Estate with a Zone 1 special protection management.
- Potential areas for offset protection should be sought from Cairncross SF, Ballengarra SF, Maria River State Forest (east of Highway), Maria River SF (west) including Compartment 31 and Kalateenee SF. Some acquisition of freehold land would also be desirable, particularly in the Kundabung and South Kempsey areas.
- I urge the RTA to liaise with DECCW and the Koala Hospital in Port Macquarie if relocation of any koalas is necessary and I support the relocation method being trialled by Dr Steve Philips of Biolink for the upgrade of the Oxley Highway near Port Macquarie.
- I conclude with thanking the RTA Project team for inviting me to the Ecological Focus Group and the Community Liaison Group meetings and for the opportunity to comment on the proposed upgrade of this very ecologically significant section of the Pacific Highway.

Yours faithfully, Vanessa Standing Facsimile to: Department of Planning

Facsimile no: (02) 9228 6355

Attention : Director : Infrastructure Projects

From: Lindsay Otter
Facsimile no: 65 85 0770
Telephone no: 65 85 0770

Mobile Telephone No. 0407 207 120

Date

: 14/10/2010

Re: subject : Pacific Highway/Oxley Direct Infrastructure Project

Message.

I strongly oppose the proposition of an upgrade in the infrastructure project particularly the proposal for the duplication of a link road at the Telegraph Point entry/exit to the Pacific Highway the reasoning for my objection is based on the facts contained within the pages herewith.

Affects of Proposed infrastructure of the Pacific Highway - Oxley Highway to Kempsey upgrade Environmental assessment: Property description 2/253578 - 13, Wyndell Close, Telegraph Point, NSW 2441.

I strongly disagree with the Roads and Traffic Authority (RTA) proposal to utilise the nature strip outside and adjacent to property (description 2/253578) 13, Wyndell Close and other owners of properties that are also adjacent to the same nature strip In the current, 'No Thoroughfare 'Wyndell Close. The proposal is to use Wyndell Close as an access route to the present Pacific highway and onward to the proposed 'upgrade'.

Telegraph Point is currently a small village that already has access to the Pacific Highway that should be used as a route then to proposed 'upgrade'. From my point of view, having means of two points of access through a small village will mean that some people with property in and around Telegraph Point will be inconvenienced without necessity (especially Wyndeil Close) with additional cost to the people of NSW.

Wyndell Close is a no thoroughfare road of less than 200 metres there are four property owners who have homes and live on their properties. I have had contact with the other property owners located in Wyndell Close, who purchased their properties at their choice and because of its location. Residents inform me that they are opposed to the proposal and I trust they will make a personal submission to you.

Cooperabung Road currently provides a direct route from one point of Telegraph Point to other properties/businesses and residents of the small village of Telegraph Point via the current route to the Pacific Highway. Most people would have purchased their property/business by choice and specific location. Both businesses of sawmill/ quarry have been in their location for many years.

Being a resident of one of the four properties of Wyndell Close, the proposed opening of this 'No Through 'road as an access will have major impact not only to my property, but also for future planning and income, (as will be outlined below). I purchased my property 3 years ago and chose to live in this particular location having no knowledge of such plans and how such plans would affect my lifestyle and future income. At this point I have not been given adequate information as to why the RTA are making such a proposal that will seriously effect my life and probably other residents of Wyndell Close

Plans for the above upgrade, based on current design should not involve acquisition of my/our property, although, being directly adjacent to it; widening the current road, will use at least half of the nature strip adjacent to my home. This will greatly affect my current access to my home and property.

The nature strip in front of the house assists it having natural sunlight giving it an acceptable level of light. Without the nature strip and with any RTA structure such as a fence or trees to preserve some privacy, My house will have less natural sunlight, the necessity for the RTA to place a row of trees or fence to ensure I have some privacy will decrease natural light even further. I do not or will not live in a house that requires use of excessive electricity, particularly with soaring electricity prices.

Besides this the RTA have given no indication of barriers that will be required at each side of the road, considering how they will affect the entrance/exit to my property. There has been no indication of street lighting that will/should be used if the proposed road is to be an access road. The road is very dark at night, having a small hill on one side and a decline on the side where my house is located. If the proposed access road has no lighting at night, any RTA barriers erected directly in front of any of the two points of access to my home, will make it vulnerable/prone to accidents as well as safety to my home and stabling of horses which are near to one access point.

My partner and myself purchased the property of 5 acres three years ago, specifically because our intention/need is for us to be able to have a future income.

if/when I am unable to work in the private or public sector, it is my intention to make an income by way of Horse Management in which I have a qualification. This means that I am able to keep/train/break in horses privately and carn an income. This form of work I am able to do irrespective of my condition and it will support our future mortgage and living requirements.

The proposed RTA upgrade plan will ruin are careful planning for our future, and places us in a very unstable and uncertain position. There are other buildings and extensions we plan that are already underway, as part of these plans.

We feel we would prefer that the RTA purchase our property to enable us to purchase another, so that we can continue plans for our future income, and, if not, to provide a major compensation in order for us to make alternative structures and arrangements for our financial future. It is not only this reasoning we wish you to be taken into account, but there is the possibility that there will be a decrease in value of the property.

