



## **Roads and Traffic Authority of NSW**

### **Oxley Highway to Kempsey Upgrading the Pacific Highway Environmental Assessment**

**MAIN VOLUME**

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## 5. Community consultation

This chapter provides a summary of consultation undertaken during the development of the Proposal. The Director-General's environmental assessment requirements state that an appropriate and justified level of consultation with relevant parties during the preparation of the Environmental Assessment should be undertaken. **Table 5-1** indicates where the aspects of the Director-General's environmental assessment requirements that relate to consultation are addressed, either in this chapter or in other chapters (in *italics*).

**Table 5-1 Consultation**

Environmental assessment requirements	Where addressed
You should undertake an appropriate and justified level of consultation with relevant parties during the preparation of the EA, including:	
<ul style="list-style-type: none"> <li>Local, State or Commonwealth government authorities and service providers, including the Department of Environment and Climate Change, the Department of Primary Industries, the Department of Water and Energy, Australian Rail Track Corporation, Kempsey Shire Council and Port Macquarie-Hastings Council.</li> </ul>	<b>Sections 5.3 and 5.4</b>
<ul style="list-style-type: none"> <li>Specialist Interest Groups including Local Aboriginal Councils, oyster growers.</li> </ul>	<b>Sections 5.3 and 5.4</b> <i>Chapter 11 Social and economic</i> <i>Chapter 13 Water quality</i> <i>Chapter 19 Aboriginal heritage</i>
<ul style="list-style-type: none"> <li>The public, including affected landowners.</li> </ul>	<b>Sections 5.3 and 5.4</b>
The EA must describe the consultation process, document all community consultation undertaken to date and identify the issues raised (including where these have been addressed in the EA).	<b>Sections 5.2, 5.3, 5.4 and 5.5</b>

### 5.1 Overview

A comprehensive community engagement strategy has been implemented to date, with up to 800 households and businesses involved in consultation activities. In addition, the following agencies, organisations and people were consulted:

- Federal Government.
- NSW State Government.
- Local government.
- State and local elected representatives.
- Public/private utilities authorities.
- Local Aboriginal Land Councils.
- Emergency services.
- Local community organisations.
- Landholders, households and businesses in the study area.

## 5.2 Community engagement strategy

A community engagement strategy was developed at the commencement of the route selection phase, and has continued during the preferred route, concept design and environmental assessment phases.

The strategy was developed to support the principal aim of achieving a high level of community awareness about the Proposal, community understanding of operational aspects and benefits, and ensuring community discussions and input were included in the development of the Proposal.

The objectives of the community engagement strategy have been to:

- Equitably engage broad community involvement throughout the development of the Proposal.
- Create broad-based community understanding of the Pacific Highway Upgrade Program needs.
- Work with the community in a timely fashion throughout the development of the Proposal.
- Prevent the potential for concern associated with misinformation using a deliberative approach and recognising the differing information requirements of stakeholder groupings.
- Provide transparent facilitation and information exchange.
- Effectively manage community expectation throughout the development of the Proposal.
- Understand and accurately document community issues and concerns relative to the Proposal.
- Integrate community issues into the Proposal during each progressive phase of its development and adaptively integrate into the community involvement plan.
- Raise community awareness of the route options, preferred route, concept design and environmental assessment, and the technical considerations and constraints for decision-making.
- Provide timely advice on acquisition and compensation issues to directly affected landowners in a sensitive manner, considering the social impact that the Proposal could cause members of the community.
- Provide opportunities for landowners who could be indirectly affected through offsite impacts (such as noise or visual amenity) to discuss potential environmental management measures that could reduce predicted environmental impacts.
- Facilitate clear and cooperative communications and relations between the RTA, government agencies and the community.

A range of methods for achieving these objectives has been utilised as appropriate to the Proposal phase, including:

- Community liaison group meetings.
- Ecological focus group meetings.
- Aboriginal focus group meetings.
- Meetings with local and State organisations and authorities.
- Individual landowner meetings.
- Newsletters.
- Household letters.
- Advertisements.

