



Woodburn to Ballina

Upgrading the Pacific Highway

ROUTE OPTIONS SUBMISSIONS REPORT

NOVEMBER 2005



NSW Roads & Traffic Authority

SH10 Pacific Highway Upgrade

Woodburn to Ballina

Route Options Submissions Report

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1 Introduction

1.1 Background

The Roads and Traffic Authority (RTA) has been investigating options to upgrade the Pacific Highway between Woodburn and Ballina on the north coast of New South Wales. This section of the highway is approximately 32 km in length. The project would link the existing highway south of Woodburn to the approved Ballina Bypass.

Planning for the proposed Woodburn to Ballina Upgrade is funded by the NSW State Government, as part of the 10-year Pacific Highway Upgrading Program in NSW. There is currently no preferred option for the project.

The RTA has engaged Hyder Consulting Pty Ltd to undertake route option investigations, concept development and an environmental assessment.

This report has been prepared by Hyder Consulting to describe the stakeholder (community, government agencies, businesses and other organisations) consultation process undertaken during the public display of the route options, the views of communities and organisations that contributed to the discussions and the issues raised by all stakeholders for consideration in the preferred route selection. The report also seeks to clarify some issues raised and describe how community concerns and suggestions will be addressed in the selection of the preferred route.

1.2 Study Area and Options

For the purposes of the public display of route options the study area was separated into three sections, southern (section 1), central (section 2) and northern (section 3) as shown in **Figure 1**. Corridor options are identified in each section with each corridor option being approximately 250m wide. The final road alignment within a preferred corridor would be approximately 100m wide. This width would allow two carriageways in each direction (north and south) with a median which would have the capacity to contain an additional carriageway in each direction at some future time.

1.3 Project objectives

The Woodburn to Ballina upgrade study is being conducted as part of the Pacific Highway Upgrading Program. The objectives of the Pacific Highway Upgrading Program are to:

- Significantly reduce road accidents and injuries.
- Reduce travel times.

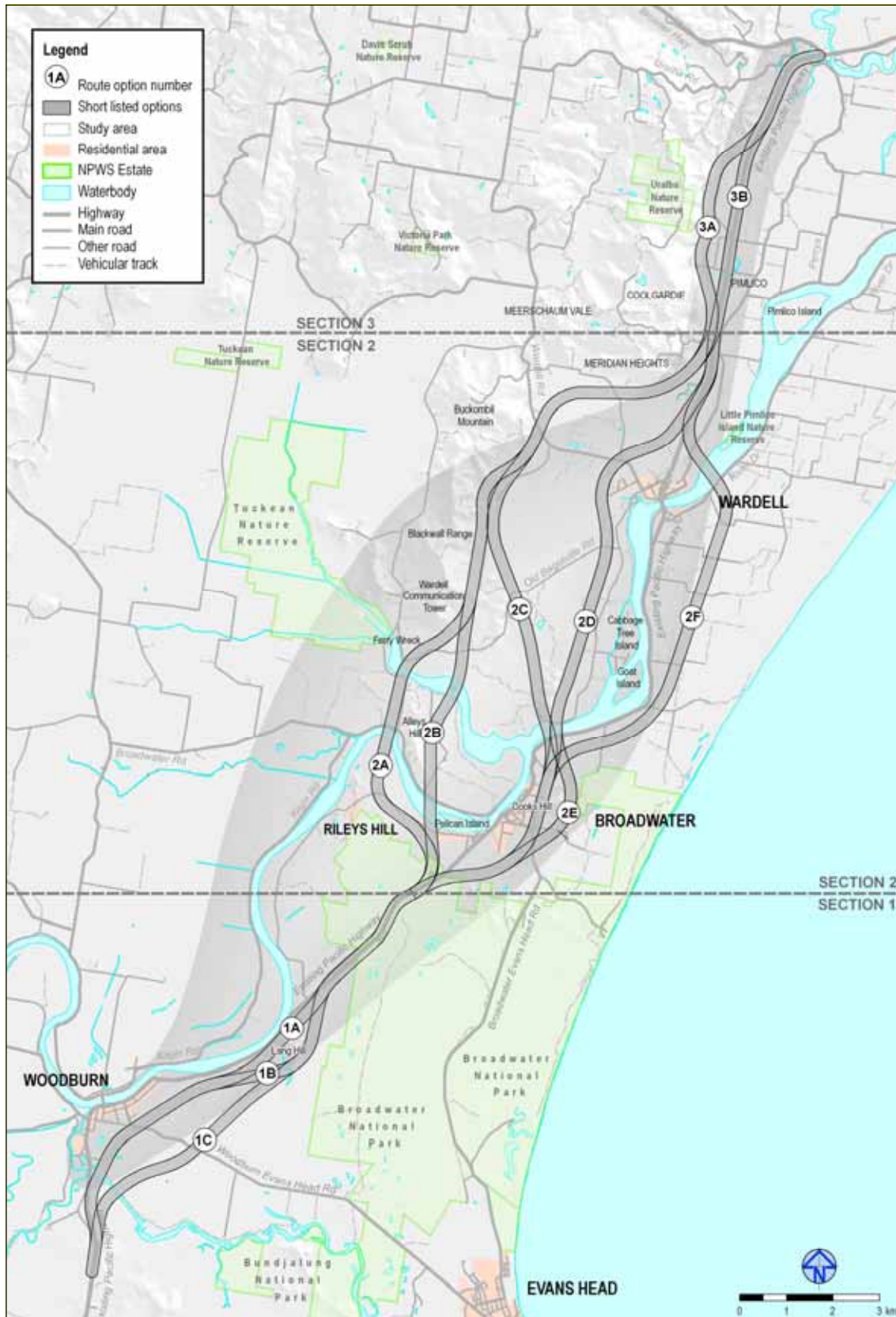


Figure 1 – Study area and route development options

- Reduce freight transport costs.
- Develop a route that involves the community and considers their interests.
- Provide a route that supports economic development.
- Manage the upgrading of the route in accordance with ecologically sustainable development (ESD) principles.
- Provide the best value for money.

The specific objectives of the Woodburn to Ballina upgrade are:

Project objective 1

Improve efficiency of state, regional and local travel, safety and accessibility.

Project objective 2

Provide a flowing road alignment responsive to and integrated with the landscape; optimising views, elegant design and planting opportunities.

Project objective 3

Engage with the community and be informed by their views and experience.

Project objective 4

Identify and enhance potential beneficial environmental effects, and mitigate potential adverse environmental effects.

Project objective 5

Minimise adverse socio-economic effects on the local community and maximise socio-economic benefits arising from the project.

Project objective 6

Achieve high quality design and constructability.

Project objective 7

Value for money.

Project objective 8

Apply a sustainability framework to all stages of the project.

1.4 Consultation objectives

The objectives of the *community involvement program* are to:

- Enhance community and stakeholder awareness and understanding of the project.

- Ensure that affected stakeholders are informed and have the opportunity to have input during the course of the project
- Ensure that stakeholder concerns and issues were considered and the project is informed by stakeholder involvement at all its stages.
- Ensure that the study team was aware of stakeholder perceptions and preferences.
- Seek community knowledge and data that may assist the investigation of potential impacts.
- Improve the design options and identify means of avoiding and mitigating impacts.

The objectives of the *community involvement process* are to:

- Enhance community awareness and understanding of the project.
- Engage with stakeholders at all stages of the project.
- Ensure that the project team is aware of stakeholder perceptions and preferences.
- Ensure that stakeholder concerns are considered.
- Ensure that the project is informed by stakeholder involvement.

The objectives of the *communications process* are to:

- Enhance stakeholder awareness and understanding of the project.
- Ensure that progress with the project is adequately explained at all stages.
- Ensure that information is provided to affected stakeholders.

2 Route options consultation

The route options display is an important phase in the development of the project and in the consultation process.

2.1 Mechanisms used

2.1.1 Community Information Centre

The Woodburn to Ballina Community Information Centre (CIC) at 93 River Street, Woodburn commenced operating on 27 April, 2005. Initially, the CIC was open on Wednesdays (10am to 3pm) and Saturdays (9am to 12 noon) and was staffed by a member of the Hyder team to provide and receive information about the project.

A Freecall Information Line (1800 887 112) has been operating since the commencement of the project. During the public display period, issues raised during these phone calls were logged and callers were encouraged to make a written submission on the route options display.

2.1.2 Route options display

The display of route options commenced on Monday, 23 May 2005 and was to have concluded on Friday, 17 June 2005, a period of four weeks. At the request of the public, the display period was extended a further two weeks and concluded on Monday, 4 July 2005.

An advertisement (see **Appendix A**) advising the display period was placed in the following newspapers:

- Northern Star
- The North Coast Advocate
- Rivertown Times

Route options were displayed at the Woodburn CIC – Thursday and Friday 10am to 4pm, Saturday 9am -12pm for the entire extended display period. Staff were in attendance at these times to provide advice and assistance.

Other staffed displays were located at:

- Wardell Memorial Hall, Thursday 9 June 2005 10am – 6pm
- Broadwater Community Hall, Friday, 10 June 2005, 10am – 6pm

Static, unstaffed displays were provided at the following locations during opening hours:

- Wardell Community Access Space
- Broadwater BP Service Station

- RTA Motor Registry, West Ballina
- RTA Motor Registry, Lismore
- RTA Pacific Highway Office, Grafton

2.1.3 Brochure

A route options display brochure (see **Appendix B**) provided details of all the shortlisted options under consideration for the three sections of the study area. Within each section, options were presented with some brief details on route length, percentage of the option within the 1:100 year flood plain, and the approximate number of private properties within the 250m corridor.

Details were provided in the brochure of display details with regard to display locations and methods of obtaining additional information (Freecall Information Line, RTA website, RTA Project Manager). People were invited to have their say either by a written submission or a reply paid Feedback Form.

2.2 People consulted

2.2.1 Property owners

Letters were sent to potentially affected property owners from one or more of the route options at the commencement of the display period. Addresses of property owners were obtained from existing Council data sets provided by Ballina, Lismore and Richmond Valley Councils. A number of community members advised that property ownership details were incorrect or out of date. Letters were sent to updated addresses. Some letters were returned as undelivered mail. Where this occurred further investigations were made to locate the property owner.

Property owners were given the opportunity to arrange an appointment with study team members to discuss the implications of the route options for individual properties. Most of these appointments were held on the same days as the staffed displays at the Woodburn CIC. Some appointments were arranged at other times to suit the property owners.

Aerial photographs (A4 size) with the route options overlain and the individual property boundaries highlighted were provided to potentially affected property owners on request.

On-site meetings and briefings were held with potentially affected property owners, groups and families to discuss particular issues associated with each of the route options. These meetings included the Whytes Lane West Action Group, Pimlico (18 June) and the Jali Local Aboriginal Land Council (12 July).

2.2.2 Community Liaison Group

A Community Liaison Group (CLG) was established in December, 2004 at the commencement of the project and CLG meetings have been held regularly in the study process to date. The Notes of Meetings of the CLG can be seen on the project web page at www.rta.nsw.gov.au/pacific.

Members of the CLG provided input to the identification of constraints and to the development of a long list of corridor options and representatives of the CLG participated at a corridor mapping workshop held in February 2005 concerning possible corridor alignments.

The CLG was briefed on the route options under consideration at the CLG6 meeting in May 2005 and further discussions on the route options were held during the CLG7 and 8 meetings held in June and July 2005.

At the CLG7 and 8 meetings held on 7 June and 19 July 2005 respectively members informed the four representatives of the CLG who were to attend the Value Management Workshop (VMW) of their opinions about the route options.

2.2.3 Council presentations

The RTA and Hyder met with Council officers from Lismore and Richmond Valley Councils on 14 June 2005 and with Ballina Council on 21 June 2005 to discuss aspects of the shortlisted corridor options.

2.2.4 Focus groups

Three Focus Groups were established at the project commencement – Ecology, Flooding and Cane Industry. These Groups have met frequently to discuss particular issues. The Flooding and Cane Industry Groups met on 12 July 2005 to discuss issues they wanted to be raised at the Value Management Workshop on 21 and 22 July 2005.

The interests of the three Focus Groups were represented at the VMW by the four community representatives from the CLG.

An Aboriginal Focus Group was established in August, 2005 as a result of consultation with representatives of the Aboriginal communities prior to and during the VMW. Aboriginal cultural heritage was represented at the VMW by one of the CLG representatives and additional Aboriginal attendees.

2.2.5 Other stakeholders

The Woodburn Chamber of Commerce requested a meeting to discuss the future of Woodburn with an upgraded Pacific Highway. The meeting was held in Woodburn on 18 April 2005. Representatives of the Woodburn Chamber of Commerce were concerned, in particular, about the way in which Woodburn could continue to be a service town for travellers along the highway, without the highway running through the town itself, as it does

at present. While the Woodburn Chamber of Commerce representatives were happy to have the amenity of the town improved by the removal of highway traffic, they wanted to emphasise the town's assets and its capacity to serve as a convenient stopping place for traffic along an upgraded Pacific Highway.

3 Overview of submissions received

The following documents were received during and after the public display period:

- 214 written submissions have been received from 174 individuals and organisations
- 383 Feedback Forms
- One Form Letter (19 signatories) objecting to Option 2D

Wherever possible, all submissions were acknowledged and entered into a Submissions Database. Each submission received an identification number, issues were identified and responses prepared. **Appendix C** contains an alphabetical list of submission authors together with the submission registration number, stakeholder identification and a classification of the issues raised.

Issues raised in written submissions were grouped as follows:

- Economic
- Environmental
- Engineering
- Flooding
- Pollution
- Property
- Social

In considering all the issues raised in the written submissions and responses to these issues (see Section 4), the description of the issues was expanded for easier reference.

Issues raised in the Feedback Forms have been identified for sections 1, 2 and 3 of the proposed upgrade. The Feedback Forms also identified option preferences. A report on issues raised in the Feedback Forms (an example of the Form is in **Appendix D**) and option preferences is contained in **Appendix E**.

Section 1: issues included impact on Woodburn and property, noise and agricultural land impacts. Particular issues were flooding, traffic and cost of the proposed option.

Section 2: issues included impacts on the environment (wildlife habitat), flooding, impacts on the towns and property and noise impacts.

Section 3: issues included using the existing Pacific Highway corridor, property and environmental impacts, construction costs and social impacts.

The Form Letter objected to Option 2D on the basis of “unhealthy close proximity to Wardell, Wardell Sports and Recreation Ground, Lumleys Lane community and the associated noise and loss of peaceful enjoyment and ease of access to our surroundings”. The Form Letter requested that the new Highway should be at least 1km from Wardell precincts and the Sports and Recreation Ground and should not interfere with access to the Lumleys Lane community.

Some submissions identified particular items such as heritage relics and sites and provided information on local flora and fauna species. This information has been forwarded to the specialist sub-consultants for consideration in future studies and have not been identified as an issue requiring a response in this report.

4 Consideration of submissions on the route options

This section of the report provides a summary of the issues raised in submissions and responses prepared. **Appendix C** contains a table which provides a summary of the issues raised by each submission author, where the author of the submission did not request confidentiality. This can be used by authors of submissions to cross-reference where the issues raised in their submissions have been addressed.

4.1 Consultation process

| Response No. | Issue | Response |
|--------------|---|--|
| 2 | Lack of correspondence, information and facts provided by the RTA. Landowners were not consulted or notified. Is this rushed decision politically motivated and what serves to be gained from this? | <p>The RTA has followed established procedures in the route options development process in informing the community and other stakeholders of the study. Towards the end of 2004 public meetings were held in Wardell, Broadwater and Woodburn to advise the community of the study commencement and to gain a broad understanding of the issues arising from the proposed upgrade of the Pacific Highway between Woodburn and Ballina. These meetings were advertised in local newspapers and via Community Update No 1. Further Community Updates have been provided during the study to keep the community informed.</p> <p>The RTA sought nominations to form a Community Liaison Group (CLG) and meetings of this group commenced in December 2004.</p> <p>The display of options has been an opportunity to provide some information and facts to the community and to obtain feedback from the community and other stakeholders. Circulation of letters to potentially affected property owners was the first opportunity to inform residents and property owners of the shortlisted route options. As the study progresses, and during the environmental assessment</p> |

| Response No. | Issue | Response |
|--------------|--|--|
| | | <p>phase, more information will be provided and there will be more opportunities for community involvement in the process.</p> <p>Unfortunately, at this stage of the route selection process, the RTA is unable to provide exact details of road impacts or property acquisition details until such time as a preferred option is selected and the road footprint is decided.</p> <p>There will not be a rushed decision in the selection of a preferred route option for the Woodburn to Ballina section of the Pacific Highway. Preliminary studies commenced in 2004 and during 2005 shortlisted options have been identified for community discussion. It is anticipated that by 2006 a preferred route alignment will be approved and the required environmental assessment will then be undertaken. Finalisation of this planning stage will take some years.</p> <p>While construction works are not likely to occur within the next few years, it is important that an approved route alignment is incorporated in the Local Environmental Plans of Ballina, Lismore and Richmond Valley Councils as soon as possible. The public knowledge of the road alignment will provide residents, the community, businesses and government agencies more certainty when making decisions to renovate or build homes and invest in businesses.</p> |
| 3 | Short amount of time allowed for submissions of concerns - less than 4 weeks. Why is the community consultation so short? Why is the community not given a decent chance to provide valuable input into the process? | A 4 week submission period is usually considered to be sufficient for people to let the study team know their issues concerning the options, based on local knowledge of the study area. However, the RTA received a number of requests to extend this period and therefore extended the period a further two weeks, concluding on the 4 July 2005. |
| 4 | Unavailability or lack of detailed information and of accurate | The RTA considers that the information provided at the time of the |

| Response No. | Issue | Response |
|--------------|---|---|
| | <p>maps providing details such as properties, homes, protective environment and Meridian Heights.</p> <p>The RTA has dealt with the community in the most arrogant and patronising way - giving three weeks to write submissions, not informing many affected land owners, the vagueness of original maps and environmental impacts.</p> <p>Why were old maps (which left out a whole estate) used on such an important project? Which map shows the proposed route when several displayed today by the project team are inconsistent and contradictory? Is the poor quality maps and the decision to not include (or disguise) pivotal information due to intentional manipulation of the information of incompetence?</p> | <p>route options display was sufficient to inform the community of the shortlisted route options being considered at this stage of the project process. The locations of the options on the maps used in the displays provided an indication of a suitable corridor for further discussion and investigation. There were some slight variations of locations due to the scale and type of maps used but overall they provided information on the options relative to people's properties and interests.</p> <p>Recent aerial photography, together with the location of the 250m wide route options at a large scale was available to the public at the display locations at the Woodburn CIC, Wardell and Broadwater has enabled people to gain a broad appreciation of the study area and the options. The RTA has, however, received a number of requests for other detailed maps and these have been provided, if available.</p> |
| 5 | <p>Role of the CLG. Lack of community consultation by CLG members.</p> <p>The CLG members were not allowed to relay information back to the community due to a confidentiality agreement they had to sign. How can a CLG liaise back to the community if they cannot talk?</p> | <p>The CLG was formed to enable a cross-section of the community to express community based views which would inform the decisions concerning the development and selection of route options. The CLG members were allowed to relay most information they received or heard back to the community. On a few occasions, some details were asked to be kept confidential, in the most part because the widespread release of this information would have unnecessarily upset members of the broader community in the early phase of the process.</p> <p>The CLG members were never prevented in talking to the larger community about the broad conduct of the study. The RTA certainly expected that CLG members would provide two-way feedback with their communities and the study team. Additional membership on the CLG has been arranged where members of the community consider their local area has not been adequately represented on the CLG.</p> |

| Response No. | Issue | Response |
|--------------|---|---|
| | | Notes of all the CLG meetings have been publicly available on the project web site www.rta.nsw.gov.au/pacific . |
| 6 | There is only one way of sending submissions to the study team (surface mail) which shortens the timeframe to respond to the public display to about 12 working days. | <p>The brochure provided a postal address but did not stipulate that this was the only means of sending submissions. Many submissions were received by facsimile and email or were hand delivered to the Woodburn Community Information Centre.</p> <p>The community feedback form enclosed in the brochure provided a free post means of posting the form to GeoLINK at Lennox Head.</p> |
| 7 | Details on the brochure did not include topographic or cadastral information, making it difficult to recognise the area and provide feedback. The community is asked to provide feedback using these maps, i.e. without reasonable base maps and information. | <p>The Route Options Display brochure included stylised representations of the route options in the southern, central and northern parts of the study area. The purpose of the brochure was to provide a community update describing the route options that have been shortlisted for community consideration. Due to the size of the brochure only key issues associated with each of the options were described together with brief comments to provide additional information.</p> <p>Residents were encouraged to attend various display locations during the public display period and to speak to members of the study team. More detailed information, including maps, was available at the Woodburn Community Information Centre which was staffed on 3 days per week during the public display period.</p> |
| 8 | Information on the internet was not up-to-date and scant, and rapidly proved to be useless. | At the commencement of the project in 2004 there was little information on the Woodburn to Ballina project that could be placed on the RTA's website. As soon as information, including community updates, meeting notes, study documentation and maps, was finalised and approved by the RTA they were placed on the website. |
| 9 | There is a need to consider viewing further options with more | The recent route options display period provided an opportunity to |

| Response No. | Issue | Response |
|--------------|---|---|
| | community consultation and more in-depth knowledge of the families, communities and livelihoods which will be destroyed by allowing the highway upgrade to go ahead. | inform the wider community about route options being considered for the upgrade of the Pacific Highway. To reach this point consultation has involved members of the CLG and discussions with Ballina, Lismore and Richmond Valley Councils, State Government agencies and broad specialist technical investigations have been undertaken. Feedback from the community as a result of the route options display has provided more in-depth knowledge of families, communities and livelihoods within the study area and beyond. This information will provide the basis for further investigations and further consultation as the project progresses. |
| 16 | Option 3A - It is difficult to see this new freeway is being built for local amenity. Is it just being built to support Sydney to Brisbane Traffic? The rights of Australian's living in rural communities should not be treated as second to and inferior to the commuter needs of city to city traffic. If this was true, it would be a shameful situation. | <p>The primary driver in the proposal to upgrade the entire length of the Pacific Highway is to improve the safety for all road users. To achieve this the highway must be upgraded to a high quality and consistency in terms of geometric alignment, interchanges, road pavement, flood immunity and visibility. In addition to this it must be designed with more than sufficient capacity for the current and future traffic levels and vehicle types.</p> <p>It is the RTA's aim to provide these improvements for regional and local road users by involving the community in every step of the design process. Should local residents feel that the needs of themselves and the wider community are not being met by certain designs and approaches used, these concerns can be raised and hopefully addressed at the various consultation stages in the future.</p> |
| 17 | <p>The Residents in Section 3 are not considered a community by the RTA and the RTA fails to appreciate the needs of the local residents.</p> <p>Why wasn't the Whytes Lane West community represented on CLG; maps did not adequately show impact on these</p> | <p>The RTA has made every effort to identify the local residents and the communities they are part of, but much of this has relied upon existing local council and NSW datasets which can be inaccurate, outdated and do not show community structure. Additional membership on the CLG has been arranged where members of the community consider their local area has not been adequately</p> |

| Response No. | Issue | Response |
|--------------|--|--|
| | properties; and, there was no mention of community in this area. | represented on the CLG. For this reason the RTA has undergone an intensive consultation process and has attended many meetings, consultations sessions and interviews to better understand the structure and needs of local communities. The route options display has been an excellent opportunity for the RTA to improve its knowledge of the area and its people all of which will feed into the selection of a preferred route. |
| 41 | Respondent did not receive any answer to the original submission. It is unprofessional to ignore messages and emails. | A submission received in response to a public display is not generally treated as a normal letter. Every effort has been made to acknowledge all submissions received. Individual replies addressing specific issues are not sent but the issues raised in the submission have been addressed in this Report. |
| 42 | Advice was never received in the Meerschaum Vale/Bagotville area about the "Community Information Evenings" and therefore our community did not have any input at this stage. Most of the information was word-of-mouth and no documentation/information was sent at this stage. | At the commencement of the study, three community information sessions were held towards the end of 2004. These sessions were advertised in the local papers and via a mail out of the Community Update No. 1 to all property owners within the study area. They were attended by many members of the local community. There was no information available at this stage of the study to distribute to the community. The purpose of the sessions was to let people know that the RTA was commencing the Woodburn to Ballina study and the planning process to be followed. |
| 90 | The rushed timeframe has apparently left researchers with no time to check the accuracy, or perhaps the currency, of the information sourced from the reference documents. The RTA has made decisions based on flawed information. | The timeframe for this project has been undertaken to provide the best balance between undertaking a robust process and minimising the strong impact this project has on the local community. Public consultation on other projects revealed that the local communities thought that the longer process prolonged the stress, was more disruptive and was more damaging financially and socially with this longer period of uncertainty. |

| Response No. | Issue | Response |
|--------------|--|--|
| | | <p>On the Woodburn to Ballina upgrade the RTA has tried to shorten the route option selection process to a minimum whilst still investigating the area and the options to the required level for this stage of the project.</p> <p>Some members of the community have maintained that flawed information has been used as the basis of selecting the route options. There have been differences of opinion on information contained in some specialist technical studies. These study reports have been presented in draft format only on the basis that there is still considerable information available from the community that can be included in the reports. There have been expectations that complete, final specialist reports are the basis for selecting route options. This is not the case. The purpose of the studies to date are to identify broad areas of information on which to differentiate between the options. Once a preferred road alignment is selected, the studies will become more detailed and will form a component of the environmental assessment documentation and the approval process.</p> |
| 91 | <p>The whole "consultation process" is a smokescreen so the RTA and Hyder Consulting can officially tick-a-box to say yes we have consulted with the community, when really all of our input has fallen on deaf ears. The term "Hidden Agenda" comes directly to mind! Disheartening to say the least.</p> <p>What is being covered up. Why is there a need for such secrecy? Is the process going to be honest? Nobody likes to believe they are being regarded as naïve.</p> | <p>The community consultation process, through submissions, meetings and correspondence is one of the three main avenues of route assessment, and as such is pivotal in the selection of a preferred route. Many community suggestions and all the knowledge that has been volunteered to the RTA through the submissions process have been taken seriously, thoroughly investigated and in several cases adopted as part of the continuing studies that will culminate in the selection of a preferred route.</p> <p>The release of information to the community has been controlled. However, this is due to the desire to provide relevant, balanced information that can be reviewed by the community to avoid</p> |

| Response No. | Issue | Response |
|--------------|--|---|
| | | <p>unnecessary upset and stress, or to avoid presenting a biased view of the situation. This has not been out of lack of respect for the community.</p> <p>Generally all of the studies carried out by the RTA and its consultants are made publically available when they have been finalised.</p> |
| 92 | The consultation process is a complete waste of time to all CLG members who have generously given up their time six hours a month for the past 6 months. | The RTA and Hyder are very appreciative of the interest shown by those members of the community who became members of the CLG. CLG meetings and additional meetings where the CLG was represented have taken up a considerable amount of time but the CLG involvement has provided local information and contributed to the selection and refinement of route options. |
| 138 | There is a lack of transparency in relation to the specialist reports. It is very difficult to write an informed submission if the investigations are not being made public. The reports should be made available and the public should be given the opportunity to comment on the findings. | The specialist reports that have been prepared for the route options development phase of the project have been made public. They have been prepared to a level suitable for consideration of the different route options. As the route options are refined and a preferred option selected specialist studies and reports will become more detailed. All members of the community will be given opportunities to comment on the findings of all reports placed on public display. |
| 226 | The RTA does not take the community seriously and is ignoring requests to investigate a 'Flood Free' option proposed by many community members. | <p>The RTA is taking the community seriously in this project as demonstrated by investigating a 'Flood Free' option proposed by some members of the CLG.</p> <p>The 'Flood Free Route' received sufficient public backing for the RTA to investigate it in depth. Known to the RTA as 'The Community Alternative Route', a report on all aspects of this route in comparison to the Route Options will be included as an Appendix to the Preferred Route Report. A summary of the Community Alternative</p> |

| Response No. | Issue | Response |
|--------------|--|--|
| | | Route is provided in Section 5.1 of this Report.. |
| 227 | Display material and data used for analysis is inaccurate, misleading and gives a misguided view as to the impacts and problems with some routes. This unfairly weights some routes against others and does not allow a fair comparison. | <p>In the analysis of routes, and in the display of those routes to the public, the RTA used the best data believed to be available at the time. Any inaccuracies would have applied across the board, not just affecting one route, so that no bias would be placed upon any particular route.</p> <p>The maps placed on public display were designed to display the routes together with important features in a manner the community could associate with, which involved aerial photography and topographical maps as these are traditional and easily understood forms of mapping.</p> <p>A perceived inaccuracy of the maps used in the posted brochure and the public display maps was that the routes appeared closer to local landmarks on some maps than on others. In this case this is due to the fact on some maps a 250m corridor was displayed, whereas on others a 100m thick line was used to represent the route. This was due to the nature of what was being displayed on a particular map, and is accordingly noted in the legend of the map.</p> <p>The more accurate technical survey mapping used by the project team was not used for the displays to avoid confusion, but has been used for the technical measurements which go into the route assessment. Where maps displayed inaccuracies, this was unintentional and will not affect the outcome of the preferred route selection. Public comments regarding the nature of display material will be used for any further community displays.</p> |