Page 3...

There are other practical reasoning to keeping the present access to the Pacific Highway and then onto the proposed upgrade..

- * Wyndell Close has problems with the existing drainage were water runs from the road and surrounding areas through a drain under Wyndell Close and directly onto my property. This increases with heavy rain or flooding. When I spoke with RTA officials at the display they were unaware of this problem stating that they would come and investigate, I have heard nothing from them.
- * increase of petrol fumes affects on humans but for our home animals, particularly horses, stables, training, breeding. Also specific show breed of poultry who's cages will be nearer to the road.
- *Proximity to the road outside our home is not currently a major problem, however opening the road as another access road will. There will be problems in us using the 'No Thoroughfare road to be able to walk horses up and down the road, currently possible. Currently there are occasions when there can be some small difficulty in access to the property with horse floats, trailers and trucks, however if/when the road is altered, access for people bringing their floats, trailers trucks etc, there are likely to be increased problems; not only that ,the road will be 'two way' and the height from the road and planned access for our home by RTA will further increase the problem.

Our plans for future training/breaking in/rearing/agistmant for horses may/will decrease the amount of people wanting to use such services because of the location; which will not only be more difficult to access; but stabling the horses will be nearer to a used road and traffic will often upsets them—they then may become more difficult to manage. The likelihood of a roundabout not so far from Wyndell Close connecting travellers North/South or to the upgrade will attract/increase noise level to Wyndell Close, thereby disturbing horses and other animals on our property

Also it is a reality that travellers who lose their direction on the Pacific Highway will/may use Wyndell Close turn off to regain direction (travellers regaining bearings is a reality and can be seen at the upgrade at the Port Macquarie/Wauchope Oxley/Pacific Highway interchange, where travellers take the Wauchope Road and other exits and have to turn around when they find they have lost their bearings at the major intersection).

Whilst attending the RTA display of the proposed Oxley Highway to Kempsey upgrade, I was informed that the research verified a 'lower noise level' for this location. Indeed it can be agreed that road traffic using the present Pacific Highway will/may rather use the proposed upgrade and therefore there may be less vehicles (particularly trucks) passing by Wyndell Close as is the current situation.

However there is no indication or consideration of traffic that will continue to use the Pacific Highway/Hastings River Drive as an alternate route, South to Port Macquarie, or North to Kempsey.

There is also of course all property and homes/local businesses/visitors North of Telegraph point using the Wyndell Close to either gain access to the proposed upgrade or as an alternative to use of the Pacific highway and/depart/ return to their homes and properties. Although it may appear that the amount of traffic using the Wyndell Close access will be few in number, as a resident of Wyndell Close I am able to suggest an opposing view that Wyndell Close will be used a lot more than has been anticipated and a former 'No Through' road will increase in activity and therefore noise level will increase RTA research does not take into account the increase of traffic and noise for residents of Wyndell Close as it becomes an access road to Telegraph Point, North or Southbound.

I trust I will hear from you regarding the disagreement I have in the proposed upgrade providing a second access route to the Pacific Highway via Wyndell Close,

a Com

Anthony Cooper Resident Property Description 2/2578 13, Wyndell Close, Telegraph Point, NSW 2441 From: "Peter and Pam Goodwin" <pgood47@bigpond.com>

To: <plan_comment@planning.nsw.gov.au>

CC: "Allan McCormac" <macoo@zip.com.au>, "Joan Simpson" <Joan_SIMPSON@rta.ns...

Date: 20/10/2010 4:32 pm

Subject: Fw: PROPOSED PACIFIC HIGHWAY UPGRADE

Attention:- Director Infrastructure Projects.

Major Projects Assessment.
Pacific Highway Upgrade.
Oxley Highway / Kempsey.
Mr.Michael YOUNG.

Hi Michael,

Referring to my earlier phone conservation of today attached is a submission on the above which was originally forwarded direct to the R.T.A. on 10th October,2010.

Your advices are awaited.

Regards, Peter GOODWIN.

---- Original Message -----From: Peter and Pam Goodwin

To: stephen_williamson@rta.nsw.gov.au Cc: Joan Simpson; BARNETT Vanessa A Sent: Sunday, October 10, 2010 1:26 PM

Subject: PROPOSED PACIFIC HIGHWAY UPGRADE

Dear Stephen

PROPOSED PACIFIC HIGHWAY UPGRADE OXLEY HIGHWAY TO KEMPSEY.

With regards to the upgrade of the above, would you please advise if any consideration has been given to the location of the Hastings S.E.S. Community Driver Reviver Centre. The centre is currently located at the front of the RTA Compound-Pacific Highway & Fernbank Creek Rd.

Viewing the proposed re-alignment NORTH BOUND traffic would have a detour of approximately 10km. to access the site and a further 10km to return to the Highway. This would be a big deterrent to motorists wishing to access our site for a welcome break in their journey to STOP REVIVE AND SURVIVE. Southbound traffic appears to have reasonable access to and from the Highway.

Your comments as to the location of the site for Driver Reviver would be appreciated and also as to the time frame, so that future operations could be gauged.

