

Coffs Harbour Highway Planning Strategy Report

May 2004

Coffs Harbour Highway Planning Community Involvement Summary Report (Short-Listed Options)

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For the Department of Infrastructure, Planning and Natural Resources
and the Roads and Traffic Authority

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Executive Summary

Introduction

The Coffs Harbour Highway Planning Strategy (CHHPS) is being developed with the objective of addressing the need to upgrade the highway between Sapphire and Woolgoolga, while planning for future traffic needs within the Coffs Harbour urban area.

The purpose of this Community Involvement Summary Report is to document the overall exhibition process and feedback in the period between the announcement of the highway options in the southern section and new and revised options for the Sapphire to Woolgoolga Upgrade Project on February 19, 2004, until the close of receipt of submissions on March 19, 2004. Allowance also was made for late deliveries to the Reply Paid PO Box. Submissions and survey forms cleared from the PO Box until close of business on March 23, 2004, were included, as were representations made to the Premier, Minister for Roads, the Minister for Planning, other Government Members and Council which were pre-dated March 19, 2004, but forwarded for assessment after this date.

Representatives of the project team received strong representations from within the community for a decision on a preferred highway route as soon as possible. However, a few respondents requested more time to make a submission and, in such cases, specific arrangements were made to receive these submissions up to two weeks after the official closing date of March 19, 2004. These respondents included potentially directly-affected property owners who had had recent on-site appointments with representatives of the project team.

The report will provide input to a decision on the Preferred Strategy. It should be noted that the feedback reported in this summary is not necessarily representative of the views of the overall Coffs Harbour community. The outcomes are the result of responses to questions on the "Have Your Say" survey form as well as written submissions and, statistically, cannot be considered as a valid survey of the area. In addition, the activities of interest groups, as outlined in Section 2.5 of this report, are likely to have influenced the submissions received. The extent of this influence is impossible to determine.

Stakeholder Involvement

Since the project launch in September 2001, there has been extensive interaction and involvement of a wide range of community groups and individuals. During the latest short-listed highway options exhibition, this extensive interaction and involvement has continued. There have also been a number of additional community involvement activities organised by groups who have strong preferences for or against particular options in both the northern and southern sections of the strategy. These activities have included regular updating of a website, unofficial staffed displays and public meetings at Woolgoolga and Korora.

Stakeholder Responses

The stakeholder response to the short-listed options exhibition comprised 170 written submissions, including one petition, and 444 survey forms.

Survey forms were provided in a mailout of Community Update No.4 (Connell Wagner, 2004a) to potentially directly affected property owners, property owners who were previously but are now no longer potentially directly-affected by the Sapphire to Woolgoolga short-listed options and to stakeholders on the Strategy database. They also were provided to interest groups in bulk, on request through the Project Information Line and at the staffed and static displays. Approximately 10,000 copies of the community update and survey forms were distributed throughout the local community.

Most survey form and submissions respondents cited similar issues for each of the options to those that have been raised in previous community feedback.

However, despite the issues being common to most respondents, their impacts or effects were seen to be widely disparate for the same option. Some respondents saw an issue as having “severe”, “maximum”, “most” or “negative” impact on an option while other respondents saw the impact for the same issue as being “minimal”, “least” or “positive”. Such views of “negative” and “positive” effects applied to all major issues raised.

The short-listed options were:

- Coffs Harbour bypass options Inner South 1, Inner South 2, Inner North 1 and Inner North 2
- Woolgoolga bypass options C1 and E
- Council’s preferred corridor
- Existing highway upgrade – Sapphire to south Woolgoolga

Respondents also chose to list specific impacts and benefits for the southern section of the defined route of the eastern boundary of Council’s preferred corridor, the Coastal Ridge Way (CRW), but not for the northern section, Option A.

The issues were assessed and tabled below according to the following benchmarks:

- The issue was considered to be of major importance to the community if it was raised in more than 50 submissions; and
- If the number of respondents who saw the impacts as “positive” were twice (or more) than the number who saw the impacts as “negative”, then the issue has been tabled as positive. Similarly, if the number of respondents who saw the impacts as “negative” were twice (or more) than the number who saw the impacts as “positive”, then the issue has been tabled as negative.

Option	Positive	Negative
IS1		<ul style="list-style-type: none"> * Residential property * Noise and vibration * Visual and urban design * Air quality * Community impacts * Road safety
IS2		<ul style="list-style-type: none"> * Residential property * Noise and vibration * Visual and urban design * Air quality * Community impacts * Road safety
IN1		<ul style="list-style-type: none"> * Residential property * Noise and vibration * Visual and urban design * Air quality * Community impacts * Road safety
IN2		<ul style="list-style-type: none"> * Residential property * Noise and vibration * Visual and urban design * Air quality * Community impacts * Road safety

Option	Positive	Negative
C1		<ul style="list-style-type: none"> * Residential property * Noise and vibration * Visual and urban design * Air quality * Community impacts * Road safety
E		<ul style="list-style-type: none"> * Residential property * Business and tourism * Noise and vibration * Visual and urban design * Flora and fauna * Air quality * Community impacts * Road safety
CHCC	* Road safety	
CRW		
EH: S-SW		<ul style="list-style-type: none"> * Noise and vibration * Road safety

Many respondents saw the survey forms as an opportunity to record a vote or a “yes” for each of the short-listed options and for previously investigated options including the B Options for the Sapphire to Woolgoolga Upgrade, and a far western bypass. Of the 938 “votes” received:

- 17 (1.8%) were for Sapphire to Woolgoolga Option B
- 134 (14.3%) for Sapphire to Woolgoolga Option A
- 63 (6.8%) for a far western bypass
- 44 (4.7%) for an upgrade of the existing highway from Sapphire to south Woolgoolga (for local traffic only but to include dual carriageway and interchanges at all major intersections)
- 100 (10.7%) for an upgrade of the existing highway from Sapphire to south Woolgoolga
- 159 (17%) for the CRW
- 163 (17.3%) for Council's preferred corridor
- 52 (5.5%) for Sapphire to Woolgoolga Option E
- 25 (2.6%) for Sapphire to Woolgoolga Option C1
- 33 (3.5%) for Coffs Harbour Inner Bypass Option IS1
- 64 (6.8%) for Coffs Harbour Inner Bypass Option IS2
- 21 (2.3%) for Coffs Harbour Inner Bypass Option IN1
- 63 (6.7%) for Coffs Harbour Inner Bypass Option IN2

A number of respondents also saw the survey forms as an opportunity to record views related to design issues with the options. These were, principally, the type and location of interchanges, the use of tunnels in regards to the cost of construction versus visual mitigation, and design issues related to an upgrade of the existing highway from Sapphire to south Woolgoolga such as visual and noise mitigation and cycleway/pedestrian access.

Submissions – other main issues

While most of the main issues raised in the submissions received were the same as those raised in the survey forms, some submissions raised over-arching issues related to the Pacific Highway in general, both sections of the Coffs Harbour Highway Planning Strategy or issues not reflected in the graphic representations presented in Section 3.

These included an increase in heavy vehicle movements, particularly B-doubles, on the Pacific Highway since the opening of the Yelgun-Chinderah bypass, the planning horizons of the short-listed bypass proposals of Coffs Harbour and Woolgoolga, obtaining Federal Government funding for the Pacific Highway, and issues related to the technical investigations and/or information provided in Community Update No.4 (Connell Wagner 2004a) and the technical papers regarding the short-listed options.

Interim Submissions

A total of 73 submissions and eight survey forms were received between close of receipt of submissions for the route options for the Sapphire to Woolgoolga Upgrade on February 28, 2003, and the announcement of highway options in the southern (Coffs Harbour) section and new and revised options in the northern (Sapphire to Woolgoolga) section on February 19, 2004. Most of the submissions received related to Community Update No.3 (Connell Wagner, 2002a) which was released in December 2002 and which identified the route options for the Sapphire to Woolgoolga section.

Conclusion

A range of views was expressed on the merits of the bypass options in the southern (Coffs Harbour) section and the new and revised options in the northern (Sapphire to Woolgoolga) section in the survey forms and submissions received.

Community feedback will be considered as part of the process to select a preferred option. Other inputs include various reports produced by the project team, comments received from government agencies, and the outcomes of studies and workshops held to evaluate and assess the various options.

Each option will be compared to identify the route that achieves the best balance between social, ecological, engineering and economic factors while providing for the future needs of road users and local communities.

A decision on a preferred route is expected to be announced mid-2004.

1. Introduction

1.1 Project Background

In early 2001, work commenced on the development of the Coffs Harbour Highway Planning Strategy (CHHPS). The Strategy, which addresses the need to upgrade the highway between Sapphire and Woolgoolga while planning for future traffic needs within the Coffs Harbour urban area, covers a study area from Sawtell in the south to Arrawarra in the north.

The Strategy was publicly launched in September 2001 and, in March 2002, Information Sheet No.2 (Connell Wagner, 2002b) containing the following key announcements was released:

- identification of four initial corridor options for the northern section of the strategy area from Sapphire to Woolgoolga
- a decision that the Inner Corridor in the southern section of the strategy area between Sawtell and Sapphire/Moonee was the only potentially feasible bypass option suitable for further consideration
- commencement of work on defining routes within the Inner Corridor and a comparison of these with upgrading the existing highway in the southern section of the strategy area.

Following a decision by Coffs Harbour City Council (CHCC) to conduct a peer review of the work completed up to March 2002, work in the southern section of the study area between Sawtell and Sapphire was deferred, while work proceeded in the northern section between Sapphire and Woolgoolga. The peer review made a number of recommendations and broadly endorsed the technical findings of the work previously undertaken.

Following Council's receipt of the peer review in October 2002, investigations recommenced in the southern section. In parallel with investigations into the existing highway and inner bypass corridors, a review of a proposal for a western bypass corridor known as the Coastal Ridge Way proposal (CRW) also was undertaken in response to a request from CHCC.

Community Update No.3 (Connell Wagner 2002a), released in December 2002, described five route options – Options A, B1, B2, C and D – for the Sapphire to Woolgoolga Upgrade Project (refer Connell Wagner, 2002) and a decision on a preferred route was expected to be announced in mid-2003.

A Value Management Workshop was held in April 2003 to review and evaluate the options for the Sapphire to Woolgoolga section. The outcome from the workshop was that options C and D should go forward with some further consideration of socio-economic and environmental issues.

A decision on the preferred option was delayed while the Roads and Traffic Authority (RTA) investigated additional options for a bypass of Woolgoolga proposed by Council and while Council conducted a series of public forums that further examined strategic options.

Following the series of public forums, CHCC adopted a preferred corridor for a bypass of Coffs Harbour and Woolgoolga in October 2003. Council's preferred corridor is located within the Bucca Valley and the coastal range to the west of Coffs Harbour and Woolgoolga.

A Steering Committee, made up of representatives of CHCC, the Department of Infrastructure, Planning and Natural Resources (DIPNR), and the RTA, had been established in 2001 to oversee the development of the strategy. Following the decision by Council to select its own preferred corridor, the Steering Committee agreed that it could no longer continue to manage the process to develop the Strategy and agreed to disband.

In February 2004, a community update was released which described highway options in the southern section and identified new and revised options for the Sapphire to Woolgoolga Upgrade Project. The community update contained the following key announcements regarding the southern section:

- that the RTA had agreed to assess the feasibility of options within Council's preferred corridor
- that an upgrade of the existing highway through Coffs Harbour to an urban motorway did not merit further consideration due to its socio-economic impacts on the Coffs Harbour urban area
- that a decision regarding the CRW would be made following the assessment of the feasibility of options within Council's preferred corridor
- that the strategy preferred by the RTA and DIPNR for Coffs Harbour was a bypass located generally within the Inner Corridor. The preference for the Inner Bypass would be reviewed following the assessment of the feasibility of options within Council's preferred corridor.

The community update also contained the following key announcements regarding the route options for the Sapphire to Woolgoolga Upgrade Project:

- Option A was not favoured due to its severe environmental (biophysical) and Aboriginal heritage impacts, poor functional performance, high cost and poor value for money
- Options B1 and B2 did not merit further consideration due to the need to protect valuable agricultural land
- Option D was not an acceptable option due to its social and economic impacts on the township of Woolgoolga
- in response to a request from Council following the route options display, a modified Option C (Option C1) and an additional option that used parts of the initial Options B and C (Option E) had been developed.

1.2 Purpose of Report

The purpose of this Community Involvement Summary Report is to document the overall exhibition process and feedback in the period between the announcement of the highway options in the southern section and new and revised options for the Sapphire to Woolgoolga Upgrade Project on February 19, 2004, until the close of receipt of submissions on March 19, 2004. Allowance also was made for late deliveries to the Reply Paid PO Box. Submissions and survey forms cleared from the PO Box until close of business on March 23, 2004, were included, as were representations made to the Premier, Minister for Roads, the Minister for Planning, other Government Members and Council which were pre-dated March 19, 2004, but forwarded for assessment after this date.

Representatives of the project team received strong representations from within the community for a decision on a preferred highway route as soon as possible. However, a few respondents requested more time to make a submission and, in such cases, specific arrangements were made to receive these submissions up to April 2, 2004, two weeks after the official closing date of March 19, 2004. These respondents included potentially directly affected property owners who had had recent on-site appointments with representatives of the project team.

The report will provide input to a decision on the Preferred Strategy. It should be noted that the feedback reported in this summary is not necessarily representative of the views of the overall Coffs Harbour community. The outcomes are the result of responses to questions on the "Have Your Say" survey form as well as written submissions and, statistically, cannot be considered as a valid sample survey of the area. There are several reasons for this:

- The survey was designed with the intent of canvassing issues on the potential impacts of the various route options and suggestions for improvements rather than to provide quantitative data on preferences for a particular option or options
- This was reflected by the methodology used for data collection, questionnaire design, survey distribution, coverage of the sampling frame and survey management
- The responses were strongly influenced by interest groups with preferences for one or more particular route option
- The activities of these interest groups and duplication of survey forms are likely to have influenced the submissions received. The extent of this influence is impossible to determine.

1.3 Structure of the Report

The Community Involvement Summary Report is structured as follows:

- Section 1 provides an overview of the project and the purpose and structure of the report
- Section 2 summarises the stakeholder involvement interaction and how the stakeholder input has influenced the planning and option development process
- Section 3 sets out the response by stakeholders and provides graphic representations of responses
- Section 4 sets out over-arching issues raised in some submissions
- Section 5 summarises issues raised in "interim" submissions received between close of receipt of submissions for the route options for the Sapphire to Woolgoolga Upgrade on February 28, 2003, and the latest announcement on February 19, 2004, and provides graphic representations of these responses
- Section 6 draws conclusions in regard to the community feedback received on the short-listed options.

The response of the project team to issues raised in representations by the community related to technical investigations in the development of the short-listed options is contained in Appendix A. The response of the project team to issues raised in representations by the community related to the content of the February community update or related technical documents including the Strategy Report (Connell Wagner 2004b) and associated working papers, Supplementary Options Report (Connell Wagner 2004c), and Review of the Coastal Ridge Way Proposal (Connell Wagner 2004d) is also contained in Appendix A.

The response of the project team to design issues raised in representations by the community is contained in Appendix B.

2. Stakeholder Involvement

2.1 Scope of Activities

Since the project launch in September 2001, there has been extensive interaction and involvement of a wide range of community groups and individuals. This has included:

- public notices and media coverage (both print and electronic) informing the community of various stages and reporting on the progress of the project
- formation of and regular meetings with the Community Focus Group (CFG) for the Coffs Harbour section of the Strategy area in addition to the two CFGs in the Sapphire to Woolgoolga section
- advertised open information sessions
- distribution of Information Sheet No.2 (Connell Wagner 2002b) in March 2002, a community update newsletter in September 2002 and Community Update No.3 (Connell Wagner 2002a) in December 2002
- formation of a contact list on which members of the public were able to register to receive community updates
- provision of a Freecall project information line for direct enquiries
- establishment and frequent updating of a project website
- static displays and open house displays attended by the study team
- interviews with individuals, business, property owners and community groups
- calls for written submissions and completion of survey forms by individuals and interest groups
- meetings and presentations with authorities and interest groups (eg Council, Woolgoolga and Coffs Harbour Chambers of Commerce, Sikh community, Probus and Rotary groups, Ulitarra Conservation Society, Coffs Harbour and District branch of the Banana Growers Association)

During the short-listed options exhibition in February and March 2004, stakeholder involvement activities included:

- personal notification letter to potentially directly-affected property owners including copy of Community Update No.4 (Connell Wagner 2004a)
- personal notification letter and copy of the community update to property owners who were previously but are no longer potentially directly-affected by the Sapphire to Woolgoolga short-listed options
- follow-up telephone calls to potentially directly-affected property owners offering interviews at staffed displays or on-site
- distribution of the community update newsletter to interest groups and individuals inviting submissions and completion of the accompanying survey form
- public notices and media coverage (both print and electronic) informing the community of the short-listed options and inviting written submissions and completion of survey forms by individuals and community groups
- two rounds of staffed displays in February-March 2004 attended by the study team (Shop 44B, Moonee Street, Coffs Harbour; Lower Bucca Community Centre, Lower Bucca; and Public Library, Woolgoolga)
- static displays at key locations (Palms Shopping Centre and RTA Motor Registry, Coffs Harbour; Toormina and Woolgoolga Public Libraries; Sapphire Service Station, Sapphire; Yarrowarra Cultural Centre, Corindi Beach; Lower Bucca Community Centre, Lower Bucca; RTA Pacific Highway Office, Grafton; Park Beach Plaza, Coffs Harbour, Karangi General Store, Karangi; Moonee Beach General Store, Moonee Beach; Emerald Beach General Store, Emerald Beach)
- interviews with individuals, business, property owners and community groups
- interviews with editors of the two local newspapers – Coffs Harbour Advocate and Woolgoolga Advertiser
- meetings and presentations with authorities and interest groups (Council, Woolgoolga and Coffs Harbour Chambers of Commerce, Rotary club and Coffs Harbour and District branch of the Banana Growers Association)
- Distribution of technical reports and working papers to members of the CFGs, individuals and authorities.

2.2 Peer Review

On 24 June 2002, CHCC appointed Arup consultants to carry out an independent Peer Review on the adequacy of the decision-making process and the sufficiency of technical assessment undertaken as part of the Strategy to March 2002. CHCC's concern was to ensure the process represented a proper consideration of the issues concerning the local community, and that it met the requirements of sustainable development.

The Peer Review principally addressed the findings presented in the Working Papers accompanying the March 2002 information release as well as the stakeholder involvement process. The Peer Review concluded that "the Inner Corridor is the preferred of the options for a bypass of Coffs Harbour and that the planning process has provided for the delivery of the best option for the Coffs Harbour local community". The review also included a series of recommendations to be implemented during the next stage of the Strategy. The following key actions were included in the recommendations:

- production of a strategic environmental constraints map for the southern section of the Strategy area
- communication of key information about development and delivery of the Strategy at all CFG meetings
- review of the CFG Charter to improve the relationship between the project team and CFG
- enhancement of the communication program to ensure accurate updates are provided to the wider community

In November 2002, CHCC convened a workshop with Arup, and CFG members to discuss these findings. The focus of the workshop was on improving the communication process between the Council and the CFG members.