4.2 Route options development process

| Response No. | Issue | Response |
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| 10 | The proposed (computer generated?) routes have not been researched properly and should be re-worked to provide a better solution for the community. | <p>The initial route options identified by the project team were generated using three approaches as described in the Route Options Development Report – Stage 1 (RODR). This involved the traditional approach, the community approach and the use of Quantm route identification software. Quantm identifies the best route options available based on the locations of environmental areas, foundation types, populated areas, heritage sites and any other constraints that are entered and would have a bearing on the location of a route.</p> <p>This three pronged approach produced a selection of 14 different route options that were discussed with the CLG. These 14 routes were then reduced to the route options which went on display by selecting the best performers against environmental, visual impact, noise, economic, socio-economic, engineering and hydraulic criteria.</p> <p>This approach ensured a balanced variety of routes utilising the best of the project team's experience, local knowledge and the latest technology.</p> |
| 13 | <p>Do not upgrade the Coastal Pacific Highway but divert traffic inland onto the New England Highway where less population will be impacted. Local towns along that route will appreciate the increased trade upgrading this route will bring.</p> <p>Other means of upgrading the travel infrastructure should be considered such as upgrading rail services or inland routes.</p> | <p>The upgrading of the Pacific Highway is a project which has generated widespread community support, as its main aim is to improve safety on the Pacific Highway. Traffic studies show that the amount of traffic which would divert to the New England Highway if it was upgraded would not substantially reduce the traffic volumes on the Pacific Highway.</p> <p>The RTA, as an agency of the NSW government, is required to carry out the relevant aspects of the government's policy in relation to roads and transport. Improving the safety of the Pacific Highway is a top priority for the RTA.</p> |

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| 116 | The costs outlined in RODR regarding housing costs are grossly understated. | Comparison of construction costs have been undertaken and provided in the RODR. This includes a preliminary estimate as to the property acquisition costs for the upgrade. The values discussed in RODR were an estimate of the average cost for property acquisition and were applied to all route options in the same way. |
| 122 | The construction of a highway is not for the community, the environment or road safety, it is due to the financial pressure from the big corporations and from the politicians desire for re-election. Road safety problems cannot be solved by construction of a bigger highway but by improving road users awareness, ability and responsibility. This proposal should not go ahead. | <p>The RTA as an agency of the NSW state government is required to carry out the relevant aspects of the government's policy in relation to roads and transport. Improving the safety of the Pacific Highway is a top priority for the RTA, and it is using whatever means that are at its disposal to improve the safety record of this section of the highway.</p> <p>Whilst awareness training and driver responsibility are important factors of road safety, provision of a highway designed to an appropriate standard is another. This project is specifically tasked with that second goal. In doing this, the RTA must provide a solution that provides this improved safety, whilst at the same time integrating the design into the local environment, community and landscape in the best manner possible. Extensive studies are being carried out to ensure the best route with the most effective mitigation measures will be provided.</p> <p>Whilst major corporations, not to mention their customers, will benefit from improved transport facilities, another benefit is to the local communities who no longer have to share a two lane road with heavy vehicles whilst on short local trips..</p> |
| 237 | The proposed routes 2C, 2D, 2E & 2F appear to pass right through land that is already the subject of a land subdivision development application. The area off the Broadwater-Evans Head Road is the only flood free land available for future | The RTA aims to identify a preferred route option as quickly as possible to alleviate potential impacts on opportunities to proceed with this rural residential subdivision and other developments within the broad study area. If the preferred option results in affecting this |

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| | Broadwater expansion. Have these factors been taken into account ? | property, negotiations would take place to determine measures required to reduce impacts on the development potential of the land and, if necessary, property acquisition would be undertaken in accordance with the RTA's Land Acquisition Policy. |
| 238 | <p>Requests more time be provided for proper more complete studies to be undertaken. Finds rush inappropriate and feels big picture and future growth of the North Coast has not been taken into account.</p> <p>Doubts that reasonable studies could be conducted in such a short timeframe. Especially doubts environmental studies.</p> | <p>It will take a considerable time from the commencement of the project in 2004 to the approval of a preferred road. A decision is proposed to be made by the end of 2005 as to the preferred route. It will then take some months to develop a concept design and then more time to undertake the necessary environmental assessment prior to receiving an approval to the project. The RTA is endeavouring to finalise a preferred road alignment as quickly as possible to minimise community concerns as to whether they will be affected by the new highway alignment.</p> <p>The specialist reports that have been prepared for the route options development phase of the project have been made public. They have been prepared to a level suitable for consideration of the different route options. As the route options are refined and a preferred option selected specialist studies and reports will become more detailed. All members of the community will be given opportunities to comment on the findings of reports when they are placed on public display.</p> |
| 239 | <p>Council requests confirmation that important issues such as Indigenous Heritage, Hydrology, Social Impact, Farming and Environment are being considered, and that the findings of previous and existing studies are being included in the information that the RTA uses to select a preferred route. Whilst Council is understanding of the level of information made available to date, it hopes the RTA will be providing more information as it becomes appropriate to do so.</p> | <p>The RTA appreciates the participation of all local councils in the consultation process, and understands that they are key partners in the region for a successful outcome of the project. All issues raised by local councils during the submissions period and at other times are properly investigated and responded to and the information that these councils highlight is checked to ensure that this is part of the dataset that the project team is using for this study. The RTA will continue to work closely with local councils and all relevant local</p> |

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| | | organisations to produce the most beneficial and locally acceptable route possible. |
| 241 | The 'number of properties within a 250m corridor' is a very blunt measuring device. It questions the validity of route options and gives no information about the degree of impact on the properties. It is suggested that categories of 'very affected' and 'moderately affected' on a before and after basis would give much more useful and comparable information. A 'newly affected' category would also be useful. | <p>The development of route options is complex with many competing constraints which need to be identified and assessed.</p> <p>The number of properties stated by the project team has been based upon the best information available to date. The brochure that was sent to community members in the study area quoted the number of land parcels (properties) within the 250m corridor. This does not necessarily reflect the number of houses, but the separate lots within the corridor.</p> <p>In the design and selection of route options the RTA has attempted to minimise the impact on private properties as much as possible. The comparative impact on properties and dwellings of the various route options is one of the criteria upon which routes are assessed during the selection of a preferred route. Those routes which affect fewer people, require the acquisition of less important land and have fewer property impacts will perform better in this assessment.</p> <p>Further refinements to reduce the number and nature of property impacts will continue at the concept design stage of the preferred route. Design will include minimising the amount of private property affected, solutions to mitigate visual and environmental impacts and solutions to access, severance and noise problems arising from the route alignment.</p> |
| 242 | Impact on the community and the environment has not been accurately assessed or presented regarding the suggestion of Option 3A | <p>The purpose of this stage of the route selection process is not to undertake a detailed assessment of impacts of route options on the community and the environment.</p> <p>Sufficient technical information was collected in relation to Option 3A</p> |

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| | | to compare it with Option 3B. Once a preferred route is selected detailed specialist studies will address all impacts of the route and these reports will be placed on public display. |
| 245 | Concerned about route selection process: not enough information evenings, not enough community input, internet information not up to date, validity of short studies, vagueness of maps, not informing many landowners, community expertise and local knowledge ignored, impact on homes/dwellings not mentioned. | <p>The project team has followed established procedures in the route options development process in informing the community and other stakeholders of the study. Details of this consultation are provided in Section 2 of this report..</p> <p>The display of options has been an opportunity to provide some information and facts to the community and to obtain feedback from the community and other stakeholders. Circulation of letters to potentially affected property owners was the first opportunity to inform residents and property owners of the shortlisted route options. As the study progresses, and during the environmental assessment phase, more information will be provided and there will be more opportunities for community involvement in the process.</p> <p>Recent aerial photography together with the location of the 250m wide route options at the display locations at Woodburn, Wardell and Broadwater has enabled people to gain a broad appreciation of the study area and the options. The RTA has, however, received a number of requests for other detailed maps and these have been provided, if available. Once a preferred road alignment is selected there will be further maps providing details of properties and homes affected, environmental assessments, land use and statutory planning, heritage and concept designs.</p> <p>The number of properties stated by the project team has been based upon the best information available to date. The brochure that was sent to community members in the study area quoted the number of land parcels (properties) within the 250m corridor. This does not necessarily reflect the number of houses, but the separate lots within</p> |

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| | | the corridor. |
| 246 | Why are Options 2A, 2B or 2C even being considered when they are outside study area. | The RTA defined the study area for the Woodburn to Ballina Upgrade at the beginning of the project, however during the route development process a number of preliminary options were identified outside this area. These options were identified as a result of the complexities and constraints within the study area. All options on display were subjected to the same level of investigations |
| 248 | Insufficient studies have been done north of Coolgardie Rd and no interchanges were marked on the maps distributed to the community. | <p>At this stage of the route selection process, the RTA believes that sufficient studies were undertaken north of Coolgardie Road. The specialist reports that have been prepared for the route options development phase of the project have been made public. They have been prepared to a level suitable for consideration of the different route options. As the route options are refined and a preferred option selected specialist studies and reports will become more detailed. All members of the community will be given opportunities to comment on the findings of all reports placed on public display.</p> <p>Potential interchange locations were identified on the brochure distributed to the community as part of the route options display. Once a preferred route has been selected, the concept design stage will investigate more closely the likely impacts of a route along the alignment and proposed interchange locations. This will involve consultation with the community and local councils to ensure the interchanges are in optimal locations.</p> |

4.3 Concept design

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| 14 | Local public roads and inter-farm access needs to be maintained. | Existing public and farm access tracks and pedestrian footways, if affected by the upgrade, would be reconstructed, diverted or relocated so that local access connections are maintained. The RTA would consult with the community including local councils with regard to changes to local public roads and inter-farm accesses to suit traffic patterns, pedestrian routes, property owner needs and to ensure safety. |
| 15 | Location, number, length and navigational clearance of major river crossings need to be considered | <p>The locations of the proposed river crossings have been carefully selected to minimise impacts on protected, environmentally sensitive SEPP 14 wetlands, whilst providing a crossing which is suitable in terms of environment, property, flooding, alignment and ground conditions.</p> <p>Environmental impacts, ground conditions, structure size, number of crossings and cost characteristics of bridge structures on each proposed route were considered. The benefits of a route option with fewer, shorter bridges will be weighed up against advantages and disadvantages of the other options.</p> <p>Any bridge structures taken forward as part of the preferred route would have sufficient openings to minimise impact on the behaviour of flood waters and the approach earthworks would contain sufficient cross drainage to minimise the levy effect.</p> <p>River crossings will have sufficient navigational clearances to meet the minimum standards required on that waterway at that location in consultation with Waterways NSW.</p> <p>Construction techniques will take into account local ecological and soil conditions and any potential impacts of the construction activity</p> |

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| | | will be mitigated. |
| 20 | Shorter routes are more beneficial and should be selected. | Route length and associated travel time and cost implications are some of the factors that are taken into account in the route selection process. A route's benefits in terms of shorter journey length, travel time and construction cost will be weighed against all other factors in the selection of a preferred route. |
| 28 | Section 1 route options should be moved further to the east to avoid agricultural properties. | <p>The RTA is sensitive to the community concerns raised during the consultation period and understands the strength of feeling regarding the route options in Section 1. The location of these route options to the south and east are constrained by two major factors; the necessity to cross the Tuckombil Canal rather than the Evans River, and the border of Broadwater National Park.</p> <p>To cross the natural banks of the Evans River would have impacts on the ecology, visual amenity and water quality of the watercourse, and an option exists to cross the man-made Tuckombil Canal which is of far lower environmental and visual importance.</p> <p>Several submissions suggest taking the highway east into the western fringe of Broadwater National Park to avoid prime agricultural land. The Broadwater National Park is coastal heath and wetland. As this is not of a tropical, lush nature it is often incorrectly assumed to be of low environmental significance. This type of heathland is actually environmentally significant and biologically diverse, and it is for this reason it is protected as a National Park.</p> <p>The resumption of National Parks to be used for highway construction requires an Act of Parliament; for this to occur it must be demonstrated that there is no other viable option. The current Section 1 options demonstrate that there are viable options, making this argument unfeasible.</p> |

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| | | <p>Considering these factors the project team is responding to community concerns and suggestions and is looking at what alignment alterations can be achieved further to the east without crossing the natural watercourse or entering the National Park.</p> <p>The refinements suggested will be assessed against all of the key issues such as environmental, flooding, socio-economic, property impact and geotechnics.</p> <p>More detail on the consideration of modifications to route options in Section 1 is provided in Section 5.1 of this Report</p> |
| 53 | Option 2E impacts on Broadwater National Park and therefore should not be an option. | All the options considered in the route options study affect various land uses including farms, wetlands and National Parks. Option 2E passes close to, but does not enter the National Park. |
| 80 | General comments were made on construction costs. | <p>The cost of a route option is one part of the assessment criteria for selection of a preferred route. Comparative option costs for route sections 1, 2 and 3 appear in the RODR, Tables 7-9, 7-23 and 7-34 respectively.</p> <p>The preferred route will be chosen based on a balance of the construction and maintenance costs against all of the other advantages and disadvantages associated with a route.</p> |
| 82 | Concern expressed that access to towns has not been shown in the public display material. | <p>The route options display material, due to the very large scale map used, was unable to show details on how local roads would be treated with any route option.</p> <p>It is intended that existing roads such as the Woodburn-Evans Head, Broadwater-Evans Head, Rileys Hill-Broadwater, Meerscham Vale-Bagotville Roads, etc, would pass over, under or parallel with the Pacific Highway upgrade so that accessibility between towns and for</p> |

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| | | residents' access to towns is maintained. |
| 84 | The CLG proposed 'Flood Free Route' will be cheaper than the shortlisted route options. | The Community Alternative Route Report will provide a detailed assessment of all aspects of the route when it is finalised. If a route option is cheaper than another this will be to its advantage, however other factors such as environment, heritage, flooding and land ownership impacts may affect the decision on a preferred route. |
| 85 | <p>Why build a new road (Option 3A) when the existing highway (Option 3B) is already being upgraded? This will be much more expensive than using the existing route.</p> <p>RTA policy states that where possible the existing highway corridor will be used for the upgrade. Why is Option 3A being considered where the existing corridor can be used?</p> | <p>It will be some years before the Woodburn to Ballina section of the Pacific Highway will be upgraded. In the meantime, improvements to the highway are required to address existing safety concerns.</p> <p>In Section 3, the existing newly widened road surface cannot be used for the highway upgrade because it is below the 1 in 100 year flood level and does not meet required Pacific Highway Upgrade Project standards. For this reason a highway upgrade along this route would have to be raised and extensively rebuilt. The cost of this is comparable to the construction of a new route to the west (Option 3A). For this reason Option 3A, that follows the land contours, is on higher ground, and provides the driver with a more engaging and, therefore, safer driving experience, was investigated.</p> <p>The relative costs of the Section 3 options can be found in the RODR (Table 7-34, page 188). This shows that the Section 3 route options are of almost equal cost, although Option 3A is marginally more expensive. Despite current roadworks, the cost of raising the road clear of possible flooding together with a full upgrade to Pacific Highway standards makes the cost difference of the routes minimal.</p> <p>Where the costs of comparative options are near equal, the environmental, socio-economic, land and transport safety impacts are also used in the selection of a preferred route.</p> |

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| 86 | Options 2A and 2B require 2 bridges and cross less suitable ground and will therefore be more expensive than the other options. | The comparison of Section 2 route shown in Table 7-23 (RODR, page 174),, shows that Options 2B and 2A are the 2nd and 3rd most expensive options respectively, although they still cost significantly less than Option 2F. The costs of route options in Section 2 will be taken into account in the route options assessment process. |
| 87 | Option 2F requires only one bridge crossing, is of a similar length as the other options and will produce savings in flora and fauna crossings due to the low value of habitat present. Option 2F is cheaper or of similar cost to the other options. Why is Option 2F more expensive than the other options? | As shown in in Table 7-34 (RODR,page 188)Option 2F is substantially more expensive than the other Section 2 options. This is mainly due to the extensive (approximately 4 km) viaduct length for drainage structures required to limit the increase in upstream flood levels and inundation periods during major flood events. For Option 2F the savings of only having one bridge, minimum flora and fauna crossings and savings in wildlife protection measures are outweighed by the bridge structure costs. |
| 89 | Route alterations suggested by community members in the consultation process will produce cost savings. | Suggested alterations to the route options have all been examined on their merits and those showing advantages are being assessed further. If a suggestion does produce a saving without detrimental effects to the environment and the local community then this will be taken into account in the route selection process. Cost savings may, however, not be a primary driver for route suggestion alterations at this stage. |
| 96 | All options in Section 2 are subject to fog. | Subject to detailed design assessment, advisory signage would be considered, warning motorists of fog and other hazards and advising on safe driving speeds. |
| 99 | There are possible advantages of Option 3A over 3B in reduced traffic disruption during construction. | In comparing the two options at this stage, Option 3A could have fewer construction related traffic delays than Option 3B. This is just one of many factors that are being considered during the route selection process. |

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| 106 | In Section 2 the highway should follow the existing highway with local bypasses around the towns of Wardell and Broadwater. | <p>The existing highway in Section 2 is situated alongside the Richmond River with a number of houses fronting it. An upgrade of the existing highway on its current location would be detrimental to these houses, as the height of the embankment would intrude on their properties where the current road does not.</p> <p>This area forms part of the floodplain of the Richmond River and in major flood events the existing highway is under water. For this reason the highway would have to be raised up above the flood level. A long continuous ridge running along the river bank would have extensive impacts on flooding and dramatically change the behaviour of floodwater. Avoiding this change in flood behaviour is one of the key principles of the upgrade, and this is one reason Option 2F is set back from the river's edge. Another is that the ground along the river edge is unstable and unsuitable for the construction of a major highway raised on an embankment.</p> |
| 107 | The highway should not follow the route options but be upgraded along the length of the existing highway with local bypasses around the towns of Woodburn, Broadwater and Wardell. | <p>The RTA's policy is to aim to upgrade the Pacific Highway along the existing alignment, and this has been followed where possible on this project.</p> <p>The study area is dominated by the Richmond River which regularly floods over its floodplain. The existing highway follows the river bank for a large portion of its length between Woodburn and Ballina, except for where it cuts through the Broadwater National Park and where it leaves the northern bank of the Richmond River to head north in Section 3. In a floodplain such as this, upgrading the highway along the river bank will either incur large changes to the flood regime due to the levy effect of the raised embankment, or huge viaduct costs to mitigate this effect. Also the ground conditions in the vicinity of the river where the existing highway is located are unstable and unsuitable for construction of embankments, further</p> |

| Response No. | Issue | Response |
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| | | <p>increasing costs, potentially damaging the ecology of the river during construction and affecting the visual appearance of the river.</p> <p>With the aim to produce a suitable alignment that limits changes to flooding regimes and impacts on the environment, is acceptable to the local population and is good value for money for the taxpayer, the existing highway corridor in the floodplain does not allow viable route options.</p> <p>Where the existing highway moves out of the floodplain and is away from towns in Sections 1 and 3, options utilising the existing corridor have been presented.</p> |
| 108 | Concern about the construction impacts on traffic, business and the environment of the selected route. | <p>Once a preferred route has been selected the concept design stage will investigate more closely the likely impacts of a route along the alignment and mitigation measures will be proposed to deal with these impacts. This would involve the use of staged construction and temporary traffic management measures to minimise traffic impacts. Ground investigations and mitigation measures would identify and manage possible acid sulphate soil discharges during construction. More detailed environmental investigations and monitoring will take place to identify possible conflicts of the route construction with the local environment and identify mitigation measures to minimise impacts.</p> <p>During construction, the contractor would be required to prepare a construction plan which would identify current access arrangements and maintain access from public roads and lanes.</p> <p>Other issues such as noise, vibration, dust, safety and pollution associated with construction would all be thoroughly investigated and mitigated during construction. Mitigation measures would be monitored throughout construction and constant contact with the</p> |

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| | | community will be maintained to resolve issues as they arise. |
| 117 | There are geotechnical drawbacks of route options going through soft soil and Potential Acid Sulphate Soil (PASS). | <p>The nature of the surface and underlying geology has always formed an important part of the route selection criteria. The project team understands the implications of soft soils and disturbing PASS and the risk to the environment of construction in these areas.</p> <p>For this reason the route options which minimise the area of soft soils and PASS affected will be considered in the selection of a preferred route. Where routes pass through these areas this is taken into account in the costing and evaluation of the route.</p> <p>Where a route does go through PASS, extensive planning and investigation would go into the design and construction of the highway. Established ground treatment and protection techniques would be used to ensure the impacts on the local environment and watercourses would be mitigated to approved levels. Techniques such as treatment with lime and collection of runoff would form part of the measures used to mitigate effects.</p> <p>Soft soils impact on the cost and ease of construction of a route and have implications for the long term quality and maintenance of the road. Where possible the preferred route would avoid these areas to take advantage of firmer ground.</p> |
| 124 | Utilise the raised sand ridges of the Broadwater National Park (Section 1) and utilise the sand ridge (Section 2) to the west of Option 2D. | <p>Where advantageous geological formations such as raised sand ridges can be taken advantage of without environmental, social, legal and political drawbacks they have been adopted in route selection.</p> <p>The sand ridge running through the Broadwater National Park does not offer a definite advantage to other routes, and could potentially raise new problems.</p> <p>The sand ridge alongside Option 2D falls within the 250m corridor</p> |

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| | | that the route could potentially utilise, and if selected this would be one aspect for consideration during concept design. |
| 130 | Concerned about the effect on groundwater supply by road construction in the vicinity of Wardell heath and Rous Water borefield off Woodburn to Evans Head Road. | There is potential for construction of some of the route options to affect groundwater supplies in the vicinity of Wardell Heath and the borefield near Woodburn. Hydrogeological studies will be undertaken during the preparation of the concept design to ensure that any potential groundwater impacts would be identified. Further consultation would be undertaken with relevant agencies with regard to groundwater issues. |
| 131 | Assets potentially impacted by the route options: <ul style="list-style-type: none"> - Rous Water - ground water filtration plant at Lot 3 DP705502; - Gittoes quarry and sand extraction east of Cooks Hill; - Broadwater sugar mill proposed conveyor and bagasse stockpile; - Former landfill at Broadwater; - Cane pads; - Richmond River County Council Flood Mitigation System. | The study team is aware of the listed assets which have been identified through studies and from community submissions. These assets will be considered in the concept design phase. |

4.4 Hydrology

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| 11 | What flood immunity will be provided; what will be the effect of the highway construction on flood levels and flood behaviour; | The proposals represented by the advertised route options include preliminary designs for drainage structures at creek and waterway |

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| | <p>and, what level of analysis will be undertaken to predict/provide all of these? Also what integration is in place between this project and past and current studies and what will be the effects on the existing flood mitigation system?</p> <p>How accurate is the current flood model?</p> | <p>crossings and bridges at river crossings. Where the route options lie within the floodplain the level of the road has been raised on an embankment to provide flood immunity. Viaducts and culverts would be provided within the proposed embankments to convey floodwaters across the road.</p> <p>Extensive flood modelling of the route options that were advertised has been carried out. The flood modelling consists of a two dimensional hydraulic model that covers the majority of the floodplain between Coraki and Ballina. This represents the most comprehensive and complete model that has yet been carried out for the Richmond River floodplain in this area. Comparison of predicted results against past floods shows that results are not contradictory. This approach provides results that are of an order of accuracy sufficient to provide input to a comparative analysis between the initial route options to enable a preferred route to be identified</p> <p>This model was used to predict the flooding behaviour that would result from each of the advertised route options. These studies show that for all of the options the increase in peak flood heights across the flood plain for the 1 in 100 year average recurrence interval flood are a maximum of 50 mm, and in many cases are much less. This has been achieved by providing wider bridge openings at river crossings and viaducts where the route options cross flow paths within the flood plain. Additional analysis was carried out to determine the increase in inundation times across the floodplain and this analysis demonstrated that the maximum increase in inundation times was less than half a day, and generally much less than this.</p> <p>During the concept design phase the base model would be further updated to include additional survey and catchment information that has been collected since the existing model was set up. Analysis of</p> |

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| | | <p>both the base case and the preferred route would use a finer grid as appropriate in locations such as hydraulic structures to ensure that the results obtained are accurate. In addition the length of the run time would be increased to ensure that total drainage times are calculated.</p> <p>In regard to existing studies being potentially rendered out of date by the changes to flooding characteristics, in the catchment, it is envisaged that significant changes would be limited to localised effects which would be quantified and understood . In addition the final model would be the most comprehensive and integrated computer model of the Richmond River floodplain to date. This would be made available to other government agencies on request, and would be a valuable resource in the future.</p> |
| 12 | The highway upgrade will affect farm drainage systems. These and other drains have been expensive to install. | <p>Once a preferred route is selected and approved a concept design will be prepared. This would involve redesigning localised and farm drainage systems to ensure that they would continue to operate efficiently following construction of the highway upgrade. If necessary, further consultation would be undertaken with property owners to discuss the location of farm drains and measures that can be incorporated in the concept design to maintain them during construction and operation of the upgraded highway.</p> <p>The cost of reinstating existing drainage systems within properties directly related to construction of the highway upgrade would be met by the RTA.</p> |
| 19 | Need for continued consultation with Local Councils on the proposal's effects on flooding. | In relation to flooding effects resulting from the proposal, consultation will continue with Ballina Council, Richmond Valley Council, Richmond River County Council and other stakeholders through forums such as the Flood Focus Group. Any current or proposed |

| Response No. | Issue | Response |
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| | | flood impact standards that Ballina Council or other agencies wish to be included in the concept design would be sought and considered. |
| 49 | Flood studies do not consider the impacts of localised flooding in the Blackwall Range. | Localised flooding in the Blackwall Range has not been assessed at this stage of the investigations. If the preferred road alignment affects flooding aspects in the Blackwall Range, the RTA would undertake additional flooding investigations if necessary and refine the concept design prior to undertaking an environmental assessment of the preferred route. This process would identify the impacts of the proposal in more detail, including the potential impacts of localised flooding, and the measures proposed to manage these impacts. |
| 119 | There is proof that Option 3A is subject to localised flooding, although the RTA's reporting only refers to the 1:100 year flood. Localised flooding should also be taken into account in the assesment and selection of routes. | <p>The modelling carried out to date has been of the major watercourses. This is because when they flood the base water level rises, meaning everything below this level would be submerged. It is, therefore, necessary to have a good idea of this water level so the road level can be built so it is above the 1:100 year flood level.</p> <p>Localised flooding, usually due to minor watercourses being unable to cope and bursting their banks or sending water in a different direction is also taken into account. This type of floodwater does not require the road level to be built up, but requires sufficient drainage openings to allow the localised floodwater to pass under the road without spilling over onto the roadway. The transverse drainage requirements of each of the routes has been assessed and pipes, culverts and viaducts have been included in the route option assessments to allow for these flows. These items are costed as part of the cost estimate of each route, and as such those routes requiring more of these will be of higher cost and their assesment will reflect this.</p> |

4.5 Biodiversity

| Response No. | Issue | Response |
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| 21 | RTA should address flora and fauna protection if upgrade goes ahead | Prior to construction of the project, the RTA would undertake an environmental assessment of the preferred route. This assessment will identify the impacts of the proposal in more detail, including potential impacts on flora and fauna and their habitat, and the measures proposed to manage these impacts. The measures identified to manage these impacts during construction of the project would be incorporated into the Environmental Management Plans (EMPs) that assist in the environmental management of construction activities. |
| 50 | A 'sensitively integrated' option would be Option 3B because it will not impact heavily on the natural environment of the Blackwall Range foothills. | The route options development process aims to integrate the highway into the natural environment to minimise impacts on ecological features such as the Blackwall Range. |
| 51 | Option 3A cannot be considered a viable option as the foot of the Blackwall Range provides the last strip of coastal rainforest and is recognised as a remnant of the Big Scrub. It is vital to maintaining vulnerable and endangered species, and Option 3A would fragment the migratory corridor disrupting migratory patterns. | The RTA is aware of the importance of this habitat and the current fauna migratory patterns. Potential impacts on flora and fauna are being considered during the assessment of the route options and should Option 3A be selected as a preferred option, further ecological assessments would be undertaken. Prior to construction of the project, the RTA would undertake an environmental assessment of the preferred route. This assessment will identify the impacts of the proposal in more detail, including potential impacts on flora and fauna, and the measures proposed to manage these impacts. The measures identified to manage these impacts during construction of the project would be incorporated in the EMPs to assist in the environmental management of construction activities. |
| 54 | In Section 1, the DEC is interested in identifying and minimising the potential extent and location of this | The RTA has endeavoured to avoid any impact on Broadwater National Park, however, all the options under consideration in |