Thanking you Peter Goodwin (Site Manager) Ph.6582 1102 (M) 0429 82 1102 Gordon Toms (Co-Coordinator) Ph.6585 1525

On behalf of HASTINGS S.E.S. COMMUNITY DRIVER REVIVER CENTRE.

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| | FAX COVER PAGE |
| Fax | To: (02) 9228-6355 Date: 22.10.2010 |
| | Department of Planning - Total 3 Pages. |
| | Fena: lal. H. kl///ams |
| AT. | TENTION: Michael Young. |
| | Could you please confirm receipt of this Submission |
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The Director, Infrastructure Project, Department of Planning, GPO Box 39, SYDNEY, 2001.

22 October, 2010.

Dear Sir,

We are an elderly couple, in our mid 70's, whose lives have been ruined by decisions by the RTA in the rerouting of the Pacific Highway to by-pass Telegraph Point. Many discussions with the RTA have been totally fruitless, bitterly disappointing and frustrating. It would seem this letter (Submission) to the Department of Planning is our last hope of receiving any understanding of our quite desperate plight brought about through absolutely no fault of our own.

Our property is stated in the Environmental Assessment just made available by the RTA as being severely impacted by the proposed new alignment. It is identified as Property No 632, on Page No34 of the Environmental Assessment, Volume 3, of the RTA Working Papers September 2010. In fact ours is the only property identified as being "exposed to acute noise levels".

We purchased this property in late 1995 and planned to spend some 10-12 years establishing a small olive grove, fully realizing we would then need to move onto a smaller property or perhaps into a Retirement Village if we were less able to manage the physical work requirements. The RTA decision was announced in 2004 and has made our property unsaleable. In the last three years I have been diagnosed with Follicular Lymphoma (lymphatic cancer), Type 2 Diabetes, and in 2008 underwent open heart surgery requiring a quadruple by-pass. There can be no doubt the stress and worry brought about by the RTA decision and many subsequent meetings and discussions have been major factors in the deterioration of my health.

So we are now in the untenable position of having a beautiful peaceful riverside property which we cannot sell and which we are physically unable to work and maintain. We are terrified that if something was to happen to either of us, which could now happen at any time, the survivor would be left in an impossible situation. My Lymphoma certainly limits my life expectancy let alone the situation relating to my heart. That a body such as the RTA can put an elderly couple into this situation and just walk away from it is unbelievably callous, totally lacking in compassion and ,indeed, iniquitous.. One might understand such treatment under a Communist Regime, under a Dictatorship but not in a Democracy such as Australia.

In recent days I made further suggestions to the RTA as to how I thought the visual impact on our property could be greatly reduced and the noise impact also significantly reduced ----- I suppose I should not have been surprised that they were dismissed out of

hand. One reason given was the "probable cost" which according to the RTA would exceed \$30,000, but which my advice suggests would be less than half that.

As I believe the Department of Planning is the final arbiter, would it be possible for the Department to have a person visit our property to see first hand the plight we are in. Hopefully this could lead to a more just and reasonable outcome and ease the dreadful strain we are being forced to live under.

Yours Faithfully,

Warwick and Jeanette Williams

48 Wilmaria Road, Telegraph Point, N.\$.W. 2441

Mailing Address: PO Box 2131,

Port Macquarie, N.S.W. 2444

Telephone: (02) 65 850 552

Date: 22/10/2010 2:50 pm **Subject:** Elliott 120262

Attachments: Letter to Director Infrastructure Projects.PDF

PACIFIC HIGHWAY UPGRADE - OXLEY HIGHWAY TO KEMPSEY

Please see attached submission.

Steven Miles

smiles@dohlaw.com.au

DONOVAN OATES HANNAFORD LAWYERS

LEAP Email Reference |F:26001|M:120262| (Please do not delete)



22 October 2010

Director of Infrastructure Projects Major Projects Assessments Department of Planning

Email: plan_comment@planning.nsw.gov.au

Dear Director

LAWYERS

NORMAN MORGAN ELB, PUBLIC NOTARY STEVEN MILES ELB JUSTIN LEVIDO ELM HADYN ORITI ELB

CONVEYANCER
MELISSA SHEPPARD BLJSt

III WILLIAM STREET PORT MACQUARIE NSW AUSTRALIA

PO BOX 41 PORT MACQUARIE 2444

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PHONE 02 6583 0400 FACSIMILE 02 6583 0480 www.dohlaw.com.au

OUR REF: STEVEN MILES 120262

OXLEY HIGHWAY TO KEMPSEY UPGRADING THE PACIFIC HIGHWAY - ENVIRONMENTAL ASSESSMENT

We make this submission on behalf of Mr Maxwell Cyril Elliott. Mr Elliott owns and lives on his property at 1928 Pacific Highway, Kundabung (Lot 13 DP246368). Mr Elliott will be directly and adversely affected by the proposed upgrading of the Pacific Highway between Oxley Highway and Kempsey.