A range of activities has been undertaken in response to the recommendations of the Peer Review and the workshop, including :-

- the inclusion of environmental constraints maps in community updates prepared subsequent to the Peer Review,
- inclusion of information regarding future steps in the process for the development and delivery of the Strategy at CFG meetings,
- review of the Charters of the three CFGs, and
- widespread advertising of and distribution of information at key information releases, including staffed displays and the distribution of approximately 10,000 community update brochures

2.3 Community Focus Groups

Two CFGs were formed in November 2001 for the Sapphire to Woolgoolga Upgrade Project to assist communication between the project team, stakeholders and the local community. The members of each group represent a wide range of interests within the community.

The CFG for the Sapphire to Moonee section focused on issues associated with the upgrade of the existing highway through this section – including capacity, configuration, intersection locations and layouts and access arrangements.

In the area north of Moonee, a preliminary constraints assessment showed there were many substantial constraints that could influence corridor planning. However, with the wider coastal plain in this area and less intensive existing development, a range of corridor options were identified. The CFG for this section focused on issues associated with the wider range of potential impacts relating to the bypass options as well as the option for a major upgrade for the full length of the existing highway.

Between November 2001 and March 2003, nineteen meetings of the groups were held to exchange information on the strategy planning process, technical details and various issues raised by CFG members. Following the exhibition of the route options, a Value Management (VM) Workshop was held on 31 March and 1 April 2003 and a Value Engineering (VE) Workshop was held on 7 April 2003. The workshops were attended by a range of stakeholders (ACVM, 2003 and ACVM VE, 2003) including representatives of the two CFGs. A combined meeting of both groups in May 2003 discussed the outcomes of the workshops. No meetings were held while CHCC was conducting its series of public forums in mid to late 2003. A second combined meeting of both groups was held at the time of the release of Community Update No.4 (Connell Wagner 2004a) in February 2004.

In response to requests from members of the community in the southern section of the Strategy area, the Coffs Harbour CFG was formed in January 2002. Between January and the end of May 2002, five meetings of the group were held to exchange information on the strategy planning process, technical details and various issues raised by CFG members. Following CHCC's decision to commission a Peer review of the Strategy in May 2002, work on the southern section was deferred. A meeting of the CFG in July 2002 discussed the implications of the peer review on the progress of the Strategy and no further meetings were held until December 2002 when investigations in the southern section recommenced. Two further meetings of the Coffs Harbour CFG were held in February and April 2003. No meetings were then held while CHCC was conducting its series of public forums in mid to late 2003. The next meeting of the CFG was held at the time of the release of Community Update No.4 (Connell Wagner 2004a) in February 2004.

Membership of the three CFGs has fluctuated during this time, with a number of members withdrawing, and some proxy members and replacement members joining the groups. Members of the groups represent a range of interests and localities within the community. Some have been active in developing and promoting a western bypass option now known as the CRW, and/or Option A in the Sapphire to Woolgoolga section.

Notes of each meeting are posted on the website following the meetings and members are active in disseminating information and recording feedback from the particular group/s they represent. The feedback and information from the groups has provided valuable input on issues and community reactions to the Strategy.

Several of the meetings have involved presentations on technical studies by RTA specialists or project team members. Issues and topics covered in CFG meetings have included:

- findings from technical investigations
- strategy planning process
- highway upgrade scenarios
- key issues concerning the community
- Quantm system for route identification
- RTA land acquisition process
- Pacific Highway traffic growth including heavy vehicles
- socio-economic issues

Provision is also made for members of the groups to nominate agenda items for the next CFG meetings.

2.4 Planning Focus Meetings

One of the initial consultation activities following the Strategy launch was a Planning Focus Meeting held in Grafton on 8 February, 2002. The meeting was attended by interested State Government agency representatives as well as officers from Bellingen, Coffs Harbour and Pristine Waters Councils. This meeting was concerned with development of the whole Planning Strategy – including the northern section from Sapphire to Woolgoolga. The purpose of the meeting was to allow exchange of information between the relevant government agencies and the study team to facilitate identification of key issues and constraints that may influence development of the strategy.

Subsequent Planning Focus Meetings have been held for the Sapphire to Woolgoolga section (refer Connell Wagner 2002) and another Government agency meeting is planned to be held prior to a Value Management Workshop which will assist in the selection of the preferred option for both the southern (Coffs Harbour) and northern (Sapphire to Woolgoolga) sections of the Strategy.

2.5 Interest Group and Other Activities

During the development of the Coffs Harbour Highway Planning Strategy, there has been strong lobbying by groups who have strong preferences for or against particular options in both the northern and southern sections of the Strategy area.

In the southern section, a group called the Western Alliance was formed initially from residents' groups in West Boambee, the Orara Valley, the Bucca Valley and inner West Coffs Harbour (PANIC). The Alliance then splintered with the Orara and Bucca Valley groups resigning their membership. In the northern section another group, the Woolgoolga Area Residents (WAR) group, was formed. In the second half of 2002, the WAR group joined forces with the remaining membership of the southern group to form the Combined Lobby Group (CLG). The CLG began a highly visible campaign which included stickers, T-shirts, petitions, media coverage and the establishment of a website.

Regular meetings of the various groups have been held during the development of the Strategy. Three of the largest public meetings have been convened by the PANIC or WAR groups – more than 600 residents attended a meeting at Woolgoolga High School in April 2002, about 450 residents attended a meeting at the Coffs Harbour Catholic Club in October 2002 and more than 500 residents attended a further meeting at Woolgoolga High School in January 2003. Unofficial staffed displays were held by the CLG during a four-week extension to the submission deadline for the route options exhibition at both Woolgoolga and Coffs Harbour.

The CRW proposal was presented to Council at its meeting in October 2002. Following a request by Council for a formal review of the CRW proposal, the RTA undertook further refinement and fine-tuning of the alignment in close consultation with the original proponent of the route. As part of this refinement of the proposal, a fully interactive session using the MXRoad software package was held in Coffs Harbour in March 2003 and from that it was agreed to 'lock-in' the horizontal and vertical alignments of the proposal for the purposes of the review, including preparation of a cost estimate.

The peer review workshop in November 2002 focused on improving the communication process between the Council and the CFG members. Members of the Woolgoolga Area and Coffs CFG groups requested the Steering Committee to consider allowing representatives of the CFGs to attend its meetings. In response, Council advised the three CFGs that it would hold a number of forums. Seven of these were organised and conducted by Council between May 20-August 12, 2003.

A residents' group also was formed at Emerald Beach in May 2003 called the United Residents Group of Emerald (URGE). Among the group's varied interests is seeking an investigation of options for improving safety at the intersection of Fiddaman Road and the Pacific Highway.

A Banana Field Day, organised by the Coffs Harbour and District branch of the Banana Growers Association, was held at Woolgoolga in August 2003. Among the issues addressed by the growers were the bypass options for Coffs Harbour and Woolgoolga. The field day was attended by a representative of the project team.

A rally organised by the CLG was also held at the Moonee Tavern car park on August 10, 2003. Estimates numbered the crowd between 900-1500.

During the exhibition of the short-listed options, a number of community involvement activities were organised by representatives of the CLG and WAR. About 60 people attended a meeting of the WAR group at Woolgoolga Primary School on March 2, 2004. Smaller meetings also were held at Korora and Woolgoolga. Further unofficial staffed displays were held by the CLG in Coffs Harbour during the last week of and the two weeks following the official exhibition period.

A Moonee Action Group was formed in April 2004 as a result of a draft Moonee Development Control Plan (DCP) which proposes increasing the current population of Moonee from about 680 to 5500. Among the group's concerns about the draft DCP is the impact the development will have on the village's current access to the Pacific Highway.

3. Stakeholder Responses

The stakeholder response to the exhibition of the short-listed options comprised 170 written submissions, including one petition, and 444 survey forms. A small number of survey forms received were unable to be validated because of lack of name, contact details or illegibility. The petition was for an extension of the period for public comment on the short-listed options until April 30, 2004, submitted by the WAR group (60 valid names).

Survey forms were provided in a mailout of Community Update No.4 (Connell Wagner 2004a) to potentially directly-affected property owners, property owners who were previously but are now no longer potentially directly-affected by the Sapphire to Woolgoolga short-listed options and to stakeholders on the Strategy database. They also were provided to interest groups in bulk, on request through the Project Information Line and at the staffed and static displays. Approximately 10,000 copies of the community update and survey forms were distributed by the project team.

The survey forms comprised two questions. The first question asked, for each of the short-listed options, what were the specific impacts and benefits that were of interest to the respondent and why. The short-listed options were:

- Coffs Harbour bypass options Inner South 1, Inner South 2, Inner North 1 and Inner North 2
- Woolgoolga bypass options C1 and E
- Council's preferred corridor
- Existing highway upgrade – Sapphire to south Woolgoolga

The second question asked respondents to list any changes or improvements they had for any of the short-listed options. A copy of the survey form is shown in Figures 3A and 3B.

For the first question, the following issues regarding the short-listed options were the most cited by respondents:

- effects on residential property
- effects on agricultural land use
- effects on business and tourism
- effects on forestry activities
- noise and vibration
- visual and urban design
- indigenous heritage
- non-indigenous heritage
- geology and soils
- flora and fauna
- air quality
- community impacts
- access effects
- road safety
- travel time and efficiency
- effects on the quality of waterways
- the cost of construction
- construction duration and related disruptions

Similar issues have been raised in previous community feedback.

However, despite the issues being common to most respondents, their impacts or effects were seen to be widely disparate for the same Option. For example, respondents listed effects on residential property as an impact for Coffs Harbour bypass option Inner North 2. Respondents wrote that the impacts would be "severe", "maximum", "most" and "negative" but almost half as many respondents wrote that the impacts on residential property would be "minimal", "least" and positive compared to other options.

Similarly, for Woolgoolga bypass Option E, respondents cited negative effects on residential property but almost half as many respondents saw the same impacts on residential property as "minimal" and positive compared to other options.

Respondents also chose to list specific impacts and benefits for the southern section of the defined route of the eastern boundary of Council's preferred corridor, the CRW, but not for the northern section, Option A. This option too had impacts that were seen as "severe", "maximum", "most" and "negative" by some but other respondents saw the same impacts as being "minimal", "least" and "positive". For example, some respondents saw the option as offering positive travel time and efficiency benefits but an equal number believed there would be nil or no benefits in travel time and efficiency for road users.

Such views of "negative" and "positive" effects applied to all major issues raised. The graphic representation of responses to the first question shown in Figures 3C-3K displays the number of "positive" and "negative" responses. The net effect of adding the negative and positive responses is shown in Figures 3L-3Q.

Many respondents saw the survey forms as an opportunity to record a vote or a "yes" for each of the short-listed options and for previously investigated options including the B Options for the Sapphire to Woolgoolga Upgrade, and a far western bypass. The responses are set out in Figure 3R. Respondents also recorded "yes" votes for the southern and northern sections of the defined route of the eastern boundary of Council's preferred corridor, either the CRW or Option A or both. Other respondents simply recorded a "yes" vote for Council's preferred corridor. Hence the graphic responses of these respondents are shown separately as Option A, CRW and Council's preferred corridor.

Two separate bars are shown for the existing highway upgrade – Sapphire to south Woolgoolga. This is because while many respondents supported this section having the highest priority for duplication – "Do it now!" – almost half as many believed this needed to be urgently addressed "but for local traffic only". Interestingly however, most of these respondents also wrote about the need for interchanges at most major intersections as well as dual carriageway to address road safety concerns. As in previous community feedback, a few respondents recorded second preferences as well as first preferences and these are set out as well.

A number of respondents also saw the survey forms as an opportunity to record views related to design issues with the options, principally:

- Interchanges. These responses were related to support for possible half interchanges at the intersection of Coffs Harbour bypass options Inner South 1 and Inner South 2 with the existing Pacific Highway south of Englands Road or support for a full interchange at this location; relocation of the possible full interchange of the Coffs Harbour bypass options with Coramba Road; support for the possible half interchange of Coffs Harbour bypass options Inner North 1 and Inner North 2 with the existing highway at Korora Hill or support for a full interchange at this location. A number of these responses also related to support for possible full or half interchanges concerning an upgrade of the existing highway from Sapphire to south Woolgoolga at Sapphire, Moonee Beach, Emerald Beach, Graham Drive South and Graham Drive North. Where specific issues were raised concerning interchange locations, these have been recorded and responded to by the project team in Appendices A and B.

- Reduction in speed limit, visual mitigation, noise mitigation, additional service roads and cycleway/pedestrian access. Most of these design issues related to an upgrade of the existing highway from Sapphire to south Woolgoolga. Where specific issues were raised concerning these design issues, these have been recorded and responded to by the project team in Appendices A and B.
- Tunnels. These responses were related to respondents' views regarding the use of no tunnels, one tunnel or two tunnels on Coffs Harbour bypass options Inner North 1 and Inner North 2 and the impact on the cost of construction versus visual mitigation. Where specific issues were raised concerning tunnels, these have been recorded and responded to by the project team in Appendices A and B.

The graphic representation of responses related to design issues are set out in Figure 3S.

For the second question on the survey form regarding listing any changes or improvements respondents might have had, most used this section to reiterate their views expressed in answers to the first question and already incorporated in the graphic representations for these sections.

Most of the main issues raised in the submissions received were the same as those raised in the survey forms. Hence, the graphic representations of the survey form feedback also includes the submissions feedback, including representations made to the Premier, Minister for Roads, the Minister for Planning, other Government Members and Council between the announcement of the short-listed options on February 19, 2004, and March 19, 2004.

However, some submissions raised over-arching issues related to both sections of the Coffs Harbour Highway Planning Strategy or the Pacific Highway in general, or issues not reflected in the graphic representations. These are described in Section 4.

Despite a number of public notices advising of the closing date of March 19, 2004, for submissions and survey forms, about 30 survey forms and 390 submissions, most of them pro forma submissions, were received in the following month from respondents who had not made specific arrangements for an extension of time. These will be included as interim submissions in the next community involvement summary report.

Figure 3A



Department of
Infrastructure, Planning and Natural Resources



Coffs Harbour Highway Planning

Southern and Northern Sections

COMMUNITY UPDATE 4
FEBRUARY 2004

Have your say

This form provides an opportunity for you to comment on the short-listed highway options that have been developed for the Pacific Highway between Englands Road and Arrawarra. These options are described in this brochure to obtain community input into the assessment of the preferred option. If you wish to comment, please fill in this form and return it by mail to:

Coffs Harbour Highway Planning Strategy

Reply Paid 478

COFFS HARBOUR NSW 2450

or Fax to: (02) 6652 7088

Comment forms should be received by 19 March 2004

As part of the route selection process, the short-listed options will be subject to further comparison of all relevant engineering, economic, environmental and social issues. For each of the short-listed options, what are the specific impacts and benefits that are of interest to you and why?

Coffs Harbour bypass options

Inner South 1

Inner South 2

Inner North 1

Inner North 2

Figure 3B

Woolgoolga bypass options
Option CI

Option E

Existing highway upgrade – Sapphire to South Woolgoolga

Council's preferred corridor

Please list any changes or improvements you may have for any of the above short-listed options.

Please fill out your contact details below.

(Mr/Mrs/Ms): _____ Surname: _____

First Name: _____ E-mail: _____

Address: _____

Phone: _____ (work) _____ (home)

