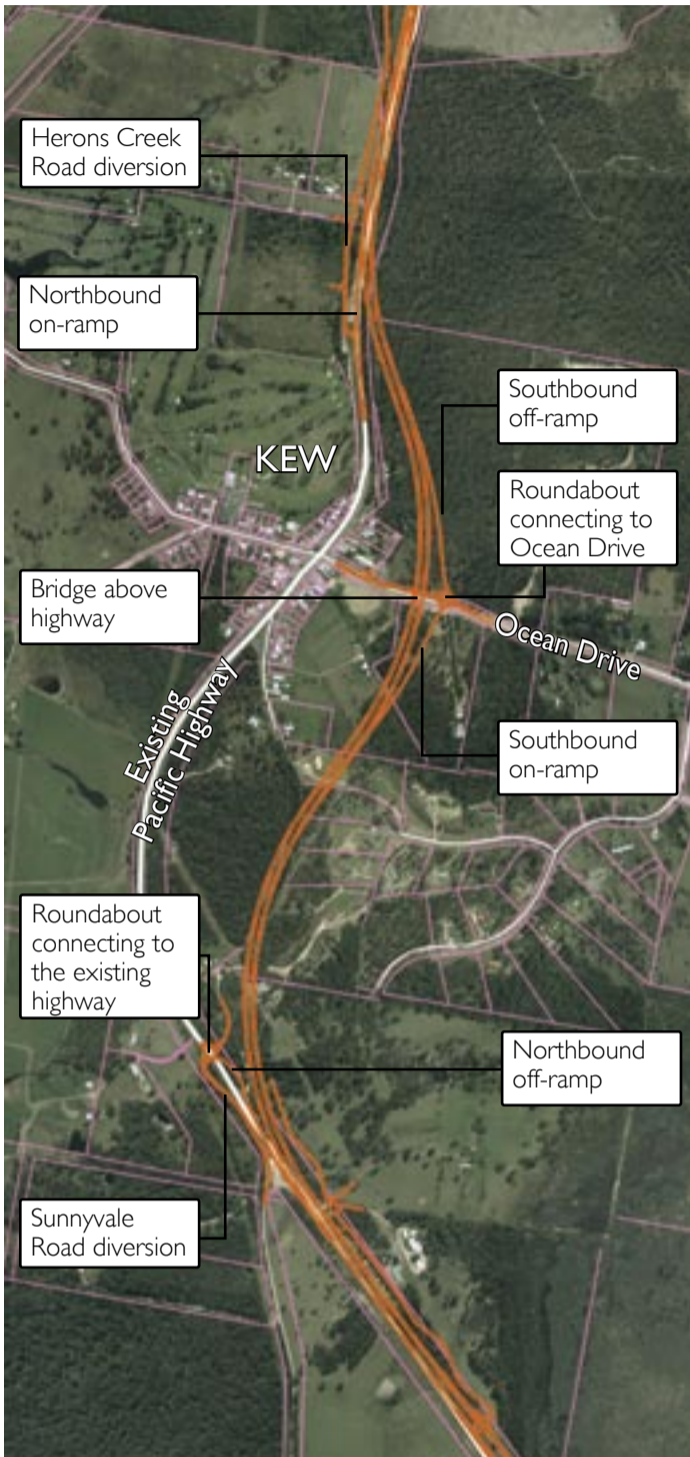


# Moorland to Herons Creek

## Upgrading the Pacific Highway - Environmental Impact Statement



### Herons Creek section

North of Kew, a new southbound carriageway would be constructed to the east of the existing highway, from approximately 700 metres north of Ocean Drive to just north of the Herons Creek timber mill. North of the timber mill the additional carriageway is located to the west of the existing highway before connecting to the existing northbound carriageway at the Bobs Creek Road intersection.

### Kew bypass

North of the Camden Haven River there would be a 2.5 km bypass to the east of the Kew township. A grade-separated interchange at Ocean Drive with on and off ramps would provide a connection to Kew for southbound traffic. Northbound access to and from Kew would be via the existing highway with an off-ramp to the south and an on-ramp to the north.

### Lake section

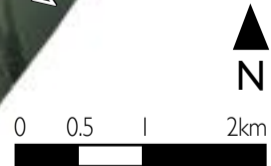
A new northbound carriageway would be constructed to the west of the existing highway from north of the Stewarts River to north of the Camden Haven River.



### LEGEND

- Proposed route
- Existing Pacific Highway
- Existing local roads
- Lot boundaries

Date of aerial photography: October 2000



### Johns River bypass

South of Johns River, an additional carriageway would be constructed (joining the northern end of the Cooperook to Moorland project). A 2.5 kilometre western bypass of Johns River is also proposed. A grade-separated interchange at Stewarts River Road with on and off ramps would provide a connection to Johns River for northbound traffic. Southbound access to and from Johns River would be via the existing highway with an off-ramp to the north and an on-ramp to the south.

### Project update

In October 2000, the Roads and Traffic Authority (RTA) began planning a dual carriageway upgrade route of the Pacific Highway from Moorland to Herons Creek. The refined concept for the preferred option was displayed in November 2002. After further consultation and investigation, alternative interchange options at Kew were displayed in December 2003.

An environmental impact statement (EIS) has been prepared to describe the concept design and examine the environmental impacts. The EIS will be on public exhibition for comment from **Wednesday 22 June 2005 to Friday 5 August 2005**.

### The proposal

The proposal involves upgrading a 22.2 km section of the Pacific Highway between Moorland and Herons Creek to a four lane divided road by duplicating sections of the existing highway and constructing bypasses around the townships of Johns River and Kew.

### What happens next

Following the exhibition of the EIS, the RTA will consider community feedback (called a representation) and will document both the submissions and the issues raised in a Representations Report. The approval of the Minister for Infrastructure and Planning will then be sought for the proposal. If this approval is granted, the Chief Executive of the RTA will then determine whether to proceed with the proposal.

### Have your say

Persons or organisations wishing to comment on the proposal are invited to make written representations to:

RTA Project Manager  
 Roger Fenner  
 PO Box 546  
 Grafton NSW 2460

Representations must be received by **Friday 5 August 2005**.

All information in representations received may be published in subsequent assessment documents. Where the supplier indicates at the time of supply of information that it should be kept confidential, the RTA will attempt to keep it confidential but there may be legislative or legal justification for the release of the information, for example under the *Freedom of Information Act 1989* or under subpoena or statutory instrument.

➔ For more information contact the RTA's Project Manager, Roger Fenner:  
 PO Box 546  
 Grafton NSW 2460

☎ T 02 6640 1000 F 02 6640 1001

✉ Roger\_Fenner@rta.nsw.gov.au

🖱 [www.rta.nsw.gov.au/pacific](http://www.rta.nsw.gov.au/pacific)  
 (click on Moorland to Herons Creek)

☎ 1800 353 670 (Toll Free)  
 Project Information Line