- Flyers.
- Surveys.
- Public displays.
- A toll-free 1800 project information line.
- Emails.
- Management of a contact and issues database.
- RTA project website.
- Postal correspondence.

### 5.3 Community consultation activities

The community consultation activities have three aspects to ensure the consultation objectives for the Proposal are met. These are:

- Information provision – Provision of accurate and timely information of the status of the Proposal and key environmental and planning issues associated with the Proposal.
- Direct engagement – Provision of opportunities for directly and indirectly affected landowners and other relevant parties to meet privately with the project team to discuss their specific concerns regarding impacts to property, compensation / acquisition, and the possible implementation of potential environmental management measures on private property.
- Feedback – Availability of suitable opportunities for the community to provide input/feedback into the ongoing Proposal development. This includes input to potential environmental issues associated with the Proposal and the identification of preferred potential environmental management measures to address these issues.

The application of a wide range of communication tools has ensured that groups and individuals have had access to a method of communication that has best suited them. The community consultation process involved a range of activities throughout the Proposal development as outlined in the following sections.

Further detailed information can be found in the *Oxley Highway to Kempsey Route Options Development Report* (RTA 2005f), *Oxley Highway to Kempsey Preferred Route Report* (RTA 2006e) and *Oxley Highway to Kempsey Preferred Route Report – Bill Hill Road Area* (RTA 2007d), which are available at [www.pacifichighwayupgrade.com.au](http://www.pacifichighwayupgrade.com.au).

#### 5.3.1 Project introduction

At the outset of the route options development phase, a community information session was held on 30 November 2004 at Telegraph Point. The community information session provided an opportunity for the community to identify their issues and concerns about the Proposal, identify local assets and features of importance and recommend ideas for improvement. Community members were able to ask the project team questions at the end of the session. They were also provided with an information kit, which included the first community update, a map highlighting the study area and a feedback form.

### 5.3.2 Route options display

A route options display was held from 21 October 2005 to 18 November 2005. The display provided an opportunity for the public to view the route options and provide feedback to the project team. Staffed displays also gave members of the community the opportunity to discuss the route options with staff directly involved with the project.

### 5.3.3 Preferred Route Corridor display

The Preferred Route Corridor, along with the two possible alignments in Section B, was placed on display for public comment from 18 September 2006 until 13 October 2006. In addition, three staffed displays were held on 7, 9 and 15 September 2006.

### 5.3.4 Community liaison group meetings

As part of the ongoing involvement of the community in the development of the Proposal, a community liaison group was formed in December 2004 to create a forum for discussion and exchange of information between the project team, the community and stakeholders. The community liaison group met six times between the project commencement and the Preferred Route Corridor announcement.

### 5.3.5 Ecological focus group meetings

To provide for involvement of stakeholders in the development of the Proposal, an ecological focus group was formed in September 2005 to create a forum for discussion and exchange of information on ecological topics between the project team and the community, ecological interest groups and stakeholders. The group met in September 2005, October 2005 and September 2006.

### 5.3.6 Community liaison group and ecological focus group bus tour

The community liaison group and ecological focus group were invited to take part in a bus tour with the project team in October 2006. The bus tour provided an opportunity for the community representatives to receive information gathered from specialist studies conducted in the study area and provide any feedback to the project team about issues to be considered as part of the Proposal.

### 5.3.7 Aboriginal community

Three Aboriginal focus group meetings have been held since the commencement of the route selection phase. The Aboriginal focus group meetings were held on 27 February 2006, 8 February 2007 and 23 February 2010. The group comprised members of the Kempsey Local Aboriginal Land Council, Dunghutti Elders Council, and Birpai Local Aboriginal Land Council. **Chapter 19 Aboriginal heritage** details the Aboriginal consultation process.

The Aboriginal community has also been involved in field investigations for the Proposal and in the review of the *Aboriginal Heritage Working Paper (Volume 3)*.