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| | encroachment to ensure the least impact to Broadwater National Park. Opportunities may exist to confine this potential encroachment to previously disturbed areas such as the old tip and asbestos area on both the western and eastern side of the existing highway. The development and implementation of appropriate mitigation measures such as fauna exclusion fencing and fauna under/overpasses along the highway is also critical. | <p>Section 1 could affect the Park if the existing Pacific Highway alignment is incorporated in the Pacific Highway upgrade. Suggestions to reduce and confine any encroachment into the Park would be investigated and further consultation with DEC would be undertaken as the preferred options are refined.</p> <p>The consideration and design of appropriate mitigation measures to reduce animal kills on the highway and to provide opportunities for fauna movements across the new highway would be considered when a preferred route option is selected and during the environmental assessment phase of the project.</p> |
| 75 | Option 2E should be moved to the east of the existing highway to avoid the townships of Broadwater and Rileys Hill and to minimise impacts on bushland and wildlife (such as koalas). | The Broadwater National Park comprises coastal heath and wetland. As these vegetation types are not of a tropical, lush nature or support tall trees they are often incorrectly assumed to be of low environmental significance. This type of heathland is actually environmentally significant and biologically diverse, and it is for this reason it is protected as a National Park. The revocation of part of a National Park required for highway construction requires an Act of Parliament; for this to occur it must be demonstrated that there is no other viable option. The current Section 2 options demonstrate that there are viable options which avoid Broadwater. As a result of the community concerns the RTA is investigating an option further east of the study area as discussed in Section 5.1 of this Report. |
| 76 | The importance of the heath areas and Broadwater National Park are underestimated, with too much clearing of bush already undertaken in this part of the study area. | The RTA is aware of the importance of these habitats. Potential impacts on flora and fauna will be considered during the assessment of the route options. Prior to construction of the project, the RTA would undertake an environmental assessment of the preferred route. This assessment will identify the impacts of the proposal in more detail, including potential impacts on flora and fauna, and the measures proposed to manage these impacts. The measures |

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| | | identified to manage these impacts during construction of the project would be incorporated into the EMPs that would assist in the environmental management of construction activities. |
| 101 | <p>Impact (habitat, threatened species, EEC, biodiversity, wetlands, ASS, key habitats, wildlife corridors) can be minimised through adopting Options 1A, 2F, and 3B. Fauna and habitat mitigation measures have not been adequately addressed.</p> <p>Concerned about impact on koala habitat and corridors.</p> <p>Concerned about the disturbance of acid sulphate soils which could potentially harm the aquatic environment and marine life in the Tuckean Broadwater and Richmond River.</p> | <p>Ecological assessments were undertaken for the displayed route options at a level appropriate for route selection. The RTA is aware of the environmental value of the area and the options development process aims to integrate the highway into the natural environment to minimise impacts on threatened species and communities. Prior to construction of the project, the RTA would undertake an environmental assessment of the preferred route. This assessment would address wetlands, EECs, key habitats, wildlife corridors, potential acid sulphate soils (PASS) and actual acid sulphate soils (AASS) and their proximity to proposal in more detail. If the proposal is found to be in the vicinity of or directly impact on any environmental factors, then appropriate mitigation measures would be designed and implemented to avoid disturbance, provide opportunities for fauna movements across the new highway and protect all environmental aspects.</p> |
| 111 | A balance between impact on farm land and sensitive habitat should be made. | <p>The development of route options is complex with many competing constraints which need to be identified and assessed. These constraints are broadly grouped into social, economic, environmental and engineering. The options that have been developed have varying degrees of impact on each of these four aspects. The route selection process includes an assessment of the relative importance of the constraints and the identification of the route option that provides the best balance across them.</p> |
| 197 | Objection to Option 3A because of the environmental impacts it would have on the surrounding area. | <p>The route options development process aims to integrate the highway into the natural environment to minimise impacts on landscape features such as the Blackwall Range.</p> |

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| 198 | Options 2A, 2B and 2C would impact on a wildlife corridor area between Wardell Wetlands and the Blackwall Range, fish nursery/breeding grounds, wetlands and a range of threatened species.. | <p>The RTA is aware of the importance of this habitat and the current fauna migratory patterns.</p> <p>Potential impacts on flora and fauna are being considered during the assessment of the route options and further ecological assessments would be undertaken once a preferred route is chosen. Prior to construction of the project, the RTA will undertake an environmental assessment of the preferred route.</p> |
| 199 | Options 2C, 2D, 2E and 2F would impact on the heathland east of the respondent's property. | <p>The RTA has endeavoured to avoid any impact on the surrounding vegetation in Section 2, however, all the options under consideration in Section 2 could affect native vegetation. Considering these factors the project team is responding to community concerns and looking at what alignments can be achieved to minimise impacts on native vegetation. An environmental assessment would be undertaken and would identify any potential impacts and would provide appropriate mitigation measures to ensure minimal impact on the native vegetation and on surrounding properties.</p> |
| 200 | Routes 3A and 3B would result in property impacts and disturb the flora and fauna habitats that have been established. | <p>The RTA is sensitive to the community concerns raised during the consultation period and understands the strength of feeling regarding the route options in Section 3. Potential impacts on properties, and flora and fauna are being considered during the assessment of the route options. Following the selection of a preferred option, further ecological assessments would be undertaken as part of the environmental assessment process.</p> |
| 201 | Bridge crossings associated with Options 2A and 2B would impact on the Tuckean Broadwater which is high value wetland habitat, important koala habitat and wildlife corridors. These options would also impact on remnant Melaluca and Casuarina habitat . Option 2C follows a path that almost | <p>The RTA understands that there are a number of environmental constraints within the study area including the Tuckean Broadwater, the Broadwater National Park and the Wardell Heathland. The RTA has endeavoured to avoid any impact on Broadwater National Park, however, all the options under consideration in Section 1 and Option</p> |

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| | <p>continuously cuts through an area of high value habitat and through protected Heathland. This route will have two major environmental effects on local native flora and fauna i.e. koala corridors will be cut; there are over 100 threatened species in Section 2.</p> <p>Option 2D would have a significant impact on Jali Land and could impact on native flora and fauna in the Wardell Heath.</p> <p>Option 2E impacts on Broadwater National Park.</p> <p>Options 2D and 2E would impact on sensitive bushland areas and native animals</p> <p>Construction of the proposal would impact on the surrounding environment and the wildlife habitat in the undeveloped valley.</p> | <p>2E could affect the Park if the existing Pacific Highway alignment is incorporated in the Pacific Highway upgrade. Suggestions to reduce and confine any encroachment into the Park would be investigated and further consultation with DEC would be undertaken as the preferred options are refined</p> <p>The RTA is aware of the importance of all these habitats and the current fauna corridor patterns. Potential impacts on flora and fauna are being considered during the assessment of the route options and further ecological assessments would be undertaken as part of the environmental assessment process.</p> <p>This assessment will identify the impacts of the proposal in more detail, including potential impacts on flora and fauna, and the measures proposed to manage these impacts. The measures identified to manage these impacts during construction of the project would be incorporated in the EMPs that assist in the environmental management of construction activities. The consideration and design of appropriate mitigation measures to reduce animal kills on the highway and to provide opportunities for fauna movements across the new highway would be considered when a preferred route option is selected and during the environmental assessment phase of the project.</p> |
| 205 | <p>An ecological assessment has not been undertaken north of Coolgardie Road in Section 3 which is an area with high conservation value vegetation, biodiversity of both flora and fauna species and forms an important vegetation corridor link between Uralba Nature Reserve and the Wardell Heathland, recognised by the Department of Conservation (DEC).</p> <p>Part of route 3A is already zoned Environmental Protection (Habitat) zone (7f). This proposal also suggests the clearing of</p> | <p>Ecological assessments were undertaken for the displayed route options at a level appropriate for route selection. The area north of Coolgardie Road has been taken into consideration in this assessment. The study team is also aware of the importance of the Blackwall Range as habitat and the current fauna migratory patterns. Potential impacts on flora and fauna are being considered during the assessment of the route options and should Option 3A or 3B be selected as a preferred option, further ecological assessments would</p> |

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| | <p>densely vegetated steep slopes which would also create a visual 'scar' in this area as the Blackwall Range forms the 'green' backdrop to the populated coastal strip. There needs to be an in depth ecological assessment of the 3B section to include the provision of several underpasses for wildlife planned into the construction, as there are already many roadkills observed in this section.</p> <p>No comment has been made by the RTA on the effect of intrusion of weeds and feral animals during or after construction of the upgrade - both of these have serious ecological consequences to both flora and fauna.</p> | be undertaken. |
| 206 | <p>Concerned about:</p> <ul style="list-style-type: none"> - Impact on bushland, wildlife (including Koala, Oxleyan Pygmy Perch), wildlife corridors, impacts on threatened species, and endangered ecological communities. - Disturbance of acid sulphate soils and mangrove habitats with consequent effects on the biological, chemical, physical, economic and social characteristics of the region.. - Impacts on the Tuckean Broadwater/Swamp, wetlands of regional significance and of importance to indigenous people. - Impacts on Broadwater National Park, Blackwall Range, 'Barrage' wetlands, Rileys Hill bushland, Wardell Heathland and wetlands north of Old Bagotville Road. - Broadwater National Park does not contain high quality habitat due to past sand mining. - Importance of bushland and wetlands for migratory species. | <p>Preliminary ecological, geotechnical and heritage assessments have been undertaken as part of the route selection study. The RTA is very aware of the environmental attributes and geotechnical and heritage constraints in the study area and has identified a number of route options throughout the three sections. The preferred option would be sensitive to environmental constraints and further ecological and geotechnical studies would be undertaken as part of the environmental assessment of the preferred route.</p> <p>This assessment would identify the impacts of the proposal in more detail, including potential impacts on acid sulphate soils and landscape features and edge effects. Mitigation measures would be proposed to manage these impacts and would be incorporated in the EMPs that assist in the environmental management of construction activities and during operation of the upgrade.</p> <p>With regard to a potential route option further to the east in Section 1, the RTA is investigating an option further east of the study area as discussed in Section 5.1 of this report.</p> |

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| | <ul style="list-style-type: none"> - Edge effects resulting in reduced biodiversity, roadkill, threatened species impacts. - Habitat fragmentation and ecological integrity. - The environment being valued higher than the dying cane industry. - Fauna corridors links Uralba, Coolgardie, Wardell, Blackwall Range, Tuckean Nature Reserve, Victoria Park. - Fragmentation of habitats and consequent reduced genetic influx. - Wildlife fencing resulting in increased roadkill and opportunities for fauna under/over passes.. - Preservation of Cabbage Tree Palms as food source for endangered flock pigeons, Grey Kangaroos. | |
| 207 | Option 2F - The river crossing north of Wardell has some major problems, it is extremely wide, traverses a lot of very low lying mangrove flats and would inhibit the fish habitat in that area. | The study team is aware of the importance of this mangrove habitat and the fish habitats. Potential impacts on aquatic flora and fauna would be considered during the assessment of the route options and further ecological assessments would be undertaken as part of the environmental assessment of the preferred option. |
| 217 | Ensure that roadkill is not increased by installing wildlife fencing. | The consideration and design of appropriate mitigation measures to reduce animal kills on the highway and to provide opportunities for fauna movements across the new highway would be considered when a preferred route option is selected and during the Environmental Assessment phase of the project. |
| 230 | Fauna underpasses must be constructed within Broadwater National Park. Work involving freshwater creeks, gullies and wetlands will require mitigation to protect Oxlyean Pygmy | The RTA has endeavoured to avoid any impact on Broadwater National Park; however, all the options under consideration in Section 1 and Section 2 could affect the Park if the existing Pacific |

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| | Perch | <p>Highway alignment is incorporated in the Pacific Highway upgrade. Suggestions to reduce and confine any encroachment into the Park would be investigated and further consultation with DEC would be undertaken as the preferred options are refined.</p> <p>The consideration and design of appropriate mitigation measures to reduce animal kills on the highway and to provide opportunities for fauna movements across the new highway would be considered when a preferred route option is selected and during the environmental assessment phase of the project. The measures identified to manage these impacts, such as wildlife fencing and fauna underpasses during construction of the project would be incorporated into the Environmental Management Plans (EMPs) that assist in the environmental management of construction activities. Any measures to protect native fauna would be the subject of further discussions with DEC at a later stage of the approval process.</p> |
| 232 | Areas of known threatened fish species habitat should be avoided, impact on aquatic habitats should be minimised, esp mangroves, seagrass and saltmarsh. Ensure that number of waterway crossings required along a route is kept to minimum. | Some of the route options under consideration have the potential to affect aquatic habitats. Once a preferred route is chosen, the potential impacts on mangrove habitats, seagrass beds, saltmarshes and other aquatic habitats would be assessed in further detail and mitigation measures would be implemented to minimise the impact on these ecosystems. |
| 233 | A definitive plan for protection of Koalas between Rileys Hill and Broadwater should be prepared. | The RTA is aware of the importance of Koala habitats in the study area and the current fauna migratory patterns. Further ecological assessments would be undertaken as part of the environmental assessment once a preferred route is chosen. This assessment will identify the impacts of the proposal in more detail, including potential impacts on Koalas, and the measures proposed to manage these impacts. |

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| 234 | Detailed consideration should be given to environmental mitigation since the entire study area is habitat for threatened species and ecological communities. Mitigation will vary(costs, techniques etc), depending on the species, ecological community affected at each area and the value of the vegetations remaining on the Richmond food plain and slopes. | Prior to construction of the project, the RTA would undertake an environmental assessment of the preferred route. This assessment would identify the impacts of the proposal in more detail, including potential impacts on flora and fauna, and the measures proposed to manage these impacts. |
| 251 | <p>It is noted that a number of the options traverse relatively cleared areas with limited vegetation and undisturbed areas on thenorth/western side of the Richmond River. Please be aware that these isolated patches of vegetation, including individual trees are known to be important habitat for threatened species. For example bats roosting within isolated Cabbage Palms.</p> <p>The potential impact of these options on the following values is of concern: known or potential habitat for threatened species (including known Grey-headed Flying Fox Camps), Endangered Ecological Communities (EECs), identified SEPP 14 Wetlands, Key Habitats and Corridors, large complexes of intact and relatively undisturbed vegetation.</p> | <p>The RTA is aware of the environmental value of the area and the route options development process aims to integrate the highway into the natural environment to minimise impacts on threatened species and communities. An ecological survey and assessment has been undertaken as part of the route selection study.</p> <p>Prior to construction of the project, the RTA would undertake an Environmental Assessment of the preferred route. This assessment will identify the impacts of the proposal in more detail, including potential impacts on flora and fauna and their habitat, and the measures proposed to manage these impacts.</p> |
| 252 | <p>Laws Point is a veritable ecological goldmine. Options 2C and 2D would destroy this.</p> <p>Option 1C passes through an area of high value habitat. Should Option 1C be selected as the preferred route compensatory land should be purchased and revegetated to replace the habitat lost.</p> | <p>The RTA is aware of the importance of the Laws Point habitat and habitats that would be affected by Option 1C. Potential impacts on flora and fauna would be considered during the assessment of the route options and should Options 1C, 2C or 2D be selected as a preferred option, further ecological assessments would be undertaken.</p> <p>If a warrant is established during the environmental assessment phase of the project for compensatory habitat, this matter would be discussed with DEC and local councils.</p> |

4.6 Indigenous heritage

| Response No. | Issue | Response |
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| 22 | Plans in the brochure did not identify any sites of interest to Aboriginals. | It was not possible to provide too many details in the brochure. Generally, the brochure provided brief but specific information concerning the different options in Sections 1, 2 and 3. The RODR and the separate Aboriginal Heritage Assessment Report prepared by Jacqueline Collins (Adise Pty Ltd) provide particular details of Aboriginal sites within the study area. |
| 23 | Bridging the river is not as simple as it looks. Crossings could affect sacred sites and the spirits and souls of people. | <p>Investigations to date by Jacqueline Collins (Adise Pty Ltd) and consultation with traditional owners in the study area have endeavoured to identify the location of sacred sites and areas which potentially contain burial sites, massacre sites, etc. There will be ongoing contact with Aboriginal people through the Aboriginal Focus Group to ensure that sites and areas of importance are avoided. If this is not possible, management measures would be discussed with the Aboriginal Focus Group members and the DEC to ensure that sites and areas of importance are protected and conserved.</p> <p>Following several meetings with the Jali Local Aboriginal Land Council and with the support of the RTA's Aboriginal Heritage and Cultural Officer, an Aboriginal Focus Group has been established to address all aspects of the options which could affect Aboriginal people within the study area.</p> |
| 24 | RTA is practicing 'terra nullius' in connection with Aborigines. The northern routes near Lumleys Lane could affect a new Aboriginal housing development. | All the options considered affect various members of the community and when the preferred option is selected a number of people and their properties would be affected by the decision. The RTA is very sensitive to the impacts of road proposals on all people within the |

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| | | study area. For this reason a number of Focus Groups were established at appropriate stages in the project development. |
| 60 | Proposed routes could cause major impact on Aboriginal cultural heritage. | The study team is aware of a number of significant Aboriginal heritage sites that have been identified through consultation with DEC and the local Aboriginal community. Potential impacts on areas and sites that are significant to local Aboriginal communities would be considered during the assessment of route options and have been documented in the RODR and the Aboriginal Heritage Working Paper. Further investigations would be undertaken as part of the environmental assessment once a preferred route is determined. |
| 61 | Were Indigenous groups fully consulted? | There has been extensive consultation with individuals and representatives of the Aboriginal community in association with the archaeological investigations undertaken throughout the route identification and assessment process. Representatives of the Jali Local Aboriginal Land Council attend the CLG meetings and have been involved in discussions concerning all the route options that have been considered. Additional consultation with the traditional owners has also been undertaken during and after the display of the route options. In August, an Aboriginal Focus Group was established to improve the consultation process which will be ongoing. |
| 79 | <p>The Jali Local Aboriginal Land Council has extreme concerns on Options 2D and E as they will affect the Aboriginal community on Cabbage Tree Island and at Wardell. These options will damage:</p> <ul style="list-style-type: none"> - environment (noise, dust, pollution, proximity to established housing on Cabbage Tree Island, Back Channel Road and Lumleys Lane), - archaeology (Jali acquired lands in the Wardell area much of | The concerns of the Jali Local Aboriginal Land Council and representatives of the traditional owners have been raised at a meeting on 12 July 2005 and at the VMW on 21 and 22 July 2005. The Aboriginal Focus Group will address the issues raised by the Aboriginal community and seek to establish a means of on-going communication as the route options are further refined and a preferred option selected and approved. |

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| | <p>which is of high cultural and heritage significance), and</p> <p>- ecology (high conservation value).</p> <p>The Council seeks a further meeting with the RTA.</p> | |

4.7 Non-Indigenous heritage

| Response No. | Issue | Response |
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| 35 | Some farming properties are significant to the history of the settlement of the study area. Remnants of these settlements exist on properties, including a quarry and old brickworks. | The study team is aware of the heritage items in various properties affected by a number of the route options. Should an option which goes through these heritage items be identified as the preferred route, the alignment of the route would be reviewed to avoid and/or minimise the direct and indirect impacts on these areas. |
| 71 | Proposed routes could cause impact on Non-Aboriginal cultural heritage. | The study team is aware of a number of significant non-Aboriginal heritage sites that have been identified through consultation with local historians, the NSW Heritage Office and the local community. These have been documented in the RODR. Potential impacts on these areas and sites will be considered during the assessment and selection of route options. Further investigations would be undertaken as part of the environmental assessment once a preferred route is determined. |

4.8 Option opinions

| Response No. | Issue | Response |
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| 37 | Routes suggested by the CLG have been butchered to suit the Minister/RTA/Hyder. The input from the CLG has been inaccurately transferred to the maps made available for community comment. The RTA/Hyder have ignored the CLG members inputs. CLG members have been treated with contempt by Hyder by ignoring relevant information they have supplied. | <p>The RTA and Hyder are very appreciative of the time and consideration given by all members of the CLG in developing route options. At the CLG meetings, CLG members have been encouraged to share their views and opinions and these inputs have not been ignored.</p> <p>Information provided by CLG members has been included where relevant in the development of the route options from the beginning of the project.</p> <p>The route options described in the route options display brochure are a combination of the suggestions of the CLG and available technical and specialist information provided to Hyder and the RTA.</p> |
| 40 | A decision will be made in the next few months, i.e. less than 12 months from the start of the process. Why is the RTA trying to speed up the process? | It will take a considerable time from the commencement of the project in 2004 to the approval of the project. A decision is proposed to be made by the end of 2005 as to the preferred route. It will then take some months to develop a concept design and then more time to undertake the necessary environmental assessment prior to receiving an approval to the project. The RTA is endeavouring to finalise a preferred road alignment as quickly as possible to alleviate community concerns as to whether they will be affected by the new highway alignment. |
| 104 | Do not use the study area for a new route but take the route inland to west of towns such as Grafton and Casino. Also community route proposed through the hills to the North of the Moonimba Range. This less populated areas would be more suitable for a large highway and the towns along the route would benefit from the increased trade whereas coastal towns | <p>The RTA as an agency of the NSW government is required to carry out the relevant aspects of the government's policy in relation to roads and transport. Improving the safety of the Pacific Highway is a top priority for the RTA, which is committed to improving the safety record of this section of the highway.</p> <p>The construction of a new route inland is an alternate strategic option</p> |

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| | will be detrimentally affected. | not being considered at the level of this study, and in itself may not produce the safety improvements on the Pacific Highway that are required. |
| 110 | The Richmond River crossings proposed for Options 2C and 2D are not suitable due to the narrow flood plain and high flood velocities. The crossing should be further south where the flood plain is wider. | The narrow flood plain in the vicinity of the 2C and 2D crossings indicate good foundation conditions for bridge construction. A combination of narrow river width, good foundation conditions, even with slightly faster river flows, is preferred over a longer bridge, poor ground conditions and slower flows for economic reasons. |
| 112 | The CLG has proposed a 'Flood Free' Route from the Gap Road, which passes through the Bundjalung National Park and Broadwater National Park to connect with route 2D to the east of Cooks Hill. This route is suggested to ensure a flood free route and to minimise the impact on sugar cane farms. | This route suggestion has been taken into consideration by the study team. The suggestion will be assessed against all of the key issues such as environmental, flooding, social impact on farmers, land ownership, and a Community Alternative Route report will describe the assessment of this alternative route. |
| 113 | Locate the Pacific Highway in Section 1 to the west of the Richmond River thereby avoiding cane farms on the eastern side of the river. | Options to the west of the Richmond River in Section 1 were investigated at the early stages of the route options identification but did not perform satisfactorily against the assessment criteria. These options were not carried forward to the route options stage.. |
| 115 | Route Option 2E should be moved east of the "Ponderosa" site to avoid impact on the Broadwater Sugar Mill stockpile sites and flood-prone land. It could be relocated into the Broadwater National Park north east of Cooks Hill. | <p>The RTA is aware of the needs and future plans of the Broadwater Sugar Mill. The RTA is working with the Sugar Mill operators to ensure any conflict between highway plans and the Sugar Mill's current and future plans are resolved satisfactorily.</p> <p>The RTA has received several submissions requesting that an option further to the east of option 2E be investigated, and has begun to look into alignment options in this area.</p> |
| 120 | An alternative route suggested to deviate north west from the existing Pacific Highway north of Lang Hill, roughly follow the Rileys Hill Road to the west of Rileys Hill and cross the | Routes following close to the Richmond River and to the west of the Pacific Highway were considered in the early stages of the route options study but were not further investigated because of the long |

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| | <p>Richmond River to the west of the Option 2A crossing.</p> <p>or</p> <p>Cross the Richmond River east of Woodburn and west of Lang Hill and continue in a northerly direction and then NNE to the Bagotville Barrage.</p> <p>or</p> <p>Deviate west of the existing Pacific Highway south of New Italy and pass just east of Moonimba Range, cross the Richmond River west of Swan Bay and then run northeast to Dungarubba and cross the Tuckean Broadwater near Bagotville Barrage.</p> | <p>lengths of route in the flood plain, which would impact significantly on flooding and associated high costs of construction.</p> <p>The existing Highway alignment south of Gap Road has good design criteria compliance, therefore an upgrade along this alignment is preferred. Also, there are strong environmental issues around the Blackwall Range.</p> |

4.9 Property issues

| Response No. | Issue | Response |
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| 73 | <p>What compensation and property acquisition arrangements are there for properties underneath the preferred route corridor?</p> <p>RTA would need to take a portion of the respondent's land and the home would be demolished.</p> | <p>The Roads Act 1993 authorises the RTA to acquire land and payment for land is assessed in accordance with the provisions of the Land Acquisition (Just Terms Compensation) Act 1991.</p> <p>A general guide to the RTA's policy on land acquisition can be found in Corporate Policy No. 29 - Land Acquisitions Policy Statement. This is a brief guide of the occasions and situations under which the various parts of the above acts come into effect and is available from the RTA on (02) 9218 6160 or through the project team.</p> <p>In summary, compensation and land purchase fall under two main</p> |

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| | | <p>categories; the "Hardship" or "Preferred Route" provisions of the Act.</p> <p>The "Hardship" aspect is for landowners who can demonstrate that they cannot sell their property as it falls within the nominated footprint of the announced preferred route. This only applies to property owners actively trying to sell their property, not those who believe their property has lost value due to the route announcement.</p> <p>The "Preferred Route" aspect is for the situation that the RTA requires whole or part of a property for the construction of the highway and this is based around the market value of the property if it were unaffected by the route. Where part of a land parcel is required for road construction the property owner may apply for complete purchase if it can be demonstrated that the remaining land parcel becomes unviable for its current use.</p> <p>The aim of the legislation and policy is that people should be no worse off financially than if a road requiring acquisition of their land was not proposed. The amount offered for the property is based on the market value of the property at the time of acquisition, unaffected by the road proposal.</p> |
| 81 | The location and resultant changes to the area of a Route Option would have a negative impact on the value of a property | <p>It is possible that property values would be affected in the vicinity of the preferred route.</p> <p>Once a preferred route is selected, this will be further assessed and modified to reduce impacts to an absolute minimum. In addition, care will be taken to ensure that access, clearances and other amenities the construction of a highway may alter will be addressed to provide the same level of amenity as previously existed.</p> <p>Once the preferred route has been selected, the next stage would be to prepare landscaping plans and examine the need for noise reduction measures to minimise the visual and audible impact of a</p> |

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| | | route on nearby properties. These measures should reduce the negative impact on local property values. |
| 134 | A number of route options traverse areas of high quality agricultural lands including areas identified as "Regionally Significant Farmland" in the "Northern Rivers Farmland Protection Project" (DIPNR). This project encourages infrastructure providers including State and local government authorities, to avoid locating major public infrastructure within 'State' and 'Regional' farmland areas where such infrastructure would impact on existing or potential farm production. | The RTA recognises that some of the route options under consideration do affect agricultural lands. At this stage of the study the location of corridors has sought to minimise impacts on existing or potential farm production and at the same time to minimise impacts on other important features of the study area, such as communities, ecology and heritage items. When the preferred route is selected, further discussions will be held with appropriate agencies with regard to minimising impacts on farmlands. |
| 140 | Is there any compensation or mitigation measures available for property which may lose value by being alongside the chosen route if no part of the property is required to be purchased for construction? | For property owners living close to but whose land is not directly affected by the highway (no part is required to be purchased for route construction), there are no provisions for the RTA to provide financial compensation from the impact of the highway on the land or dwellings. Under the Land Acquisition (Just Terms Compensation) Act 1991, there is no provision for compensation for perceived devaluation of a property due to its proximity to the highway. |
| 141 | A route option which will impact a large number of previously unaffected properties and residences, particularly where residences are concentrated, should be avoided. In some cases the numbers of properties affected that has been stated by the RTA is incorrect and contradictory. The RTA should select the route that affects the least number of properties and minimise the impacts on cane farming, local businesses, historic properties and scenic areas. | In the design and selection of route options the RTA has attempted to minimise the impact on private properties as much as possible. The comparative impact on properties and dwellings of the various route options is one of the criteria upon which routes are assessed during the selection of a preferred route. Those routes which affect fewer people, require the acquisition of less important land and have fewer property impacts will perform better in this assessment. In addition, the noise assessment includes consideration of the change in noise impact on a property, i.e. properties newly affected by an option will be judged as worse affected than an affected property |