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

Figure 3C

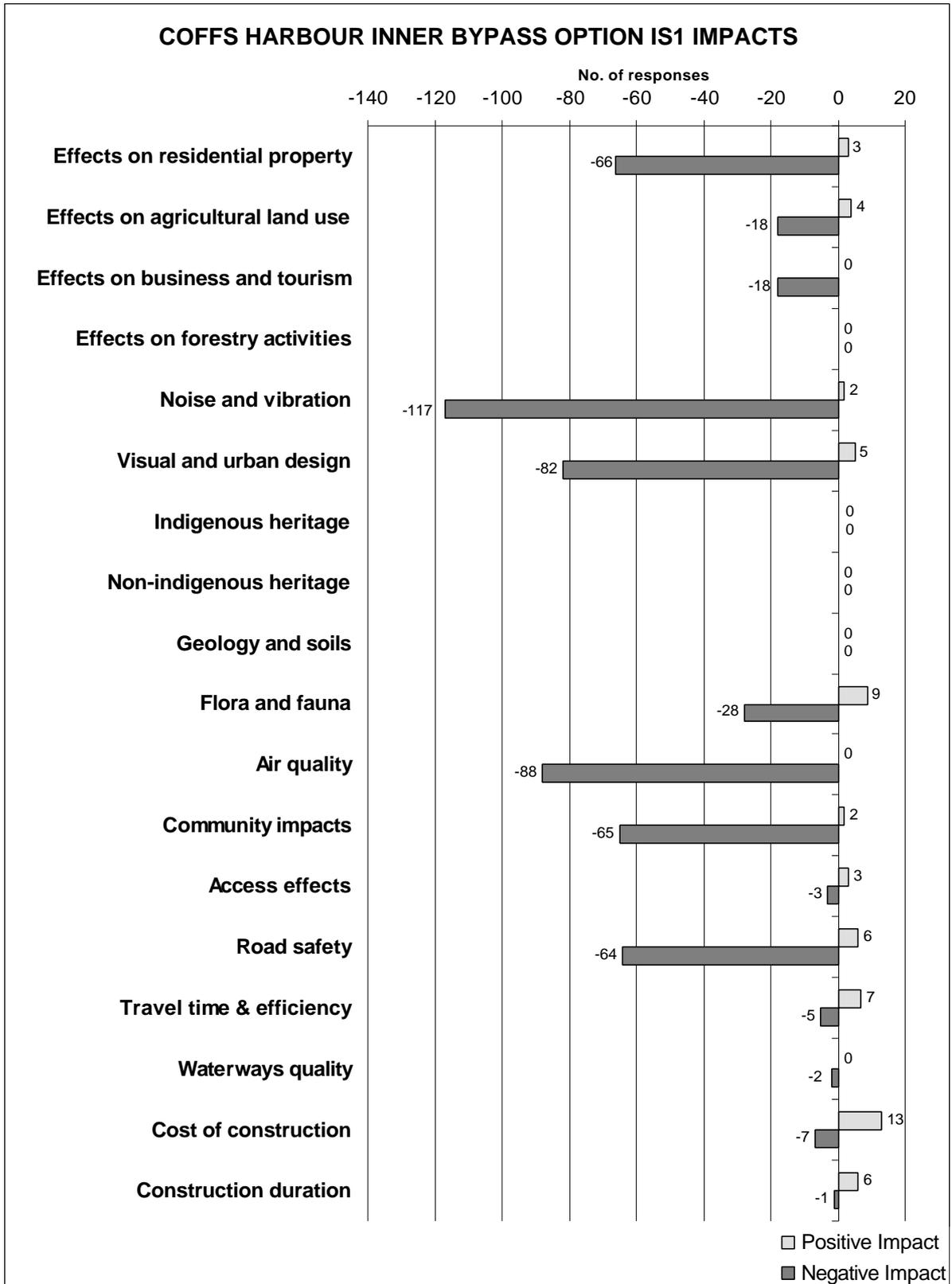


Figure 3D

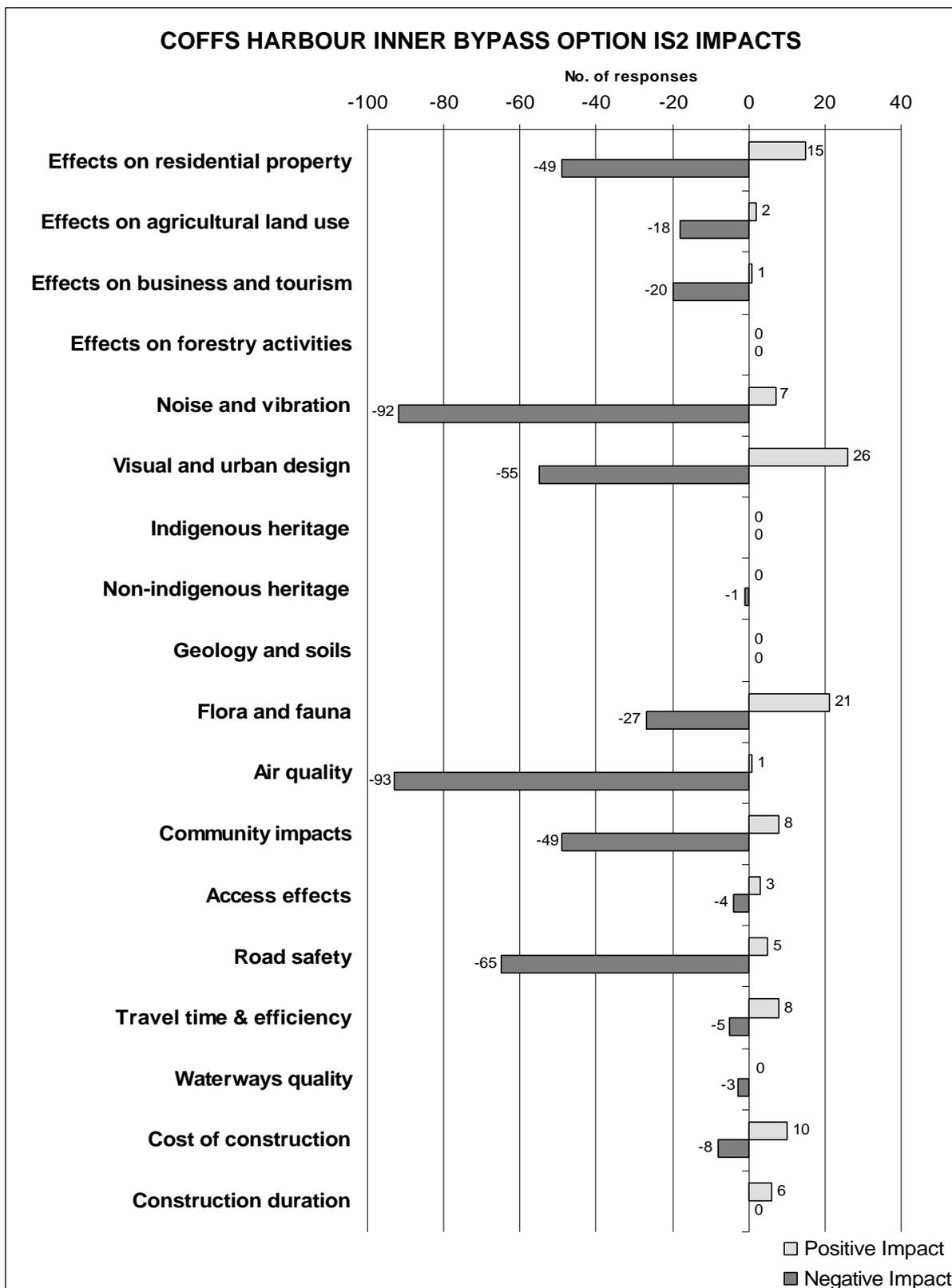


Figure 3E

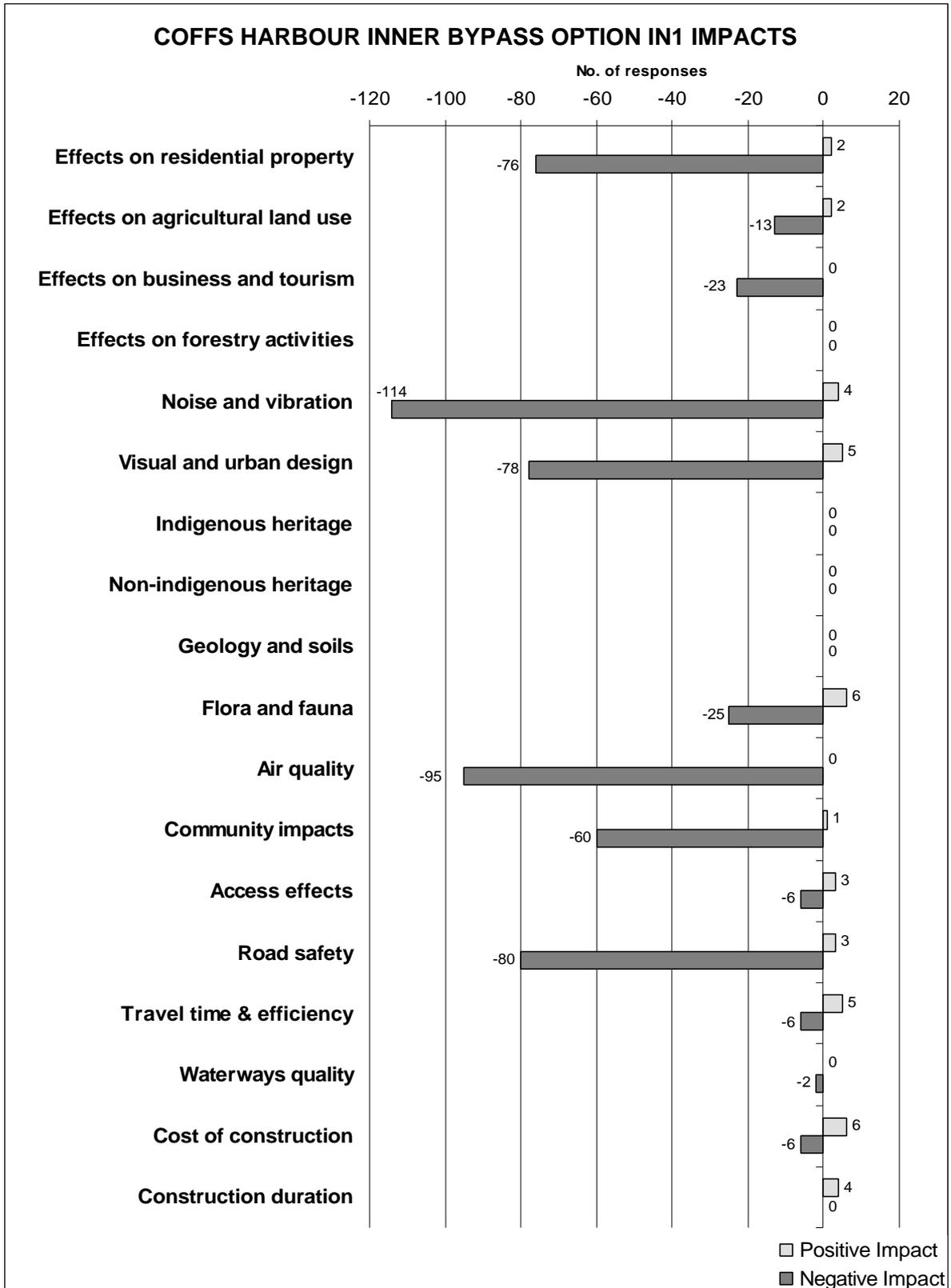


Figure 3F

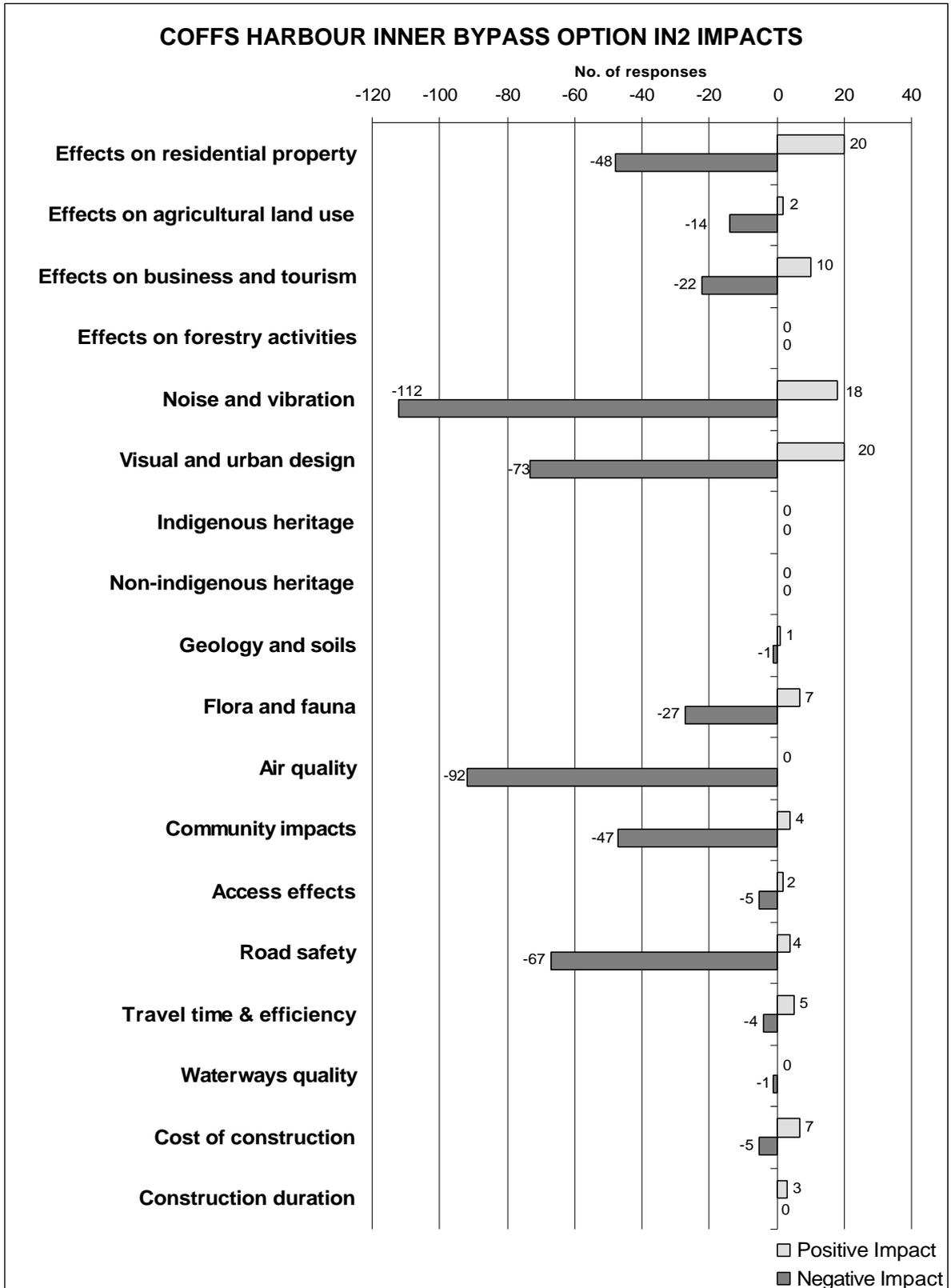


Figure 3G

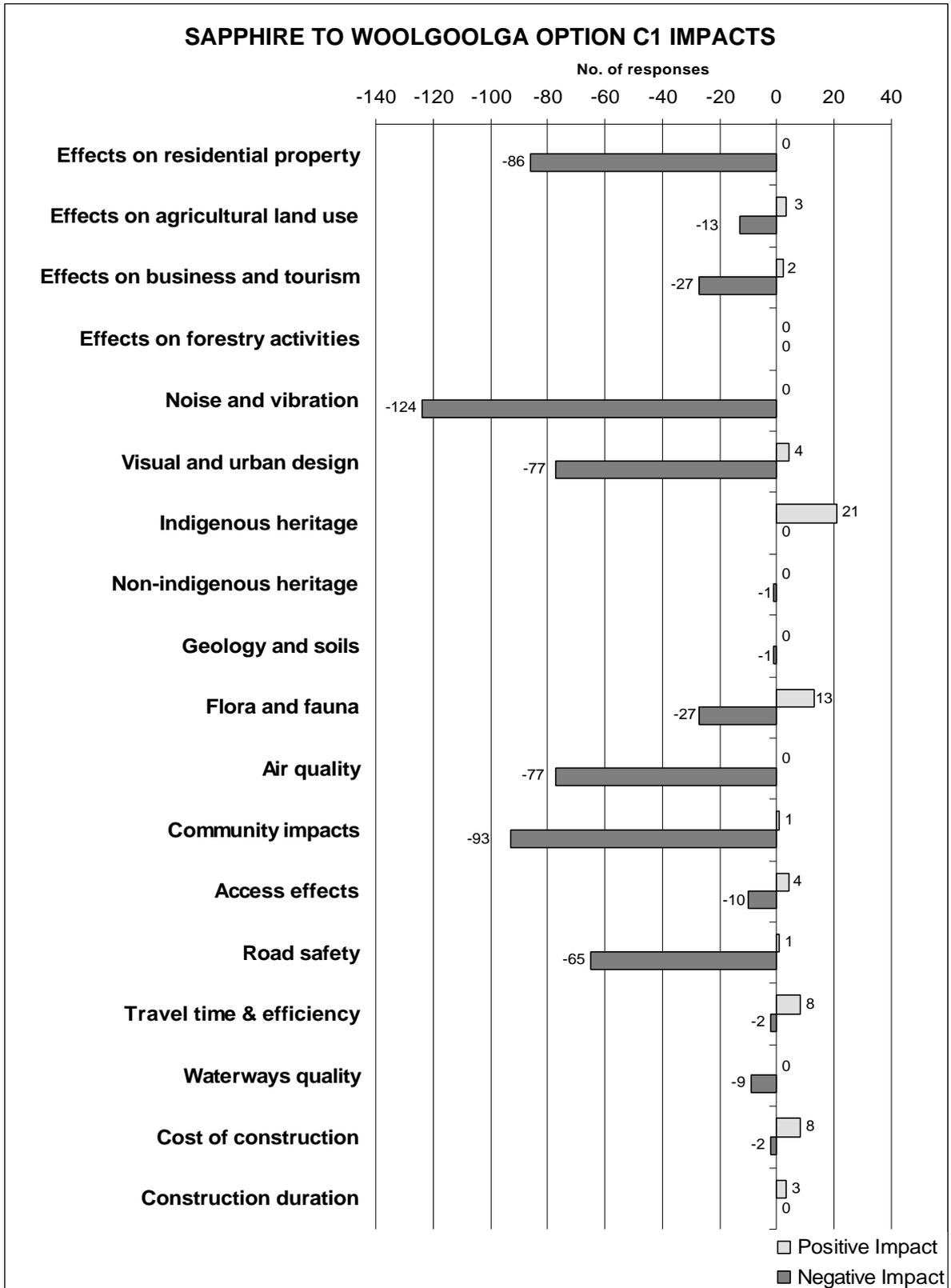


Figure 3H

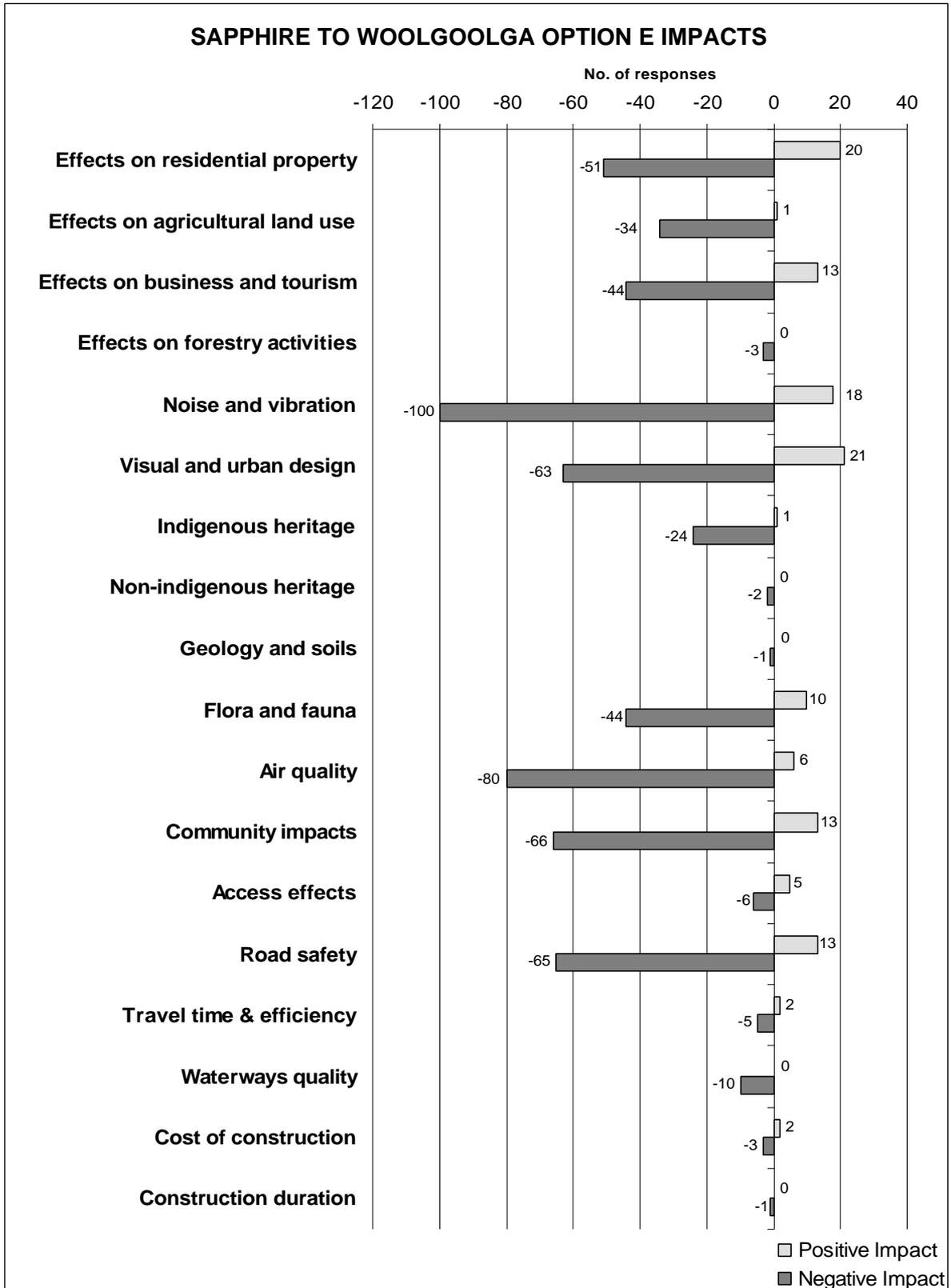


Figure 3I

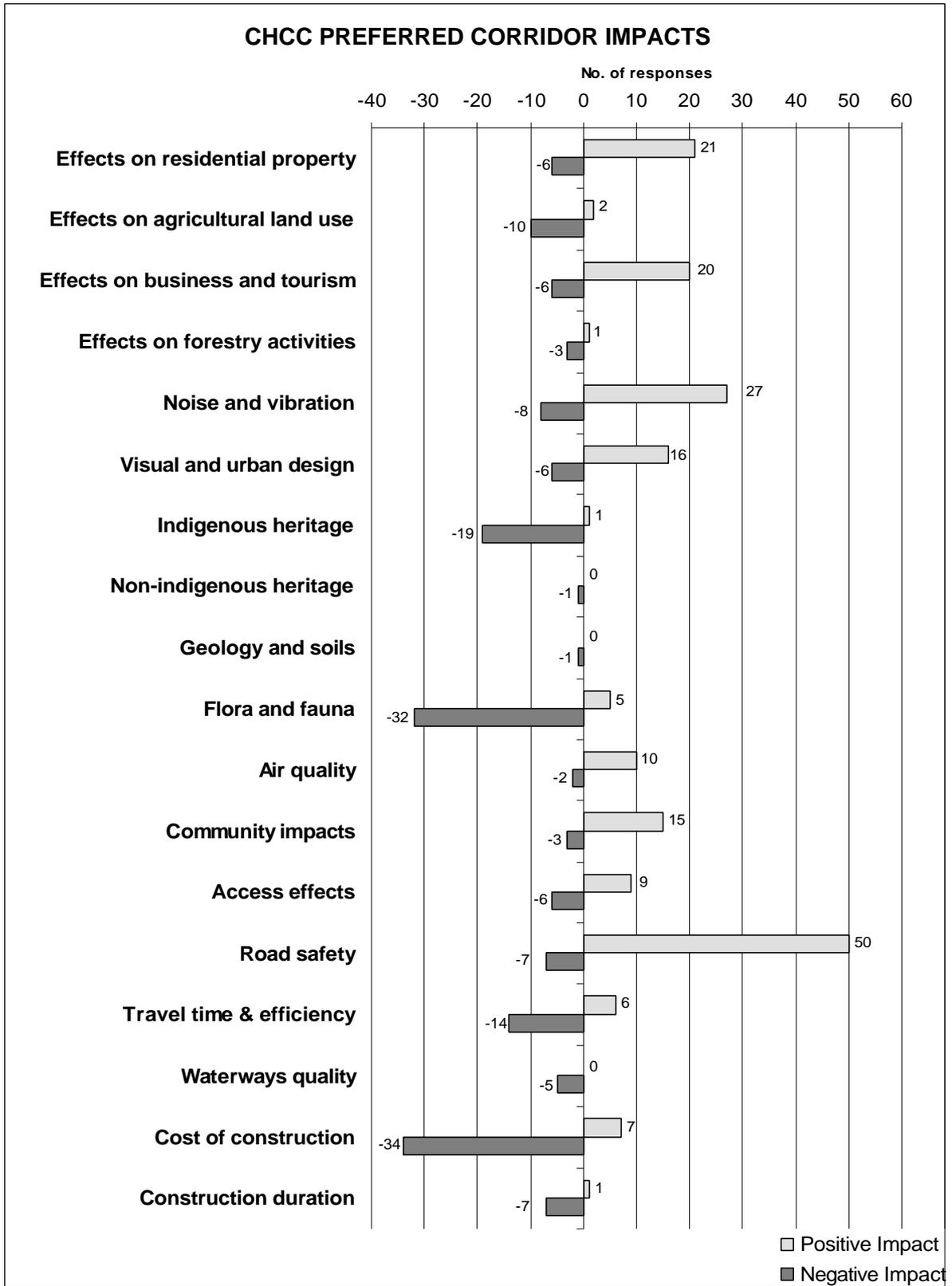


Figure 3J

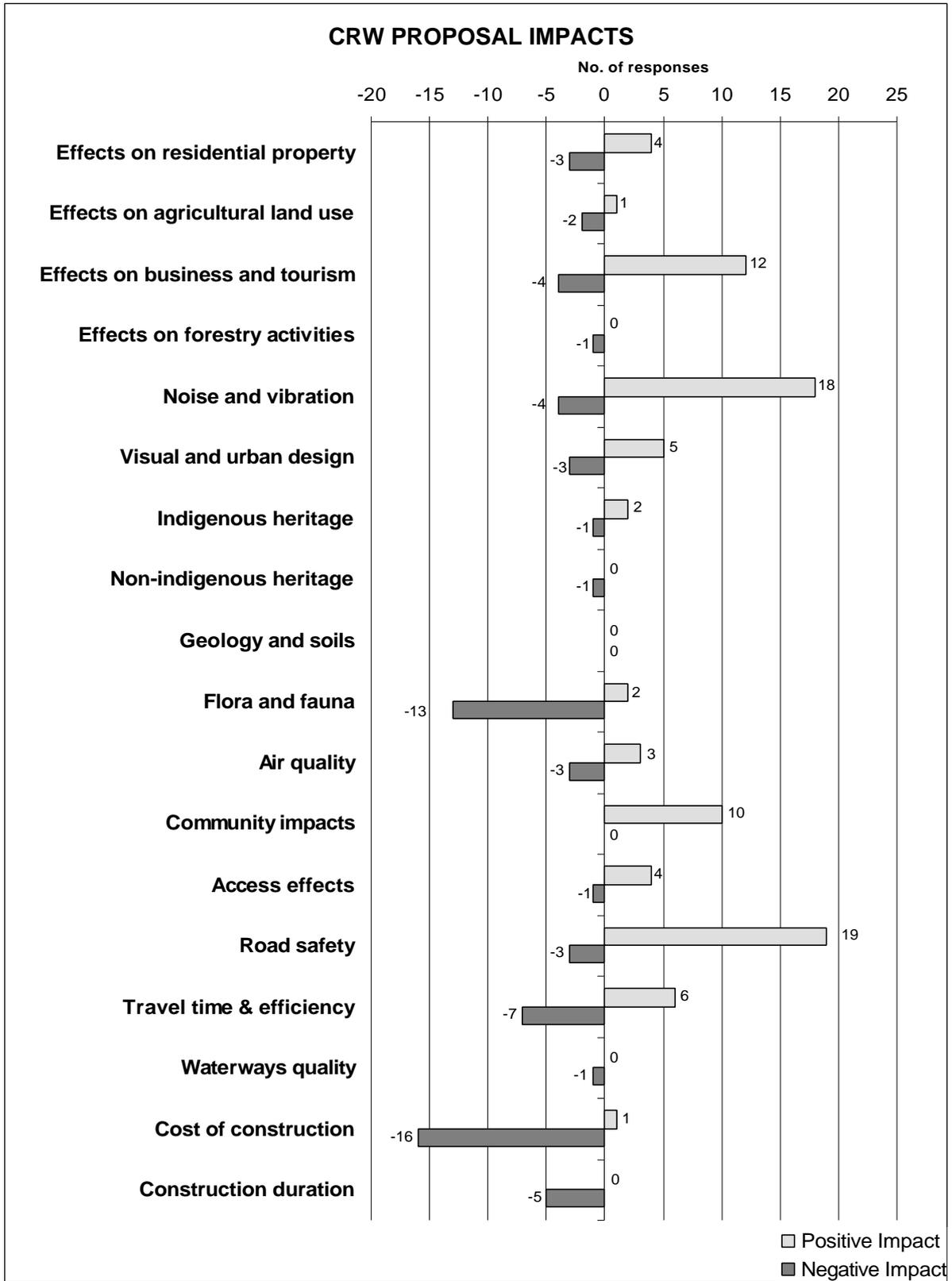


Figure 3K

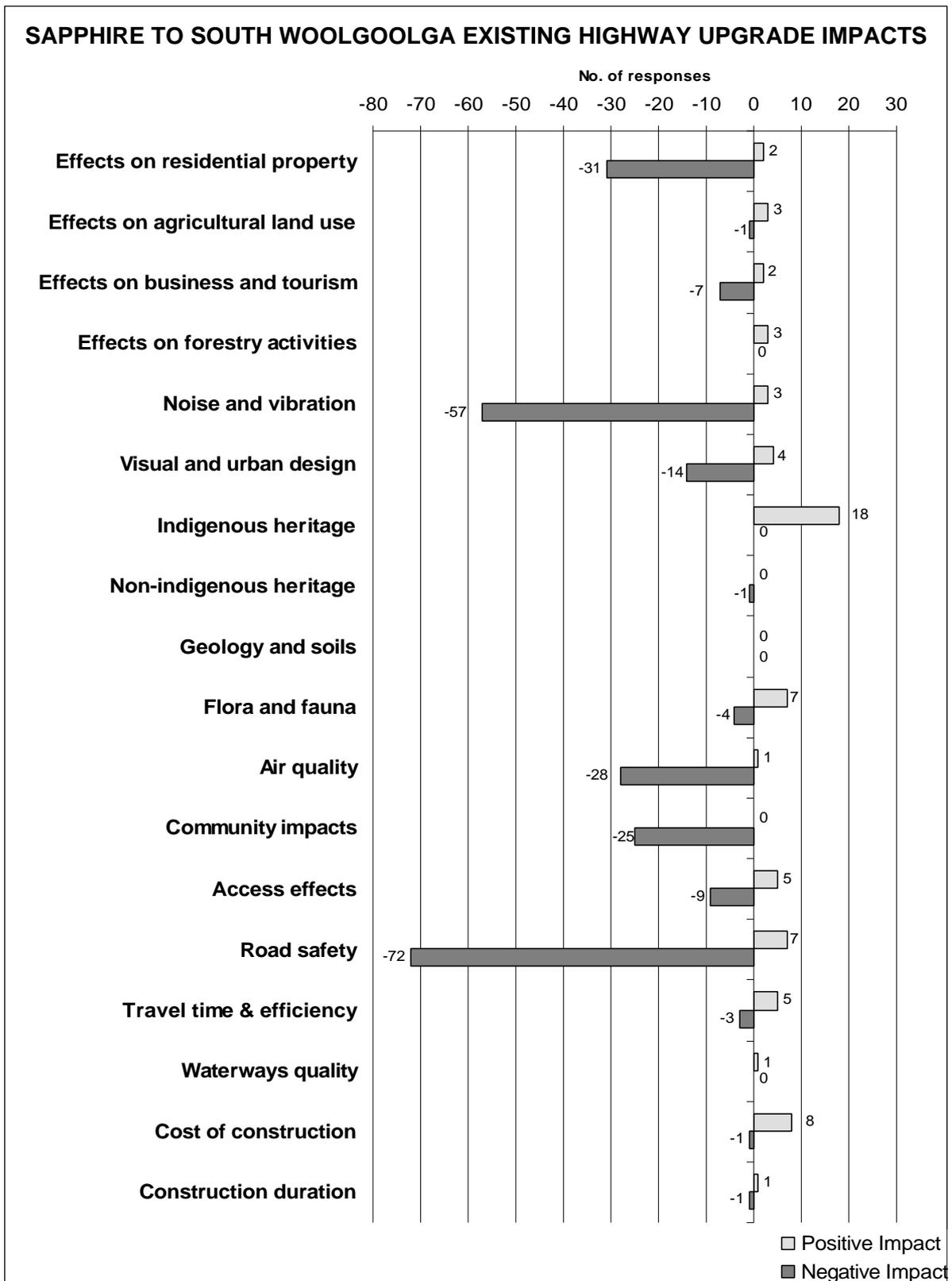