### 5.3.8 Targeted meetings

A number of meetings have been held with the NSW Department of Environment, Climate Change and Water (DECCW), Forests NSW (part of Department of Industry and Investment), Port Macquarie-Hastings Council, Kempsey Shire Council, individual landowners, businesses and with special interest groups, such as the Telegraph Point Community Association and the Port Macquarie-Hastings Shellfish Association, to discuss and respond to specific items of interest.

### 5.3.9 Local design meetings

Individual landowner and local area-based discussions regarding design issues were held at the commencement of the concept design and environmental assessment phase. These involved informal meetings with individual landowners and small community groups at homes and businesses.

The purpose of these meetings was to identify local issues, such as property and stock access, drainage and amenity, for consideration in the concept design development. The meetings also helped to provide information to the community about the Proposal, including:

- The activities associated with the development of the Proposal.
- Investigations on individual properties, such as geotechnical, flora and fauna, etc.
- Access requirements.
- Proposed timeframes for design, assessment and construction.

### 5.3.10 Planning focus group

The project team organised for a planning focus group to meet at the commencement of the project. The meeting was held on 16 December 2004, and brought together key government and local organisations to discuss potential impacts and design opportunities.

### 5.3.11 Planning focus meeting

A formal planning focus meeting was convened by the NSW Department of Planning after the planning application for the Proposal was lodged under Part 3A of the EP&A Act. The planning focus meeting was held in Port Macquarie on 30 May 2007 and attended by the following government agencies and councils:

- NSW Department of Planning.
- NSW Department of Environment, Climate Change and Water (DECCW).
- NSW Department of Natural Resources (now part of NSW Office of Water within DECCW, and formerly Department of Water and Energy).
- Forests NSW.
- NSW Department of Primary Industry (now Department of Industry and Investment (DII)).
- Kempsey Shire Council.
- Port Macquarie-Hastings Council.

The project team organised a bus tour of the Proposal and visited key points along the route. The attendees were given the opportunity to discuss the Proposal and to raise matters for consideration in the Environmental Assessment. These matters were then provided to the Department of Planning for consideration in the development of the Director-General's environmental assessment requirements.

#### 5.3.12 Community updates

Four community updates were prepared at various stages to keep the community informed and to announce ways in which the community could be involved and obtain more information. More than 1000 copies of each update were distributed to all property owners and residents along the Proposal. In addition, copies of the community update were made available at the community information sessions, on the project website, and at key locations within the study area.

#### 5.3.13 Advertisements

Eight advertisements were placed in regional newspapers to inform the community of the main stages of the Proposal development. Advertisements were placed in the *Macleay Argus* and *The Port Macquarie News*.

#### 5.3.14 Website

A website was established during the route selection phase and has been maintained during the route options, preferred route selection, concept design and environmental assessment phases of the Proposal. The website has been updated for all key milestones and announcements. The project website can be accessed at [www.pacifichighwayupgrade.com.au](http://www.pacifichighwayupgrade.com.au).

The website keeps the local, regional and wider communities informed, and encourages community feedback on the Proposal. It provides information on the history of the Proposal, copies of the community updates, advertisements, maps of the Preferred Route Corridor, project reports, and other key information and documents.

#### 5.3.15 Toll free telephone number

A toll-free telephone number has been maintained since commencement of the project to allow for community input. The free call number would be maintained until after the Proposal has been approved by the Minister for Planning. The telephone number is 1800 154 724.

### 5.4 Concept design and environmental assessment phase

The process adopted for community involvement during the concept design and environmental assessment phase of the Proposal sought to address issues identified during the route selection phase and incorporate these considerations into the development of the concept design. The consultation approach was modified for the concept design to reflect the greater level of detail provided. New representative groups were established based on three local precincts (refer to **Section 5.4.1**). There was also an emphasis on understanding the issues affecting individuals and responding to these issues in the concept design.

### 5.4.1 Precinct committee groups

Three precinct committee groups were formed during the concept design phase. The residents and businesses represented by the precinct committee group assisted in identifying precinct-based issues, and ways to resolve them. The precinct committee groups provided an interface between the wider community and the project team. The groups were from:

- Kundabung.
- Telegraph Point.
- Blackmans Point Road to Hacks Ferry Road.