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| | | <p>which is already alongside the existing highway.</p> <p>Further refinements to reduce the number and nature of property impacts will continue at the concept design stage of the preferred route. Design will include minimising the amount of private property affected, solutions to mitigate visual and environmental impacts and solutions to access, severance and noise problems arising from the route alignment.</p> <p>The number of properties stated by the RTA has been based upon the best information available to date. The brochure that was sent to community members in the study area quoted the number of land parcels (properties) within the 250m corridor. This does not necessarily reflect the number of houses, but the separate lots within the corridor. Also available in RODR is a count of the number of buildings within the 250m corridor. This is a more accurate reflection of homes affected, but does not differentiate between a large shed and a house, for example.</p> <p>The limitations and accuracy of the property impact data is known to the RTA and this information is used accordingly with site visits, aerial photography and community consultation used to supplement this data.</p> |
| 142 | Option 3A affects far more homes and properties than 3B where the local property owners are used to a main road being in close proximity. There is a huge and unexpected impact on property owners along the corridor of Option 3A many of whom are now worried and upset by the prospect of a route coming up close to their properties which were initially outside | <p>The RTA is sensitive to the opinions of the local community and for this reason the route options were taken to public display and community submissions invited regarding these options.</p> <p>Throughout the display period and from the submissions it is clear that there is strong local public opinion against Option 3A corridor as opposed to the upgrading of the highway along the existing Option 3B corridor. These opinions, along with the known data on property impacts, are taken into account in the selection of a preferred route,</p> |

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| | | along with all of the other aspects that go into route selection. |
| 143 | Concern that a route option will cause land to be lost, land parcels to be isolated and farms to be divided, thus rendering some properties unviable for farming and unpractical. Some affected properties are of local historical importance and individual properties are well known to the local community. | <p>Throughout the route selection process and during concept design, the impact on property will continue to influence the alignment of the highway and the provision of accompanying infrastructure. The amount of land lost to the highway and the severance caused by it will be monitored and where possible minimised to reduce the impact on the local community. Where property owners have demonstrated severance problems arising from current alignments, and suggested alternatives, the RTA is investigating these and will seek to adopt them if they should be of comparable performance against all other criteria.</p> <p>After the preferred route is selected the access requirements of property owners will be examined on a one-on-one basis and landowners would be provided with sufficient access and clearances to access all parts of their property.</p> <p>Where the highway severs or reduces a land parcel to the extent that it becomes unviable for continued commercial use, the landowner can seek for this land to be purchased by the RTA upon demonstrating its unviability (refer to response 139).</p> |
| 144 | The Broadwater Sugar Mill has a critical minimum mass of sugar cane that it must process to keep it viable and operational. If the farms in the local co-operative lose more than 50 hectares in total, the mill cannot achieve this critical mass and becomes unviable. | <p>The RTA is aware of the implications of reducing the amount of sugar cane land and the follow-on effect this has on the Broadwater Mill and the co-operative in general. During concept design every effort will be made to maintain the area of sugar cane land and therefore cane tonnage above the levels that will cause the Mill and co-operative to remain viable.</p> <p>The RTA has established, and will maintain contact with, the New South Wales Sugar Milling Co-operative Ltd to achieve through cooperation a workable solution for all parties.</p> |

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| 145 | Some route options go through local active quarries earmarked for future exploitation and would invalidate them as a resource for the local area and the operator. | <p>As well as purchasing property that becomes untenable after reduction in size for the highway corridor, the RTA will purchase businesses that can demonstrate they can no longer function without the land lost to the highway.</p> <p>As with all businesses and properties the concept design stage will work towards avoiding and minimising impacts on quarries where possible. The first consideration for local quarries is timescale; construction on this scheme is currently envisaged to be at least 5 years from now and current material commitments should be unaffected by the route construction. Secondly, the construction of a highway, especially where it must be raised on embankments out of the flood plain, will require a significant amount of locally sourced materials and the RTA will be working with local quarries to best use the resources available in the area. Should a quarry fall within the proposed road corridor, the RTA will investigate whether it can be used as a source of material and work with the owner to best make use of this resource at the concept design stage.</p> |

4.10 Landuse, planning and zoning

| Response No. | Issue | Response |
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| 77 | Current rezoning and development applications for 30 rural residential allotments, other developments and proposed subdivisions would be affected by many of the route options. | The RTA aims to identify a preferred route option as quickly as possible to alleviate potential impacts on opportunities to proceed with this rural residential subdivision and other developments within the broad study area. If the preferred option results in affecting this property, negotiations would take place to determine measures required to reduce impacts on the development potential of the land |

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| | | and, if necessary, property acquisition would be undertaken in accordance with the RTA's Land Acquisition Policy. |
| 235 | Our property falls under one or more of the route options. How does this affect proposed or approved Development Applications (DA's) relating to this property. | <p>When the route options were announced all local councils were sent a list of relevant properties affected by these routes. The announcement of these routes does not prevent DA's being lodged or approved, but the councils have been advised of the RTA's route options in the area and it is likely this would form part of their decision regarding a DA.</p> <p>DA's already approved by councils, or those approved following announcement of route options/the preferred route will be reflected in property values should it be necessary to acquire that property for highway construction.</p> |

4.11 Bushfires

| Response No. | Issue | Response |
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| 32 | The new highway may provide an excellent fire break between the National Park and private property and lessen an ongoing bushfire problem in the area. | The relocation of the highway in relation to National Parks and Nature Reserves would be undertaken on engineering, environmental, social and cost grounds. Benefits of a highway adjacent to a National Park could include the greater control of weed dispersal, provision of a firebreak, and better access to fire-fighters. |
| 33 | Some of the areas through which routes would pass are of high bushfire danger, being known to burn on an almost regular basis. | Consultation would occur with emergency services about access arrangements to enable bushfire safety to be maintained, and where practicable, enhanced. This would occur during the concept design phase. |

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| 55 | Increased bushfire ignitions are likely from large traffic volumes with restricted access off the freeway for fire tankers endangering the lives of fire crew and motorists. | It is acknowledged that some bushfires are caused by road users throwing flammable materials out of vehicle windows, but it is unlikely that increased traffic volumes over a longer time period would increase bushfire incidence. Discussions would be held with State Emergency Services, NSW Police, Ambulance and other agencies with regard to the need to gain safe access for trucks, fire-fighting equipment and personnel to fight fires. |

4.12 Socio-economic impact

| Response No. | Issue | Response |
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| 27 | There is concern that the route options which pass close to Rileys Hill will isolate the township from neighbouring townships and affect the unique identity of the town and the lifestyle of its residents. Options 2A, 2B and 2C would socially divide the Broadwater and Rileys Hill communities. | The impact a route option has on towns is part of the criteria used in the route options assessment. Local roads that cross the line of the preferred route will be maintained with under/overpasses providing the same level of access between townships. The preferred route will be optimised to minimise negative impacts. The design will include mitigating measures to alleviate any adverse visual or noise impacts of the highway. The mitigating measures may take the form of integrated urban design elements, landscaping and noise barriers. |
| 43 | Severing of properties by the RTA will impact the access, manageability, viability and productivity of the farms. The routes would impact on generational farmers who have been on their land for many years. These people would lose the only income and lifestyle they know. Routes 1A, 1B, 1C, 2A, | It is likely that the preferred route will have an impact on some farms and other properties. The RTA would liaise with property owners affected by severance and develop design solutions to maintain access across the upgraded highway during the refinement of the |

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| | <p>2B, 2C, 2D, 2E and 3A will render farming properties unviable by reducing production area, demolishing buildings and passing through grazing land and watering centres.</p> <p>Route options would have the effect of reducing sugar cane harvest by 20,000 tonnes which would increase costs to cane-growers and have a big impact on the sugar cane industry and its employees, in particular Owen's Carney & BTN Co-operatives and Broadwater Mill.</p> | <p>concept design of the preferred route.</p> <p>The development of route options is complex and with many competing constraints which need to be identified and assessed. These constraints can be broadly grouped into social, economic, environmental and engineering and includes agricultural land use. The options that have been developed have varying degrees of impact on each of these four aspects. The Value Management (VM) and route selection process includes an assessment of the importance of these constraints and the identification of the route option that provides the best balance across them.</p> <p>Properties directly affected by the proposal would be acquired and compensated in accordance with the provisions of the Land Acquisitions (Just Terms Compensation) Act, 1991. If the preferred route impacts on an agricultural property to the extent that the property becomes unviable, the RTA would consider purchase of the whole of the property.</p> |
| 44 | <p>It would be preferable to widen the highway on the eastern side, as the cane land east of the highway is of low value because of poor markets and the need for subsidies.</p> | <p>Between Woodburn and Broadwater the options on the eastern side of the Richmond River and the Pacific Highway would affect some cane farms as would Option 2F between Broadwater and Wardell. However, the decision as to the best location for the preferred route will not be based solely on sugar production practices and current market values.</p> |
| 45 | <p>Concerned about loss of agricultural land as a result of the upgrade on Options 1A, 1B, 1C, 2A, 2B, 2C, 2D and 2F. Prefers routes that have little disruption to local farming and loss of agricultural land. Favours the eastern route put forward by members of the CLG.</p> | <p>It is likely that the preferred route would have some impact on farms in the study area. The RTA would liaise with affected property owners during the design stage to minimise these impacts.</p> <p>As a result of community submissions the RTA is investigating an option further to the east as discussed in Section 5.1 of this Report.</p> |

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| 58 | There are extremely high mental, emotional and physical costs involved in relocation from farms following acquisition. | <p>The RTA is sensitive to the mental, emotional and physical costs involved if property owners are required to sell their property, find and purchase an alternative property and move as a result of a new roadway affecting their farms. Some farms have been in the family for generations which makes it even harder to sell and move. In some instances it is difficult to find an alternative property providing the equivalent facilities as the existing farm.</p> <p>The RTA's property acquisition process is a fair approach to purchasing properties required for road developments and every assistance is given to enable a smooth purchase process and relocation to a new property. Land acquisition by the RTA is managed under the RTA's Land Acquisitions Policy. This policy was developed to support the Land Acquisition (Just Terms) Compensation Act, 1991. The aim of the legislation and policy is that people be no worse off financially than if a road requiring acquisition of their land was not proposed. The amount offered for the property is based on the market value of the property at the time of acquisition, unaffected by the road proposal. The property acquisition process is only applicable to properties directly affected by the proposal.</p> |
| 62 | Route Options 2C, 2D, 2E and 2F would cause financial and emotional hardship and stress. | For some people, planning the proposed upgrade of the highway is likely cause some concerns regarding financial security and emotional hardship and stress. Such effects on human well-being can differ significantly between individuals and can be most severe during the route options development process as a result of uncertainty. The study team is making every effort to minimise the time between the announcement of the route options and the decision on the preferred route to minimise the period of uncertainty. |

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| 63 | Route Options 1A and 1B reduce amenity for residents to the river. | Options 1A and 1B are further from the Richmond River than the existing highway. With these route options, it is likely that the existing highway would be maintained as a local road with connections to the new highway through underpasses and overpasses. There may be need to rationalise some of these crossings, but adequate connections would be provided to maintain current access to the Richmond River. |
| 64 | The new highway would cause community division between Riley's Hill and Broadwater. | The RTA is aware that the display of options in Section 2 in the vicinity of Broadwater and Rileys Hill has caused community concern, particularly in relation to the potential for the road through Rileys Hill becoming a local access road. The existing road network would be maintained with underpasses and overpasses of the upgraded highway being provided to ensure good local community access. Decisions regarding local access would be made in consultation with Richmond Valley Shire Council, the cane industry and the local communities. |
| 65 | The route options would affect the respondent's quiet lifestyle, privacy, security and the safety and happiness of the respondent's children. The options would ruin family homes that were intended for retirement and family retreats. | This attachment to individual properties was raised in many submissions received from across the study area. All route options will affect people with a deep connection to their properties. The development of route options is complex with many competing constraints which need to be identified and assessed. These constraints can be broadly grouped into social, economic, environmental and engineering. The options that have been developed have varying degrees of impact on each of these four aspects. The route selection process includes the identification of the route option that provides the best balance across all aspects. Prior to construction of the project, the RTA would undertake an Environmental Assessment of the preferred route and refine the concept design. This assessment and refined design will identify |

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| | | lifestyle and safety impacts, and the measures proposed to manage these impacts. |
| 66 | A modified version of Option 2D (moved slightly further west) would have minimal social impact in terms of air and noise pollution and loss of visual amenity. | The suggested alternative is a refinement of Option 2D. Should this option be identified as the preferred route, the suggested refinement would be further assessed. |
| 67 | Route Option 3B would not affect any more of the community as it follows the existing highway. | In order to meet the design specifications for the Pacific Highway Upgrade, additional land would be required in the vicinity of the existing highway. The land to be affected could be on one side or the other of the existing highway or could affect both sides. For people operating businesses or living near the existing highway, additional impacts could be experienced from the closer proximity of the highway. |
| 68 | Re-routing the highway would create a new set of impacts. Ways of increasing the safety and capacity of our existing roads and managing those existing impacts should be investigated. | People living and working near the existing Pacific Highway between Woodburn and Ballina experience a number of adverse impacts and the road itself is not of a standard to provide safe travelling conditions for all road users. It is not possible to upgrade the Pacific Highway entirely within the existing road reservation in order to meet safety design specifications and therefore, in some situations a new alignment may be necessary. Some adverse impacts are likely and these will be managed by the implementation of mitigation measures. |
| 70 | The small communities of Meerschaum Vale, Bagotville, Alleys Hill, West Broadwater, Rileys Hill and Cabbage Tree Island, where people choose to live in peace and quiet and in an ideal environment will be impacted by the route options. | The RTA understands that these communities, along with other communities along the route options, are small, tight-knit communities who have chosen to live in areas away from urban development but in proximity to centres such as Woodburn, Broadwater, Wardell and Ballina. It is acknowledged that the proposed highway options would impact on these communities, and these potential impacts will be considered during the assessment of |

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| | | the route options. |
| 78 | Why are there no cost comparisons of the route options available to the public? | Value for money is an important consideration for the selection of the preferred route. Comparison of strategic cost estimates has been undertaken and provided in Section 8, RODR.. These are given in units rather than an actual cost to allow for inflation and currency movements. An estimation of the reduction in vehicle operating costs and accident costs have also been discussed as apart of the discussions on road user benefits in RODR. |
| 114 | The CLG 'Flood Free' Route would require much less land take of prime agricultural land compared the the Route Options which is one of the reasons why it should be considered alongside the route options. | <p>The 'Flood Free Route' received sufficient public backing for the RTA to investigate it further. Known to the RTA as 'The Community Alternative Route', a report on all aspects of this route in comparison to the Route Options is currently being compiled. A summary of the Community Alternative Route is provided in Section 5.1 of this Report.</p> <p>The minimisation of agricultural landtake is an obvious benefit of a route, and will form part of the route assessment. However this will be considered alongside all other considerations that go into route selection such as environment, socio-economics, flooding and geotechnics.</p> |
| 125 | <p>Supports Options 3B and 2F because "farming is documented to have a limited lifespan and our natural bushland should be preserved forever".</p> <p>Supports Option 2F because the cane industry has a limited lifespan and environmental losses cannot be compensated for.</p> <p>Prefers CLG route, Options 2E and 3B for minimised loss of cane land. Concerned about the viability of the cane industry.</p> <p>Concerned about the livelihood of cane farmers, impact on the</p> | <p>The development of route options is complex, with many competing constraints which need to be identified and assessed. These constraints can be broadly classified into social, economic, environmental and engineering. The route selection process includes the identification of the route option that provides the best balance across all aspects.</p> <p>It is likely that the preferred route will have some impact on farms and businesses in the study area. The RTA would liase with affected property owners during the design stage to minimise these impacts.</p> |

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| | <p>Broadwater Mill supply area and loss of cane land. Supports the CLG route.</p> <p>Objects to Options 2C and 2F because they will have a large impact on sugar production.</p> <p>Objects to those routes that impact on quarries.</p> <p>A lot of people would lose workshops, business premises, farmland and crops as a result of Option 3A.</p> <p>Objects to Options 2A and 2B due to economic impact.</p> <p>Objects to Option 2F due to impacts on the Caravan Park (at Wardell).</p> <p>All options have impacts on agricultural land and existing quarries. The option chosen must minimise these impacts.</p> <p>Concerned about options that impact on planned business enterprises.</p> <p>Objects to options that impact on properties that have recently gained, or are in the process of gaining, development approval for residential buildings.</p> | <p>Progress with the selection of the preferred route will not be affected by any current production and marketing issues of the cane industry in the region, apart from ensuring that the Broadwater Sugar Mill can maintain its operations into the future.</p> <p>As mentioned previously, as a result of community submissions, the RTA is investigating an option further to the east as discussed in Section 5.1 of this Report.</p> |
| 133 | Objects to Option 1B because it impacts on an important reserve for cattle and machinery, and objects to Options 2A, 2B, 2C, 2D and 2F because they disturb the agricultural industry. | Prior to construction of the project, the RTA would refine the concept design of the preferred route and endeavour to minimise property impacts and disturbance to agricultural activities. If the preferred route impacts on an agricultural property to the extent that the property becomes unviable, the RTA would consider purchase of the whole of the property. |
| 135 | Objects to the study area in general, as defined by RTA, because the study area goes through prime agricultural land. | The study area was determined by the RTA at the start of the project by looking at the broad constraints within the existing Pacific |

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| | | Highway. |
| 136 | <p>Objects to Options 2A, 2B, 2C and 2D because they would have impacts on the landowner's harvesting operations.</p> <p>Concerned that Options 3A and 3B will negatively impact on harvesting operations, and concerned about access for large machinery across the highway.</p> | <p>The RTA would liaise with property owners affected by severance and develop design solutions to maintain access across the upgraded highway.</p> <p>The RTA would refine the concept design of the preferred route and endeavour to minimise property impacts. If the preferred route impacts on an agricultural property to the extent that the property becomes unviable, the RTA would consider purchase of the whole of the property.</p> |
| 164 | The proximity, noise, pollution, danger and access problems a route option will cause will detrimentally alter peoples lifestyles, some of which go back generations. This should be taken into account in the route selection process and The RTA should be sensitive to the distress of affected community members. | The construction and presence of a new highway through any locality would alter the local area and potentially affect people's lifestyles. The RTA's aims to limit the negative impacts on the local area's economy, community, environment and history. It is also an important goal of the RTA to introduce positive changes such as reduced traffic and improved safety on local roads, stimulate rural economies, improve local residents access to and from the area and return rural townships to quiet safe areas. For this reason the various parts of the route assesment criteria are designed to provide a measure of these impacts and this will form the basis of the selection of a preferred route. |
| 167 | Objects to those route options that pass through farms because of the impact on the viability of the farms and farming operations and the increased financial stress. | <p>It is likely that the preferred route will have some impact on farms in the study area. The RTA would liaise with affected property owners during the design stage to minimise these impacts.</p> <p>If the preferred route impacts on an agricultural property to the extent that the property becomes unviable, the RTA would consider purchase of the whole of the property.</p> |
| 168 | Concerned about the impact on the conveyer system between | The RTA has undertaken discussions with the proponents of the Co- |

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| | the sugar mill and Ponderosa property. Construction of conveyor belt on lots crossed by Options 2C, 2D, 2E and 2F must be accommodated for in the road design. | generation power plant planned for Broadwater Sugar Mill. The RTA would continue to liaise with the proponents of the power plant to ensure that any impacts on the proposed conveyor system would be minimised. |
| 169 | Route options could impact on current businesses and proposed extensions to businesses/farms in the study area. | It is likely that the preferred route would have some impact on farms and businesses in the study area. The RTA would liaise with affected owners during the design stage to minimise these impacts. |
| 171 | Proposed interchanges would impact on businesses. | The location of interchanges would be determined during the design stage of the project. The RTA would liaise with the local community during this stage to ensure an optimal location for the interchanges in order to minimise impacts on local businesses. |
| 179 | Objects to Option 2F because the option places people's homes and lifestyle at risk. Objects to Options 2C and 2D because the routes pass through local properties used for recreational activities. Objects to Options 1A, 1B and 1C because they pass through a 100 year old family home. | This long term attachment to individual properties and houses was evident in submissions received from across the study area. All route options would affect people with a deep connection to their properties. Prior to construction of the project, the RTA would undertake an environmental assessment of the preferred route and refine the concept design. This assessment and refined design will identify the impacts of the proposal in more detail, including potential lifestyle and amenity impacts, and the measures proposed to manage these impacts. |
| 181 | Options 2A, 2B, 2C and 2D will destroy the natural beauty of the area and the quiet rural life-style of people living there. A family member is suffering from a severe illness and requires a quiet, clean environment. Options 2A, 2B and 2C will impact on this quiet, clean environment. Options 2C, 2D, 2E and 2F impact on properties owned by the | The development of route options is complex, with many competing constraints which need to be identified and assessed. These constraints can be broadly classified into social, economic, environmental and engineering. The route selection process includes the identification of the route option that provides the best balance across all aspects. |

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| | <p>same families for generations. Concerned that these routes would impact on current lifestyle.</p> <p>Distressed about impact on rural lifestyle and impact on homes as a result of Option 3A and options in Section 2.</p> <p>Options 1A, 1B and 1C would have large impacts on the community in and around Woodburn.</p> <p>Social impacts should be minimised during the route selection process.</p> <p>Many people on the western side of the Richmond River have chosen to live in the area because of the bushland character of area. The proposed western options would impact on this lifestyle.</p> | <p>The RTA appreciates that there are small, tight-knit communities of people who have chosen to live in areas away from urban development but in proximity to centres such as Wardell, Broadwater and Woodburn. It is acknowledged that the route options would impact on these communities.</p> <p>Prior to construction of the project, the RTA would undertake an environmental assessment of the preferred route and refine the concept design. This assessment and refined design would identify the impacts of the proposal in more detail, including potential noise and amenity impacts, and the measures proposed to manage these impacts.</p> |
| 186 | Supports the route proposed by some members of the CLG because there would be no additional stress to people during flooding events. | As a result of community submissions the RTA is investigating an option further to the east as discussed in Section 5.1 of this Report. |
| 192 | Prefers Option 3B due to minimal social impact. | Noted |
| 194 | Concerned that Options 2C and 2D will isolate farms near Wardell from the town. | <p>It is intended that existing roads would be maintained so that access between towns and access for residents into towns is maintained.</p> <p>Where the upgrade would impact on access to individual properties, the RTA would consult with the impacted property owner to ensure that access is maintained.</p> |
| 249 | The location of a route option will have a negative impact on a business devoted to helping terminally ill children that have had a lot of investment and time put into it. There has been significant, time consuming and costly studies done on the businesses impact on the environment to gain approval from | The impact of a route on local businesses is incorporated into the route assesment process, and would have a bearing on the outcome of the selection of a preferred route. If it should be necessary to purchase all or part of a property the value of the property would be assessed at market prices - if this property is a business and would be |

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| | the council. | affected commercially by the loss of land then this would be reflected in the price of the property. Each affected property owner would be consulted with in a one on one basis. |
| 256 | Essential infrastructure should be retained in public ownership. | When the Woodburn to Ballina project is approved the NSW government will decide the most appropriate way to fund the construction and operation of this section of the upgraded Pacific Highway, in consultation with the broader community. |

4.13 Pollution and global warming

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| 29 | Route Options 1A and 1B would not relieve Woodburn of pollution problems. The impacts of particulates in the air from the increased traffic together with emissions from the sugar mill stacks and the stockpiles will increase. | Potential air quality impacts would be considered during the assessment of the route options. Prior to construction of the project, the RTA would undertake an environmental assessment of the preferred route. This assessment would identify the impacts of the proposal in more detail, including noise and air quality impacts, and the measures proposed to mitigate these impacts. |
| 31 | Tank water will be polluted as a result of vehicle emissions from more trucks on an improved highway. | Most emissions from vehicles are not soluble in water. The emissions of concern for water quality would be sulphur dioxide (SO ₂) and lead (Pb). SO ₂ represents a minor component of vehicle emissions and is expected to decrease as the Commonwealth Government continues to mandate a program for low sulphur content fuels. Pb emissions are declining with leaded fuel being replaced by lead replacement fuels. Particle pollution in high quantities has the potential to increase the turbidity of water but is unlikely to in this case as the background particle levels in the study are quite low due |

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| | | to the rural nature of the area. |
| 34 | Concern regarding construction and operational impacts on the health of nearby residents from decreased air quality. | In terms of physical health, the RTA has identified the potential impacts of the route options on issues such as noise, air quality and water quality. These potential impacts will be considered during the assessment of the route options. Emotional and mental health effects of a major highway upgrade can differ significantly between individuals and can be most severe during the route options development process as a result of uncertainty. The study team is making every effort to minimise the time between the announcement of the route options and the decision on the preferred route to minimise the period of uncertainty. |
| 36 | The upgrade will contribute to global warming and climate change for the North Coast. | The RTA is committed to meet the challenge of reducing greenhouse gas emissions and the potential impacts of climate change. An assessment of the net effects of the project in terms greenhouse gas emissions produce during both construction and operation would be undertaken as part of the environmental assessment. |
| 46 | Options 2A, 2B and 2C would impact on the air quality of Riley's Hill, Bagotville and Meerschaum Vale. Option 2D would impact on the air quality of Cabbage Tree Island and western Wardell. Air pollution emanating from the construction and ongoing highway traffic would render the property useless as a cane farm. | While a detailed assessment of air quality impacts would be undertaken as part of the Environmental Assessment of the preferred route, it is likely that all route options would have similar air quality characteristics. Prior to construction of the project, the RTA would undertake an environmental assessment of the preferred route. This assessment will identify the impacts of the proposal in more detail, including air quality impacts, during construction and operation for the preferred route. Most of the pollutants with localised effects (carbon monoxide, nitrogen dioxide, benzene and 1, 3 butadiene) disperse to acceptable levels within 10m of the road edge. Regional pollutants, such as particulate matter, nitrogen dioxide and ozone only become |

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| | | an issue when there is a high background level of these pollutants, as is the case in major cities. It is therefore, unlikely that the air pollutants associated with the upgrade of the Pacific Highway between Woodburn and Ballina would have a noticeable impact on farms in the study area. |
| 48 | Some of the route options would generate pollution emissions as the rise in the highway to meet the bridge over the Richmond River will be close to Rileys Hill and other residential areas. | Potential impacts on local air quality would be considered during the assessment of the route options. Prior to construction of the project, the RTA would undertake an environmental assessment of the preferred route. This assessment would identify the impacts of the proposal in more detail, including potential impacts on local air quality. The surrounding landscape morphology would be considered when undertaking these assessments. |
| 52 | In Section 2 the Blackwall Range forms a large natural 'amphitheatre' that will amplify noise impacts and trap air pollution from the highway. | Potential noise and air quality impacts in relation to the local topography would be considered during the assessment of the route options. Prior to construction of the project, the RTA would undertake an environmental assessment of the preferred route. This assessment would identify the likely traffic noise and air quality impacts, and the measures proposed to mitigate these impacts. |
| 56 | The noise from the proposal will impact the respondent's home business. | When a preferred alignment is selected, further traffic noise assessments would be undertaken to assess the likely traffic noise impacts on residents, sensitive noise receptors such as hospitals, nursing homes and schools, and the potential to affect home businesses during construction and operation of the highway. Discussions would be held with all concerned members of the community with regard to potential traffic noise impacts and the measures proposed to manage these impacts. |
| 57 | Option 3A would jeopardise access to health care facilities and amenities near Pimlico. | During the preparation of the concept design for the preferred route, the RTA would investigate existing access arrangements and would |

| Response No. | Issue | Response |
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| | | provide safe crossings of the highway to access community facilities near Pimlico. Access arrangements would be determined in consultation with Ballina Shire Council and the local community. |
| 59 | <p>Has the RTA considered the potential increase in the levels of pollution between the sea and the mountain range as a result of the upgrade?</p> <p>Concern about increased air pollution from the proposal and its impact on the local area.</p> | As part of the development of route options the RTA has undertaken preliminary noise and water quality investigations. The RTA recognises that the upgrade could have the potential to impact on pollution levels in the vicinity of the upgrade. Prior to construction of the project, the RTA would undertake an environmental assessment of the preferred route. This assessment will identify the impacts of the proposal in more detail, including noise, water and air quality impacts, and the measures proposed to mitigate these impacts. |
| 100 | Accidents with heavy vehicles and other road runoff will discharge toxic chemicals into waterways. | The design guidelines for upgrading the Pacific Highway requires the construction of spill containment structures before stormwater systems are discharged beyond the upgrade reserve. This mitigation measure controls toxic chemical spills before reaching waterways or other land. |
| 118 | The valley between Thurgates Lane and where the proposed routes cross the Blackwall Range is a natural amphitheatre. The prevailing winds from the east would concentrate air pollution in the valley. | Potential impacts on local air quality would be considered during the assessment of the route options. Prior to construction of the project, the RTA would undertake an environmental assessment of the preferred route. This assessment would identify the impacts of the proposal in more detail, including potential impacts on local air quality for the proposal. The surrounding landscape morphology would be considered when undertaking these assessments. |
| 126 | The flat terrain in the vicinity of Option 2F would limit deleterious air quality impacts. Option 2D would cause pollution impacts in areas which are not adversely affected at present. | The RTA is aware of the potential impacts that the road upgrade could have on areas not previously affected by roads. Potential air quality impacts would be considered during the assessment of the route options. Prior to construction of the project, the RTA would undertake an environmental assessment of the preferred route. This |

| Response No. | Issue | Response |
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| | | assessment will identify the impacts of the proposal in more detail, including air quality impacts and the measures proposed to mitigate these impacts. |
| 127 | An option further east of Option 1C would reduce air pollution on the town of Woodburn. | Noted |
| 137 | Increased air pollution (carbon monoxide, sulphur dioxide and lead) from the proposal would have potential impacts on water tanks, human health and wildlife. | <p>Most emissions from vehicles are not soluble in water. The emissions of concern for water quality would be sulphur dioxide (SO₂) and lead (Pb). SO₂ represents a minor component of vehicle emissions and is expected to decrease as the Commonwealth Government continues to mandate a program for low sulphur content fuels. Particle pollution in high quantities has the potential to increase the turbidity of water but is unlikely to in this case as the background particle levels in the study are quite low due to the rural nature of the area.</p> <p>Prior to construction of the project, the RTA would undertake an environmental assessment of the preferred route. This assessment will identify the impacts of the proposal in more detail, including air quality impacts during construction and operation. The assessment would also identify mitigation measures to minimise any identified impacts. In terms of physical health, the RTA has identified the potential impacts of the route options on issues such as air quality. These potential impacts will be considered during the assessment of the route options.</p> |