Figure 3L

Net of positive & negative impacts

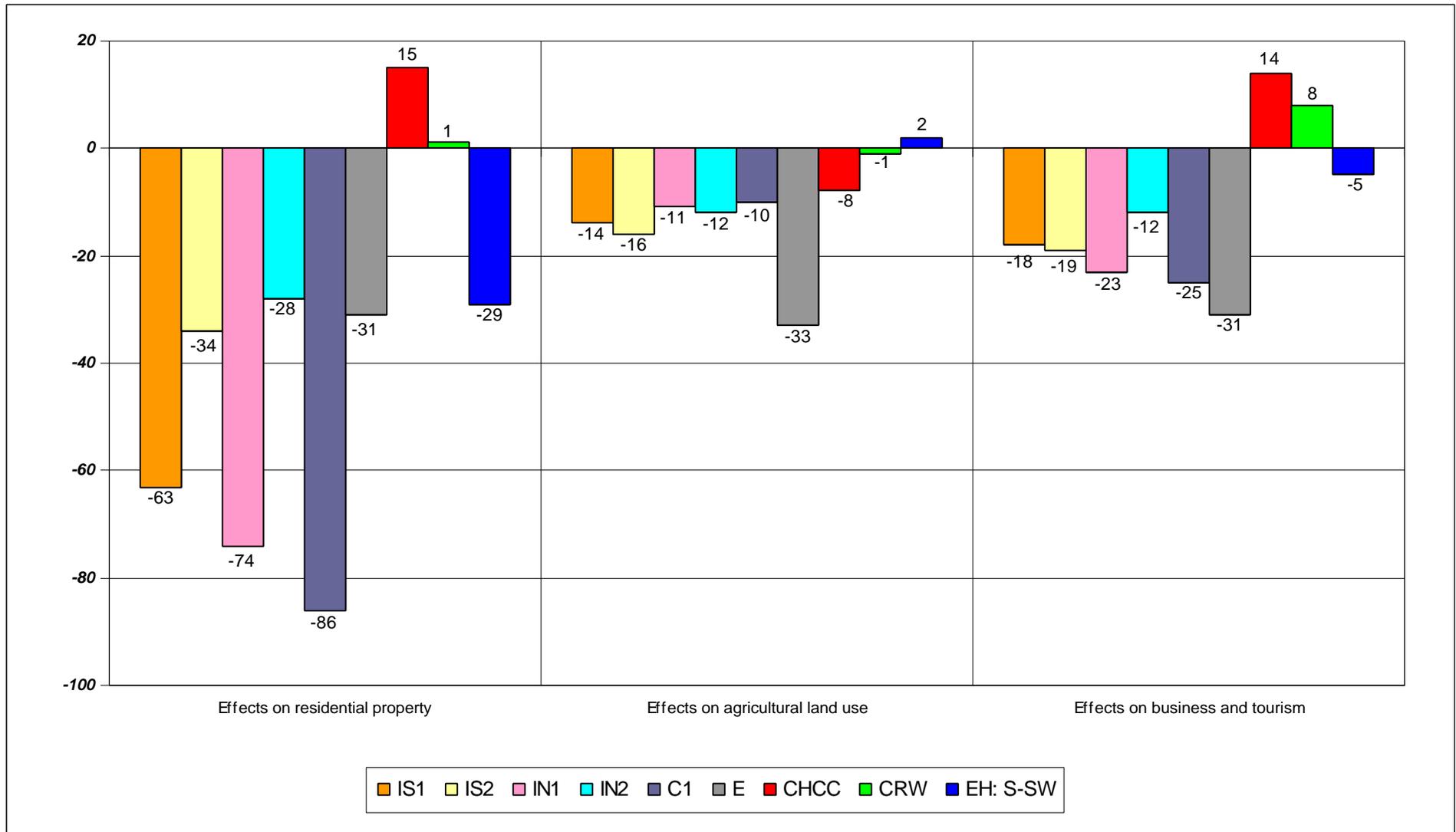


Figure 3M

Net of positive & negative impacts

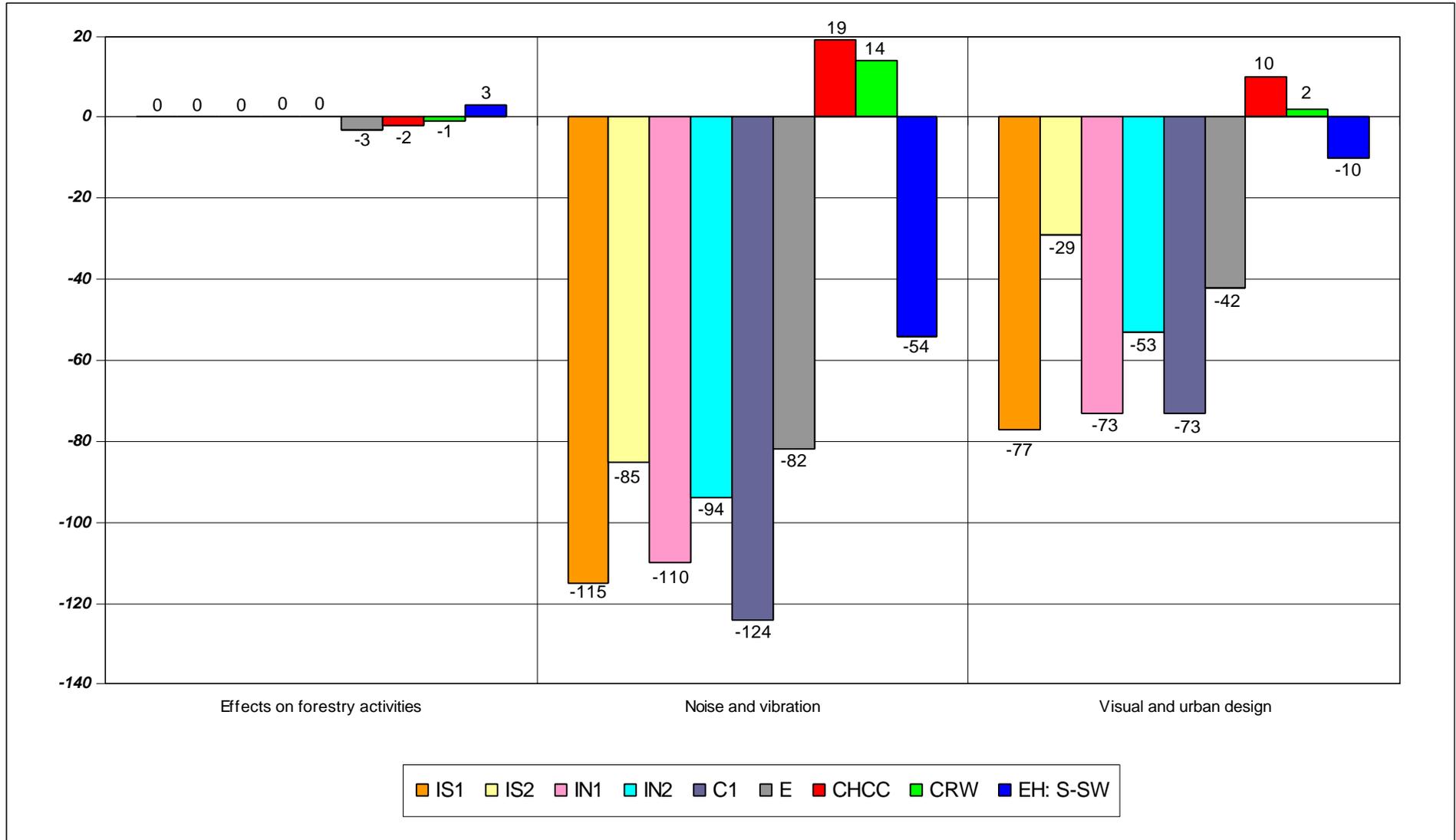


Figure 3N

Net of positive & negative impacts

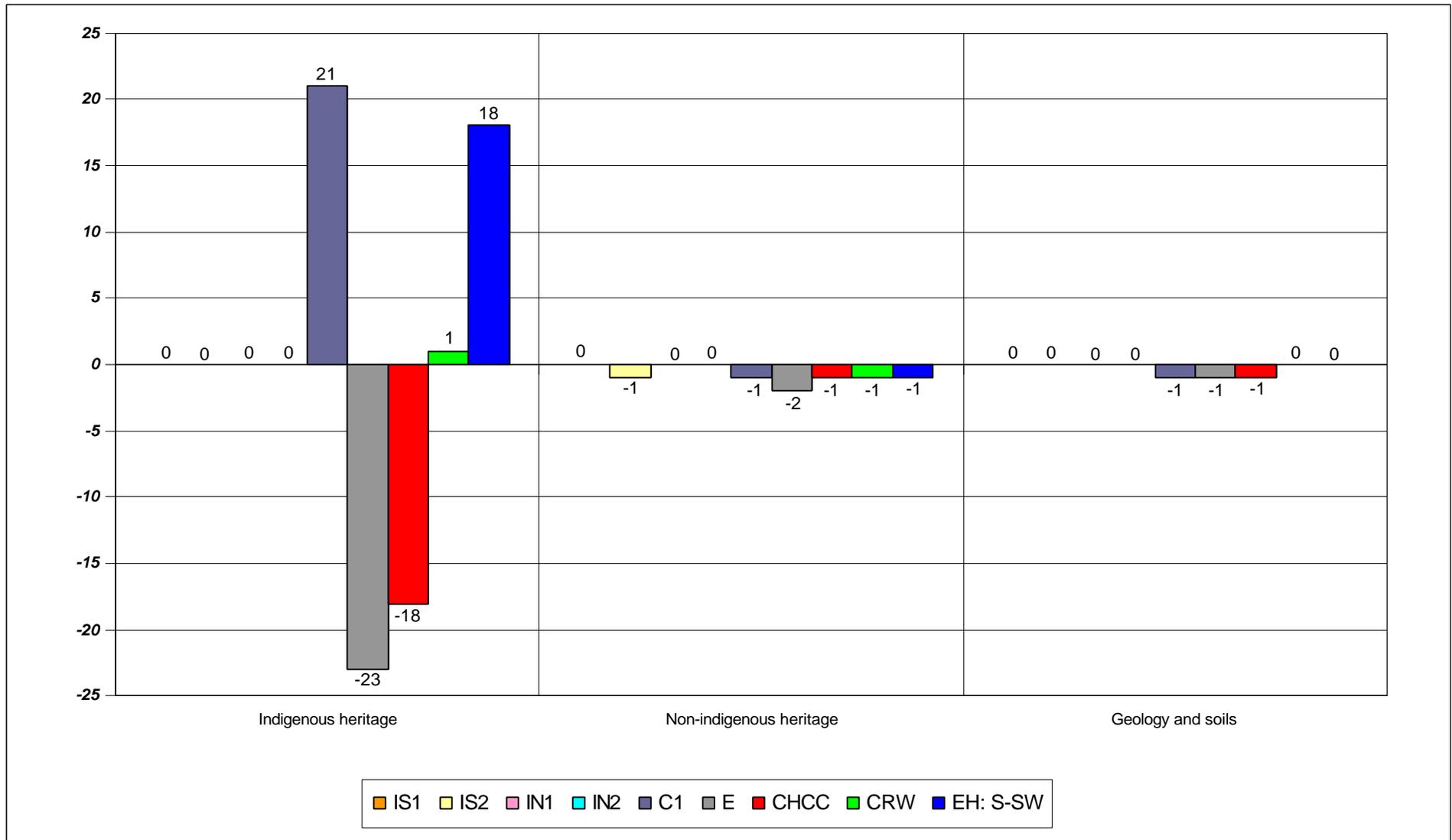


Figure 30

Net of positive & negative impacts

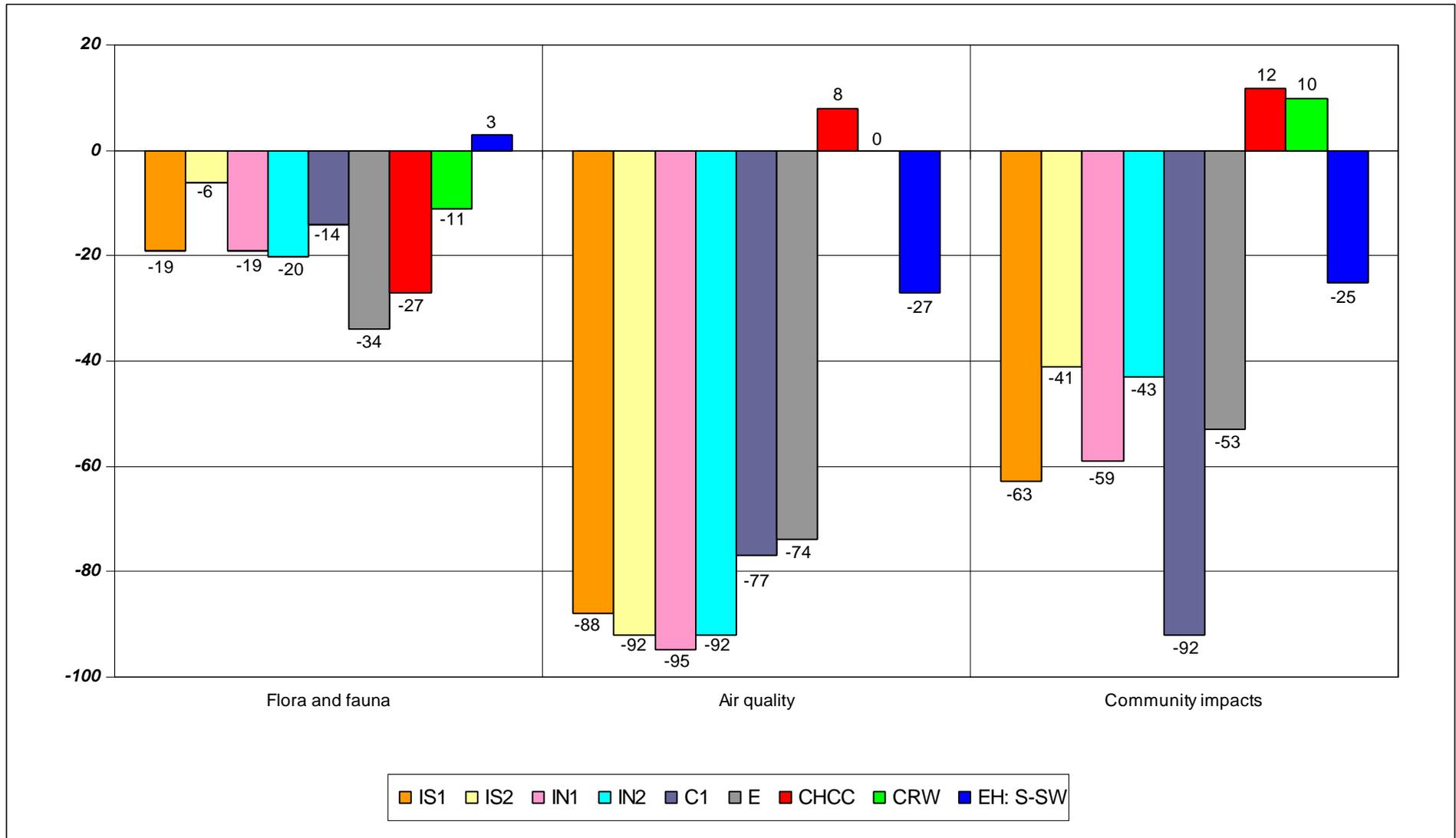


Figure 3P

Net of positive & negative impacts

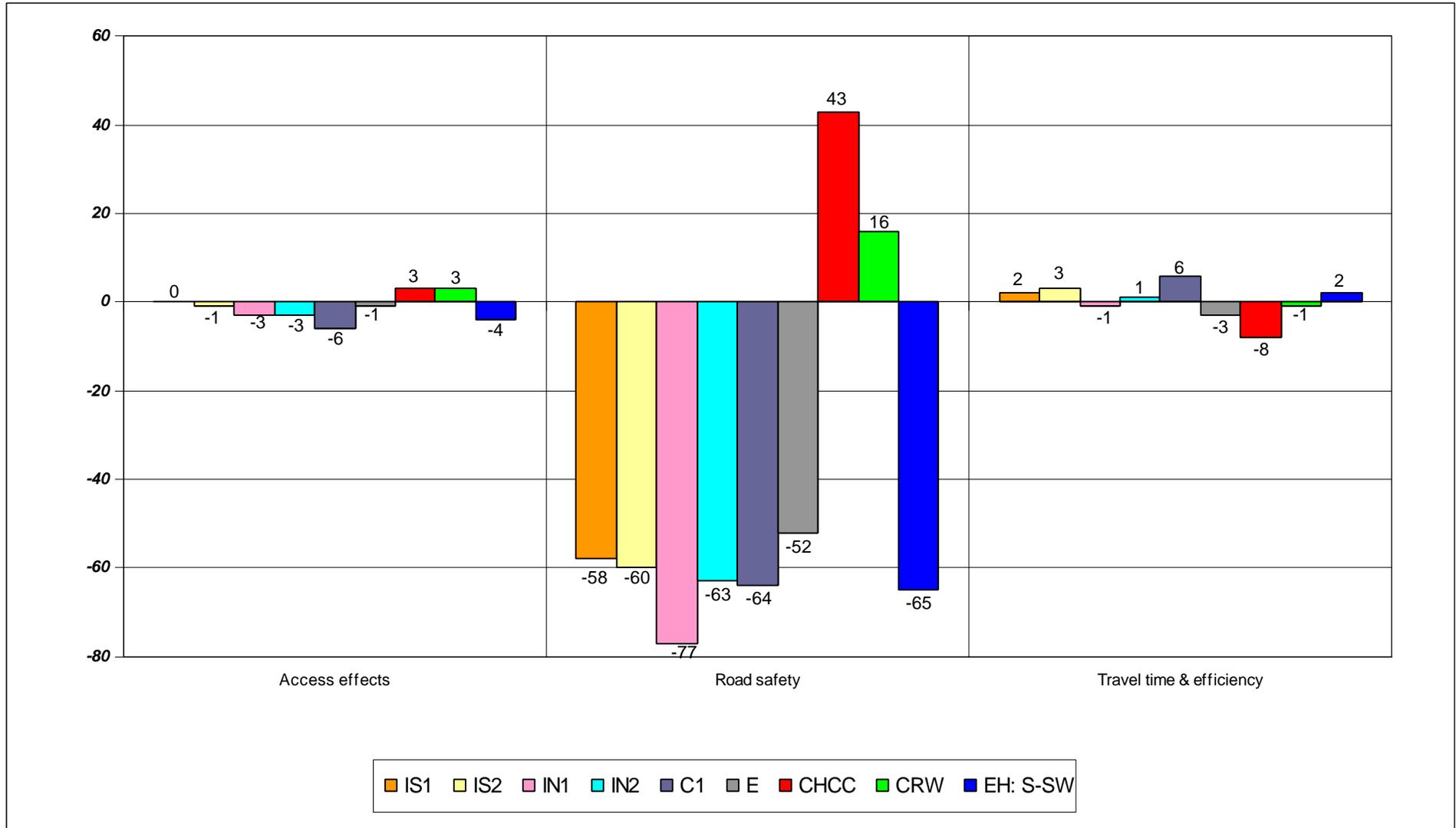


Figure 3Q

Net of positive & negative impacts