Letters and notifications were distributed to all residents and business owners within the study area, as well as contacts on the stakeholder database and existing community liaison group representatives.

One round of precinct committee meetings was held for each precinct:

- Telegraph Point – 19 July 2006.
- Blackmans Point Road to Hacks Ferry Road – 28 November 2006.
- Kundabung – 1 March 2007.

The precinct committee meetings proved very successful, as the project team was able to focus on the particular concerns affecting those individual precincts of the Proposal.

### 5.4.2 Consultation during the environmental assessment phase

Consultation undertaken during the environmental assessment phase is summarised in **Table 5-2**.

**Table 5-2 Summary of environmental assessment consultation activities**

Party consulted	Level of consultation	Main topics discussed
Department of Planning	Written correspondence and telephone conversations	<p>The NSW Department of Planning Director-General's environmental assessment requirements were issued on 28 August 2007, and amended on 14 November 2008. The amended Director-General's environmental assessment requirements are included at <b>Appendix A</b>. A list is also provided at the commencement of each relevant chapter in this Environmental Assessment, setting out the specific Director-General's environmental assessment requirements relevant to that chapter.</p> <p>Further discussions have been held regarding specific content of the Environmental Assessment and working papers.</p>



Party consulted	Level of consultation	Main topics discussed
<p>Department of Planning</p> <p>DECCW</p> <p>NSW Office of Water</p> <p>Forests NSW</p> <p>DII</p> <p>Kempsey Shire Council</p> <p>Port Macquarie-Hastings Council</p>	<p>Planning focus meeting</p>	<p>A formal planning focus meeting was convened by the NSW Department of Planning in Port Macquarie on 30 May 2007 and attended by a number of government agencies and councils.</p> <p>Issues raised include:</p> <ul style="list-style-type: none"> <li>• Access and connectivity impacts.</li> <li>• Impacts on future planned developments.</li> <li>• Vegetation clearing and impacts on threatened species and ecological communities including cumulative impacts.</li> <li>• Flooding impacts.</li> <li>• Impacts on water quality, riverine environments and aquatic ecology.</li> <li>• Impacts on Aboriginal heritage.</li> <li>• Noise and vibration impacts.</li> <li>• Impact on forestry operations and aquaculture.</li> </ul>
<p>DECCW</p>	<p>Written correspondence, meetings and telephone conversations</p>	<p>The original Director-General's environmental assessment requirements required field surveys for <i>Saproskinkus orarius</i> and <i>Adenostemma lavenia</i>. Following consultation with DECCW it was agreed that, as these species are not contained within any threatened species list and are not listed as threatened, separate field surveys for these species was not considered warranted. This requirement was subsequently removed from the Director-General's environmental assessment requirements and a revised set of requirements issued (<b>Appendix A</b>). This is discussed in <b>Chapter 15 Flora and fauna</b>.</p> <p>Further discussions were held regarding potential impacts to nature reserves including property access and the outcomes are presented in <b>Chapter 10 Land use and property</b>.</p>
<p>Forests NSW</p>	<p>Written correspondence, meetings and telephone conversations</p>	<p>The potential for a land exchange between RTA and Forests NSW has been discussed to offset the acquisition of state forests lands across the entire Pacific Highway Upgrade Program.</p> <p>Further discussions were held regarding potential impacts to state forests including property access and the outcomes are presented in <b>Chapter 10 Land use and property</b>.</p>
<p>Kempsey Shire Council</p>	<p>Meetings and telephone conversations</p>	<p>Potential impacts and key features of the Proposal.</p>
<p>Port Macquarie-Hastings Council</p>	<p>Meetings and telephone conversations</p>	<p>Potential impacts and key features of the Proposal.</p>