4.14 Noise

| Response No. | Issue | Response |
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| 38 | Compensation would be sought for living near a 6 lane (110km) motorway, e.g. double glazed glass on all windows, air conditioning and sound barriers between the motorway and the property. | The RTA would discuss noise abatement measures with all property owners and residents if traffic noise was to exceed DEC goals. The most appropriate noise mitigation measures would be selected and would range from the consideration of suitable road pavements to reduce noise, to the architectural treatment of homes if required. |
| 72 | Will the respondents be affected by noise from the proposal? Increases in noise levels as a result of Options 2A and 2B would impact on Rileys Hill residents, and also impact on native fauna in the area. | <p>The studies undertaken to date show that all the route options would reduce noise impacts for the population in general, when compared to the existing highway. This is a direct result of the route by-passing the townships. It is acknowledged that some communities/ dwellings and native fauna close to the selected route are likely to experience an increase in road traffic noise.</p> <p>Prior to the construction of the project, the RTA would undertake an environmental assessment of the preferred route and refine the concept design. This assessment will identify the impacts of the proposal in more detail, including potential noise impacts, particularly at sensitive receivers, and the measures proposed to manage these impacts. The measures identified to manage these impacts during construction of the project would be incorporated into the EMPs that would assist in the environmental management of construction and operational activities.</p> |
| 146 | Western routes would have higher noise impacts due to the existing quiet nature of the area, i.e. no major roads currently in the area, amphitheatre topography. | Communities along the western route options would potentially experience a greater change in noise level as a result of the highway development. The noise studies, however, consider the study area population equally, irrespective of their location. As there are significantly fewer dwellings in the western side of the study area, the noise impacts of the western routes would be lower than that of the |

| Response No. | Issue | Response |
|--------------|---|---|
| | | eastern routes, which pass closer to the main townships. |
| 147 | Options 1A and 1B would have a high noise impact on Woodburn. | Traffic noise from the new highway, whichever route it takes, will be subject to mitigation measures to achieve the criteria set by the NSW EPA (now DEC) in the document Environmental Criteria for Road Traffic Noise (ECRTN). These criteria are quieter than the noise levels currently experienced by much of the Woodburn community, and so the noise impact would be less than from the existing highway. |
| 148 | Noise impacts from bridge crossings would be high due to the height of the bridges | Noise from elevated bridges benefits less from natural attenuation than roads at, or close to, ground level and hence has the ability to travel further. However, the elevation of bridge traffic above receivers means that noise barriers are more effective at mitigating traffic noise. The ECRTN criteria apply equally to traffic noise from bridges. |
| 149 | Cumulative impact of the new highway combined with the existing Sugar Mill operations and the planned co-generation power plant would generate unacceptable noise levels within Broadwater. | Traffic noise from the new highway, whichever route it takes, will be subject to mitigation measures to achieve the ECRTN requirements. These are, 55 dB LAeq (daytime average 7.00 am - 10.00 pm) and 50 dB LAeq (night-time average 10.00 pm - 7.00 am) outside dwellings. These limits are significantly lower than the noise from the existing highway within the majority of Broadwater. Noise criteria for other sensitive receivers, e.g. schools and churches, are set to achieve internal noise levels to enable the intended use of the building. |
| 150 | The options report advises that Options 2C, 2D/E have the highest noise impact of any option. Choosing an option that was the worst impact in any category is not a good solution. | The selection of the preferred route will follow careful consideration of all aspects, not just noise. Whilst these routes have been shown to give the highest noise impacts, the majority of the affected dwellings are within the Broadwater and Wardell townships where road traffic noise is already audible. A variety of treatments would be |

| Response No. | Issue | Response |
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| | | available for noise mitigation, e.g. noise barriers, architectural/property treatments, low noise road pavements, to benefit these receivers. It should be noted that the current investigations show that these options have lower noise impact than the existing highway. |
| 151 | Traffic noise should be assessed further once a preferred route is selected | Detailed noise studies, including noise contour mapping and noise mitigation concept design, will be undertaken once a preferred route is selected as part of the environmental assessment. |
| 152 | Construction and operational traffic noise will impact on adjacent properties, residences and sensitive noise receivers such as schools. | <p>The ECRTN sets limits for operational noise on dwellings, schools, places of worship, outdoor recreational areas, etc. The construction contractor will be obliged to prepare and follow a construction noise management plan to manage impacts during construction. This will include implementing noise controls, limiting the hours of work and undertaking community liaison.</p> <p>The studies undertaken to date show that all the route options would reduce noise impacts for the population in general, when compared to the existing highway. This is a direct result of the route by-passing the townships. It is acknowledged that some communities/ dwellings close to the selected route are likely to experience an increase in road traffic noise. Noise mitigation treatments will, however, be applied to ensure that reasonable noise levels are experienced at all sensitive receivers, i.e. dwellings, schools, places or worship, etc.</p> |
| 153 | <p>Properties and residences close to the upgrade will be impacted by high noise levels.</p> <p>Quality of life will be permanently disrupted through increased noise.</p> <p>All options would generate unacceptable increases in noise</p> | <p>The studies undertaken to date show that all the route options would reduce noise impacts for the population in general, when compared to the existing highway. This would be a direct result of the route by-passing the townships.</p> <p>It is acknowledged that some communities/ dwellings close to the selected route are likely to experience an increase in road traffic</p> |

| Response No. | Issue | Response |
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| | impacts. Supports the route with the least noise impact. | noise. Further noise assessments would be undertaken during the environmental assessment of the preferred route and impacts of the preferred route would be identified in more detail at that time. Cost effective and efficient noise mitigation treatments would, however, be applied to ensure that reasonable noise levels are experienced at all sensitive receivers, i.e. dwellings, schools, places or worship, etc. |
| 154 | Noise attenuation measures should be factored into all options when selecting the most appropriate routes as some impacts would be difficult to mitigate. | Detailed noise mitigation can only be designed once the road position and elevation are determined by detailed design. Potential noise mitigation measures have been identified for preliminary purposes. Whilst 'at-source' mitigation treatments such as noise barriers and low-noise pavements have limited efficacy, sound insulating architectural treatments are available that would control traffic noise for the vast majority of receivers. Traffic noise from the new highway, whichever route it takes, will be subject to mitigation measures to achieve the criteria set by the NSW EPA (now DEC) in the document Environmental Criteria for Road Traffic Noise (ECRTN) and the RTA's Environmental Noise Management Manual (ENMM) |
| 156 | Insufficient studies have been done to assess the noise impact on residents in the Coolgardie and Whytes Lane areas. The recommended use of a concrete surface along the proposed highway would only exacerbate the noise problem. No comment or assessment has been forthcoming about the impact of noise on residents during the construction phase. | Additional studies undertaken into effects of the landform in the Coolgardie and Whytes Lane areas since release of the RODR show that, whilst dwellings in these areas may experience some amplification of traffic noise, the magnitude of the increase is not sufficient to alter the relative noise impact rating of the western routes. Future noise assessments will confirm the extent of this effect, such that appropriate noise mitigation can be established. This may involve changes to the road surface, although maintenance and safety issues must also be satisfied. |

| Response No. | Issue | Response |
|--------------|---|--|
| 157 | Concern about noise impact from Option 3A. | The studies undertaken to date show that all the route options would reduce noise impacts for the population in general, when compared to the existing highway. This is a direct result of the route by-passing the townships. It is acknowledged that some communities/ dwellings close to the selected route are likely to experience an increase in road traffic noise. Noise mitigation treatments will, however, be applied to ensure that reasonable noise levels are experienced at all sensitive receivers, i.e. dwellings, schools, places or worship, etc. |
| 158 | Noise impacts on Cabbage Tree Island would be large if Options 2D and 2E are chosen as the preferred route. | Route Options 2D and 2E are more distant from Cabbage Tree Island than the existing highway. Hence, noise levels from these options are expected to be lower than from the existing highway. |
| 159 | Options 2A, 2B, 2C and 2D would cause massive noise pollution as the noise bounces off the Blackwall Range. | <p>Additional studies undertaken into effects of the landform on Options 2A, 2B, 2C and 2D areas since release of the RODR show that, whilst dwellings in these areas may experience some amplification of traffic noise, the magnitude of the increase is not sufficient to alter the relative noise impact rating of the western routes.</p> <p>Future studies will confirm the extent of this effect, such that appropriate noise mitigation can be established. This may involve changes to the road surface, although maintenance and safety issues must also be satisfied.</p> |
| 161 | Moving the routes in Section 2 further east of Broadwater would reduce the noise impacts. | <p>As demonstrated in the RODR by the difference in noise impacts associated with Route Options 2D and 2E, moving the routes further east of Broadwater would reduce noise impacts.</p> <p>The RTA is investigating what alignments changes are possible to take the route as far east of Broadwater as possible, however, other constraints must be taken into consideration when considering a route further to the east.</p> |

4.15 Visual Impact

| Response No. | Issue | Response |
|--------------|---|--|
| 25 | Visual impact of the highway on the local area. | <p>The relative visual impact of the routes under consideration forms part of the route assessment criteria that will lead to the selection of a preferred route. Those routes which impact less on the local scenery would be considered as part of the route selection process.</p> <p>The route option that is taken forward as the preferred route would be designed to highway geometric standards, enable grade separation with other roads, optimise earthworks balance and follow the local terrain as much as possible. In addition, landscaping will take place along the length of the route to blend the highway into the surroundings whilst providing an interesting and rewarding journey for road users.</p> |

4.16 Transport

| Response No. | Issue | Response |
|--------------|---|--|
| 26 | Travel time on the highway upgrade and local roads during and after construction. | <p>Travel time on the highway upgrade is one of many considerations for the selection of a preferred route. The differences in travel time between the route options is very small.</p> <p>Once a preferred route has been identified the design will be developed to optimise its integration with the local road network. This will include traffic surveys to identify current and future traffic</p> |

| Response No. | Issue | Response |
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| | | <p>movements and modifications of the roads to maintain local connections. The assessment will include provision of over/underpasses and interchanges.</p> <p>There may be an effect on travel time during construction, but careful planning of the construction sequencing will aim to reduce, and where possible, mitigate delays.</p> |
| 69 | Smoke from cane fires will be a problem to the traffic, if the new highway was to be built in this area (a major traffic hazard). | Drivers using the existing Pacific Highway have had to drive in smoky conditions due to cane burning. It is likely that cane burning would lessen in future, however, adequate advisory signage may be considered to warn drivers of adverse driving conditions. |
| 83 | Concern expressed that towns such as Wardell and Broadwater will be restricted in their access to the upgraded Pacific Highway. | <p>The route options report included a range of interchange configurations to be investigated once a preferred route is selected.</p> <p>The final interchange options would be determined based on submissions, community consultation, traffic performance, functionality and accessibility.</p> |
| 93 | Change Government policy to move B doubles off the Pacific Highway to either rail or to the New England Highway thus avoiding the need to upgrade the highway. | Due to population growth along the coast, B-doubles comprise a very small percentage of total traffic. Therefore the upgrade is still required for safety of the remaining traffic. |
| 94 | Route 3B should be chosen because it is straight and therefore safer than route 3A. | Highway design research has shown that a curvilinear design (a gentle curving of the alignment alternating in direction) provides a more interesting driver experience by varying scenery than a straight road. A curvilinear alignment may lead to reduced driver fatigue and therefore is generally considered to be safer. Nevertheless, it may not be practical in all instances, due to topography, ownership, environmental constraints and so on, to design the alignment to be curvilinear. The highway designer, in association with the environmental scientist and urban planner, consider the local context |

| Response No. | Issue | Response |
|--------------|--|---|
| | | and designs the road to minimise environmental and property impacts, driver fatigue and cost whilst ensuring a safe road is provided. |
| 97 | Concern for pedestrian and child safety on the upgrade. | <p>The upgraded Pacific Highway would be fenced on both sides of the corridor to prevent pedestrian access to the highway. Fencing generally would be suitable for pedestrian or fauna access control.</p> <p>Cyclists would be catered for by providing a 2.5 m wide outer shoulder.</p> |
| 98 | An alternative approach of upgrading the existing highway by wire rope protection to control safety, bypass towns and introducing fatigue management strategies would be a better solution than current proposals. | <p>In the early stages of the route options development an assessment was made whether the existing highway reserve could be incorporated in the upgrade proposal. As a result of this two existing highway corridors form part of the route options namely:</p> <ol style="list-style-type: none"> 1. Through Broadwater National Park (Options 1A, 1B and 1C); and 2. North of Wardell to the tie-in with the Ballina Bypass (Option 3B). <p>All options proposed have bypassed the towns of Woodburn, Broadwater and Wardell.</p> <p>Unless site constraints affect the highway median width then a wide median, which allows errant vehicles sufficient space to recover without being restrained by a safety barrier, are preferred over wire rope barriers in a narrow median.</p> <p>The RTA has in place a fatigue management strategy which consists of public campaigns and provision of rest areas with other activities or campaigns as required.</p> |
| 102 | Motorways allow higher speeds and therefore are unsafe. | The proposed upgrade standards for the Pacific Highway project are designed to ensure that the new road will be safe at the design speed (nominally 110 km/hr). A high safety standard is achieved by |

| Response No. | Issue | Response |
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| | | additional traffic capacity, high quality road pavements, separated carriageways, wide shoulders, restricted access for pedestrians and fauna, pavements above flood levels, lighting at interchanges etc. The cumulative effect of these improvements is that the upgrade is measurably safer than the existing highway even with the faster travel speeds. |
| 103 | Option 2B will create extra sugar truck traffic on the Rileys Hill-Broadwater Road. | Option 2B allows for Rileys Hill Road to pass under Option 2B to Broadwater thereby maintaining local traffic patterns in the area. There is not expected to be any discernable increase in Rileys Hill to Broadwater sugar cane truck traffic. |
| 105 | Future high fuel costs due to oil shortage will negate the need to upgrade the highway because there will be fewer trucks and therefore the existing highway will be safer. | <p>The traffic assessment takes traffic growth factors based on recent (5 year horizon) time frame. This traffic growth is extrapolated 20 years from the date of opening. The data of recent traffic growth trends in heavy vehicles shows a growth in vehicle haulage with increased fuel costs rather than a decline. Therefore the assessment assumes there will be no shift in traffic transport mode.</p> <p>The analysis of user benefits assumes the upgraded highway will be safer because the carriageways will be separated compared with a single carriageway leading generally to a much safer highway.</p> |

5 Additional Route Options and Modifications under consideration

Before, during and after the public display period, members of the community submitted alternative route options and modifications of proposed options for consideration.

5.1 Additional route options

The Community Alternative Route

During the process of determining an upgrade option for the Woodburn to Ballina project a submission was received from a number of members of the Woodburn to Ballina Community Liaison Group with a new route for consideration. Hyder has undertaken investigations of this new route known as the Community Alternative Route (see **Figure 2**).

The CLG members submitting the alternative route state that the intended purpose of this route is to provide a “flood free” route from south of Woodburn and to the east of the study area.

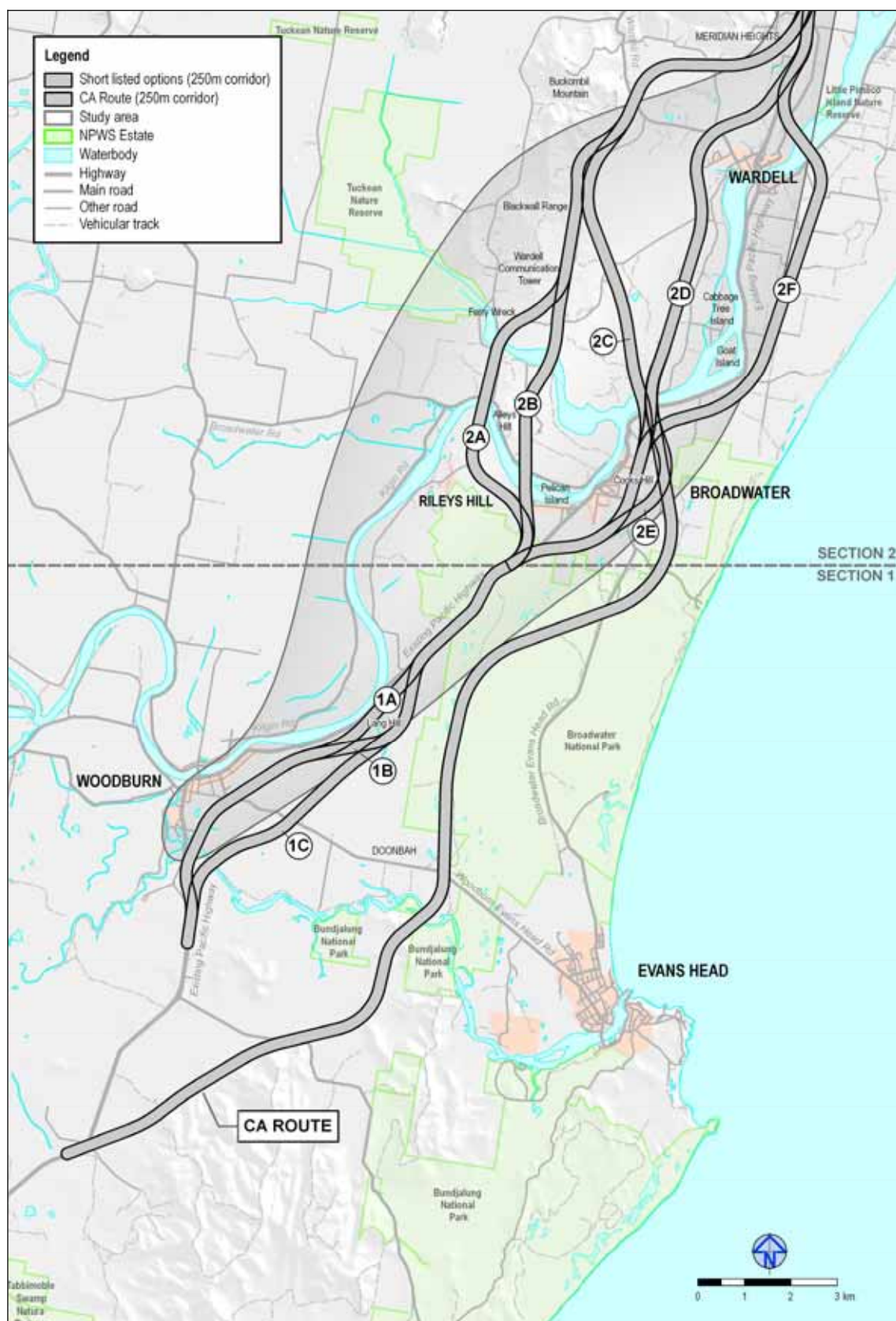
The advantages of this option as stated by the CLG members are:

- Greater level of natural flood immunity
- Avoids major town centres
- Low impact on cane farms, and
- Reduced length of bridge structures.

The existing Pacific Highway alignment, south of Turners Road, is the starting direction for the CA route as it heads in a north easterly direction from the Pacific Highway. The alignment follows a gently curvilinear shape between Turners Road and The Gap Road. Approximately 1 km north east of The Gap Road the alignment turns to the north so that it passes through the low point of a ridge at the north western extremity of the Bundjalung National Park, south of Doonbah.

The crossing point of the Evans River has been chosen to minimise river instability, avoid protected SEPP14 wetlands and minimise upstream flooding impacts with as few piers as possible in the river. The alignment is weaved between SEPP14 wetlands on the southern and the northern banks of the Evans River.

On the northern bank of the Evans River the alignment turns northward on the western side of a caravan park. The road would be about 125 m west of the caravan park dwellings. A full diamond interchange is assumed on the Woodburn to Evans Head Road.



The alignment crosses the Woodburn to Evans Head Road to align with the sand mining dredging path in the Broadwater National Park. The highway then turns gently northward to follow the centre of the dredged path through the Park.

About 1.25 km from the existing Pacific Highway, near McDonalds Creek, the route turns in a north easterly direction and crosses Broadwater – Evans Head Road approximately 125 m south east of the lookout. The Broadwater – Evans Head Road would be constructed over the at grade motorway. From this point the road then curves in a large radius anti-clockwise direction towards Cook Hill. It then heads to the Richmond River where a full diamond interchange is assumed on the southern side of the Richmond River. The CLG route then crosses the river in the same location as option 2E.

A report on the Community Alternative Route will be included as an Appendix to the Preferred Route Report

5.2 Proposed modifications to Options on public display

Further investigation of the route options continued during and following the public display period and Value Management Workshop. Some specific investigations were undertaken as a result of issues identified during the VMW and submissions from the community.

Detailed below are the issues identified which resulted in refinements to the displayed options. The routes which had been refined were consequently referred to as ‘modified’ routes.

Crown land affected by native title claim and Jali LALC owned land

A large parcel of land forming part of Wardell heath to the south-west of Wardell is owned by the Jali Local Aboriginal Land Council (LALC). Under Section 42, *Aboriginal Land Rights Act 1983*, land owned by a LALC may not be compulsorily acquired by the RTA except by an Act of Parliament. Options 2C, 2D and 2E impacted on this land. It was not feasible to adjust options 2D and 2E, however, Option 2C was modified to the west to avoid impacting LALC land.

.Additional investigations revealed that a Crown land parcel described as Lot 368 DP 755624, was subject to a native title claim. Option 1C was affected by this land parcel, hence option 1C was realigned to the west to avoid this Crown land parcel.

Broadwater National Park

Option 2C was identified as impacting on a corner of the Broadwater National Park and a parcel of land described as Lot 7008 DP 92609 which was identified as Crown land. The RTA advised that National Park acquisition extents must be avoided or minimised where there are reasonable feasible alternatives.

The option 2C alignment was moved north to reduce the land impact on the National Park and to avoid the Crown land.

Environmentally sensitive areas

An endangered ecological community containing threatened species including the Long-nosed Potoroo, was identified in Lot 64 DP 755624. Option 1C affected this land and thus this route was realigned to avoid any impact.

Known Aboriginal heritage sites were identified to the north-east of Cooks Hill. Option 2E impinged on these sites and thus was moved east to minimise impact on these known sites.

An endangered ecological community was identified within the Wardell Heath between Wardell Road and just south of Meridian Heights rural subdivision. Option 2C impacted on this environmentally significant Wardell Heath area. This alignment was altered to ensure the route avoided the Wardell Heath area and optimised the use of cleared land.

A corridor of existing cleared land was identified in the vicinity of Coolgardie Road. Option 2C affected an environmentally sensitive habitat in this area. Option 2C was moved west to maximise the use of the existing cleared land.

Property, agricultural and quarry impacts

Submissions received from the community raised concerns regarding the degree of agricultural land severance of option 1C from Woodburn – Evans Head Road to Lang Hill.

Option 1C was able to be realigned to the east to reduce the severance impacts on agricultural land.

The assets and operation of the quarry on the eastern side of Cooks Hill were more accurately defined. Option 2E impinged on the operation of the quarry, but with a relatively minor shift to the east this impact was reduced without impacting on the Broadwater National Park.

6 Next steps

No preferred option has been selected for the project at this stage. The information provided by the community following the route options display, along with specialist technical investigations undertaken to date and the recommendations of the Value Management Workshop will assist in the selection of the preferred route.

6.1 Value management process

The Value Management process included a workshop held on 21 and 22 July 2005 with representatives from a range of government, council, business and community interests. These include:

Government

- Department of Environment and Conservation (DEC)
- Department of Infrastructure, Planning and Natural Resources (DIPNR)
- Department of Primary Industries (DPI)
- RTA (including the Hyder project team)

Councils

- Ballina
- Lismore
- Richmond Valley

Community Interests

- Woodburn to Ballina CLG (4 representatives)
- Traditional owner representatives and Jali Local Aboriginal Land Council
- Friends of the Koala

A Value Management Workshop report will be prepared following the workshop and a copy will be distributed to all workshop participants.

6.2 Preferred route announcement

It is anticipated that the preferred route will be announced towards the end of 2005. Affected property owners will be notified by letter, and meetings would be offered to provide additional information on the implications and timing of future acquisition actions.

The preferred option announcement will be advertised and community displays prepared to provide detailed information on the preferred option and the reasons why it was preferred over other options.

Information will be provided on the project web page and a community update prepared to provide additional information. All people registered on the project database will receive a copy of the community update and it would be made widely available to enable the general community to be informed. Briefings will be undertaken with Councils, the CLGs, and other interest groups and individuals requiring further information.

Information will be provided on the next steps of the project following the announcement of the preferred option. This information will focus on the selection of a preferred road alignment and concept design and the preparation of environmental impact assessment. It is anticipated that these next activities will occur during 2006.

6.3 Further consultation

Consultation will continue through the preparation of the concept design and the environmental assessment (EA) phase of the project. The focus would be on the preferred road option, assessment of the environment, potential environmental impacts and measures to avoid, reduce or minimise environmental impacts. Those people on the project database will continue to receive information on the project unless they requested to be removed from the mailing list.

The CLGs are likely to continue, with membership possibly reviewed to focus more on the preferred route. A decision will be made as to retaining the four Focus Groups during the remainder of the project.

Regular project progress updates are proposed to provide ongoing information to the wider community.

The EA consultation process would be likely to culminate in the exhibition of the EA documents which is a statutory responsibility under the *Environmental Planning & Assessment Act 1979*.

Appendix A

Route Options Display Advertisement

Upgrading the Pacific Highway Woodburn to Ballina



Route options display

The NSW Roads and Traffic Authority is in the process of identifying a highway upgrade route from the south of Woodburn to the approved Ballina Bypass.

Options have been developed in response to a range of geotechnical, engineering, environmental and community issues.

**The route options will be on display from
Monday 23 May to Friday 17 June 2005, at:**

- Wardell Community Access Space,
9 Sinclair Street, Wardell Wed - Fri 9am - 4pm.
- Broadwater BP,
171 Pacific Highway, Broadwater Mon - Sat 5.20am - 7.30 pm,
Sun 7am - 7.30pm.
- Woodburn to Ballina Community Information Centre,
93 River Street, Woodburn Thurs and Fri 10am - 4pm,
Sat 9am - 12pm.
- Ballina Motor Registry,
Ballina West Shopping Centre, Ballina Mon - Fri, 9am - 5pm.
- Lismore Motor Registry,
Carrington Street, Lismore Mon - Fri, 8.30am - 5pm,
Sat, 8.30am - 12pm.
- RTA Pacific Highway Office,
21 Prince Street, Grafton Mon - Fri, 8.30am - 4.30pm.