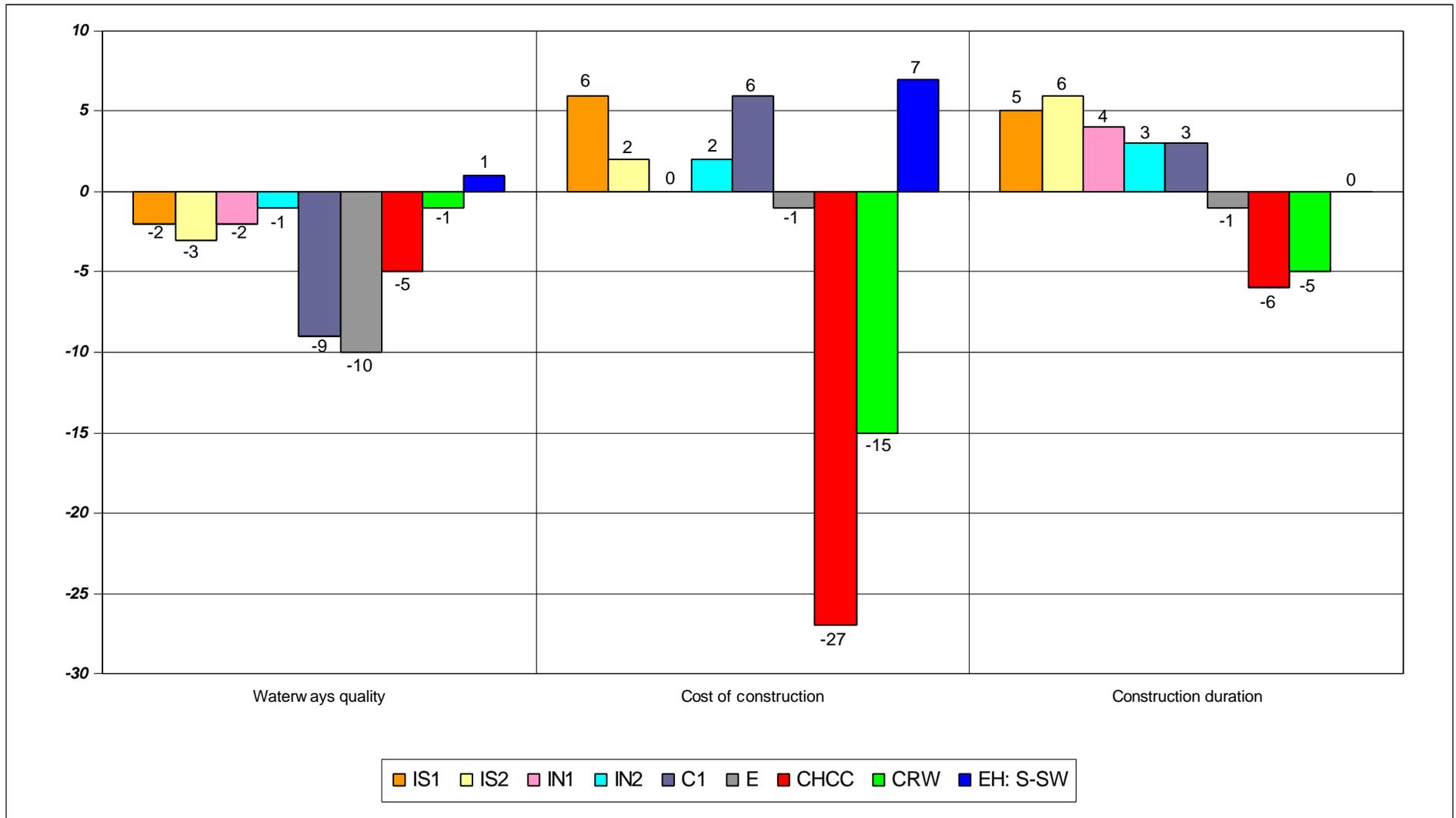


Figure 3R

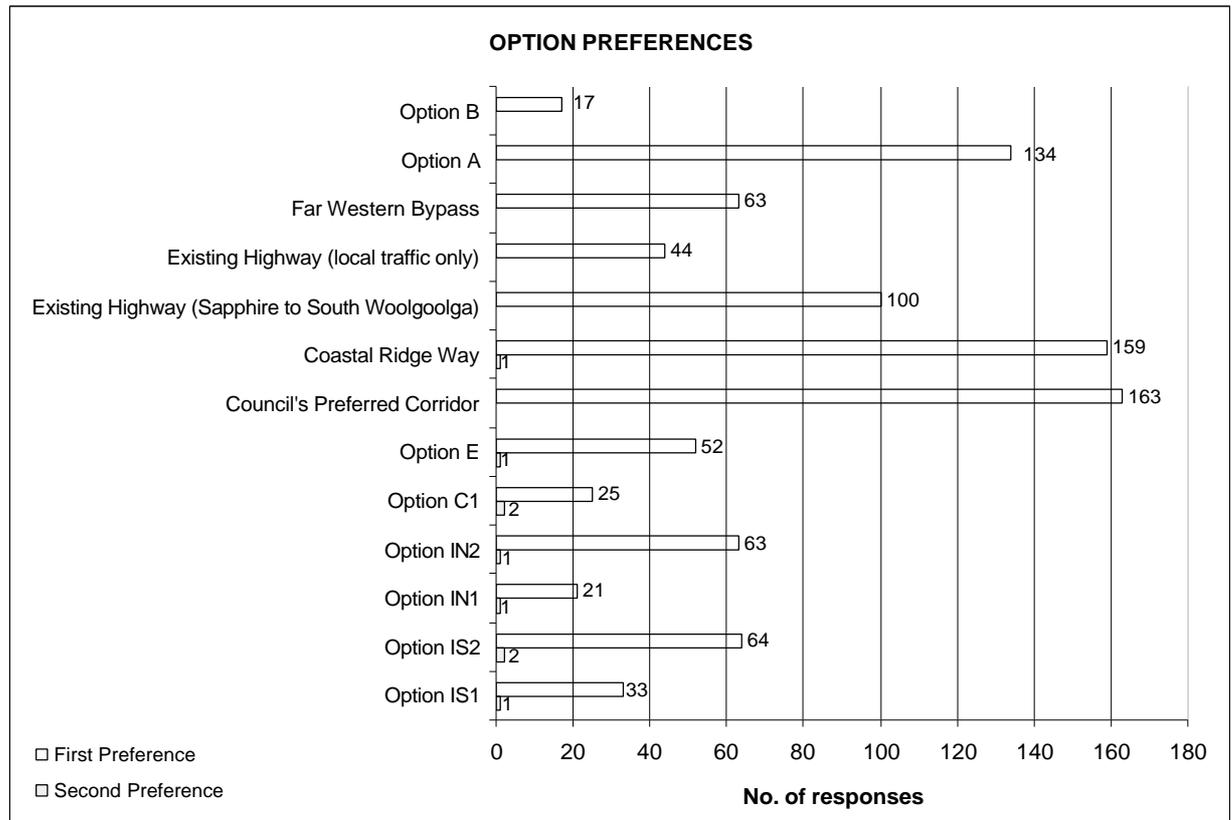
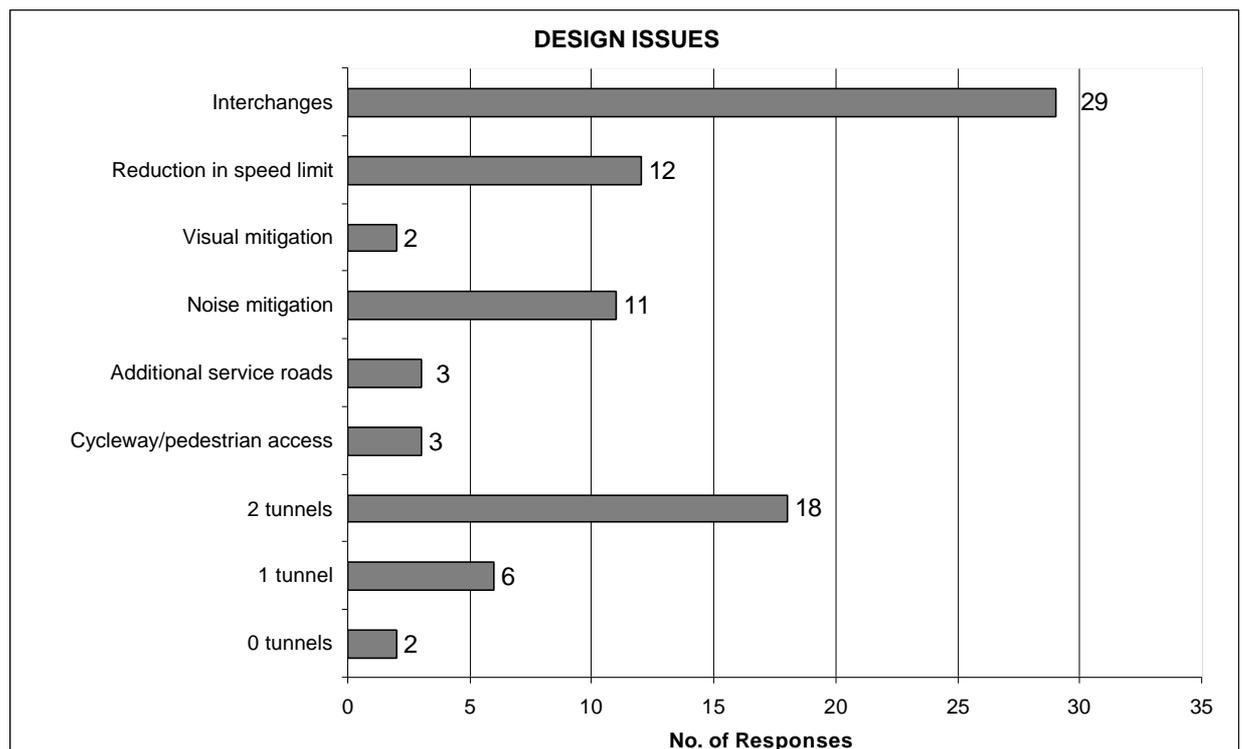


Figure 3S



4. Submissions – other main issues

While most of the main issues raised in the submissions received were the same as those raised in the survey forms, some submissions raised over-arching issues related to the Pacific Highway in general, both sections of the Coffs Harbour Highway Planning Strategy or issues not reflected in the graphic representations presented in Section 3.