Mr Elliott's property and house is located adjacent to and west of the proposed new northbound carriageway at the Mingaletta Road Overbridge. Mr Elliott objects to the proposed location of the rest areas for the now north and southbound motorists and trucks. Mr Elliott is most concerned about the adverse impact he will suffer at his home (and to his sleep) from the noise which will emanate, particularly from large trucks slowing down to enter the rest areas and accelerating away from the rest areas. The very large trucks and B-doubles that will be using the rest areas make an enormous amount of noise particularly when they are slowing down or accelerating from a stopped position. Because of the topography in the location of the proposed rest areas and the clear line of sight to Mr Elliott's home the adverse noise emanating from the use of the rest areas will travel directly to his home.

This loss of amenity impact issue can be easily however be rectified by the relocation of the rest areas just one kilometre to the south of their presently proposed location. This relocation to the south will ameliorate and remove the potential adverse impacts arising from the rest areas upon Mr Elliott and his home.

Yours faithfully DONOVAN OATES HANNAFORD

Steven Miles

E-mail: smiles@dohlaw.com.au

From: "Milicia McCosh KPS" <ecological.consultant@koalahospital.org.au>

To: <plan_comment@planning.nsw.gov.au>

Date: 23/10/2010 2:43 pm

Subject: Oxley Hwy to Kempsey upgrade **Attachments:** rta201010_3_05 FOUNDS.xlsx

Director infrastructure Projects,

I recently attended the community liaison group meeting at Telegraph point. Roger Fenner's presentation was very informative and I was touched by his sincerity when speaking about protecting our wildlife which will inevitably be affected by this upgrade.

Roger suggested we send you any information we have on reported accidents between the Oxley Hwy and Kempsey involving koalas.

The attached list may help you with placement of underpasses, fences etc. for the protection of wildlife. If there are any further queries, please contact me.

Regards,

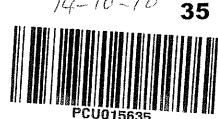
Milicia McCosh Ecological Consultant Koala Preservation Society NSW

| Admission | F ID | EN | E. Maria | E | F IA | 01 |
|-----------|------------|------------------|--------------------------------|-----------------|----------|------------|
| Number | FoundDate | FName | FoundArea | FoundTown | FoundAge | Situation |
| 1932 | | NEW YORKER | PACIFIC HWAY(SOUTH OF KEMPSEY) | KEMPSEY | AM | RELOCATED |
| 2064 | 20/09/1988 | | CNR OXLEY & PACIFIC HWY | THRUMSTER | AY | RELEASED |
| 2875 | | TOM THUMB | KEMPSEY | KEMPSEY | AY | EUTHANASIA |
| 251 | 2/06/1989 | | KUNDABUNG - PACIFIC HIGHWAY | KUNDABUNG | AY | DIED |
| 349 | 22/08/1989 | | PACIFIC HIGHWAY STH DENNIS BRG | THRUMSTER | AM | RELEASED |
| 2320 | 11/04/1990 | | PACIFIC HWY.JUNC.WAUCHOPE/TARE | BURRAWAN | AY | EUTHANASIA |
| 1363 | 26/07/1990 | | PORT SLIPWAY DENNIS BRIDGE | THRUMSTER | AA | RELEASED |
| 1016 | 14/09/1990 | | Hacks Ferry Rd | TELEGRAPH POINT | AY | RELEASED |
| 163 | | BARRIES CREEK | PACIFIC HWY, BARRIES CREEK | KUNDABUNG | AY | DEAD |
| 348 | | | COOPERABUNG | COOPERBUNG | AY | DEAD |
| 1371 | 18/12/1990 | KUDDLES | KUNDABUNG | KUNDABUNG | AY | DIED |
| 2083 | 12/08/1991 | PACIFIC BEAUTY | PACIFIC HIGHWAY | THRUMSTER | J | DIED |
| 806 | 12/08/1991 | FEMALE KOALA | SMITHS CREEK, PACIFIC HIGHWAY | KUNDABUNG | | DEAD |
| 232 | 9/10/1991 | BILLA CASSAGRAIN | PACIFIC HWY. NTH OF BILLABONG | THRUMSTER | AY | DEAD |
| 1386 | 18/10/1991 | KUNDERBUNG KILL | KUNDABUNG | KUNDABUNG | Α | DEAD |
| 2828 | 23/10/1991 | TELEGRAPH HULK | PACIFIC HIGHWAY | TELEGRAPH POINT | AM | RELOCATED |
| 257 | 15/11/1991 | BLACK MARIA | MARIA RIVER, KEMP RD | TELEGRAPH POINT | AM | DIED |
| 2197 | 22/11/1991 | PIPERS CHILD | KUNDABUNG (NEAR PIPERS CREEK) | KUNDABUNG | AY | DEAD |
| 2517 | 25/08/1992 | SNOWDROP | LEFT AT THE BILLABONG | THRUMSTER | AY | RELOCATED |
| 2511 | 13/09/1992 | SMITHY | 373 SMITHS CK RD | KUNDABUNG | AM | RELEASED |
| 1378 | 1/12/1992 | KUNDA WAGER | PACIFIC HIGHWAY | KUNDABUNG | AM | EUTHANASIA |
| 442 | 26/08/1993 | CASSEGRAINS MACK | PACIFIC HWY, NR CASSEGRAINS | THRUMSTER | AY | DEAD |
| 503 | 30/09/1993 | CHICKEN LITTLE | PACIFIC HWY, NTH OF DONUT | THRUMSTER | J | RELOCATED |
| 1720 | 25/11/1993 | MINGALETTA MAN | PACIFIC HWY NTH MINGALETTA RD | MINGALETTA | AY | DEAD |
| 1296 | 31/07/1993 | KEMPSEY LAD | PACIFIC HWY,BETWEEN PM & KEMP | KEMPSEY | AY | DEAD |
| 19940038 | 22/03/1994 | TRANS PACIFIC | PACIFIC HIGHWAY | THRUMSTER | AY | DEAD |
| 19940077 | 16/07/1994 | COOPERABUNG MAN | PACIFIC HWAY NORTH COOP.RANGE | COOPERABUNG | AA | DIED |
| 1090 | 26/12/1995 | HIGHWAY MYSTERY | PAC HWY, BET KEMPSEY & KUNDABU | KUNDABUNG | AA | DEAD |
| 19940231 | 17/10/1994 | BERRI-BIG | PACIFIC HIGHWAY/OXLEY HIGHWAY | THRUMSTER | AM | EUTHANASIA |
| 19950115 | 13/09/1995 | KUNDABERG | KUNDABERG ROAD | KUNDABUNG | AA | EUTHANASIA |
| 1089 | 1/10/1995 | HIGHWAY MYSTERY | PACIFIC HWAY BTWN T/P & KEMPS | KUNDABUNG | AA | RELEASED |
| 1381 | 17/08/1995 | KUNDABUNG LADY | M/WAY BWTN KBUNG & S KEMPSEY | KEMPSEY | AY | RELEASED |