Staffed displays

- Wardell Memorial Hall, Richmond Street, Wardell
Thursday 9 June 2005, 10am - 6pm.
- Broadwater Community Hall, Little Pitt Street, Broadwater
Friday 10 June 2005, 10am - 6pm.
- Woodburn to Ballina Community Information Centre,
93 River Street, Woodburn
Saturday 11 June 2005, 9am - 1pm.

Have your say

Written submissions are welcome and should be sent to:

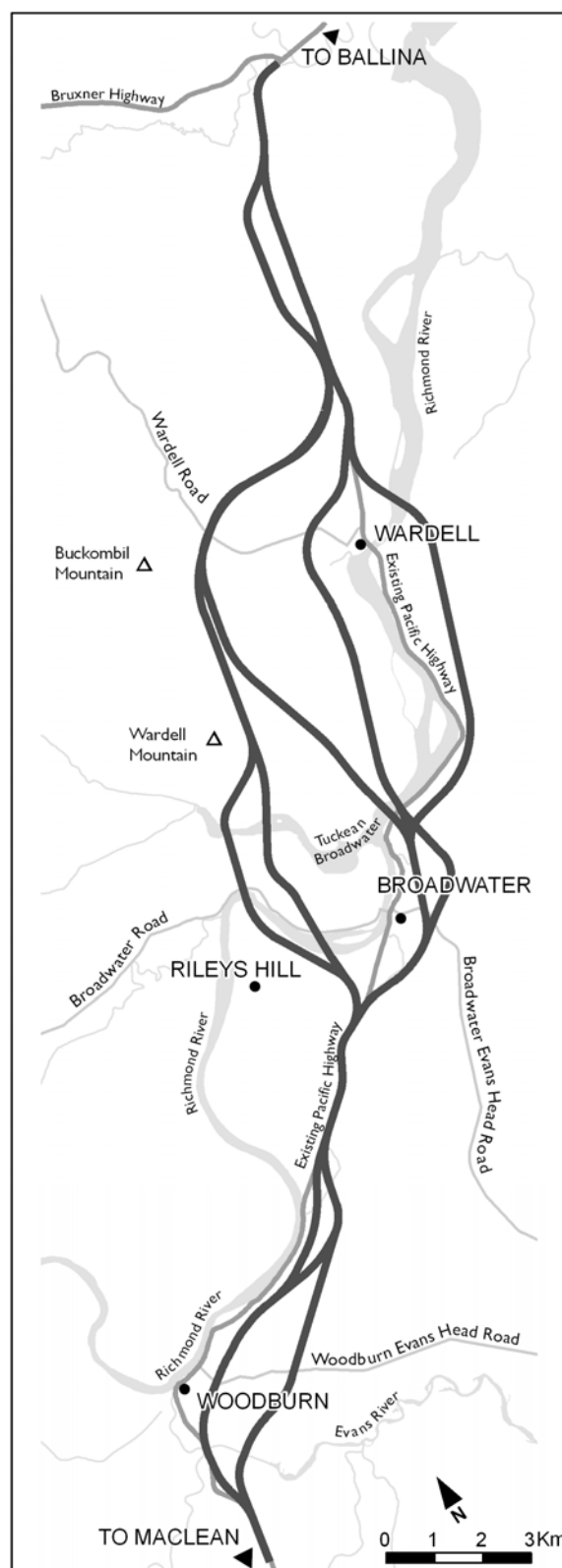
Rob Van Iersel
GeoLINK Lennox Head
PO Box 9 Lennox Head NSW 2478

Facsimile: 6687 7782

Email: rvi@geolink.net.au

Submissions close on Monday 20 June 2005.

All information in correspondence is collected for the sole purpose of assisting in the assessment of this proposal. The information may be used by the RTA and/or the RTA's project contractors. All information received, including names and addresses of respondents may be published in subsequent documents unless clear indication is given in the correspondence that all or part of that information is not to be published.



For more information contact the project information line 1800 887 112 (toll free)
Or visit the website www.rta.nsw.gov.au/pacific

Appendix B

Route Options Display Brochure



Woodburn to Ballina

Upgrading the Pacific Highway

ROUTE OPTIONS DISPLAY
MAY 2005

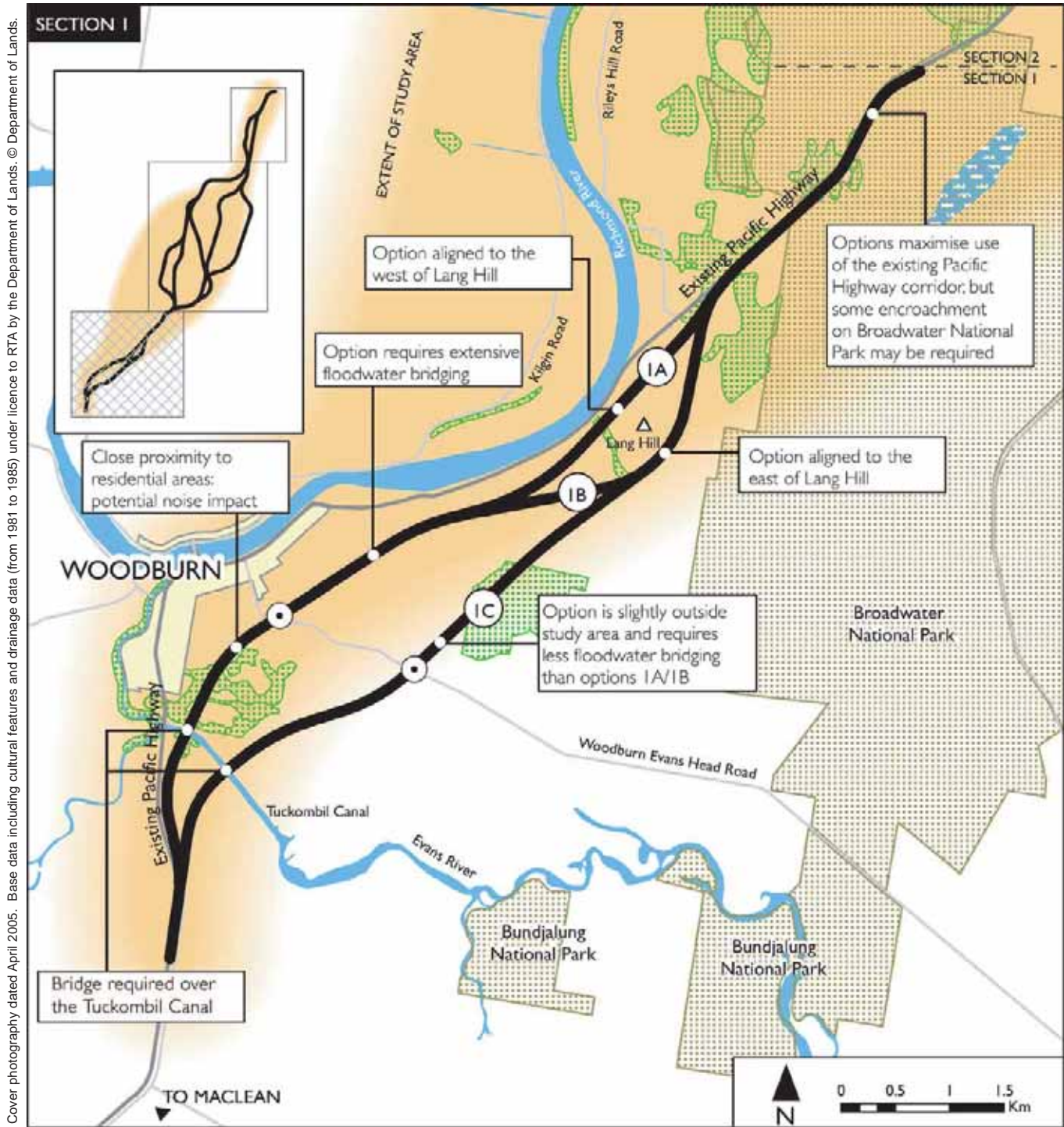


The NSW Roads and Traffic Authority is in the process of identifying a highway upgrade route from the south of Woodburn to the approved Ballina Bypass.

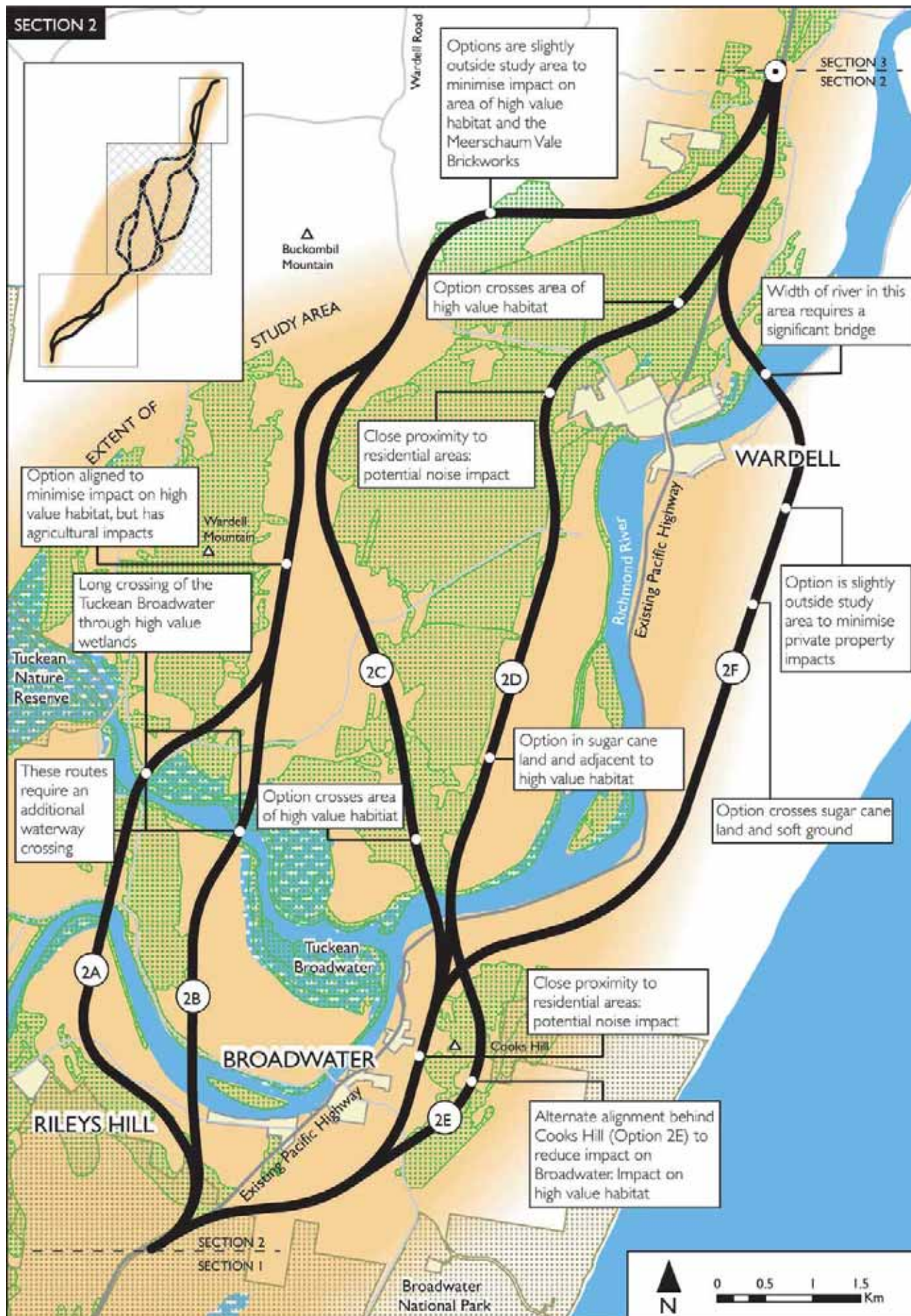
This community update describes the route options that have been shortlisted for community consideration and the key issues associated with each of the options. **The route options are on display from 23 May to 17 June 2005.**

For this study area the route options can be linked together in many different ways. There are decisions to be made about a preferred route in the southern, the central and the northern parts of the study area.

The RTA invites you to consider each of the three sections and provide your comment on the feedback form included here or available by contacting the project information line.

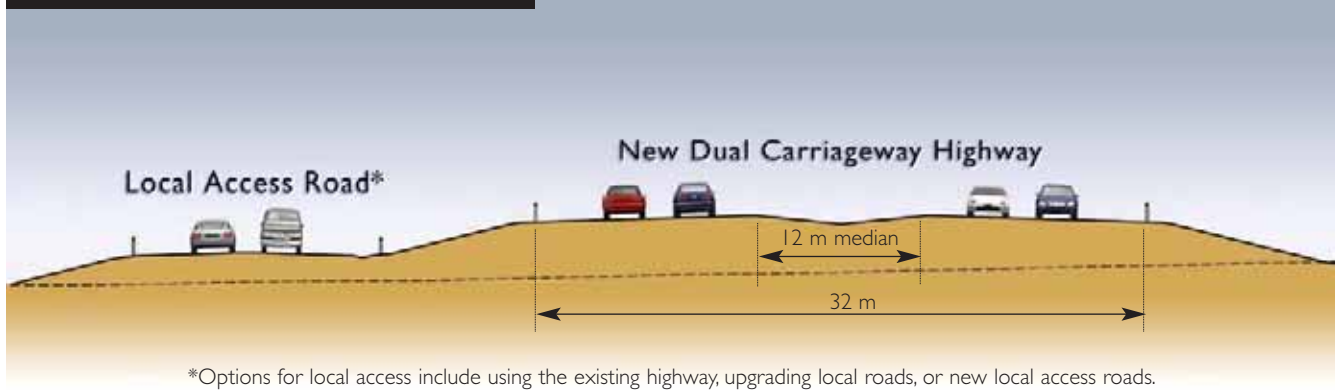


| Option | IA | IB | IC |
|---|------|------|------|
| Route length (km) | 11.4 | 11.8 | 11.2 |
| Percentage of option within the 1 in 100 year flood plain | 78% | 76% | 76% |
| Approximate number of private properties within 250m corridor | 90 | 90 | 45 |

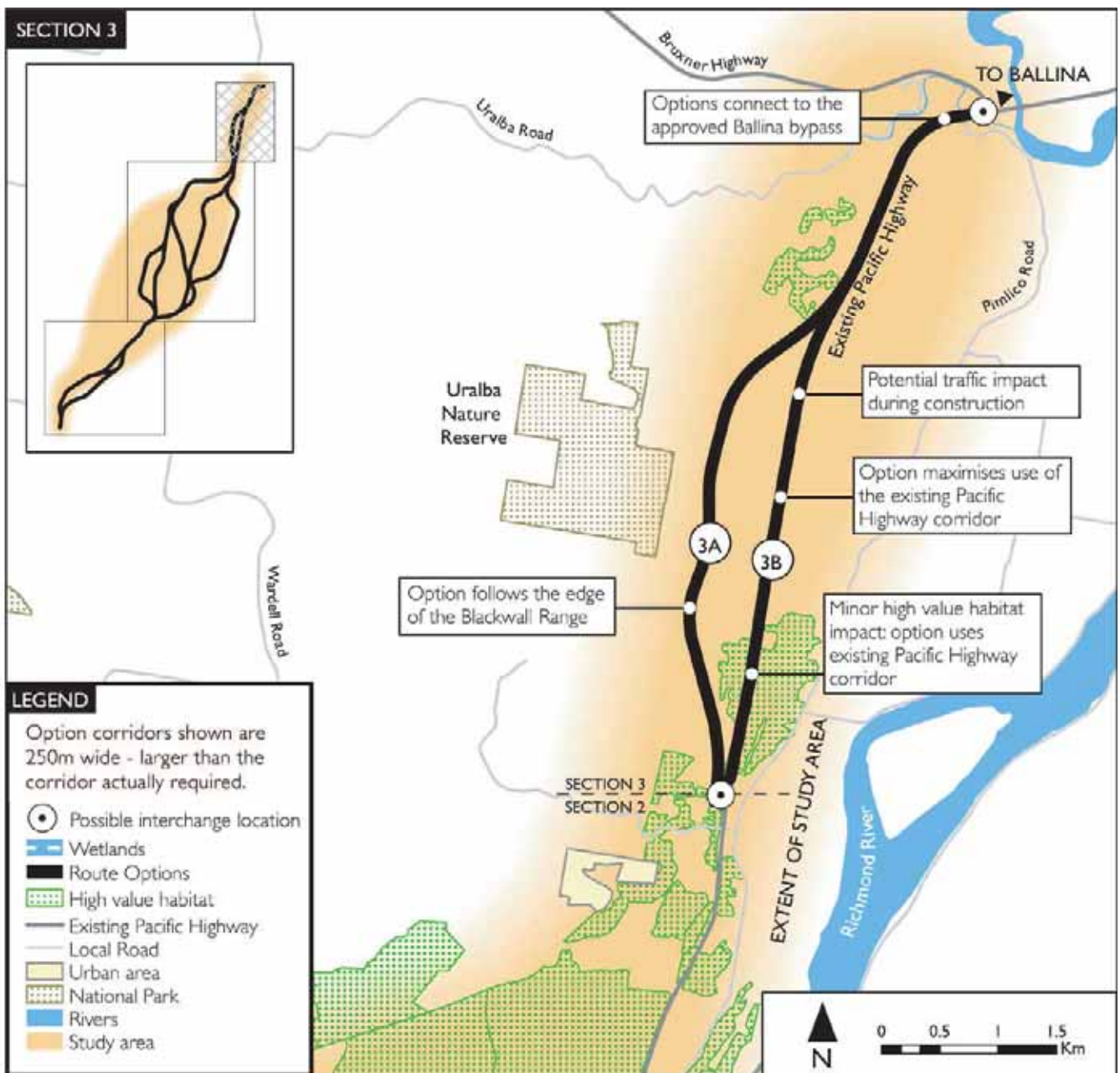


| Option | 2A | 2B | 2C | 2D | 2F |
|---|------|------|------|------|------|
| Route length (km) | 16.9 | 15.8 | 17.2 | 15.4 | 16.1 |
| Percentage of option within the 1 in 100 year flood plain | 29% | 27% | 26% | 58% | 74% |
| Approximate number of private properties within 250m corridor | 80 | 70 | 95 | 90 | 100 |

TYPICAL CROSS SECTION



This cross section shows a typical arrangement of a highway upgrade, with a 12 metre wide median and 32 metres from shoulder to shoulder. The final arrangement may vary as conditions, for example topography, change.



| | | |
|---|-----|-----|
| Option | 3A | 3B |
| Route length (km) | 6.7 | 6.4 |
| Percentage of option within the 1 in 100 year flood plain | 0% | 33% |
| Approximate number of private properties within 250m corridor | 35 | 40 |

How will a preferred route be selected?

The proposed upgrade of the Pacific Highway between Woodburn and Ballina is being developed in a way that is both ecologically sustainable and achieves the best overall outcome for the whole community.

The RTA recognises the importance of achieving a balance between social, ecological, engineering and cost factors while continuing to provide for future transport needs. Most importantly, dual carriageway roads and fewer highway connections will result in a safer road environment.

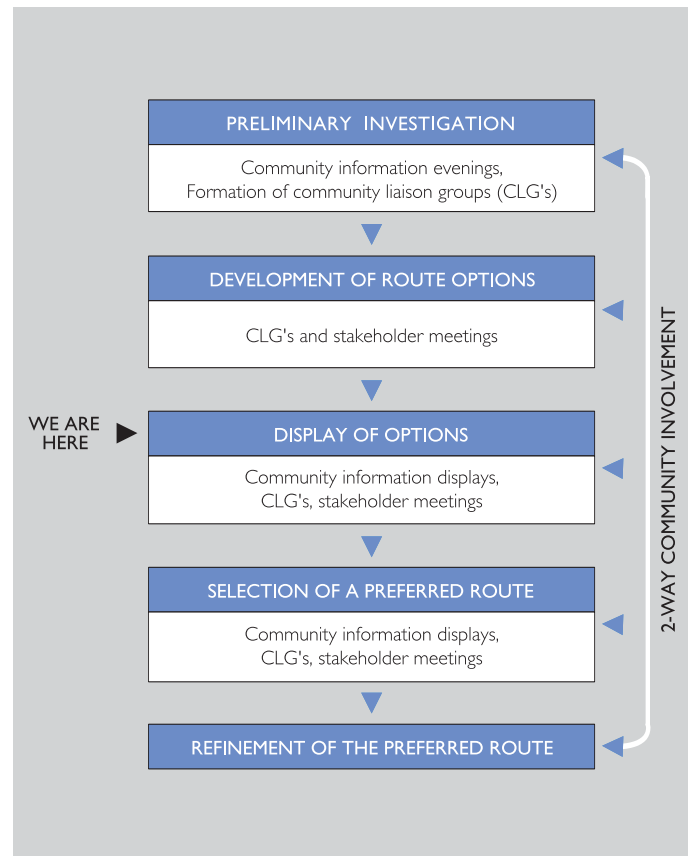
A preferred route has not been selected at this stage.

The decision will be made by considering:

1. Information on the physical impact of each of these routes – in relation to economic, ecological, engineering and community issues.
2. The community's issues and comments on these options.
3. A value management workshop. This workshop will be held with participants from the community, government and technical areas. The workshop will assess the performance of each of the route options against a range of agreed criteria.

A recommendation will be made to the Minister for Roads, who will then decide the preferred route and agree to a display of this route for further community involvement and refinement.

The process for the current study is shown here.



Future study

An environment assessment for the preferred route will be required. This will be publicly exhibited for community comment. Final approval for the project would then be sought. The community will also be involved throughout this process.

Pacific Highway Upgrading Program

The Pacific Highway Upgrading Program is the single largest construction program undertaken in NSW during the last 40 years. A total of 42 projects have opened to traffic, with motorists now benefiting from more than 200 kilometres of four-lane dual carriageway.

The \$2.2 billion, 10-year upgrading program has delivered significant improvements to road conditions, safety and travel times since its commencement in mid-1996. Notorious black spots have been removed with the completion of the Bulahdelah to Coolongolook and Yelgun to Chinderah sections, the Raleigh Deviation and Ewingsdale Interchange. Travel times between Hexham and the Queensland border have been reduced by approximately 1 hour and 10 minutes for passenger vehicles.

Six major construction projects are currently underway – Karuah to Bulahdelah - Section 1, Brunswick Heads to Yelgun, Bundacree Creek to Possum Brush, the Coopernook Bypass, Taree to Coopernook and Lakes Way Interchange. A further 22 projects are at various stages of planning and development including Kempsey to Eungai, the Bulahdelah Bypass and Moorland to Herons Creek.

As well as boosting tourism and transport efficiency, lives have been saved, the crash rate more than halved and serious injury accidents reduced.

Display locations

These options are on display from **Monday 23 May to Friday 17 June 2005** at the locations shown below. These displays include maps that show more detail about the issues in this area and how they relate to the route options.

- Wardell Community Access Space, 9 Sinclair Street, Wardell (Wed - Fri 9am - 4pm)
- Broadwater BP, 171 Pacific Highway, Broadwater (Mon-Sat 5.20am - 7.30pm, Sun 7am - 7.30pm)
- Woodburn to Ballina Community Information Centre, 93 River Street, Woodburn (Thurs and Fri 10am - 4pm, Sat 9am - 12pm)
- Ballina Motor Registry, Ballina West Shopping Centre, Ballina (Mon-Fri 9am - 5pm)
- Lismore Motor Registry, Carrington Street, Lismore (Mon-Fri 8.30am-5pm, Sat 8.30am - 12pm)
- RTA Pacific Highway Office, 21 Prince Street, Grafton (Mon-Fri 8.30am - 4.30pm)

Staffed displays

Project staff will be available to discuss the route options in more detail at:

- Wardell Memorial Hall, Richmond Street, Wardell Thursday 9 June 2005, 10am - 6pm
- Broadwater Community Hall, Little Pitt Street, Broadwater Friday 10 June 2005, 10am - 6pm
- Woodburn to Ballina Community Information Centre, 93 River Street, Woodburn Saturday 11 June 2005, 9am - 1pm

Have your say

Written submissions are welcome and should be sent by **Monday 20 June 2005** to the address below.

You may want to indicate your preferred option but it is important to state the reason why. Community feedback is not a vote and a route is to be selected that has the least impact on the community, the environment and economy. Dot points will help set out these reasons and will assist the study team.

A feedback form has been inserted into this community update, or can be obtained by contacting the project team on the freecall number below. The feedback form is reply paid.

All information in correspondence is collected for the sole purpose of assisting in the assessment of this proposal. The information may be used by the RTA and/or the RTA's project contractors. All information received, including names and addresses of respondents, may be published in subsequent assessment documents unless clear indication is given in the correspondence that all or part of that information is not to be published.