The issues and the impacts cited are described below.

4.1 Increase in heavy vehicle movements

As in previous community feedback, many submissions raised issues about an increase in heavy vehicle movements, particularly B-doubles, on the Pacific Highway since the opening of the Yelgun-Chinderah bypass. Some cited personal experiences of being tailgated, forced off the road, forced to take evasive action to avoid an accident or being intimidated by heavy vehicle drivers. Others wrote of concerns that triple-trailer heavy vehicles were soon expected to be using the Pacific Highway.

The main issues raised were:

- Need for further traffic counts of heavy vehicles using the Pacific Highway since the opening of the Yelgun-Chinderah bypass
- Increased road noise
- Decreased air quality and perceived associated health risks
- Decreased road safety by mixing local traffic with through traffic
- Increased risk of HAZMAT vehicle accidents in urban areas
- Heavy vehicles exceeding speed limits
- Disbelief regarding the number of heavy vehicles that would need to pass through or call into Coffs Harbour despite a bypass

Where specific issues were raised concerning heavy vehicles or heavy vehicle counts, these have been recorded and responded to by the project team in Appendix A.

4.2 Proposed bypasses only short-term

Many submission respondents wrote that the short-listed bypass proposals of Coffs Harbour and Woolgoolga were only “short-term”, “quick fix” or “bandaid” options. Some believed that the options under consideration would “be redundant” by the time they were built because of an increase in traffic volumes or that they would require another bypass in 5-15 years. Similar feedback has been received in previous submissions and survey forms.

The main issues raised were:

- Planning needed to take account of traffic generation for at least 20 years
- Other North Coast centres such as Taree, Port Macquarie and Buladelah, which had smaller or equal populations to Coffs Harbour, had been provided with bypasses further away from the town centres

Where specific issues were raised concerning the planning horizons of the options, these have been recorded and responded to by the project team in Appendix A.

4.3 Federal Government funding for the Pacific Highway

Federal Government funding for the Pacific Highway was another issue raised by a number of respondents.

Some believed that generally it was essential that Federal Government funding continue to enable the realisation of the objective of having dual carriageway from Hexham to the Queensland border. Others believed it was essential to enable "a proper bypass" or a "far western bypass" of Coffs Harbour and Woolgoolga to be built instead of "cheaper solutions". Still others believed that Federal Government funding would enable upgrades and bypasses to be built for communities sooner rather than relying on State Government funding alone.

Where specific issues were raised concerning Federal Government funding, these have been recorded and responded to by the project team in Appendix A.

4.4 Project information

A number of submissions raised issues concerning the information provided in the community update and the technical papers regarding the short-listed options.

Some of the issues raised concerning the update related to the amount of detail provided in the summary document which was broadly distributed throughout the community. For example, a criticism was that cost contingencies for some of the options were not highlighted in the update but presented rather in the technical papers which were available on the project website or by phoning the Project Information Line. Other criticisms of the community update related to "out-of-date" or what was perceived as incorrect zoning information on maps. Criticisms also included that the information release was premature and should have been delayed until after assessment of the feasibility of options within Council's preferred corridor or that not enough stakeholders were aware of Community Update No.4 (Connell Wagner 2004a) and the short-listed bypass options.

Where specific issues were raised relating to the community update and/or the technical investigations of the short-listed options and the content of the technical papers, they have been recorded and responded to by the project team in Appendix A.

The response of the project team to design issues raised in representations by the community is contained in Appendix B.

5. Interim Submissions

A total of 73 submissions and eight survey forms were received between close of receipt of submissions for the route options for the Sapphire to Woolgoolga Upgrade on February 28, 2003, and the announcement of highway options in the southern (Coffs Harbour) section and new and revised options in the northern (Sapphire to Woolgoolga) section on February 19, 2004.

Most of the submissions received related to Community Update No.3 (Connell Wagner 2002a) which was released in December 2002 and which identified the route options for the Sapphire to Woolgoolga section. In the section from Sapphire to Moonee, the community update advised that the existing highway corridor had previously been identified as the only potentially feasible and suitable corridor option for upgrading the highway. Two main design options were based around major interchanges centered at either Headland Road or at Gaudrons/Split Solitary Road. In the area north of Moonee, four corridor options had previously been identified – three deviation corridor options north of Moonee (Options A, B and C) as well as the existing highway corridor (Option D). Four route options (including a sub-deviation of the B corridor) had been developed – Options A, B1, B2, C and D – and released for community feedback.

Most of the submissions received during this period were regarding the Sapphire to Woolgoolga section and most of the main issues raised were the same as those raised in the eight survey forms which were received in the interim period. Hence, the graphic representations of the feedback in Figures 5A-5G includes responses to the survey form as well as that provided in submissions.

Interim submissions sent to the Minister for Roads, other Government Members and representatives of the three former Steering Committee partners – CHCC, DIPNR and the RTA – have also been included in this assessment.

A number of submissions and survey forms referred to the People's Choice Bypass or the CRW. For the purposes of assessment, these have been considered to be referring to the same bypass option.

Of the 73 interim submissions, 21 were pro-forma submissions from residents of Wakelands, Sugarmill and Fairview roads. These submissions concerned access arrangements for Sugarmill and Wakelands roads from an upgraded existing highway. They asked that noise and visual mitigation measures be provided along the section of the upgrade including low noise road surfacing and appropriate barriers. The submissions also requested a meeting between the project manager and residents before finalisation of the upgrade design.

A further 22 submissions raised road safety and noise issues with the existing Pacific Highway concerning a perceived increase in heavy vehicles, particularly since the opening of the Yelgun to Chinderah bypass. One of these submissions requested noise barriers be erected in the Sapphire area to reduce impacts.

Seven of the submissions were critical of the CRW proposal and its forestry, agricultural land use, air quality, noise, residential property, economic, community and environmental impacts as well as its cost, difficulty of construction, increased travel times and reduced efficiency for the heavy transport industry and negative impacts on water quality in the Bucca Valley. Of those seven submissions, one supported the inner corridor for the southern (Coffs Harbour) section and one supported a far western bypass along a route similar to the Orara Way. A further six submissions also supported consideration of a far western bypass.

Six of the interim submissions opposed the inner corridor in the Coffs Harbour section citing negative noise, air quality, road safety and economic impacts. A further two submissions called on the Federal Government to provide funding for a bypass of Coffs Harbour.

One of the interim submissions regarded a media release and letter signed by 31 medical professionals in the Coffs Harbour district supporting a proper bypass to the west of Coffs Harbour. The submission referred to the need cited by the doctors to consider the issue of safety and provision of adequate emergency services in the decision-making regarding any future route of the Pacific Highway. The doctors were concerned about potential delays for emergency and medical personnel reaching an emergency on the highway as well as the Coffs Harbour Health Campus with the Pacific Highway being the only major route through the community. The doctors considered that a proper bypass of the city would improve the position by providing two separate routes for emergency access.

A 10,000 signature petition regarding the Strategy also was presented to the State Member for Coffs Harbour during a highway summit called by the National Party and held in Coffs Harbour on October 27, 2003. The petition was tabled in State Parliament on November 13, 2003. It read:

"The petition of residents of the Coffs Coast Region brings to the attention of the House the need for the Pacific Highway Upgrade to by-pass properly the Coastal Plain from the southern part of Coffs Harbour to north of Woolgoolga. This avoids the decimation of the City of Coffs Harbour, its coastal landscape and its rural communities, which are vitally important to its people, tourism and agriculture. The undersigned petitioners therefore ask the Legislative Assembly to provide appropriate funds for the construction of a proper by-pass aligned essentially to the west of the Coast Range. This by-pass will become part of the National Highway."