| 19950090 | 18/08/1995 PACIFIC DAVESA | PACIFIC HWAY-5K N OF PM T/OFF | THRUMSTER | AY | DEAD |
|----------|------------------------------|-----------------------------------|-----------------|----|------------|
| 19960074 | 15/08/1996 PACIFIC WATTLE | 5KMS FROM R/ABOUT, PACIFIC HWY | THRUMSTER | AM | DEAD |
| 19960081 | 21/08/1996 MR BUSH HAVEN | BUSHHAVEN DOG KEN | KUNDABUNG | AA | EUTHANASIA |
| 19970049 | 25/06/1997 MINGA | MINGALETTA | MINGALETTA | AM | EUTHANASIA |
| 19970133 | 17/11/1997 KUNDABUNG LASS | NORTH OF KUNDABUNG | KUNDABUNG | AY | DEAD |
| 2978 | 4/07/1996 W B SANCROX | WEIGHBRIDGE, SANCROX QUARRY | SANCROX | AA | EUTHANASIA |
| 19980025 | 22/02/1998 MISS TRUCK STOP | PACIFIC HWAY, PORT & KEMPSEY | KEMPSEY | AA | EUTHANASIA |
| 19980081 | 27/09/1998 PACIFIC BILLABONG | PACIFIC HWY, BILLABONG PARK | THRUMSTER | AM | DEAD |
| 19980091 | 17/10/1998 CASSEGRAIN KILL | PACIFIC HWY, CASSEGRAIN, PORT | THRUMSTER | AY | DEAD |
| 19990029 | 29/03/1999 SANDY SMITH | KEMPSEY SOUTH | KEMPSEY | AM | EUTHANASIA |
| 19990100 | 21/09/1999 MAL MARIA | 3KMSTH MARIA RIVER REST AREA | KEMPSEY | AY | RELEASED |
| 20000243 | 31/08/2000 BRIDGE | DENNIS BRIDGE | BLACKMANS POINT | AY | RELEASED |
| 20000139 | 12/09/2000 PIPERS CK KIM | 5M PIPERS CK NORTH | KUNDABUNG | AY | DEAD |
| 20010455 | 12/08/2001 TELE MICHELLE | 10-14 KM N TELEGRAPH POINT | TELEGRAPH POINT | AY | DEAD |
| 20010496 | 5/10/2001 RAVENSWOOD KNIGHT | PACIFIC HWY, RAVENSWOOD, 10KM S | KEMPSEY | AM | DEAD |
| 20010550 | 24/11/2001 TELE-BRIDGE BOY | TELEGRAPH POINT ON BRIDGE | TELEGRAPH POINT | AM | RELEASED |
| 20010573 | 17/12/2001 NORTH TELE LIZZIE | PACIFIC HWY 4KM N BRIDGE | TELEGRAPH POINT | J | DEAD |
| 20020080 | 30/04/2002 CASSEGRAIN BOB | PACIFIC HWY, 1KM N OF WINERY | THRUMSTER | AY | DEAD |
| 20020160 | 28/09/2002 KUNDABUNG KELLY | MARIA R REST AREA, PACIFIC HWY | KUNDABUNG | AY | RELEASED |
| 20020173 | 12/10/2002 HIGHWAY DENISE | PACIFIC HWAY 1 KM N DENISE BRIDGE | PORT MACQUARIE | AY | DEAD |
| 20030085 | 31/08/2003 PACIFIC PETER | PACIFIC HWY, MINGALETTA TURNOFF | MINGALETTA | AY | DEAD |
| 20030163 | 9/12/2003 MARIA CRUSH | AREA | KEMPSEY | AM | DEAD |
| 20040117 | 10/09/2004 KUNDABUNG KAPUT | 1 KM PAST REST AREA | KUNDABUNG | AM | DEAD |
| 20049178 | 27/11/2004 KEMPSEY COAST | PACIFIC HWY, OLD COAST RD SOUTH K | KEMPSEY | AM | DIED |
| 20050091 | 26/08/2005 KUNDABUNG NATURE | KEMPSEY SHIRE | KUNDABUNG | AY | DEAD |
| 20050109 | 8/09/2005 KUNDABUNG SHOP | KUNDABUNG SHOP 100M N | KUNDABUNG | AM | DEAD |
| 20050121 | 21/09/2005 KUNDABUNG GONE | PACIFIC HWY, SMITHS CRK BRIDGE | KUNDABUNG | AM | DEAD |
| 20050168 | 23/09/2005 KUNDABUNG SMITHS | SMITHS CK, 500M S OF BRIDGE | KUNDABUNG | | DEAD |
| 20050167 | 23/09/2005 KUNDABUNG ROTTEN | SMITHS CRK, 500M S OF BRIDGE | KUNDABUNG | | DEAD |
| 20060199 | 27/12/2006 KUNDABUNG RAVEN | RD | KUNDABUNG | AY | DEAD |
| 20070123 | 10/09/2007 KUNDABUNG PAP | (Ravenswood road) | PORT MACQUARIE | AM | DEAD |
| 20070129 | 13/09/2007 PACIFIC HWY VINA | HAYDONS W RD, | TELEGRAPH POINT | AM | RELEASED |
| 20080107 | 2/08/2008 FLAT | PACIFIC HWY 3KM S OXLEY H N LANE | SANCROX | AY | DEAD |
| 20080217 | 5/10/2008 PACIFIC HWY TAMMY | PACIFIC HWY & ROLLANDS PLAINSRD | TELEGRAPH POINT | AM | EUTHANASIA |