For more information contact the RTA's Project Manager, Shane Higgins:
PO Box 546 Grafton NSW 2460



T 02 6640 1376 F 02 6640 1001



Shane_Higgins@rta.nsw.gov.au



To send submissions contact Rob Van Iersel:
GeoLINK Lennox Head
PO Box 9
Lennox Head NSW 2478



rvi@geolink.net.au



www.rta.nsw.gov.au/pacific (Click on Woodburn to Ballina)



1800 887 112 (Toll Free) Project Information Line

Appendix C

Submissions Identification and Issues

The table below provides a summary of the issues raised in each submission where the author of the submission did not request confidentiality. This can be used by authors of submissions to cross-reference where the issues raised in their submissions have been addressed. This is further noted in Section 4.

| Surname | First Name | Stakeholder ID | Issue Summary | Response ID |
|--|----------------------------|-----------------------|--------------------------------------|--------------------|
| Allan | Philip | 847 | Existing Corridor - Utilise | 85 |
| | | | Noise - Impact | 152 |
| | | | Health - Impact | 34 |
| | | | Inaccurate Data Used | 241 |
| | | | Dissapointed with Routes Selected | 142 |
| | | | Property Impact | 142 |
| | | | Social Impact | 65 |
| Allan | Phil & Lyn | 934 | Habitat - Wildlife Impact | 206 |
| | | | Blackwall Range - Impact | 49 |
| | | | Flooding/Drainage - Issue | 11 |
| Archer | Michael & Tracy | 187 | Flooding/Drainage - Issue | 11 |
| | | | Business - Impact | 169 |
| | | | Property Compensation | 73 |
| | | | Business - Impact | 249 |
| | | | Noise - Impact | 157 |
| | | | Display/Brochure Material | 2 |
| | | | Accuracy and Clarity | |
| | | | Air Pollution - Impact | 137 |
| | | | Health - Impact | 58 |
| | | | Time frame for assessment too short | 3 |
| | | | Display/Brochure Material | 227 |
| | | | Accuracy and Clarity | |
| | | | Habitat - Wildlife Impact | 205 |
| | | | Inaccurate Data Used | 17 |
| | | | Property Impact | 142 |
| Archer | Norman & Judy | 550 | Inaccurate Data Used | 116 |
| | | | RTA - Community Relations | 24 |
| | | | Property Impact | 142 |
| | | | Habitat - Wildlife Impact | 206 |
| | | | Safety Issue | 94 |
| | | | Not enough information about project | 4 |
| | | | Business - Impact | 125 |
| | | | Agricultural Land - Impact | 43 |
| | | | Flooding/Drainage - Issue | 11 |
| | | | Business - Impact | 169 |
| | | | Social Impact | 181 |
| | | | Route Length Comment | 20 |
| | | | Existing Corridor - Utilise | 85 |
| | | | Town - Impact | 77 |
| | | | Property Compensation | 73 |
| Aspect North | | 908 | Proposed Development | 77 |
| | | | Environment Concerns | 206 |
| | | | Agricultural Land - Impact | 136 |
| Back Channel Co-Operative Limited | | 909 | | |
| | | | Alternate/Modified Route Suggested | 124 |
| Ballina Shire | | 16 | Question Validity of Studies | 239 |

| Surname | First Name | Stakeholder ID | Issue Summary | Response ID |
|-----------------------------------|------------|----------------|-------------------------------------|-------------|
| Council | | | Highway Maintenance | 107 |
| | | | Flooding/Drainage - Issue | 19 |
| | | | Property Impact | 141 |
| | | | Existing Corridor - Utilise | 107 |
| | | | Social Impact | 164 |
| | | | Access to Property | 14 |
| | | | Environment Concerns | 206 |
| | | | Agricultural Land - Impact | 134 |
| | | | Flooding/Drainage - Issue | 11 |
| Banks Estate Co-Operative Limited | | 904 | Business - Impact | 167 |
| Bayley | Mark | 538 | Noise - Impact | 152 |
| | | | Air Pollution - Impact | 34 |
| | | | Environment Concerns | 201 |
| | | | Use New England Highway | 13 |
| | | | Property Impact | 140 |
| | | | Social Impact | 70 |
| Bell | Kristi | 157 | Access to Property | 14 |
| | | | Property Impact | 169 |
| | | | Environment Concerns | 206 |
| | | | Social Impact | 65 |
| | | | Property Impact | 73 |
| | | | Rileys Hill - Impact | 27 |
| | | | Habitat - Wildlife Impact | 206 |
| | | | Noise - Impact | 152 |
| | | | Property Impact | 73 |
| | | | Alternate/Modified Route Suggested | 28 |
| Bell | Richard | 229 | Noise - Impact | 153 |
| | | | Property Value | 140 |
| | | | Habitat - Wildlife Impact | 206 |
| | | | Broadwater National Park | 75 |
| | | | Flooding/Drainage - Issue | 11 |
| | | | Property Impact | 143 |
| Bell | Stephen | 250 | Noise - Impact | 152 |
| | | | Social Impact | 181 |
| | | | Property Value | 73 |
| | | | Property Impact | 141 |
| | | | Social Impact | 181 |
| | | | Flooding/Drainage - Issue | 11 |
| | | | Habitat - Wildlife Impact | 101 |
| | | | Traffic Issue | 103 |
| Bellinger | Elizabeth | 467 | Noise - Impact | 149 |
| | | | Habitat - Wildlife Impact | 206 |
| | | | Indigenous Heritage Issue | 61 |
| Big Scrub Environment Centre | | 912 | Time frame for assessment too short | 3 |
| | | | Display/Brochure Material | 227 |
| | | | Accuracy and Clarity | |
| | | | Environment Concerns | 206 |
| Blume | Ian | 628 | Display/Brochure Material | 3 |
| | | | Accuracy and Clarity | |

| Surname | First Name | Stakeholder ID | Issue Summary | Response ID |
|--------------------------------|-------------------------------|----------------|--|-------------|
| Bright | Jennie | 827 | Existing Corridor - Utilise | 107 |
| | | | Time frame for assessment too short | 3 |
| | | | Use New England Highway | 13 |
| | | | Access to Property | 14 |
| | | | Traffic Issue | 98 |
| | | | Habitat - Wildlife Impact | 201 |
| | | | Flooding/Drainage - Issue | 11 |
| | | | Noise - Impact | 146 |
| | | | Air Pollution - Impact | 29 |
| | | | Habitat - Wildlife Impact | 233 |
| Broadwater Koala Reserve Trust | | 910 | | |
| Broekman | Kathy | 551 | General Dissatisfaction | 5 |
| | | | Bushfire | 33 |
| | | | Agricultural Land - Impact | 43 |
| | | | Noise - Impact | 146 |
| | | | Town - Impact | 27 |
| | | | Social Impact | 64 |
| | | | Flooding/Drainage - Issue | 11 |
| | | | Rileys Hill - Impact | 27 |
| | | | Air Pollution - Impact | 48 |
| | | | Use New England Highway | 13 |
| Burabi Aboriginal Corporation | Burabi Aboriginal Corporation | 936 | Habitat - Wildlife Impact | 206 |
| | | | Route Selection Process | 13 |
| | | | Property Impact | 141 |
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| | | | | |
| | | | | |
| Burtenshaw | Russell | 347 | River Crossings - Number, Length and Clearance | 15 |
| | | | CLG Issues | 37 |
| | | | Use New England Highway | 13 |
| | | | Property Impact | 141 |
| | | | Agricultural Land - Impact | 45 |
| | | | Inaccurate Data Used | 245 |
| | | | Display/Brochure Material | 227 |
| | | | Accuracy and Clarity | |
| | | | Habitat - Wildlife Impact | 206 |
| | | | Flooding/Drainage - Issue | 11 |
| Byrne | Daniel | 47 | Social Impact | 62 |
| | | | Business - Impact | 167 |
| | | | Flooding/Drainage - Issue | 11 |
| | | | Alternate/Modified Route | 110 |
| | | | Suggested | |
| | | | River Crossings - Number, Length and Clearance | 15 |
| | | | Non Indigenous Heritage Issue | 35 |
| | | | Social Impact | 181 |
| | | | Flooding/Drainage - Issue | 11 |
| | | | Environment Concerns | 199 |
| Byrne | Peter & Maria | 218 | Property Impact | 143 |
| | | | Air Pollution - Impact | 29 |
| | | | Air Pollution - Impact | 46 |
| | | | Agricultural Land - Impact | 43 |
| | | | Visual Impact Issue | 25 |
| | | | | |
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| Surname | First Name | Stakeholder ID | Issue Summary | Response ID |
|--------------|--------------------|----------------|--|-------------|
| Cameron | Anthony | 13 | Noise - Impact | 152 |
| | | | Property Impact | 38 |
| | | | Noise - Impact | 153 |
| Cheverton | Graeme & Mary-Anne | 298 | Environment Concerns | 201 |
| | | | Construction - Cost | 80 |
| | | | Noise - Impact | 153 |
| | | | Property Impact | 141 |
| | | | Inaccurate Data Used | 245 |
| | | | Social Impact | 181 |
| | | | Habitat - Wildlife Impact | 206 |
| | | | Dissapointed with Routes Selected | 10 |
| | | | Timing of the project | 3 |
| | | | Safety Issue | 107 |
| Chrysostomou | George & Richelle | 552 | Question Validity of Studies | 122 |
| Clark | Jeffery | 121 | Inaccurate Data Used | 241 |
| Cornish | Perry | 927 | Environment Concerns | 206 |
| | | | Property Value | 81 |
| | | | Health - Impact | 58 |
| | | | Property Impact | 141 |
| | | | Air Pollution - Impact | 31 |
| | | | Social Impact | 164 |
| | | | Rileys Hill - Impact | 27 |
| | | | Traffic Issue | 93 |
| | | | Noise - Impact | 146 |
| | | | Use New England Highway | 13 |
| Cottle | Lisa | 834 | Agricultural Land - Impact | 43 |
| | | | Flooding/Drainage - Issue | 11 |
| | | | Habitat - Wildlife Impact | 201 |
| | | | Traffic Issue | 103 |
| | | | Property Value | 81 |
| | | | Health - Impact | 57 |
| | | | Social Impact | 181 |
| | | | Inaccurate Data Used | 4 |
| | | | Display/Brochure Material | 4 |
| | | | Accuracy and Clarity | 4 |
| Craft | Russel | 601 | Question Validity of Studies | 4 |
| | | | Business - Impact | 141 |
| | | | Proposed Development | 235 |
| Craig | Heidi | 564 | Social Impact | 125 |
| | | | Dissapointed with Routes Selected | 85 |
| | | | Environment Concerns | 197 |
| | | | Existing Corridor - Utilise | 85 |
| | | | Property Compensation | 73 |
| Curran | John | 135 | Route Selection Process | 122 |
| | | | Traffic Issue | 105 |
| | | | Social Impact | 43 |
| | | | Global Warming | 36 |
| | | | Use New England Highway | 13 |
| | | | Noise - Impact | 146 |
| | | | Retain Public Assets in Public Ownership | 256 |
| | | | Environment Concerns | 206 |
| | | | Existing Corridor - Utilise | 107 |
| | | | Safety Issue | 98 |
| Davies | John | 642 | | |
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| Surname | First Name | Stakeholder ID | Issue Summary | Response ID |
|--|------------|----------------|--|-------------|
| | | | Flooding/Drainage - Issue | 11 |
| | | | Not enough information about project | 2 |
| Davison | Angela | 846 | Question Validity of Studies | 13 |
| | | | River Crossings - Number, Length and Clearance | 15 |
| | | | Noise - Impact | 146 |
| | | | Air Pollution - Impact | 29 |
| | | | Habitat - Wildlife Impact | 198 |
| Department Of Environment & Conservation (NSW) | | 938 | Broadwater National Park | 54 |
| | | | Habitat - Wildlife Impact | 251 |
| | | | Noise - Impact | 153 |
| | | | Environment Concerns | 21 |
| | | | Indigenous Heritage Issue | 60 |
| Department Of Primary Industries | | 905 | Social Impact | 181 |
| | | | Business - Impact | 125 |
| | | | Property Impact | 141 |
| | | | Agricultural Land - Impact | 45 |
| | | | Flooding/Drainage - Issue | 11 |
| | | | Habitat - Wildlife Impact | 232 |
| Dorey | Owen | 208 | Agricultural Land - Impact | 43 |
| | | | Access to Property | 14 |
| | | | Flooding/Drainage - Issue | 12 |
| | | | Access Across Highway | 14 |
| | | | Business - Impact | 125 |
| | | | Property Impact | 143 |
| Duncan | Colin | 42 | Construction - Cost | 87 |
| | | | Social Impact | 179 |
| | | | Proposed Development | 235 |
| | | | Noise - Impact | 148 |
| Easton | M.R. | 916 | Environment Concerns | 206 |
| | | | Property Impact | 141 |
| | | | Geotechnical Comment | 117 |
| | | | Access Across Highway | 14 |
| | | | Flooding/Drainage - Issue | 11 |
| | | | Property Value | 81 |
| | | | Air Pollution - Impact | 137 |
| Ellis | Jennifer | 123 | Property Value | 140 |
| | | | Non Indigenous Heritage Issue | 71 |
| | | | Indigenous Heritage Issue | 60 |
| | | | Air Pollution - Impact | 59 |
| | | | Noise - Impact | 152 |
| | | | Geotechnical Comment | 130 |
| | | | Property Compensation | 73 |
| | | | Alternate/Modified Route Suggested | 104 |
| | | | Habitat - Wildlife Impact | 206 |
| Evans | Sally | 915 | Safety Issue | 98 |
| | | | Business - Impact | 125 |
| | | | Traffic Issue | 98 |

| Surname | First Name | Stakeholder ID | Issue Summary | Response ID |
|--------------|---------------|----------------|--|-------------|
| Fira (Evans) | Christine | 379 | Traffic Issue | 93 |
| | | | Traffic Issue | 104 |
| | | | Use New England Highway | 93 |
| | | | Safety Issue | 93 |
| | | | Habitat - Wildlife Impact | 206 |
| Fisher | Corinne | 725 | Property Impact | 141 |
| | | | Property Impact | 70 |
| | | | Habitat - Wildlife Impact | 206 |
| | | | Noise - Impact | 72 |
| | | | Social Impact | 64 |
| Fowler | Bob & Evelyne | 906 | Display/Brochure Material | 2 |
| | | | Accuracy and Clarity | |
| | | | Use New England Highway | 13 |
| | | | Noise - Impact | 152 |
| | | | Property Value | 81 |
| Fullarton | Denis | 57 | Health - Impact | 58 |
| | | | Construction - Cost | 86 |
| | | | Flooding/Drainage - Issue | 11 |
| | | | Access Across Highway | 14 |
| | | | Social Impact | 181 |
| Gill | Veronica | 698 | Air Pollution - Impact | 34 |
| | | | Habitat - Wildlife Impact | 198 |
| | | | Interchanges - Town/Motorway | 83 |
| | | | Access | |
| | | | Construction - Impact | 99 |
| Gittoes | Mark | 177 | Flooding/Drainage - Issue | 11 |
| | | | Town - Impact | 77 |
| | | | Question Validity of Studies | 237 |
| | | | Construction - Cost | 80 |
| | | | Business - Impact | 168 |
| Gittoes | RM & PJ | 240 | Request Cost Comparison | 78 |
| | | | Environment Concerns | 206 |
| | | | Display/Brochure Material | 4 |
| | | | Accuracy and Clarity | |
| | | | Access Across Highway | 14 |
| Gittoes | Mark | 177 | Access to Towns | 82 |
| | | | RTA - Community Relations | 3 |
| | | | Flooding/Drainage - Issue | 11 |
| | | | Property Impact | 143 |
| | | | Social Impact | 179 |
| Gittoes | RM & PJ | 240 | Agricultural Land - Impact | 45 |
| | | | Agricultural Land - Impact | 43 |
| | | | Access to Towns | 82 |
| | | | Access to Property | 14 |
| | | | Noise - Impact | 152 |
| Gittoes | RM & PJ | 240 | Alternate/Modified Route | 28 |
| | | | Suggested | |
| | | | Noise - Impact | 154 |
| | | | Section 1 Routes should be further to the East | 28 |
| | | | Social Impact | 164 |
| Gittoes | RM & PJ | 240 | Broadwater National Park | 75 |
| | | | Alternate/Modified Route | 112 |
| | | | Suggested | |
| | | | RTA - Community Relations | 226 |

| Surname | First Name | Stakeholder ID | Issue Summary | Response ID |
|-------------|---------------------|----------------|--|-------------|
| | | | Section 1 Routes should be further to the East | 28 |
| | | | Property Impact | 143 |
| | | | Agricultural Land - Impact | 43 |
| | | | Flooding/Drainage - Issue | 11 |
| Goldie | John | 920 | Property Impact | 141 |
| | | | Agricultural Land - Impact | 136 |
| | | | Noise - Impact | 150 |
| | | | Property Compensation | 73 |
| | | | Flooding/Drainage - Issue | 11 |
| | | | Social Impact | 181 |
| | | | Environment Concerns | 206 |
| Goldie | Jean | 964 | Property Impact | 141 |
| | | | Social Impact | 181 |
| Grace-Paton | Carrie & Allie | 815 | Property Impact | 142 |
| | | | Habitat - Wildlife Impact | 206 |
| | | | Environment Concerns | 206 |
| | | | Social Impact | 181 |
| Graham | Mark | 458 | Noise - Impact | 146 |
| | | | Property Impact | 141 |
| | | | Blackwall Range - Impact | 52 |
| | | | Flooding/Drainage - Issue | 11 |
| | | | Social Impact | 164 |
| | | | Social Impact | 181 |
| | | | Existing Corridor - Utilise | 107 |
| | | | Habitat - Wildlife Impact | 101 |
| | | | Air Pollution - Impact | 126 |
| | | | Construction - Cost | 87 |
| | | | Noise - Impact | 152 |
| Graham | Robert | 917 | Flooding/Drainage - Issue | 11 |
| | | | RTA - Community Relations | 4 |
| | | | Noise - Impact | 146 |
| | | | Visual Impact Issue | 25 |
| | | | Inaccurate Data Used | 245 |
| | | | Air Pollution - Impact | 137 |
| | | | CLG Issues | 37 |
| | | | Agricultural Land - Impact | 125 |
| | | | Business - Impact | 125 |
| | | | Environment Concerns | 201 |
| | | | Property Impact | 141 |
| Hambly | Victor & Kylie | 897 | Habitat - Wildlife Impact | 206 |
| | | | Construction - Cost | 86 |
| | | | Noise - Impact | 15 |
| | | | Air Pollution - Impact | 59 |
| | | | Flooding/Drainage - Issue | 11 |
| | | | Traffic Issue | 103 |
| Hammond | Keith | 592 | Indigenous Heritage Issue | 60 |
| | | | River Crossings - Number, Length and Clearance | 15 |
| | | | Property Impact | 141 |
| | | | Agricultural Land - Impact | 43 |
| | | | Geotechnical Comment | 117 |
| Hardy | William & Elizabeth | 829 | Noise - Impact | 153 |
| | | | Property Impact | 72 |
| | | | Property Value | 81 |

| Surname | First Name | Stakeholder ID | Issue Summary | Response ID |
|---|-------------------|-----------------------|--|--------------------|
| Hayes | Robert & Mary | 465 | Existing Corridor - Utilise | 106 |
| | | | Habitat - Wildlife Impact | 201 |
| Haynes | John | 136 | Agricultural Land - Impact | 143 |
| | | | Property Impact | 141 |
| | | | Noise - Impact | 147 |
| | | | Flooding/Drainage - Issue | 11 |
| | | | Air Pollution - Impact | 127 |
| | | | Geotechnical Comment | 124 |
| | | | Section 1 Routes should be further to the East | 28 |
| Haynes | Christine | 477 | River Crossings - Number, Length and Clearance | 15 |
| | | | Habitat - Wildlife Impact | 101 |
| | | | Social Impact | 164 |
| | | | Existing Corridor - Utilise | 106 |
| | | | Display/Brochure Material | 90 |
| | | | Accuracy and Clarity | |
| | | | Environment Concerns | 101 |
| | | | Global Warming | 36 |
| Heaton | Doug | 1392 | Construction - Cost | 86 |
| | | | Environment Concerns | 206 |
| | | | Noise - Impact | 150 |
| | | | Construction - Cost | 87 |
| Hicks | Anne | 476 | Social Impact | 164 |
| | | | Agricultural Land - Impact | 135 |
| | | | Traffic Issue | 93 |
| Hiller | Ian | 562 | Property Impact | 141 |
| | | | Alternate/Modified Route Suggested | 107 |
| | | | Environment Concerns | 206 |
| | | | Agricultural Land - Impact | 133 |
| Hiller | Andrew & Susan | 926 | Safety Issue | 96 |
| | | | Existing Corridor - Utilise | 106 |
| | | | Alternate/Modified Route Suggested | 107 |
| | | | Indigenous Heritage Issue | 60 |
| | | | River Crossings - Number, Length and Clearance | 15 |
| | | | Environment Concerns | 206 |
| | | | Agricultural Land - Impact | 45 |
| | | | Flooding/Drainage - Issue | 11 |
| | | | Construction - Cost | 80 |
| | | | Social Impact | 181 |
| | | | Social Impact | 181 |
| Jali Local Aboriginal Land Council | | 108 | Social Impact | 70 |
| | | | RTA - Community Relations | 79 |
| | | | Noise - Impact | 158 |
| Jelfs | RI & Mh | 470 | Alternate/Modified Route Suggested | 107 |
| John Atherfield House Pty. Ltd. | | 925 | Business - Impact | 249 |
| | | | Noise - Impact | 151 |
| | | | Environment Concerns | 21 |

| Surname | First Name | Stakeholder ID | Issue Summary | Response ID |
|---------|-------------|----------------|------------------------------------|-------------|
| Jones | Kim & Vicki | 156 | Proposed Development | 77 |
| | | | Property Compensation | 73 |
| | | | Air Pollution - Impact | 118 |
| | | | Social Impact | 181 |
| | | | Flooding/Drainage - Issue | 11 |
| | | | Social Impact | 181 |
| | | | Inaccurate Data Used | 246 |
| | | | Noise - Impact | 146 |
| | | | Agricultural Land - Impact | 43 |
| | | | Health - Impact | 34 |
| | | | Habitat - Wildlife Impact | 198 |
| | | | Social Impact | 181 |
| | | | Business - Impact | 169 |
| | | | Display/Brochure Material | 2 |
| | | | Accuracy and Clarity | |
| | | | Property Impact | 143 |
| | | | Property Compensation | 73 |
| Kelly | Kerry | 472 | Environment Concerns | 198 |
| | | | Business - Impact | 56 |
| | | | Business - Impact | 43 |
| Keys | Ralph & Sue | 303 | Social Impact | 181 |
| | | | Environment Concerns | 201 |
| | | | Air Pollution - Impact | 34 |
| | | | Noise - Impact | 152 |
| | | | Traffic Issue | 93 |
| | | | Safety Issue | 93 |
| | | | Property Value | 73 |
| | | | Agricultural Land - Impact | 43 |
| | | | Alternate/Modified Route Suggested | 124 |
| | | | Habitat - Wildlife Impact | 111 |
| Law | Dallas | 46 | Geotechnical Comment | 124 |
| | | | CLG Issues | 5 |
| | | | Social Impact | 179 |
| | | | Property Impact | 141 |
| | | | Agricultural Land - Impact | 43 |
| | | | Water Pollution - Impact | 100 |
| | | | Social Impact | 65 |
| | | | Health - Impact | 58 |
| | | | Flooding/Drainage - Issue | 11 |
| | | | Noise - Impact | 152 |
| Law | Harry | 101 | Habitat - Wildlife Impact | 111 |
| | | | Flooding/Drainage - Issue | 11 |
| | | | Business - Impact | 167 |
| | | | Agricultural Land - Impact | 45 |
| | | | Property Impact | 143 |
| Law | Patricia | 213 | Habitat - Wildlife Impact | 111 |
| Law | Steven | 882 | Agricultural Land - Impact | 43 |
| | | | Agricultural Land - Impact | 43 |
| Law | Andrew | 928 | Habitat - Wildlife Impact | 206 |
| | | | Social Impact | 65 |
| | | | Property Impact | 141 |
| | | | Use New England Highway | 13 |
| | | | | |

| Surname | First Name | Stakeholder ID | Issue Summary | Response ID |
|------------------------|---------------|----------------|--|-------------|
| Lawler | John | 138 | Property Impact | 143 |
| | | | Environment Concerns | 206 |
| | | | Habitat - Wildlife Impact | 51 |
| | | | Air Pollution - Impact | 137 |
| | | | Existing Corridor - Utilise | 85 |
| | | | Property Impact | 143 |
| Leete | Brent & Julie | 537 | Use New England Highway | 13 |
| | | | Safety Issue | 94 |
| | | | Environment Concerns | 206 |
| | | | Existing Corridor - Utilise | 85 |
| | | | Construction - Cost | 85 |
| | | | Social Impact | 164 |
| | | | Safety Issue | 94 |
| | | | Route Length Comment | 20 |
| | | | RTA not listening to community | 16 |
| | | | Property Impact | 142 |
| | | | Noise - Impact | 157 |
| | | | Habitat - Wildlife Impact | 206 |
| | | | Property Value | 140 |
| | | | Question Validity of Studies | 241 |
| | | | Property Compensation | 140 |
| | | | Air Pollution - Impact | 59 |
| Leete | Callum | 736 | Habitat - Wildlife Impact | 51 |
| | | | Social Impact | 67 |
| | | | Existing Corridor - Utilise | 85 |
| | | | Environment Concerns | 205 |
| | | | Property Impact | 142 |
| | | | Habitat - Wildlife Impact | 205 |
| Leete | Jessica | 742 | Visual Impact Issue | 25 |
| | | | Noise - Impact | 157 |
| | | | Visual Impact Issue | 25 |
| | | | Property Compensation | 140 |
| | | | Route Length Comment | 20 |
| | | | Property Impact | 142 |
| | | | Safety Issue | 94 |
| | | | Air Pollution - Impact | 59 |
| | | | Social Impact | 192 |
| | | | Environment Concerns | 206 |
| Leete | Sarah | 744 | Flooding/Drainage - Issue | 11 |
| | | | Existing Corridor - Utilise | 85 |
| | | | Environment Concerns | 206 |
| | | | Property Impact | 142 |
| | | | Social Impact | 67 |
| | | | Construction - Cost | 85 |
| Leo | Ken | 330 | Question Validity of Studies | 104 |
| Lickiss | Arthur | 15 | Section 1 Routes should be further to the East | 28 |
| | | | Flooding/Drainage - Issue | 11 |
| | | | Business - Impact | 43 |
| Lickiss | Petria | 844 | Agricultural Land - Impact | 43 |
| | | | Property Impact | 141 |
| | | | Flooding/Drainage - Issue | 11 |
| | | | Environment Concerns | 217 |
| Lindsay Crescent Group | | 986 | Social Impact | 164 |

| Surname | First Name | Stakeholder ID | Issue Summary | Response ID |
|-----------|--------------------|----------------|--|-------------|
| Lock | Gary & Rebecca | 227 | Social Impact | 181 |
| | | | Noise - Impact | 153 |
| | | | Agricultural Land - Impact | 45 |
| | | | Property Impact | 143 |
| | | | Property Compensation | 73 |
| | | | Flooding/Drainage - Issue | 11 |
| | | | Air Pollution - Impact | 59 |
| Lock | Wl & Mj | 282 | Habitat - Wildlife Impact | 206 |
| | | | Agricultural Land - Impact | 45 |
| | | | Social Impact | 181 |
| | | | Flooding/Drainage - Issue | 11 |
| | | | Property Impact | 143 |
| | | | Business - Impact | 125 |
| | | | Property Impact | 143 |
| Lock | Alfred James | 497 | Flooding/Drainage - Issue | 11 |
| | | | Access Across Highway | 14 |
| Lollback | Neil & Judith | 451 | Geotechnical Comment | 15 |
| | | | Section 1 Routes should be further to the East | 28 |
| | | | Flooding/Drainage - Issue | 11 |
| | | | River Crossings - Number, Length and Clearance | 15 |
| | | | Business - Impact | 169 |
| | | | Environment Concerns | 207 |
| | | | Agricultural Land - Impact | 133 |
| | | | Agricultural Land - Impact | 125 |
| | | | Alternate/Modified Route Suggested | 124 |
| | | | Alternate/Modified Route Suggested | 28 |
| Lowrey | Gordon | 305 | Social Impact | 181 |
| | | | Flooding/Drainage - Issue | 11 |
| | | | Geotechnical Comment | 124 |
| | | | Flooding/Drainage - Issue | 11 |
| | | | Property Impact | 143 |
| | | | Agricultural Land - Impact | 11 |
| | | | Habitat - Wildlife Impact | 205 |
| Lymburner | Julian & Stephanie | 327 | Inaccurate Data Used | 248 |
| | | | Environment Concerns | 205 |
| | | | Flooding/Drainage - Issue | 11 |
| | | | Noise - Impact | 156 |
| | | | Flooding/Drainage - Issue | 11 |
| MacDonald | David | 49 | Social Impact | 190 |
| | | | Alternate/Modified Route Suggested | 28 |
| | | | Social Impact | 63 |
| | | | Agricultural Land - Impact | 43 |
| | | | Noise - Impact | 147 |
| | | | Access to Towns | 82 |
| | | | Construction - Cost | 89 |
| | | | Property Impact | 143 |
| | | | Air Pollution - Impact | 29 |
| | | | Bushfire | 32 |

| Surname | First Name | Stakeholder ID | Issue Summary | Response ID |
|----------------|-----------------|----------------|--|-------------|
| Mackney (Ford) | Margaret | 930 | Geotechnical Comment | 124 |
| | | | Social Impact | 181 |
| | | | Property Impact | 141 |
| Magill | Geoff | 720 | Property Impact | 140 |
| Maloney | Alistair Donald | 7 | Social Impact | 72 |
| | | | Proposed Development | 77 |
| | | | Flooding/Drainage - Issue | 11 |
| Mathis | Maria | 475 | Noise - Impact | 153 |
| | | | Air Pollution - Impact | 34 |
| | | | Flooding/Drainage - Issue | 11 |
| | | | Environment Concerns | 234 |
| | | | Safety Issue | 97 |
| Matthes | Jack | 364 | Social Impact | 181 |
| | | | Noise - Impact | 151 |
| | | | Habitat - Wildlife Impact | 234 |
| | | | Flooding/Drainage - Issue | 11 |
| | | | River Crossings - Number, Length and Clearance | 15 |
| | | | Alternate/Modified Route Suggested | 112 |
| | | | Construction - Cost | 84 |
| | | | Agricultural Land - Impact | 114 |
| | | | Geotechnical Comment | 124 |
| | | | Social Impact | 186 |
| Maynard | Errol | 469 | Alternate/Modified Route Suggested | 104 |
| | | | Travel Time Issue | 26 |
| McAndrew | Col | 931 | Property Impact | 141 |
| | | | Air Pollution - Impact | 137 |
| McGeary | William | 283 | Habitat - Wildlife Impact | 206 |
| | | | Business - Impact | 125 |
| | | | Alternate/Modified Route Suggested | 104 |
| | | | Property Impact | 145 |
| | | | Alternate/Modified Route Suggested | 113 |
| McKeough | Cynthia | 45 | Alternate/Modified Route Suggested | 112 |
| | | | Noise - Impact | 148 |
| | | | Flooding/Drainage - Issue | 11 |
| | | | Proposed Development | 77 |
| | | | Use New England Highway | 13 |
| | | | Agricultural Land - Impact | 45 |
| | | | River Crossings - Number, Length and Clearance | 15 |
| | | | Habitat - Wildlife Impact | 101 |
| | | | Environment Concerns | 201 |
| | | | Indigenous Heritage Issue | 60 |
| Melino | Costanzo | 44 | Habitat - Wildlife Impact | 206 |
| | | | Agricultural Land - Impact | 43 |
| | | | RTA - Community Relations | 2 |
| | | | Social Impact | 164 |
| | | | Property Impact | 143 |
| Meszaros | Michael | 188 | Property Compensation | 73 |
| | | | Social Impact | 181 |