Figure 5A

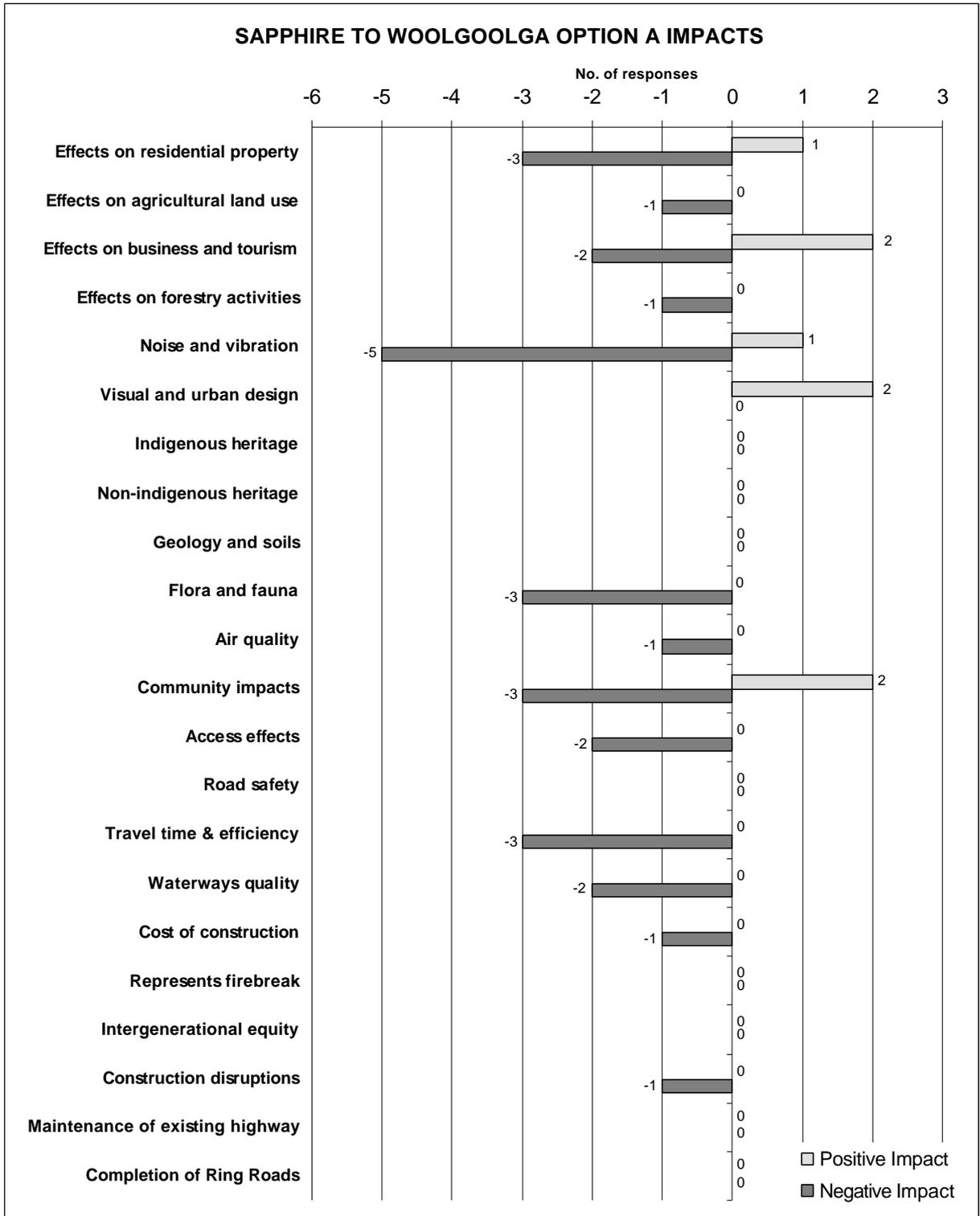


Figure 5B

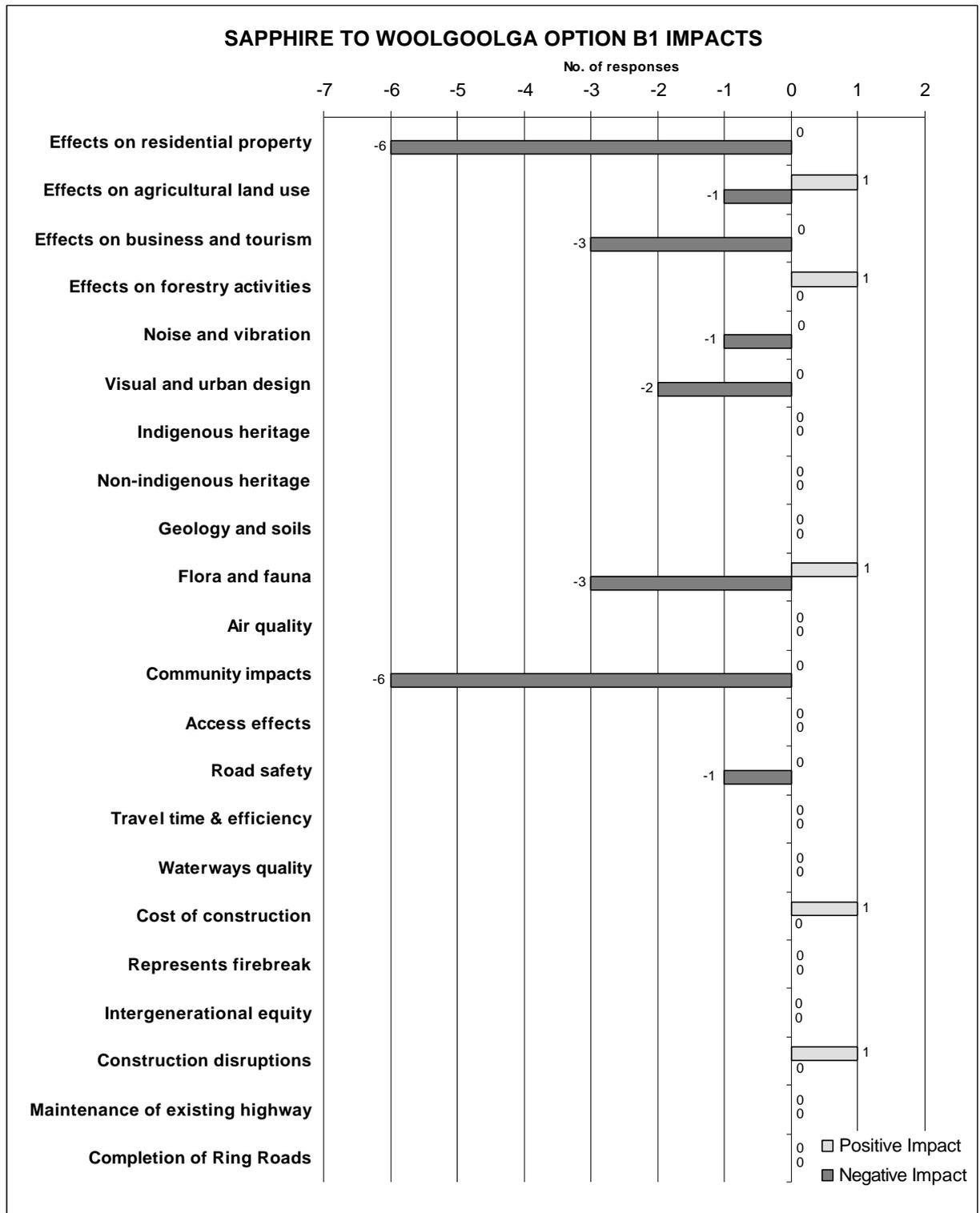


Figure 5C

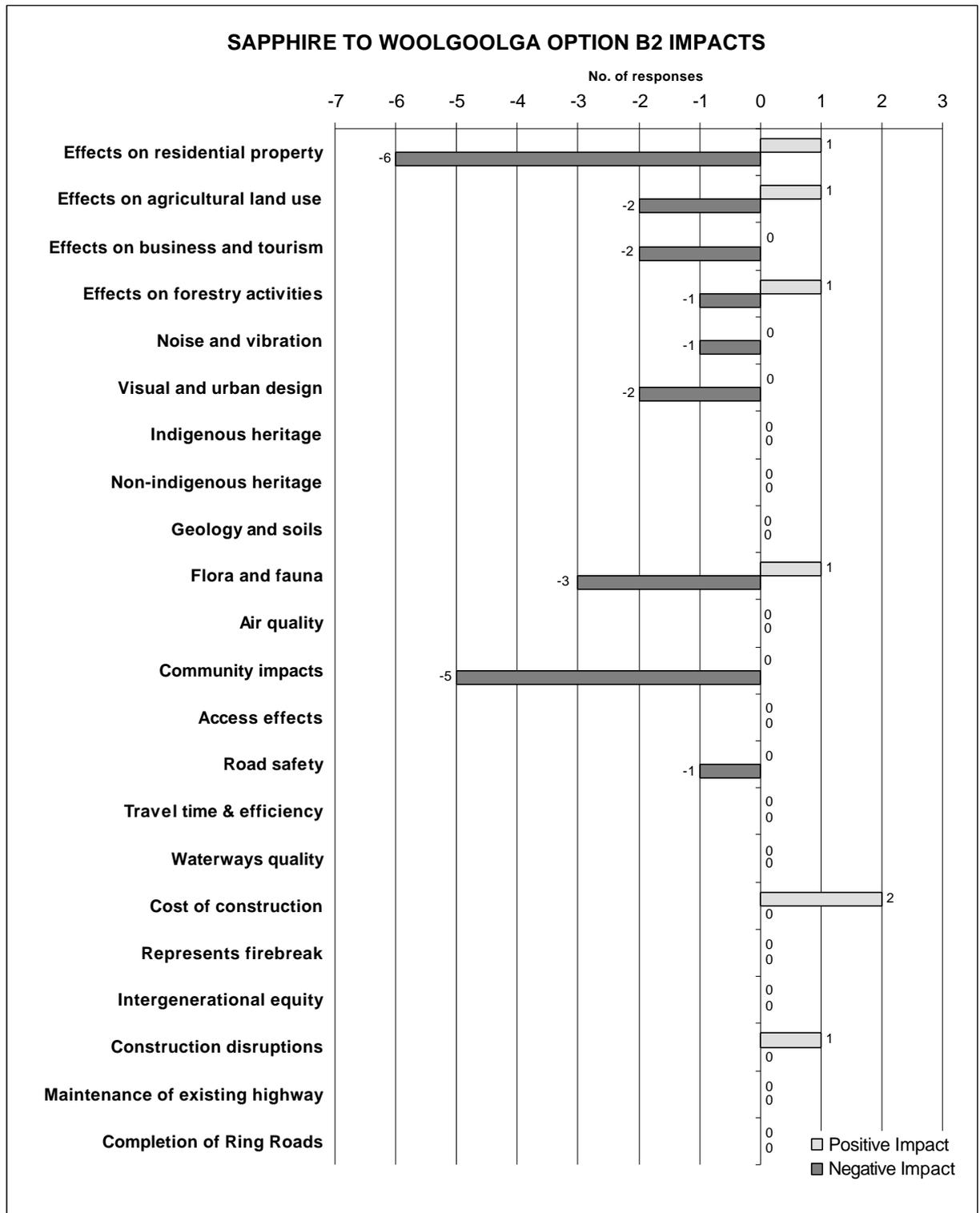


Figure 5D

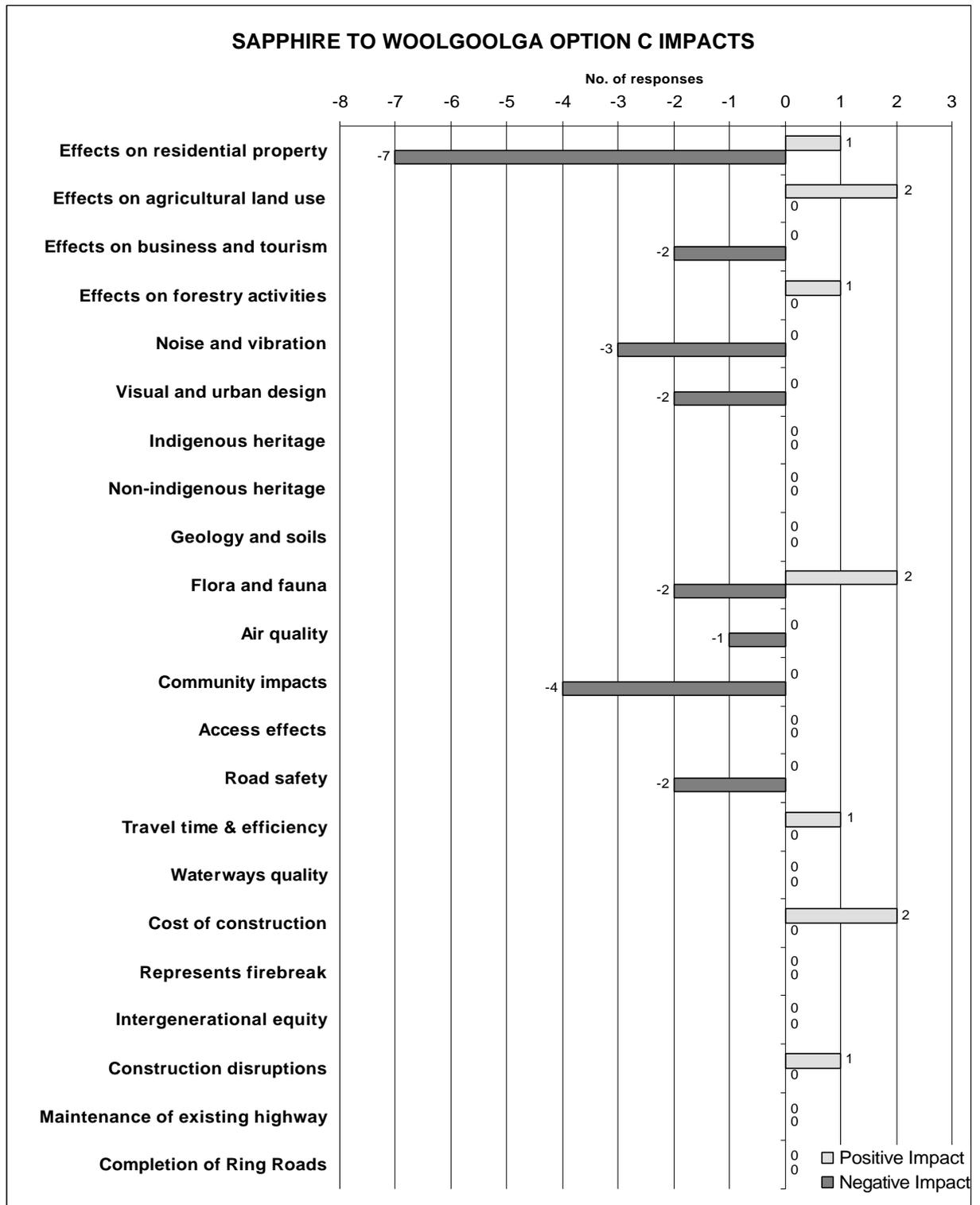


Figure 5E

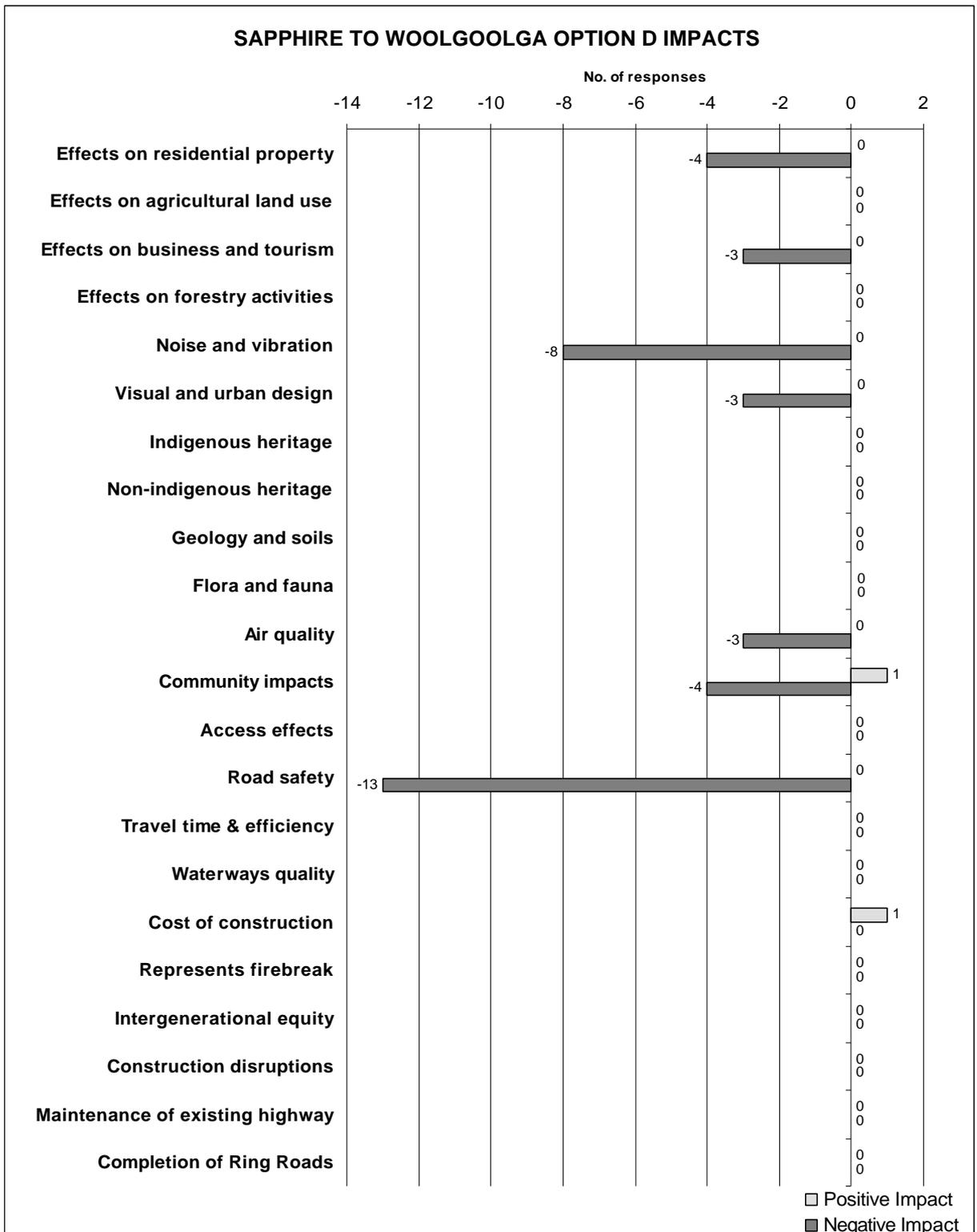


Figure 5F

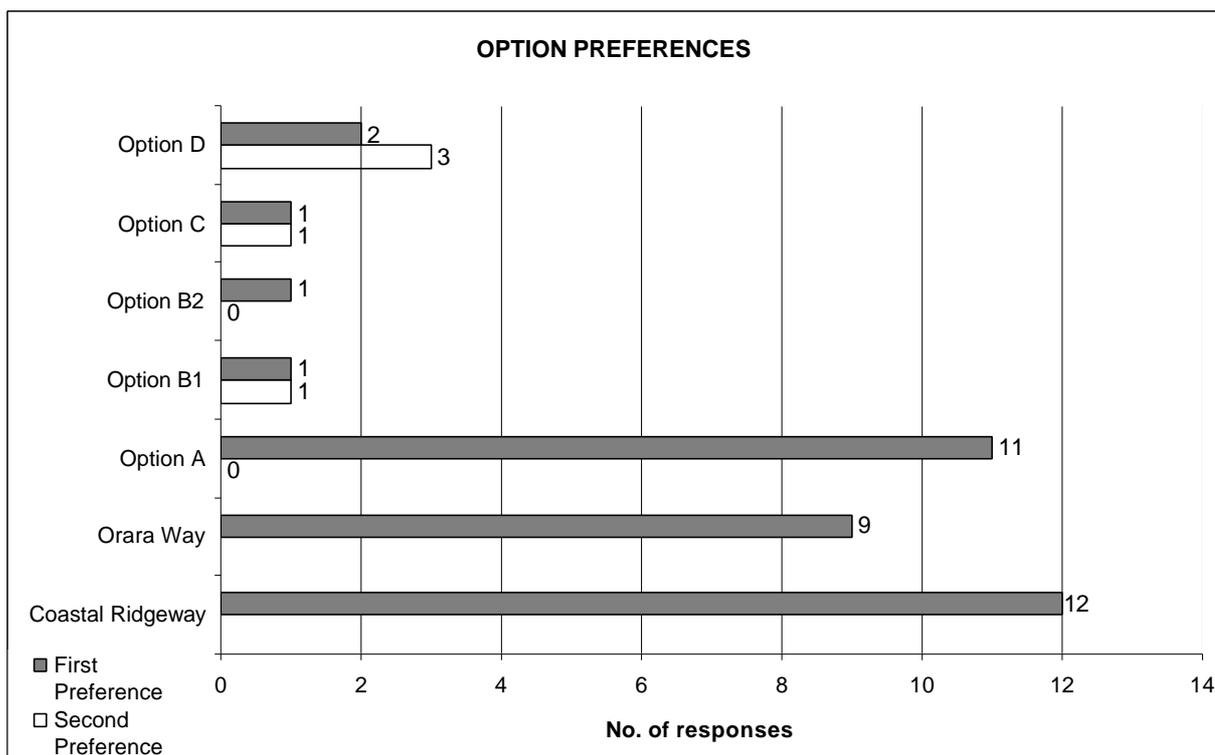
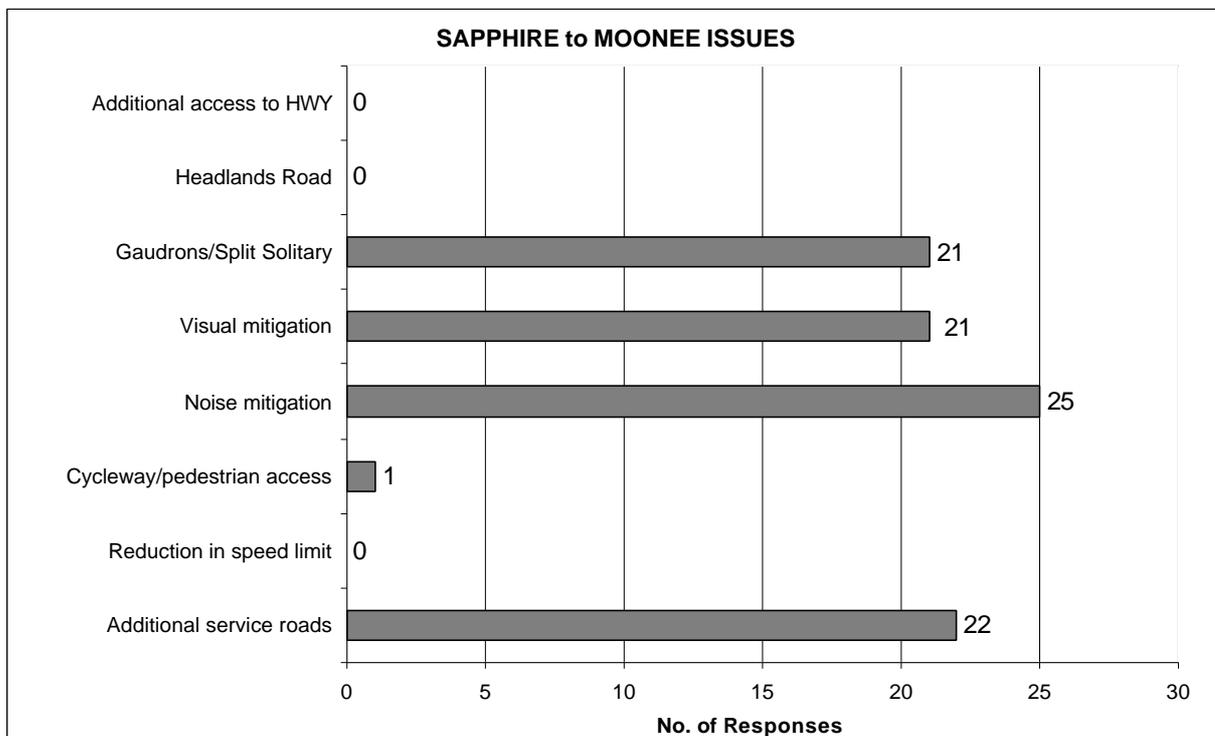


Figure 5G



6. Conclusion

A range of views was expressed on the merits of the bypass options in the southern (Coffs Harbour) section and the new and revised options in the northern (Sapphire to Woolgoolga) section in the survey forms and submissions received.

Community feedback will be considered as part of the process to select a preferred option. Other inputs include various reports produced by the project team, comments received from government agencies, and the outcomes of studies and workshops held to evaluate and assess the various options.

Each option will be compared to identify the route that achieves the best balance between social, ecological, engineering and economic factors while providing for the future needs of road users and local communities.

A decision on a preferred route is expected to be announced mid-2004.

7. References

Australian Centre for Value Management (2003) *Pacific Highway Upgrade, Sapphire to Woolgoolga project, Moonee to Woolgoolga Section, Value Management Workshop Report*, April 2003

Australian Centre for Value Management (2003) *Sapphire to Woolgoolga project, Sapphire to Moonee Section, Value Engineering Workshop Report*, April 2003

Connell Wagner (2004a) *Community Update No.4, Coffs Harbour Highway Planning, Southern and Northern Sections*, February 2004

Connell Wagner (2004b) *Strategy Report, Coffs Harbour Highway Planning, Coffs Harbour Section*, February 2004

Connell Wagner (2004c) *Supplementary Options Report, Coffs Harbour Highway Planning, Sapphire to Woolgoolga Section*, February 2004

Connell Wagner (2004d) *Review of the Coastal Ridge Way Proposal, Coffs Harbour Highway Planning, Coffs Harbour Section*, February 2004

Connell Wagner (2002a) *Community Update No.3 Coffs Harbour Highway Planning, Sapphire to Woolgoolga Route Options*, December 2002

Connell Wagner (2002b) *Information Sheet No.2 Coffs Harbour Highway Planning, Developing a Planning Strategy for the Pacific Highway Coffs Harbour*, March 2002

Appendix A

Community Submission Issues and Responses

Coffs Harbour Highway Planning Strategy Report

May 2004

Sapphire to Woolgoolga Upgrade

Community Submission Issues and Responses (Table of issues and responses by Proponent)

(Short-Listed Options)

Prepared by:



For the Department of Infrastructure, Planning and Natural Resources
and the Roads and Traffic Authority

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<i>3</i>	<i>Structure of the Report</i>	<i>2</i>

1. Background

In early 2001, work commenced on the development of the Coffs Harbour Highway Planning Strategy (CHHPS). The Strategy, which addresses the need to upgrade the highway between Sapphire and Woolgoolga while planning for future traffic needs within the Coffs Harbour urban area, covers a study area from Sawtell in the south to Arrawarra in the north.

The Strategy was publicly launched in September 2001 and a number of information sheets and community updates have been released since then.

In February 2004, a community update was released which described highway options in the southern section and identified new and revised options for the Sapphire to Woolgoolga Upgrade Project. The community update contained the following key announcements regarding the southern section:

- that the RTA had agreed to assess the feasibility of options within Council's preferred corridor
- that an upgrade of the existing highway through Coffs Harbour to an urban motorway did not merit further consideration due to its socio-economic impacts on the Coffs Harbour urban area
- that a decision regarding the CRW would be made following the assessment of the feasibility of options within Council's preferred corridor
- that the strategy preferred by the RTA and Department of Infrastructure, Planning and Natural Resources for Coffs Harbour was a bypass located generally within the Inner Corridor. The preference for the Inner Bypass would be reviewed following the assessment of the feasibility of options within Council's preferred corridor.

The community update also contained the following key announcements regarding the route options for the Sapphire to Woolgoolga Upgrade Project:

- Option A was not favoured due to its severe environmental (biophysical) and Aboriginal heritage impacts, poor functional performance, high cost and poor value for money
- Options B1 and B2 did not merit further consideration due to the need to protect valuable agricultural land
- Option D was not an acceptable option due to its social and economic impacts on the township of Woolgoolga
- in response to a request from Council following the route options display, a modified Option C (Option C1) and an additional option that used parts of the initial Options B and C (Option E) had been developed.