| | 20080193 | 2/12/2008 | VICTORIA | PACIFIC HWY & SANCROX | SANCROX | AY | DEAD |
|---|----------|------------|-----------------|--------------------------------------|----------------|----|------|
| | 20090112 | 4/09/2009 | OBRIENS FREDO | FREDERICKTON (BOOT OF STOLEN CAR) | KEMPSEY | AY | |
| | 20090119 | 8/09/2009 | KEMPSEY AMARENA | 722 PACIFIC HWY, 1 KM S | KEMPSEY | AY | DEAD |
| | 20090147 | 11/10/2009 | SQUASH | PT | COOPERABUNG | | DEAD |
| Г | 20090155 | 18/10/2009 | PACIFIC HWY JIM | Pacific hwy, CASSEGRAINS & Hast r dr | PORT MACQUARIE | AY | |

Michael James M. Inherny 1857 Pacific highway Blackmans Point NSW 2444



Oxley highway to Kempsey (07-0090)

I object to this proposal reasons being

Neise I am in highest range. They say double glazed glass. Do I keep my windows closed.

Vigus.

We would rather look at trees thoma highway

floodplane very worried about blocking natural flow of water along term existing cleains. Also stack having free movement a cases to high ground.

on flood free ground.

around pylons of bridges near riverbanks.

1 8 OCT 2010

Scanning Room

Date: 26/10/2010 1:14 am

Subject: Oxley Hwy to Sth Kempsey

Hi planning team.

I am at 702 Pacific Hwy, Sth Kempsey. I did send in a submission earlier but I am also concerned about the safety of us and other motorists southbound on the proposed service road between the South Kempsey interchange and Maria River. I understand that a new northbound carriageway will be constructed in the median strip, which means that if there should be an out of control vehicle coming towards us will there be a substantial safety barrier to separate the two roads, and what about screening to cut down headlight glare.

There is one more submission I would like to make and that is would it be possible to have access to Scrubby Ck Rd from the new upgrade as the intersection is already there.

Yours truly Keith Johnson. PO Box 404 Kempsey 2440. PH 02 6562 1199 email: keith1922@gmail.com

To Whom it may Concern,



Department of Planning Received 1 8 OCI 2010

Scanning Room

Sregary T-Jones. 100 Mmysletta Rd. Kundalojnej WSW 2441.

My name is Gregory Thomas Jones, Iam the owner of the above address of also the spokesperson for my family members that live here & use mingaletta. Rol, Thankyou for the proposed plan of the upgrade of the pacific Huy, My Concerns. are that; The bridge option of the Service Road for Mingaletta. Rd, Could be expensive of the Organing scrutcing of the Road would not be maintained. The servicing of Roads. in the Kempsey Shave is dismal, The proposal we the Residents would put forward will be a marging have going South, And a merging covered bane heading North, This is a. simple & safe solution being far charger than a bridge. of a service Road, Also saving on ongoing maintenance for the Service Road, The money saved could be used to ter seal Mingaletta Rd. which is only 1/2 klm Long. Thanks for Reading this letter. Sorry I could not be there inperson but I had to Work, One of my neighbours has kindly pass the letter on to you. This letter is on behalf of the neighbours that also had to go to Work, or ongoing medical treatments, (The Peron's being, Below.)