Party consulted	Level of consultation	Main topics discussed
Australian Rail Track Corporation (ARTC)	Written correspondence and telephone conversations	<p>The RTA and ARTC have discussed consideration of the viability of a shared road and rail corridor for the project, specifically:</p> <ul style="list-style-type: none"> <li>• There was no reasonable prospect for a joint corridor between the Oxley Highway and Telegraph Point.</li> <li>• Between Telegraph Point and Kundabung there is potential for a joint corridor alignment, but the performance improvements it would offer rail services are minimal and the cost of a new rail alignment is therefore unlikely to be feasible.</li> <li>• A shared road and rail corridor between Kundabung and Kempsey was both feasible and desirable.</li> </ul> <p>The outcome of these discussions is addressed in <b>Chapter 18 Traffic and transport</b>.</p>
Port Macquarie-Hastings Shellfish Association	Written correspondence and meetings	<p>Discussion on the potential impacts on water quality and the shellfish industry in the Hastings River were undertaken as part of the consultation process. The association's concerns covered:</p> <ul style="list-style-type: none"> <li>• Acid sulfate soil disturbance.</li> <li>• Mono-sulfidic black ooze.</li> <li>• Pier and embankment locations, sizes and shapes for the bridge.</li> <li>• Erosion and sediment loads entering the river.</li> <li>• Heavy metals and chemicals including fuel entering the river.</li> <li>• Interruption to river flows.</li> <li>• Dredging if required.</li> </ul> <p>These issues are discussed in <b>Chapter 11 Social and economic</b> and <b>Chapter 13 Water quality</b>.</p>
Kempsey Local Aboriginal Land Council, the Dunghutti Elders Council, and Birpai Local Aboriginal Land Council	Written correspondence, meetings and telephone conversations	<p>The Aboriginal community has been involved in field investigations for the Proposal and in the review of the <i>Aboriginal Heritage Working Paper (Volume 3)</i>. Further detail is provided in <b>Chapter 19 Aboriginal heritage</b>.</p>
Individual landholders and businesses	Meetings, written correspondence and telephone conversations	<p>Individual landowner and local area-based discussions regarding design issues were held at the commencement of the concept design and environmental assessment. These involved informal meetings with individual landowners and small community groups at homes and businesses.</p> <p>These meetings identified local issues, such as property and stock access, drainage and amenity, for consideration in the concept design development.</p> <p>A number of other targeted meetings and discussions have also been held with individual landowners and business to discuss and respond to specific items of interest.</p>

## 5.5 Summary of community issues and concerns

A summary of the main issues raised by the community at various stages of the Proposal development is provided in **Table 5-3**.

The issues raised by the community during the route options and preferred route selection phases have been considered in the development of the concept design and form part of the specialist investigations undertaken for the Environmental Assessment.

**Table 5-3 Issues raised**

Issue and where addressed	Specific issues raised	Route option	Preferred route	Response
Safety <b>Chapter 6 The Proposal</b>	<ul style="list-style-type: none"> <li>Safety of access to and from the existing highway, especially right hand southbound turns off the existing highway.</li> </ul>	✓		<ul style="list-style-type: none"> <li>The Proposal has been developed to provide linkages across the main carriageways. On- and off-ramps would provide opportunities for entering and exiting the upgraded highway without having to make cross-highway traffic movements.</li> </ul>
	<ul style="list-style-type: none"> <li>Increase the width of the road reserve to allow sufficient space to pull over.</li> </ul>	✓		<ul style="list-style-type: none"> <li>The RTA has developed a <i>Stopping Area Strategy</i>, which is a means of coordinating vehicle stopping opportunities with local facilities as part of the Pacific Highway Upgrade Program. The upgraded highway would provide safer conditions for vehicles that have broken down on the wider shoulders.</li> </ul>
	<ul style="list-style-type: none"> <li>Ensure that lanes are wide enough to accommodate caravans and B-double trucks.</li> </ul>	✓		<ul style="list-style-type: none"> <li>The upgraded highway is designed to motorway standard, which would allow for travel of trucks and caravans along the motorway.</li> </ul>
	<ul style="list-style-type: none"> <li>Improve the positioning of roadside barriers.</li> </ul>	✓		<ul style="list-style-type: none"> <li>Determination of specific locations for roadside barriers would occur during detailed design.</li> </ul>
	<ul style="list-style-type: none"> <li>Improve the arrangement of merging/exit lanes.</li> </ul>	✓		<ul style="list-style-type: none"> <li>On- and off-ramps would provide access onto the upgraded highway with service and access roads providing connectivity for residents living in the locality.</li> </ul>
	<ul style="list-style-type: none"> <li>Establish a safe number of bus stops/bays.</li> </ul>	✓		<ul style="list-style-type: none"> <li>The design to motorway standard does not provide for bus stops on the upgraded highway. Bus access and stops would be available on the service road network.</li> </ul>
	<ul style="list-style-type: none"> <li>Location of rest areas and truck stops in relation to residential areas.</li> </ul>	✓		<ul style="list-style-type: none"> <li>Rest areas and truck stopping bays are provided to the south of Mingaletta Road in Ballengarra State Forest away from residential areas.</li> </ul>