| Surname | First Name | Stakeholder ID | Issue Summary | Response ID |
|------------|------------|----------------|--------------------------------------|-------------|
| | | | Inaccurate Data Used | 245 |
| | | | Time frame for assessment too short | 3 |
| | | | Existing Corridor - Utilise | 106 |
| | | | Agricultural Land - Impact | 43 |
| | | | Safety Issue | 93 |
| | | | Access to Towns | 82 |
| | | | Property Impact | 141 |
| | | | Noise - Impact | 152 |
| | | | Air Pollution - Impact | 59 |
| | | | Environment Concerns | 206 |
| | | | Display/Brochure Material | 4 |
| | | | Accuracy and Clarity | |
| | | | Construction - Impact | 108 |
| Miller | Julia | 541 | Display/Brochure Material | 227 |
| | | | Accuracy and Clarity | |
| | | | Environment Concerns | 206 |
| | | | Request Cost Comparison | 78 |
| | | | Habitat - Wildlife Impact | 206 |
| | | | Flooding/Drainage - Issue | 11 |
| | | | Construction - Impact | 99 |
| | | | Question Validity of Studies | 242 |
| | | | Travel Time Issue | 26 |
| | | | Agricultural Land - Impact | 125 |
| | | | Construction - Cost | 85 |
| | | | Safety Issue | 94 |
| | | | Property Impact | 141 |
| Mitchell | Sarah | 613 | Safety Issue | 97 |
| | | | Habitat - Wildlife Impact | 75 |
| | | | Agricultural Land - Impact | 43 |
| | | | Social Impact | 181 |
| | | | Rileys Hill - Impact | 27 |
| | | | Noise - Impact | 152 |
| | | | Property Impact | 141 |
| Mitchell | Clayton | 833 | Social Impact | 70 |
| | | | Property Impact | 141 |
| | | | Habitat - Wildlife Impact | 206 |
| | | | Not enough information about project | 9 |
| Monti | Trevor | 323 | Blackwall Range - Impact | 52 |
| | | | Agricultural Land - Impact | 45 |
| | | | Property Impact | 143 |
| | | | Property Compensation | 73 |
| | | | Noise - Impact | 146 |
| | | | Habitat - Wildlife Impact | 206 |
| Namrell | Michael | 895 | RTA - Community Relations | 4 |
| | | | Display/Brochure Material | 4 |
| | | | Accuracy and Clarity | |
| | | | Flooding/Drainage - Issue | 11 |
| | | | Environment Concerns | 201 |
| | | | Business - Impact | 125 |
| | | | Social Impact | 181 |
| | | | Safety Issue | 93 |
| | | | Geotechnical Comment | 117 |
| NSW Nature | | 940 | Environment Concerns | 101 |

| Surname | First Name | Stakeholder ID | Issue Summary | Response ID |
|--|----------------|----------------|--|-------------|
| Conservation Council & North Coast Environment Council | | | Construction - Cost | 53 |
| | | | Air Pollution - Impact | 118 |
| | | | Blackwall Range - Impact | 52 |
| | | | Alternate/Modified Route Suggested | 106 |
| | | | Social Impact | 181 |
| | | | Noise - Impact | 146 |
| | | | Existing Corridor - Utilise | 106 |
| | | | Noise - Impact | 161 |
| | | | | |
| | | | | |
| NSW Sugar Milling Co-Operative Limited | | 199 | | |
| | | | Alternate/Modified Route Suggested | 28 |
| | | | Alternate/Modified Route Suggested | 112 |
| | | | Flooding/Drainage - Issue | 11 |
| | | | Impact on Existing Assets | 131 |
| | | | Agricultural Land - Impact | 125 |
| | | | Alternate/Modified Route Suggested | 124 |
| | | | Alternate/Modified Route Suggested | 115 |
| | | | Property Impact | 144 |
| | | | Travel Time Issue | 26 |
| | | | Visual Impact Issue | 25 |
| | | | Geotechnical Comment | 124 |
| | | | Habitat - Wildlife Impact | 206 |
| | | | Alternate/Modified Route Suggested | 28 |
| | | | Geotechnical Comment | 117 |
| Nutt | Rik | 432 | Property Impact | 141 |
| | | | Social Impact | 186 |
| | | | Social Impact | 164 |
| | | | Air Pollution - Impact | 59 |
| | | | Safety Issue | 97 |
| | | | River Crossings - Number, Length and Clearance | 15 |
| | | | Town - Impact | 27 |
| | | | Flooding/Drainage - Issue | 11 |
| | | | Indigenous Heritage Issue | 61 |
| | | | Business - Impact | 171 |
| | | | Flooding/Drainage - Issue | 11 |
| | | | Indigenous Heritage Issue | 22 |
| | | | Noise - Impact | 152 |
| | | | Routes don't reflect CLG discussions | 37 |
| | | | Indigenous Heritage Issue | 23 |
| | | | Global Warming | 36 |
| | | | Non Indigenous Heritage Issue | 71 |
| | | | | |
| | | | | |
| Owers | Garry & Angela | 471 | | |
| | | | | |
| | | | | |

| Surname | First Name | Stakeholder ID | Issue Summary | Response ID |
|--------------------------------------|-------------------|----------------|--|-------------|
| | | | Flooding/Drainage - Issue | 11 |
| | | | Air Pollution - Impact | 46 |
| | | | Time frame for assessment too short | 3 |
| | | | Inaccurate Data Used | 245 |
| | | | Visual Impact Issue | 25 |
| | | | Geotechnical Comment | 117 |
| | | | Habitat - Wildlife Impact | 206 |
| | | | Display/Brochure Material | 227 |
| | | | Accuracy and Clarity | |
| | | | Bushfire | 55 |
| | | | Agricultural Land - Impact | 133 |
| | | | Traffic Issue | 93 |
| | | | River Crossings - Number, Length and Clearance | 15 |
| | | | Noise - Impact | 146 |
| Paton | Elizabeth (Libby) | 558 | RTA not listening to community | 17 |
| | | | Habitat - Wildlife Impact | 205 |
| | | | Habitat - Wildlife Impact | 206 |
| | | | Blackwall Range - Impact | 51 |
| | | | Social Impact | 181 |
| | | | Environment Concerns | 197 |
| | | | Blackwall Range - Impact | 50 |
| | | | Inaccurate Data Used | 119 |
| | | | Blackwall Range - Impact | 49 |
| | | | Flooding/Drainage - Issue | 11 |
| | | | Not enough information about project | 4 |
| | | | Business - Impact | 125 |
| Payne | Alyn | 885 | River Crossings - Number, Length and Clearance | 15 |
| Pimlico Harvesting Co-Operative Ltd. | | 921 | River Crossings - Number, Length and Clearance | 15 |
| | | | Business - Impact | 125 |
| | | | Agricultural Land - Impact | 136 |
| | | | Flooding/Drainage - Issue | 11 |
| | | | Access Across Highway | 14 |
| Pollard | Neville | 198 | Property Impact | 142 |
| | | | Social Impact | 192 |
| | | | Social Impact | 65 |
| | | | Safety Issue | 94 |
| | | | Habitat - Wildlife Impact | 206 |
| | | | RTA - Community Relations | 2 |
| | | | Business - Impact | 65 |
| Rainforest Information Centre | | 911 | Environment Concerns | 206 |
| Richmond River County | | 984 | Time frame for assessment too short | 3 |
| | | | Impact on Existing Assets | 131 |
| | | | Flooding/Drainage - Issue | 11 |
| | | | RTA - Council co-operation | 19 |
| | | | Question Validity of Studies | 239 |
| Richmond | | 838 | Business - Impact | 125 |

| Surname | First Name | Stakeholder ID | Issue Summary | Response ID |
|----------------|-------------|----------------|--|-------------|
| Valley Council | | | Town - Impact | 77 |
| | | | Traffic Issue | 83 |
| | | | Noise - Impact | 154 |
| | | | Impact on Existing Assets | 131 |
| | | | Habitat - Wildlife Impact | 230 |
| | | | Access Across Highway | 14 |
| | | | Water Pollution - Impact | 130 |
| Rippon | Gary | 851 | Alternate/Modified Route Suggested | 124 |
| Roberts | Christine | 586 | Blackwall Range - Impact | 52 |
| | | | Construction - Cost | 87 |
| | | | Not enough information about project | 4 |
| | | | River Crossings - Number, Length and Clearance | 15 |
| | | | Health - Impact | 34 |
| | | | Inaccurate Data Used | 245 |
| | | | Agricultural Land - Impact | 125 |
| | | | Social Impact | 181 |
| | | | Noise - Impact | 146 |
| | | | Display/Brochure Material | 2 |
| | | | Accuracy and Clarity | |
| | | | Air Pollution - Impact | 118 |
| Roberts | William | 907 | Alternate/Modified Route Suggested | 104 |
| Roberts | Leyla & Tim | 924 | Traffic Issue | 93 |
| | | | RTA - Community Relations | 4 |
| | | | RTA not listening to community | 2 |
| | | | Noise - Impact | 152 |
| | | | Time frame for assessment too short | 3 |
| | | | Air Pollution - Impact | 59 |
| | | | Business - Impact | 169 |
| | | | Display/Brochure Material | 3 |
| | | | Accuracy and Clarity | |
| | | | Environment Concerns | 101 |
| Rolfe | Suzanne | 913 | Agricultural Land - Impact | 45 |
| | | | Indigenous Heritage Issue | 60 |
| | | | Social Impact | 181 |
| | | | Environment Concerns | 206 |
| | | | Social Impact | 164 |
| | | | Property Impact | 143 |
| Rooney | Paul | 872 | Property Value | 81 |
| | | | River Crossings - Number, Length and Clearance | 15 |
| Rosicky | Mark | 835 | Flooding/Drainage - Issue | 11 |
| | | | Geotechnical Comment | 117 |
| | | | Habitat - Wildlife Impact | 206 |
| Roxburgh | Phillip | 433 | Traffic Issue | 93 |
| | | | Question Validity of Studies | 238 |
| | | | Alternate/Modified Route Suggested | 113 |
| Rumsby | Ken | 486 | Agricultural Land - Impact | 44 |
| | | | Visual Impact Issue | 25 |

| Surname | First Name | Stakeholder ID | Issue Summary | Response ID |
|-----------------------------|-------------------------|----------------|--|-------------|
| Rushby Ryan | Mike & George Cheryl | 309 858 | Habitat - Wildlife Impact | 201 |
| | | | Safety Issue | 93 |
| | | | Environment Concerns | 201 |
| | | | Indigenous Heritage Issue | 60 |
| | | | Non Indigenous Heritage Issue | 71 |
| | | | Alternate/Modified Route Suggested | 107 |
| | | | Flooding/Drainage - Issue | 11 |
| | | | Agricultural Land - Impact | 125 |
| | | | Existing Corridor - Utilise | 107 |
| | | | Existing Corridor - Utilise | 85 |
| | | | Construction - Cost | 20 |
| | | | Environment Concerns | 206 |
| | | | Visual Impact Issue | 25 |
| | | | Property Impact | 141 |
| Sandalwood Van & Leisure | | 903 | Business - Impact | 125 |
| | | | River Crossings - Number, Length and Clearance | 15 |
| | | | Display/Brochure Material | 90 |
| | | | Accuracy and Clarity | |
| | | | Noise - Impact | 148 |
| | | | Time frame for assessment too short | 3 |
| | | | Property Compensation | 73 |
| | | | General Dissatisfaction | 122 |
| | | | Safety Issue | 98 |
| | | | Social Impact | 70 |
| Seznec | Gwenaelle | 536 | Environment Concerns | 206 |
| | | | CLG Issues | 5 |
| | | | Air Pollution - Impact | 137 |
| | | | Social Impact | 181 |
| | | | Agricultural Land - Impact | 125 |
| | | | Geotechnical Comment | 117 |
| | | | Flooding/Drainage - Issue | 11 |
| | | | Business - Impact | 125 |
| | | | River Crossings - Number, Length and Clearance | 15 |
| | | | Access to Towns | 82 |
| | | | Time frame for assessment too short | 3 |
| | | | Route Selection Process | 245 |
| | | | RTA - Community Relations | 41 |
| | | | Indigenous Heritage Issue | 60 |
| | | | Display/Brochure Material | 227 |
| | | | Accuracy and Clarity | |
| | | | Existing Corridor - Utilise | 107 |
| | | | Property Impact | 141 |
| | | | Environment Concerns | 206 |
| | | | Display/Brochure Material | 7 |
| | | | Accuracy and Clarity | |
| | | | Not enough information about project | 42 |
| | | | Not enough information about project | 8 |
| | | | | |
| | | | | |

| Surname | First Name | Stakeholder ID | Issue Summary | Response ID |
|----------|-----------------|----------------|--------------------------------------|-------------|
| Shaw | Tracy | 265 | Timing of the project | 40 |
| | | | Question Validity of Studies | 238 |
| | | | Not enough information about project | 6 |
| | | | Town - Impact | 27 |
| | | | Construction - Cost | 80 |
| | | | CLG Issues | 5 |
| | | | Habitat - Wildlife Impact | 201 |
| | | | Time frame for assessment too short | 3 |
| | | | Broadwater National Park | 201 |
| | | | Flooding/Drainage - Issue | 11 |
| | | | Environment Concerns | 201 |
| | | | Use New England Highway | 13 |
| | | | Alternate/Modified Route Suggested | 107 |
| | | | Noise - Impact | 158 |
| | | | Property Impact | 141 |
| Shepherd | Sandra | 242 | Air Pollution - Impact | 31 |
| | | | Non Indigenous Heritage Issue | 35 |
| | | | Broadwater National Park | 76 |
| | | | Safety Issue | 93 |
| | | | Noise - Impact | 149 |
| Sherwood | Alan | 2 | Environment Concerns | 252 |
| Short | L.W. & B.E. | 932 | Property Impact | 141 |
| | | | Habitat - Wildlife Impact | 206 |
| Siliakus | Alison | 495 | Social Impact | 164 |
| | | | Environment Concerns | 206 |
| | | | Existing Corridor - Utilise | 107 |
| | | | Route Selection Process | 91 |
| Simpson | Lynette | 965 | Habitat - Wildlife Impact | 206 |
| | | | Use New England Highway | 13 |
| | | | Noise - Impact | 148 |
| | | | Flooding/Drainage - Issue | 11 |
| Slade | Jo | 874 | Environment Concerns | 206 |
| | | | Noise - Impact | 149 |
| | | | Broadwater National Park | 75 |
| | | | Alternate/Modified Route Suggested | 75 |
| Small | Peter | 219 | Property Compensation | 73 |
| | | | Construction - Cost | 86 |
| | | | Property Impact | 143 |
| | | | Environment Concerns | 198 |
| Smith | N.J. & Robyn L. | 922 | Social Impact | 65 |
| | | | Air Pollution - Impact | 34 |
| | | | Social Impact | 181 |
| | | | Use New England Highway | 13 |
| | | | Inaccurate Data Used | 245 |
| | | | Environment Concerns | 206 |
| | | | Noise - Impact | 146 |
| | | | Time frame for assessment too short | 3 |
| | | | RTA - Community Relations | 3 |
| Sneesby | James | 114 | Property Impact | 143 |
| | | | Dissapointed with Routes Selected | 3 |

| Surname | First Name | Stakeholder ID | Issue Summary | Response ID |
|------------------|-------------------------------|----------------|--|-------------|
| | | | Property Impact | 144 |
| | | | Social Impact | 70 |
| | | | Environment Concerns | 101 |
| | | | Agricultural Land - Impact | 45 |
| | | | Alternate/Modified Route Suggested | 28 |
| | | | Alternate/Modified Route Suggested | 112 |
| | | | Social Impact | 66 |
| | | | Agricultural Land - Impact | 43 |
| | | | Flooding/Drainage - Issue | 12 |
| | | | River Crossings - Number, Length and Clearance | 15 |
| | | | Habitat - Wildlife Impact | 201 |
| | | | Alternate/Modified Route Suggested | 124 |
| | | | Business - Impact | 43 |
| Stebbing | Murray | 193 | Agricultural Land - Impact | 125 |
| | | | Property Impact | 142 |
| | | | Safety Issue | 94 |
| | | | Display/Brochure Material | 227 |
| | | | Accuracy and Clarity | |
| | | | Construction - Cost | 85 |
| | | | Habitat - Wildlife Impact | 206 |
| Stevenson | Clare | 756 | Global Warming | 36 |
| | | | Existing Corridor - Utilise | 106 |
| | | | Habitat - Wildlife Impact | 201 |
| | | | Property Impact | 141 |
| Stibbard | Gary | 730 | Safety Issue | 100 |
| | | | Agricultural Land - Impact | 43 |
| | | | Access to Property | 14 |
| | | | Noise - Impact | 159 |
| | | | Environment Concerns | 206 |
| | | | Habitat - Wildlife Impact | 206 |
| | | | Indigenous Heritage Issue | 60 |
| | | | Existing Corridor - Utilise | 106 |
| | | | River Crossings - Number, Length and Clearance | 15 |
| Taylor | Jenny | 831 | Environment Concerns | 206 |
| | | | Property Impact | 143 |
| | | | Agricultural Land - Impact | 43 |
| | | | Social Impact | 194 |
| | | | Noise - Impact | 153 |
| Thumm | Karen, Marc, Tillman & Thomas | 487 | Environment Concerns | 206 |
| | | | Not enough information about project | 138 |
| | | | Question Validity of Studies | 138 |
| | | | Display/Brochure Material | 227 |
| | | | Accuracy and Clarity | |
| | | | Noise - Impact | 148 |
| | | | Environment Concerns | 206 |
| Tindley | Sara | 618 | Use New England Highway | 13 |
| | | | Property Impact | 141 |
| | | | Health - Impact | 31 |

| Surname | First Name | Stakeholder ID | Issue Summary | Response ID |
|---------|------------|----------------|--|-------------|
| | | | Habitat - Wildlife Impact | 198 |
| | | | RTA - Community Relations | 3 |
| | | | Route Selection Process | 245 |
| | | | Notification of Project - Issue | 4 |
| | | | Property Impact | 73 |
| | | | Noise - Impact | 152 |
| | | | Flooding/Drainage - Issue | 11 |
| Vale | Edward | 65 | Property Impact | 143 |
| | | | Flooding/Drainage - Issue | 11 |
| | | | Agricultural Land - Impact | 43 |
| | | | Geotechnical Comment | 117 |
| Vale | J | 830 | Noise - Impact | 153 |
| | | | Habitat - Wildlife Impact | 206 |
| | | | Alternate/Modified Route Suggested | 115 |
| | | | Traffic Issue | 83 |
| Vass | Lorraine | 473 | Construction - Cost | 87 |
| | | | Habitat - Wildlife Impact | 101 |
| Vile | L | 759 | River Crossings - Number, Length and Clearance | 15 |
| | | | Alternate/Modified Route Suggested | 120 |
| | | | Alternate/Modified Route Suggested | 120 |
| | | | Habitat - Wildlife Impact | 201 |
| | | | Alternate/Modified Route Suggested | 120 |
| | | | Alternate/Modified Route Suggested | 104 |
| | | | Rileys Hill - Impact | 27 |
| | | | Noise - Impact | 161 |
| | | | Alternate/Modified Route Suggested | 115 |
| Waddell | Jesse | 828 | Safety Issue | 102 |
| | | | Social Impact | 68 |
| | | | Construction - Impact | 108 |
| | | | Noise - Impact | 153 |
| | | | Environment Concerns | 206 |
| | | | Indigenous Heritage Issue | 60 |
| | | | Non Indigenous Heritage Issue | 71 |
| Wagner | Trevor | 683 | Flooding/Drainage - Issue | 11 |
| Waller | Wendy | 867 | Health - Impact | 59 |
| | | | Question Validity of Studies | 122 |
| | | | Social Impact | 65 |
| | | | Environment Concerns | 206 |
| Walsh | Raymond | 225 | Construction - Cost | 87 |
| | | | Agricultural Land - Impact | 45 |
| | | | Flooding/Drainage - Issue | 11 |
| Walsh | Damien J | 836 | Geotechnical Comment | 117 |
| | | | Flooding/Drainage - Issue | 11 |
| | | | Business - Impact | 43 |
| | | | Agricultural Land - Impact | 43 |
| | | | Use New England Highway | 13 |
| | | | River Crossings - Number, Length and Clearance | 15 |

| Surname | First Name | Stakeholder ID | Issue Summary | Response ID |
|-----------------|---------------|----------------|--|-------------|
| Watt | Malcolm & Kim | 171 | Property Impact | 143 |
| | | | Noise - Impact | 153 |
| | | | Business - Impact | 169 |
| | | | Broadwater National Park | 28 |
| | | | Safety Issue | 14 |
| | | | Social Impact | 65 |
| | | | Section 1 Routes should be further to the East | 28 |
| Whiteman | Lorraine | 923 | Property Impact | 141 |
| | | | Flooding/Drainage - Issue | 11 |
| | | | Existing Corridor - Utilise | 106 |
| | | | Inaccurate Data Used | 238 |
| Wilde | Paddy | 876 | Safety Issue | 96 |
| | | | Rileys Hill - Impact | 27 |
| | | | Town - Impact | 27 |
| | | | Noise - Impact | 152 |
| | | | Property Impact | 73 |
| | | | RTA not listening to community | 91 |
| | | | Environment Concerns | 75 |
| | | | Social Impact | 70 |
| | | | Property Impact | 141 |
| | | | Construction - Cost | 86 |
| | | | CLG Issues | 92 |
| | | | Flooding/Drainage - Issue | 11 |
| Willacy | Mark | 902 | Habitat - Wildlife Impact | 206 |
| | | | Agricultural Land - Impact | 45 |
| | | | Property Impact | 143 |
| | | | Social Impact | 181 |
| | | | Indigenous Heritage Issue | 60 |
| Willacy | Stephanie | 999 | Existing Corridor - Utilise | 106 |
| | | | Habitat - Wildlife Impact | 252 |
| | | | Agricultural Land - Impact | 43 |
| | | | Health - Impact | 58 |
| | | | Social Impact | 164 |
| Williams | Peter | 935 | Indigenous Heritage Issue | 60 |
| | | | Travel Time Issue | 26 |
| | | | Alternate/Modified Route Suggested | 107 |
| | | | Noise - Impact | 154 |
| Williams | Kailah | 939 | Safety Issue | 98 |
| | | | Alternate/Modified Route Suggested | 107 |
| | | | Construction - Cost | 85 |
| | | | Property Impact | 142 |
| Williams | Makenzy | 998 | Social Impact | 164 |
| | | | Safety Issue | 104 |
| | | | Property Impact | 142 |
| | | | Alternate/Modified Route Suggested | 104 |
| Wilson | Noel | 202 | Flooding/Drainage - Issue | 12 |
| Wilson | Warren | 276 | Agricultural Land - Impact | 43 |
| | | | Social Impact | 179 |
| Wilson-Mcandrew | Nancy | 929 | Access Across Highway | 14 |
| | | | Construction - Cost | 86 |

| Surname | First Name | Stakeholder ID | Issue Summary | Response ID |
|------------------|----------------|----------------|------------------------------------|-------------|
| | | | Habitat - Wildlife Impact | 198 |
| | | | Property Impact | 141 |
| | | | Alternate/Modified Route Suggested | 107 |
| Woolley & Gollan | Gary & Marlene | 82 | Habitat - Wildlife Impact | 201 |
| | | | Geotechnical Comment | 117 |
| | | | Social Impact | 70 |
| | | | Agricultural Land - Impact | 45 |
| | | | Agricultural Land - Impact | 45 |
| | | | Alternate/Modified Route Suggested | 124 |
| | | | Environment Concerns | 101 |
| | | | Flooding/Drainage - Issue | 11 |

Appendix D

Community Feedback Form

Woodburn to Ballina

Route options

Community feedback



MAY 2005

This feedback form is freepost and may assist you to provide valuable information to the project team.

This information will help the project team identify community issues and differences between route options. A route is to be selected that has the least impact on the community, the environment and economy.

Submissions will be accepted until Monday 20 June 2005.

How important are these issues when deciding a preferred option? Please indicate in the boxes below.

☐ 1 Very important

☐ 2 Somewhat important

☐ 3 Not important

☐ Construction cost

☐ Construction impact (dust, noise, access etc.)

☐ Impact on businesses that rely on passing traffic

☐ Impact on environment

☐ Impact on heritage areas

☐ Impact on local agricultural activity

☐ Impact on properties

☐ Impact on traffic to towns when complete

☐ Improvements to road safety

☐ Local flooding issues

☐ Loss of views

☐ Maintains or improves access to surrounding towns

☐ Travel times on the Pacific Highway

I am from (please tick one):

☐ The study area and districts ☐ NSW North Coast

☐ NSW other areas ☐ Outside NSW

Section 1. Which route best meets these issues? Why?

Section 2. Which route best meets these issues? Why?

Section 3. Which route best meets these issues? Why?

All information in correspondence is collected for the sole purpose of assisting in the assessment of this proposal. The information may be used by the RTA and/or the RTA's project contractors. All information received, including names and addresses of respondents, may be published in subsequent assessment documents unless clear indication is given in the correspondence that all or part of that information is not to be published.

Posting your questionnaire

Seal all edges and post – no stamp required

You may leave your contact details to receive community updates on this project.
(Note: these details are not required for your feedback to count).

Name _____

Address _____

Suburb _____ State _____ Postcode _____

- ☐ I wish to receive further updates about the Woodburn to Ballina Upgrade
- ☐ No, I do not want to receive updates about the Woodburn to Ballina Upgrade

Delivery Address:
PO Box 9
LENNOX HEAD NSW 2478

No stamp required
if posted in Australia



Rob Van Iersel
GeoLink Lennox Head
Reply Paid 9
LENNOX HEAD NSW 2478

Appendix E

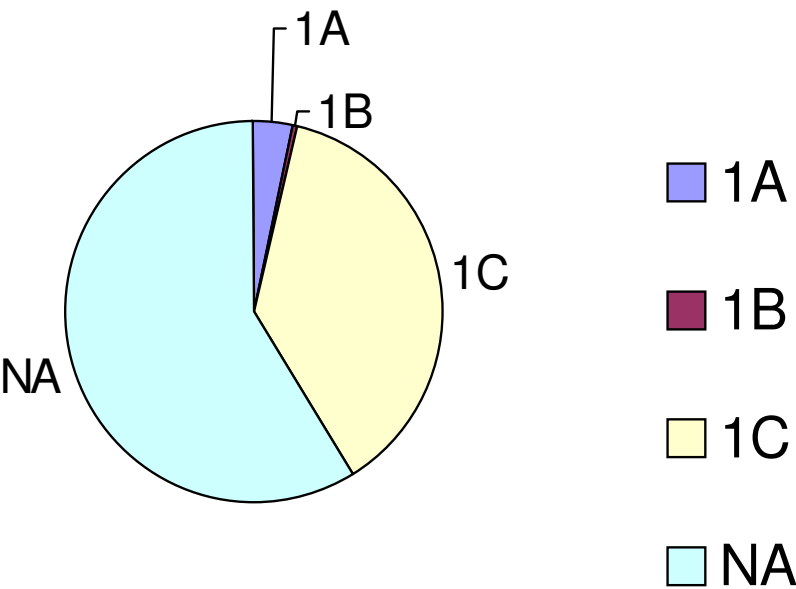
Feedback Form Report

Feedback Form Report

Section 1

Community Route Option Preferences

| Route Option | Number in favour |
|--------------|------------------|
| 1A | 13 |
| 1B | 2 |
| 1C | 142 |
| NA | 226 |

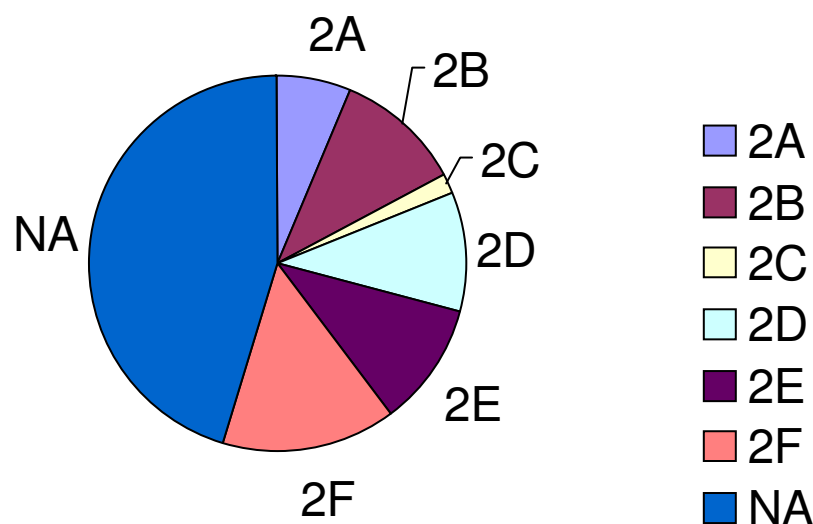


Feedback Form Report

Section 2

Community Route Option Preferences

| Route Option | Number in favour |
|--------------|------------------|
| 2A | 25 |
| 2B | 41 |
| 2C | 6 |
| 2D | 40 |
| 2E | 40 |
| 2F | 58 |
| NA | 173 |



Feedback Form Report

Section 3

Community Route Option Preferences

| Route Option | Number in favour |
|--------------|------------------|
| 3A | 31 |
| 3B | 229 |
| NA | 123 |