Gragory Jones, Keren Jones, Derik & Enid Bradbury (100 Mingaletta Rol)
Geoff Hall, Karen Hall, Adam Hall, Ben Hall (72 Mingaletta Rol)
Mick, Shortell, Connor. (86 Mingalett Rd)

The other neighbours will be coming in person,

Thanks for taking time to read this Rough letter PTO.

For a Drawn Map. Regards Signit. Jones

Trees Marging Lave South Part Magnere Paufic Hwy /14 Mingal Etta Rol Meging have North つのよか: Tradian State

Mr J J & Mrs C B Dunn 181 Sancrox Road WAUCHOPE NSW 2446

26 October 2010

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

Attention: Michael Young

Dear Sir/Madam

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

We confirm that the RTA website dedicated to this project notes a submission closing date of 29 October 2010, hence the timing of this Submission.

We strongly support the Project and look forward to seeing improved safety, especially in the Sancrox area, for this stretch of the Pacific Highway.

Our property is the RTA's reference number 11 and the estimated property affected is some 7,000m². We wish to negotiate the property acquisition requirements with the RTA in the short term and will be in contact with the RTA directly in this regard.

Like most landowners we would prefer to minimise the area of property affected and will work through this with the RTA. In this regard we note that along the extent of our proposed property acquisition there appears to be "excess" road corridor to the East of the proposed new Highway works. That is to say page 158 of the Environmental Assessment (Figure 10-3a Properties affected by acquisition) shows what appears to be excess corridor to the East of property reference number 10 and this excess appears to be of a greater width than that proposed to be acquired from us.

Whilst the proposed alignment and design of the road in this location may not be able to be changed, we request that it be considered. Please see the mark-up of pages 58, 59 and 158 of the Environmental Assessment attached. The request is that the alignment be slightly modified and straightened or "flattened" in this location so as to minimise property needed for acquisition.

Thank you for the opportunity to make a submission.

Yours Sincerely,

James John Dunn

On behalf of JJ & CB Dunn.

The Proposal

Two-lane road carnage way

issa Service / Access Road (new facility)

== Endos

Road cutting
Road embankment

Cadastre

--- Watercourse

A 500 Station in metres

Note: 2004 Aeral photography. Cadsutral troundance are intecative only. Altidesign features are subject to referement during detailed design.

85 TEXPEDITATION ALASELEGATINE

* ATTACHMENT TO SUBMISSION DATED 26/10/10.

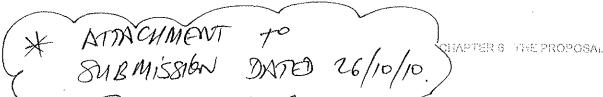
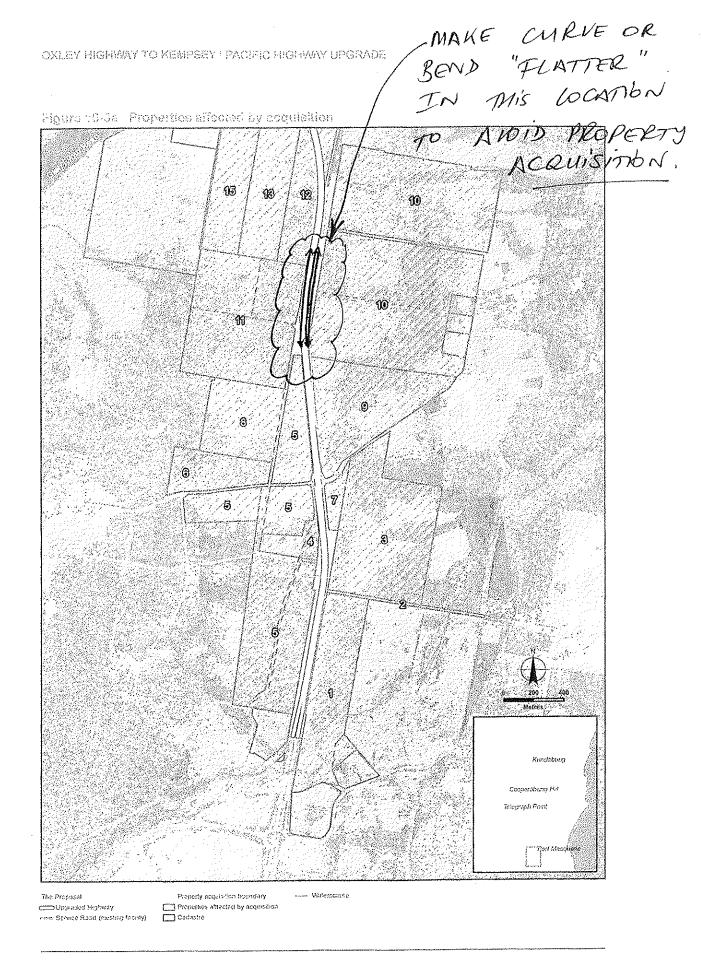


Figure 6-20 The Propositi Yearle Lellering and Kundubera Congerationg Hall Telegraph Point Fort Macahana ___ Cedastre € 500 Station in metres Two-lane road carriageway ---- Watercourse see Service / Access Road (new facility) an Service / Access Road (existing facility) re location of flood relief structures een Bridge

ESPRAIGHTEN OR "FLATTEN"
ALIGNMENT IN THIS COCATION TO
ALIGN PROPERTY ACQUÍSITION.