Issue and where addressed	Specific issues raised	Route option	Preferred route	Response
	<ul style="list-style-type: none"> <li>Location of pedestrian crossings, especially those associated with bus stops.</li> </ul>	✓		<ul style="list-style-type: none"> <li>No provision has been made for pedestrian access to the upgraded highway for safety reasons. Pedestrian footways would be provided at select overbridge locations. In addition, there would be opportunities for pedestrians to cross the upgraded highway at other overbridges and vehicular underpasses, however no specific provision would be made due to anticipated low volumes of pedestrian traffic.</li> </ul>
	<ul style="list-style-type: none"> <li>The needs of cyclists.</li> </ul>	✓		<ul style="list-style-type: none"> <li>No specific provision has been made for cyclists on the Proposal's main alignment. Cyclists would be able to use the service road network to travel between centres such as Port Macquarie, Telegraph Point and Kempsey as these would offer a safer cycling environment due to lower vehicle speeds.</li> </ul>
	<ul style="list-style-type: none"> <li>Access for bushfire control – connectivity would be required across principal fire trails.</li> </ul>	✓		<ul style="list-style-type: none"> <li>Connectivity across the upgraded highway would be by on- and off-ramps. Service and access roads off the upgraded highway would provide connectivity to fire trails on each side. If required existing fire trails would be reinstated or alternative trails provided in consultation with DECCW and Forests NSW.</li> </ul>
	<ul style="list-style-type: none"> <li>How safety will be maintained during construction.</li> </ul>	✓	✓	<ul style="list-style-type: none"> <li>Appropriate traffic management measures would be implemented during construction to ensure safety of both road users and the construction workforce.</li> </ul>
Access to and from the existing highway for the local community <b>Chapter 6 The Proposal</b> <b>Chapter 18 Traffic and transport</b>	<ul style="list-style-type: none"> <li>The ability of service and access roads to meet the demands of surrounding towns and villages.</li> <li>Concern about the implications of limiting direct access.</li> <li>Maintain access to businesses.</li> </ul>	✓		<ul style="list-style-type: none"> <li>Service and access roads have been incorporated in the concept design along the upgraded highway to provide connectivity to existing communities and businesses.</li> <li>On- and off-ramps, overbridges, interchanges and traffic arrangements would provide safer access across the upgraded highway at a number of key points including Sancroix Road, Fernbank Creek Road, Blackmans Point Road, Haydons Wharf Road, Yarrabee Road and Kundabung Road.</li> <li>The concept design has made improvements to the performance of the Pacific Highway. Safety and traffic efficiency in this section of the Pacific Highway would be improved.</li> </ul>
	<ul style="list-style-type: none"> <li>Right hand turns off the existing highway.</li> </ul>	✓		<ul style="list-style-type: none"> <li>Right hand turns would not be available from the upgraded highway.</li> </ul>
	<ul style="list-style-type: none"> <li>Access to the upgraded highway when heading north.</li> </ul>	✓		<ul style="list-style-type: none"> <li>The service road network would provide access onto the upgraded highway.</li> </ul>

Issue and where addressed	Specific issues raised	Route option	Preferred route	Response
	<ul style="list-style-type: none"> <li>Access to Smiths Creek Road, Cooperabung Drive, Mooney Street, Sancrox Road, Telegraph Point and Fernbank Creek.</li> <li>Intersections at Sancrox, Hastings River Drive and Glen Ewan Road, and also Telegraph Point and Wauchope Road.</li> <li>Access to the upgraded highway would be made safer and easier through the construction of better quality intersections, particularly around the Sancrox Road, Telegraph Point and Kundabung areas.</li> </ul>	✓	✓	<ul style="list-style-type: none"> <li>Access to Smiths Creek Road would be provided off the upgraded highway alignment via the traffic arrangement centred upon Kundabung Road.</li> <li>The existing highway would become a service road and would link to Mooney Street and Cooperabung Drive.</li> <li>There is a half interchange at Haydons Wharf Road, which would connect to Telegraph Point.</li> <li>A traffic arrangement is proposed at Fernbank Creek Road and Sancrox Road to provide access on and off the upgraded highway.</li> <li>The existing access for Hastings River Drive off the existing highway would remain as part of the proposed service road network.</li> <li>Access to Glen Ewan Road would be made available from the existing Pacific Highway under the proposed twin bridges crossing the Hastings River.</li> <li>Wauchope Road would not be affected.</li> </ul>
	<ul style="list-style-type: none"> <li>Blind spots at the sawmill and at overtaking lanes.</li> </ul>	✓		<ul style="list-style-type: none"> <li>The upgraded highway would be designed to motorway standard, which would include adequate sight distances for traffic along the upgraded highway.</li> </ul>
Environmental impacts during construction <b>Chapter 8 Environmental management</b> and chapters in <b>Part C</b> .	<ul style="list-style-type: none"> <li>Potential noise impacts.</li> </ul>	✓	✓	<ul style="list-style-type: none"> <li>Noise generation during construction and operation were assessed for the Proposal. Operational noise impacts were identified and management measures have been proposed. Detailed management measures would be further investigated during the detailed design. Noise generation from the Proposal is discussed in <b>Chapter 16 Noise and vibration</b>.</li> </ul>
	<ul style="list-style-type: none"> <li>Potential air quality impacts.</li> </ul>	✓	✓	<ul style="list-style-type: none"> <li>Air quality impacts associated with the Proposal would potentially relate to dust generation from exposed soils during construction and emissions from traffic during operation. Appropriate management measures would be implemented. Air quality is discussed in <b>Chapter 20 Other environmental issues</b>.</li> </ul>
	<ul style="list-style-type: none"> <li>Inconvenience that would be experienced during the construction period.</li> </ul>	✓	✓	<ul style="list-style-type: none"> <li>The construction program for the Proposal has not yet been determined and would be developed as part of the detailed design. All efforts would be made to minimise inconvenience to communities during construction.</li> </ul>