AS INVERONING ALASSESSMENT

*ATTACHMENT TO SUBMISSION DATED 26/10/2010.



A B.N. 55 000 483 107

Head Office:

7 Sancrox Road, Pacific Highway Wauchope NSW 2446 Australia

Telephone: 02 6585 1000 Facsimile: 02 6585 1969

Email.

sales@expressway.com.au http://www.expressway.com.au

Hunter Branch:

Lot 4, Mt Thorley Road Mt Thorley NSW 2330

Telephone: 02 6574 6499 Facsimile: 02 6574 6441

26 October 2010

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

Attention: Michael Young

Dear Sir

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

Please note that the RTA's website for this project advises a closing date for submissions of 29 October 2010.

Expressway Spares owns property along a significant stretch of the Pacific Highway at Sancrox and we have been involved in discussions with the RTA, Department of Industry & Investment and Port Macquarie Hastings Council regarding the acceleration of works in the Sancrox area.

In general we are strong supporters of the proposed Project and the benefits, especially in relation to safety, that the proposed Project will bring to locals and Highway users alike.

Whilst there are some significant modifications to Expressway Spares business operations required in order to allow for the proposed Sancrox overpass, we are working towards those changes internally. There is also a significant property acquisition foreshadowed (some 7.1 hectares), where possible we request that this be minimised and we will discuss this with the RTA directly in the near future.

With respect to the concept design shown in the Environmental Assessment there is one specific area of particular concern to Expressway Spares. For over 45 years Expressway Spares has used the access (now owned by our neighbours H F Hand) directly off Sancrox Road and adjacent to the existing Highway corridor. Expressway Spares has a right of carriageway over this property. In addition, there are certain structures and services related to Expressway Spares that are located within this particular parcel (Lot 4 DP 1000080).

Accordingly we request that in the location shown on the attached mark-ups of page 58 of the Environmental Assessment that a retaining wall be provided in lieu of fill and batters in order to maintain access to Expressway Spares facilities that currently exist.



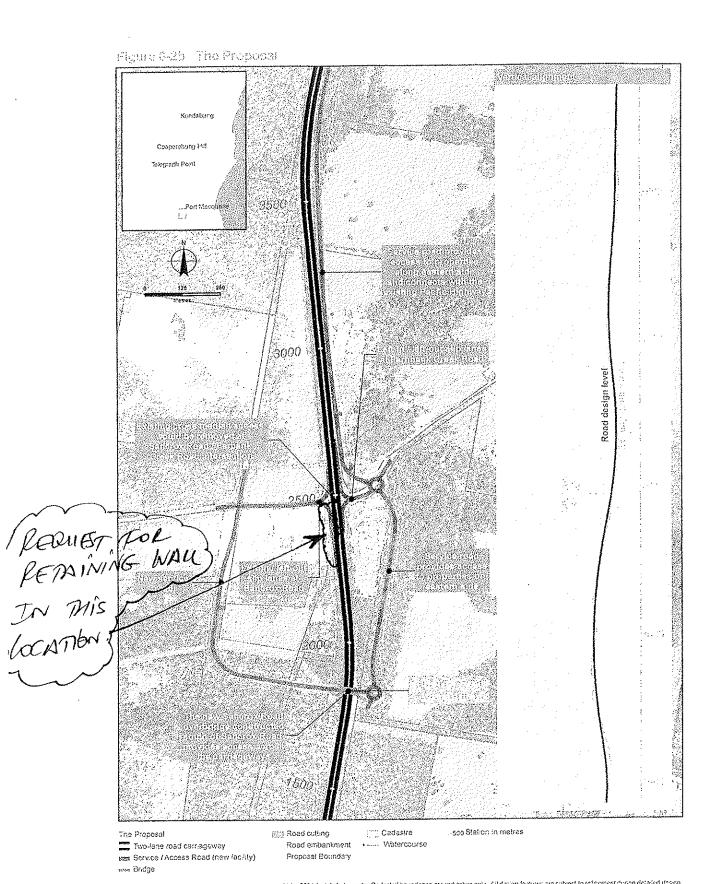
On balance, given the extensive changes in this area, we submit that retaining this small section of the proposed new road is reasonable.

Again, in principle we are supporters of the Project and hope to see work commence sooner rather than later.

Thank you for the opportunity to make a submission.

Yours Sincerely,

Patrick Cassegrain, Managing Director. OXLEY HIGHWAY TO KEMPSEY : PACIFIC HIGHWAY UPGRADE



35 ERMATORERIA MEASSESALTENT

XE.S. SUBMISSION 360/26/10/2010.