Issue and where addressed	Specific issues raised	Route option	Preferred route	Response
Land acquisition <b>Chapter 10 Land use and property</b>	<ul style="list-style-type: none"> <li>When would the acquisition process occur and how it would be managed.</li> </ul>	✓		<ul style="list-style-type: none"> <li>The requirements for property acquisition have been determined as part of the concept design and environmental assessment. Property acquisition would be further refined at the detailed design stage. Acquisition would be undertaken in accordance with the requirements of the <i>Land Acquisition (Just Terms Compensation) Act 1991</i>.</li> <li>Details of properties that would require partial or total acquisition are addressed in <b>Chapter 10 Land use and property</b>.</li> </ul>
Project timeframe <b>Chapter 7 Construction of the Proposal</b>	<ul style="list-style-type: none"> <li>Length of time until a decision on the Preferred Route Corridor is made, and construction commences.</li> <li>The need to address immediate needs (particularly those relating to safety).</li> </ul>	✓		<ul style="list-style-type: none"> <li>The Preferred Route Corridor has been selected and developed into a concept design.</li> <li>Timeframes for construction activities and the opening of the Proposal to traffic are dependent on the staging options and project delivery framework that would be developed at the detailed design stage. Refer to <b>Section 7.3</b> for discussion of possible staging strategies.</li> </ul>
Access to properties <b>Chapter 10 Land use and property</b>	<ul style="list-style-type: none"> <li>Maintain access to all properties.</li> <li>Use of the existing highway as a local service road to improve safety and functionality for local traffic.</li> </ul>		✓	<ul style="list-style-type: none"> <li>Access to properties would be maintained via service and access roads for the Proposal.</li> <li>The existing highway is included as a service road for local traffic in a number of locations. Other service and access roads are provided for connectivity in other locations. The service road network is discussed in <b>Chapter 6 The Proposal</b> and <b>Chapter 18 Traffic and transport</b>.</li> </ul>
Business impacts <b>Chapter 11 Social and economic</b>	<ul style="list-style-type: none"> <li>Impacts upon businesses that rely on passing traffic.</li> </ul>		✓	<ul style="list-style-type: none"> <li>There are some businesses along the existing highway that are used by passing traffic. These include two service stations and a winery. The majority of these businesses are located around Sancroft Road, Telegraph Point and Kundabung. The use of service and access roads would provide access to the upgraded highway from these facilities. This is discussed in <b>Chapter 11 Social and economic</b>.</li> </ul>
Community severance and disruption of community services <b>Chapter 11 Social and economic</b>	<ul style="list-style-type: none"> <li>Maintain connectivity of towns and villages.</li> <li>Continue access to local services, such as the post office and general store and Kundabung areas.</li> </ul>		✓	<ul style="list-style-type: none"> <li>The existing highway would provide access to Telegraph Point. Kundabung would be accessed via the service road network. This would reduce impacts from the upgraded highway and provide improved and safer access to existing services.</li> </ul>

Issue and where addressed	Specific issues raised	Route option	Preferred route	Response
Compensation and property values <b>Chapter 10</b> <b>Land use and property</b>	<ul style="list-style-type: none"> <li>Adequate compensation should be provided for those affected by the upgrade, including costs to cover re-establishment.</li> </ul>		✓	<ul style="list-style-type: none"> <li>RTA would negotiate with affected landowners for compensation as part of the detailed design process.</li> <li>Property acquisition would be undertaken in accordance with the provisions of the <i>Land Acquisition (Just Terms Compensation) Act 1991</i>.</li> </ul>
Ecology <b>Chapter 15</b> <b>Flora and fauna</b>	<ul style="list-style-type: none"> <li>Impact upon habitat for native species.</li> </ul>		✓	<ul style="list-style-type: none"> <li>Specific impacts on these habitats have been assessed and management measures identified to minimise potential impacts.</li> </ul>
	<ul style="list-style-type: none"> <li>Reduce impacts on koala habitats and areas of environmental significance during design, construction and operation.</li> </ul>		✓	<ul style="list-style-type: none"> <li>The concept design process has sought to minimise impacts on koala habitats and areas of environmental significance by avoidance and careful route alignment siting. Management measures are also proposed to mitigate potential impacts.</li> </ul>
Flooding protection <b>Chapter 12</b> <b>Hydrology</b>	<ul style="list-style-type: none"> <li>Crossing the floodplain and over wetlands.</li> </ul>		✓	<ul style="list-style-type: none"> <li>The Proposal would cross the floodplains on the Hastings and Wilson rivers and traverse a number of wetlands. Environmental management measures have been proposed to address the potential impacts and these would be further refined during detailed design to address the risks associated with development on the floodplains.</li> </ul>
	<ul style="list-style-type: none"> <li>Damage to properties from flooding and water levels associated with an upgraded highway.</li> </ul>		✓	<ul style="list-style-type: none"> <li>Flooding has been modelled for the concept design including a number of climate change scenarios. The concept design has sought to minimise the potential impacts and would be further refined during detailed design.</li> </ul>