2. Purpose of Report

A number of submissions and Comment Forms received since the announcement of the short-listed options for the southern and northern sections on February 19, 2004, raised issues in relation to what respondents saw as the inaccuracy or incompleteness of investigations and assessments documented in the February community update or related technical documents including the Strategy Report (Connell Wagner 2004) and associated working papers, Supplementary Options Report (Connell Wagner 2004), and Review of the Coastal Ridge Way Proposal (Connell Wagner 2004). This Community Submissions Issues and Responses Report documents these issues and the project teams' response to them. It includes the submissions and Comment Forms received since the announcement of the short-listed options on February 19, 2004, until the close of receipt of submissions on March 19, 2004. Allowance also was made for late deliveries to the Reply Paid PO Box. Submissions and survey forms cleared from the PO Box until close of business on March 23, 2004, were included, as were representations made to the Premier, Minister for Roads, the Minister for Planning, other Government Members and Council which were pre-dated March 19, 2004, but forwarded for assessment after this date.

Submissions and Comment Forms from respondents who had made specific arrangements for an extension of time of up to two weeks after the official closing date for submissions of March 19, 2004, have also been included.

3. Structure of the Report

The issues raised have been divided into those concerning Community Update No.4 (Connell Wagner 2004a) or related technical documents or listed under the related sub-heading. They also have been separated into those concerning the southern (Coffs Harbour) section, the northern (Sapphire to Woolgoolga) section or both sections.

Direct statements from submissions and Comment Forms have been used where necessary to retain the original intent of the respondent and each issue can be sourced back to the respondent/s. Where there are doubts regarding submission statements, these have been included for assessment by the project team.

RESPONDENT IDENTIFICATION No.	ISSUES RAISED	RESPONSE
	Community Update 4	
CF01	Explain why Buladelah total cost and length is excluded.	The profile of the Buladelah to Coolongolook project is included in Community Update 4 (Feb 04). The purpose of including this profile is to allow those familiar with that project to compare it's physical attributes with options being considered for the CHHPS in terms of height above sea level, depths of cuttings, heights of embankments, maximum grade and longest uphill climb. Length and cost values for projects outside the CHHPS are not included in the Update.
CF01	Explain why traffic volumes (heavy) for CRW are so low.	<p>Heavy vehicle volumes for the CRW have been estimated using a combination of forecasts of total daily volumes provided by the CHCC traffic model in conjunction with vehicle classification and data obtained from an origin-destination survey and classified traffic counts undertaken along the existing highway.</p> <p>In general, bypasses located closer to the urban area attract more traffic than those located further away because they provide a better service for and thereby attract more local traffic. As a significant proportion of the heavy vehicles on the highway service the local community, the volume of these vehicles on a wide bypass such as the CRW proposal would be less than those on a closer bypass.</p> <p>An analysis of the effect of grade on the average speed of heavy vehicles (and hence their travel time) was undertaken specifically for the CRW using a formula developed by the association of Australian and New Zealand road transport and traffic authorities (Austroads) (2002). This showed that the average speed for heavy vehicles travelling from south of Englands Road to Bucca Road along the CRW would be 81km/hr, with a corresponding travel time of 15.3 minutes. A recent survey of truck travel times along the existing highway between these same two points under free flow conditions also recorded a time of 15.3 minutes. Hence, the CRW would not provide any travel time benefits for heavy vehicles which may reduce its attractiveness given the higher operating costs that long climbs impose on heavy vehicles.</p>

RESPONDENT IDENTIFICATION No.	ISSUES RAISED	RESPONSE
CF40	Doing up the existing is the best option, Option D, as the land is already there and it would have low impact in all areas compared to the rest.	A Value Management Study including technical and non-technical participants from a range of Government, Council and Community interests was held in April 2003. This study concluded that the upgrade of the existing highway through Woolgoolga is not an acceptable option due to its social and economic impacts on the township of Woolgoolga.
CF46	Option B1 to meet E obviously the best. Dropped because of the need to protect valuable rural (land) is rubbish. They are steep banana hills and the banana industry could go out tomorrow – like the dairy industry. Disagree with not further considering B1. Reasons incorrect and lack vision.	<p>Agricultural impacts are described on p50 of the ROD Report (December 2002) and in WP6-Agriculture and Land Use Assessment (2002). Using the triple bottom line approach, Option B1 performed poorly in the Value Management Workshop assessment in terms of environmental, socio-economic, cost and BCR parameters (Value Management Workshop Report, p34, April 2003).</p> <p>The Banana Industry is one of the most important rural industries for the Woolgoolga district, and has a flow-on effect in terms of the social and economic structure of the Woolgoolga area. Option E joins the original Option B west of Newmans Road.</p>
CF48	<p>Coastal Ridge Way – ability to stage construction, limited. What a load of rot. Look at the Sydney to Newcastle expressway. 64ha of high conservation status – who says this!</p> <p>Visual impact of Coastal Ridge Way – moderate adverse – only according to the 30 people belonging to Bucca Off.</p>	<p>Staging of construction refers to the sections or increments of road that can be progressively built and opened to traffic. For the CRW this is limited due to the fact that there are only two substantial existing roads crossed by the route (ie. Coramba Road and Bucca Road)</p> <p>The CRW report states that the overall visual impact of the CRW is considered to be “low”, due to low population numbers and hence low sensitivity (CRW Report, p26, February 2004). The assessment in the CRW report did not include Sapphire to Woolgoolga Option A which was previously assessed as having a “high” visual impact, “low” visual sensitivity and “low to moderate” scenic quality (<i>Sapphire to Woolgoolga Route Options - Working Paper No 10: Urban Design and Visual Assessment</i>, November 2002). As the Community Update covered the combined CRW/Option A corridor, the overall visual impact of this option was assessed as “moderate adverse”.</p>

RESPONDENT IDENTIFICATION No.	ISSUES RAISED	RESPONSE
CF57	P8 of Community Update 4 reads 'Options B1 and B2 do not merit further consideration due to the need to protect valuable agricultural land...' A more recent appraisal of this aspect of Options B1 and B2 would certainly prove otherwise.	Refer to C46
CF151	None of the options should be considered until Council's preferred western route has been investigated. The update is premature.	Options within the CHCC preferred corridor are being evaluated. The findings are expected to be released in June 2004.
CF171	Options C1 and E: not needed – divide the existing road.	Previous studies have identified that upgrade of the existing road through Woolgoolga would have substantial socio economic impacts. Further details are available within the Route Options Development Report (December 2002) and Strategic Options Report (February 2004). Refer to CF40
CF337	I would still like to have a say on the upgrade of the highway through Coffs Harbour with tunnels/overpasses. Still think this is the best idea – least disturbance.	Upgrading the existing highway through the centre of Coffs Harbour would require significant changes to much of the road side development and services in and around the city centre. The Upgrade of the existing highway through Coffs Harbour to an urban motorway does not merit further consideration due to its socio-economic impacts on the Coffs Harbour Urban Area. Further details on this option can be found in the Strategy Report (2004) and associated working papers.
CF376	To be a valid survey with any credibility provision for Option A should have been included. To exclude comment on Option A does not make it a valid questionnaire.	Community Update 3 released in December 2002 included a "have your say" form that sought comment for Option A. These comments will provide input to the determination of the preferred option. One of the purposes of Community Update 4 (Feb 04) was to outline the development of two new options for the Woolgoolga Section (C1 and E) and to seek comment regarding these revised options. These comments will be considered along side of those sought earlier for Option A.
S45, 46, 47, 148, 149, 150, 151	The RTA has provided no sound evidence to reject Option B other than that the route would affect 'valuable agricultural land'. Yet other short-listed options also affect valuable agricultural land ... The most logical and safest route for the highway upgrade would be to link Option B with Option E.	Refer to CF46

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S49	I feel that the general public have not been made aware e.g. the media, correspondence etc of the proposals the RTA, Coffs Harbour City Council and relevant transport departments propose to do, therefore Community Update 4 should be sent to all residents of the Coffs Harbour Shire.	10,000 copies of Community Update 4 (Feb 2004) were printed. These were mailed out to affected residents and made available to the public through staffed and unstaffed displays through Coffs Harbour, Woolgoolga and the Bucca Valley. Notices were placed in the local paper to inform residents of staffed displays provided at locations within Coffs Harbour and Woolgoolga. These provided opportunities for residents to discuss issues with the RTA and members of the project team. Detailed project reports are (and have been) available on the project web site.
S72, 73, 74, 128, 161, 162, 163, 164, 165, 166	The positive aspects of Option A have been seemingly ignored by the RTA due to the RTA's bias against Option A.	A summary of Option A was provided in Community Update #3 (December 2002). Further detailed assessment of Option A can be found in the Route Options Development (ROD) report (2002) and its associated working papers. Refer to CF376
S75, 76, 148, 149, 150, 151	There is no good evidence to reject Option B except that it would affect 'valuable agricultural land' yet IS1, IS2, IN1 and IN2 also affect 'valuable agricultural land' but these routes are now short-listed. Explain why Option E, which ranks below Option B2 and costs a similar amount as Option B, has been short-listed whilst Option B has been rejected. I ask the RTA reconsider Option B as an option for the Pacific Highway upgrade.	Refer to CF46 Following a request by CHCC, option E (a combination of the original Options C and B) was developed to reduce impacts on zoned and potential urban/residential lands in west and south Woolgoolga and also on banana growing properties to the west of Sandy Beach. From a Value Management Study and subsequent investigations, Options B1, B2 (and D) were considered to not merit further consideration. Refer to CF40
S121	Misleading, value-laden statements and ill-founded opinions abound in the public summarised materials ... an example of this is the assumption that the transport industry would not use the bypass due to steep grades. Well, they seem to glide over Buladelah at speeds over 100km/h.	Refer to CF01
S159	Update has not given an equitable summary of positive and negative features of bypass options A, B1, B2, C and the upgrade of the existing highway. This leads to undue influence of the decision-makers and community to favour the lower cost options of corridors C1 and E.	Community Update 3 (December 2002) includes a summary of Options A, B1, B2, C and D. The positive and negative features of Options A, B1, B2 C and D have been documented and discussed within the ROD Report (December 2002) and associated working papers. Section 2 of the SOR (February 2004) documents the community feedback, stakeholder consultation and the outcome of the Value Management Workshop. C1 and E arose as a result of Council's request to investigate a realignment of Option C (p5 SOR, February 2004). Refer to CF376

RESPONDENT IDENTIFICATION No.	ISSUES RAISED	RESPONSE
S159	Update does not adequately explain that Coffs Harbour City Council's (CHCC) preferred corridor ... was derived as a result of a series of public forums hosted by CHCC involving a far greater number of stakeholders than the far fewer carefully selected representatives invited to participate in RTA/DIPNR Community Focus Group meetings.	<p>Community Update 4 briefly describes Council's Preferred Corridor, and advises that the RTA has agreed to assess the feasibility of options within this corridor. Background to Council's adoption of this corridor will be contained in the "Coffs Harbour City Council Preferred Corridor Feasibility Assessment", which is expected to be released in June 2004.</p> <p>Nominations for membership of the CFGs were sought through several advertisements (and media releases) in The Advertiser, The Advocate and in some cases, open information sessions. Nominations were invited from the community & business organisations with the representatives being selected by independent community committees of 3 (including 1 member of Council).</p>
S159	Update fails to report on the 11 strategic planning objectives that were adopted by CHCC as an output of the public meetings.	<p>The assessment of options has been made with reference to the long established objectives of the 10 year Pacific Highway Upgrade program being funded by State and Federal governments as well as other specific objectives adopted earlier in the current planning process by the Steering Committee. Refer to S159</p>
S159	Summary statements in update fail to highlight that Option E, like Option A, also passes through or near parcels of land declared special management zones under the National Park Estate (Reservation) Act 2002 which would require an Act of Parliament to revoke them.	<p>The alignment of Option E would pass near Forestry Management Zones 1, 2 and 3A within the State Forest.</p> <p>Option A would pass directly through a number of Forestry Management Zones, 1, 2 and 3A in addition to the Sherwood Nature Reserve.</p>
S159	<p>The update refers to the Value Management Workshop (VMW) held on March 31 and April 1, 2003. The outcome of the VMW also contained several caveats not mentioned in the report ... One significant caveat was that noise would be adequately mitigated from both visual acceptability and noise suppression perspective. This qualifier has not been made public and not mentioned in the report ... the VMW had several shortfalls:</p> <ul style="list-style-type: none"> • The VMW was focused on project objectives that were principally that of a road builder not the aims and objectives of a municipality. 	<p>The assessment of traffic noise and impact mitigation measures (which would need to be further detailed during the Environmental Impact Assessment phase) were conducted with reference to relevant DEC (formerly EPA) guidelines which RTA is required to comply with.</p> <p>Point 1 – The objectives of the project were fully discussed and agreed to by VMW participants and considered the strategic context from the then PlanningNSW (now DIPNR), CHCC and the RTA perspective. The CHCC perspective put before the workshop included a number of key objectives</p>

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	<ul style="list-style-type: none"> • The timing of the VMW was inappropriate, it should have occurred after review and publication of issues raised by public submissions and after a report by the project team relating to the Coastal Ridge Way Route option. • The VMW overstated the environmental issues relating to option A (The VMW was overwhelmingly represented by government stakeholders in option A). Consequently the level of scientific investigation conducted through State Forest has been far more extensive than any other route options being considered. • Given the impact on the community, a representative from both the CFGs attending should have been given the opportunity to present the community view particularly since public submissions were not available to participants at the VMW. • The VMW for Sapphire to Woolgoolga should have been combined with the Sawtell to Sapphire and Moonee sections i.e. treated as a single project since some route selections in the northern section will impact route selections for the southern section for example the Coastal Ridge Way • The outcome of the VMW was on the premise that noise would be adequately mitigated from both visual acceptability and noise suppression perspective. This qualifier was not made public (Refer to the Steering Committee VMW media release April 2003). 	<p>devised to achieve sustainable outcomes for the City in terms of its economic, environmental and social impacts.</p> <p>Point 2 – the VMW was focused on Sapphire to Woolgoolga options in the knowledge that CRW and Coffs Harbour options were subject to concurrent investigations that are reported in the Update and accompanying reports. The submissions received from the December 2002 display were summarized at the Workshop.</p> <p>Point 3 – The assessment of environmental issues for all options relied mainly on the work of specialist ecologists who found that Option A traverses through significant areas of high ecological value and had a more significant ecological impact than other options which are positioned closer to urban development.</p> <p>Point 4 – The VMW was for the Sapphire to Woolgoolga section and representatives of both the Woolgoolga CFG and the Sapphire/Moonee CFG were present at the workshop to represent the views of their community.</p> <p>Point 5 - At the time of the VMW only limited feasibility investigations had been completed for the options in the Coffs Harbour Section. However, the possible relationship of those options was explained and well understood at the VMW. The options now developed for the Englands Road to Sapphire Section and their implications for the northern section are documented in the Update and accompanying reports.</p> <p>Point 6 – The RTA must ensure that the road design conforms to specific DEC guidelines on road traffic noise.</p>
S159	<p>Cost contingencies (possible variations) for options C1 and E range from 25% to 50%. This important feature of the costing estimates should be highlighted in Executive Summaries and literature hand-outs to the public such as the community update as such variations may have a significant effect on the perceived viability of one option over another in the community at large.</p>	<p>The purpose of an Executive Summary is to provide a clear and concise preview of the main points discussed in the body of its corresponding report. Community Updates serve a similar purpose. A reader seeking a more detailed assessment of the issues (in this case, the methodology used for developing cost estimates) can access the detailed project reports. The back page of Community Update 4 provides information on how to obtain the detailed project reports.</p>

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S167	Figure 1 in Community Update 4 is severely flawed. It is false and unacceptable to show the West Coffs Development Area as 'Banana/Intensive Cultivation Land' and/or 'Excluded'.	The cadastre used on the figure for assessment of agricultural land was provided by CHCC in 2002 and the aerial photo for Coffs Harbour was taken in February 2002. The information shown in Figure 1 was correct at the time of data collection. Future development was considered when assessing the relative impacts of the options. Discussions were held with CHCC in 2003 to obtain information on future land releases/take up in the study area to determine the effects of the upgrade options. Details of future development areas are contained in Table 4.1 of Working Paper No 1 Statutory and Strategic Planning p15 (February 2004).
	Strategy Report	
S138	Costs: Table 6.7 is extremely confusing and difficult to interpret. It is necessary to refer to previous sections of the report (section 4 page 14 and 15) to identify the meaning of the prefixes 'A to D' and 'T'. No cross-referencing is provided. Having established the meaning of the various symbols and route identifiers, Table 6.7 still does not provide a clear cost comparison between IS1 and IS2. It is necessary to subtract the costs for various route options to determine that the cost of IS2 is \$50m more expensive than IS1 when combined with IN1 and \$60m more expensive when combined with IN2 ... Discussion of the relative costs of IS1 and IS2 should be included in Section 6 emphasising the above cost differences.	<p>Table 6.7 was intended to provide an overall summary of each of the Inner Bypass options from Englands road to Korora. Although it is acknowledged that there could be some difficulties in interpreting the table, it was considered that the format used would be less confusing than summarizing each of the southern and northern options (including sub-options) and then attempting to provide overall summaries for the whole length from Englands Road to Korora.</p> <p>All cost estimates were prepared in accordance with the RTA Project Estimating Manual (December 2001). Table 4.1 details route option components and the abbreviations for the combined route options. Each Inner Bypass Option is considered to be a combination of an Inner North or Inner South Option, as detailed in Table 4.1.</p>
S138	Agricultural Land Use Effects: P43 of the report states that IS2 would minimise the impact on current areas of banana plantation and horticultural activities. While this statement may be correct, it is misleading and irrelevant because a large proportion of land along and adjacent to route of IS1 has been identified for future urban expansion and any agricultural value will be lost. Presumably, this was taken into account when the future land use for the eastern end of the valley was being planned. Any comparison of the relative effects of the two options IS1 and IS2 should consider future land use and not be based solely on existing agricultural usage.	Future urban development was considered when assessing the relative impacts of the options. Discussions were held with CHCC in 2003 to obtain information on future land releases/take up in the study area to determine the effects of the upgrade options. Details of future development areas are documented in Table 4.1 of Working Paper No 1 Statutory and Strategic Planning p15 (February 2004).

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S138	Urban Land Use and Property: Section 7.3 discusses Land Use and Property. Mention is made of the potential effect of the inner route on the North Boambee valley release areas. It fails to mention that route IS2 involves the acquisition of up to seven existing properties/residences that are used for urban and rural residential purposes. Surely existing residential/rural residential usage is as significant (if not more so) as future land releases. The effect on existing residences in the North Boambee Valley (with regard to IS2) should be identified as a significant constraint and discussed in the report.	<p>The Strategy Report (2004) provides a summary of the findings of technical studies, which form the Working Papers. The impact on future land use is discussed on p15 of Working Paper No 1 – Statutory and Strategic Planning Issues.</p> <p>For information relating to current land use and property, including number of property acquisitions refer to p19-21 of Working Paper No 6 – Socio Economic Assessment. A comparative assessment is provided on p24.</p>
S138	Socio-Economic Effects: Section 7.6 identifies socio-economic effects and develops a relative assessment of the identified issues. It is stated that this assessment is based on community input from regular meetings of the community focus group. There has been no discussion or consultation with residents affected by IS2. Many of these residents did not attend meetings of the CFG because they were not aware their properties were likely to be affected.	Appendix A of Working Paper No 6 – Socio Economic Assessment (2004) provides a record of comments from the CFG meeting. Coffs Harbour CFG includes representatives of areas affected by IS2 who have made a commitment to attend all meetings and represent the views of their respective community (and to pass on information discussed at CFG meetings to their respective communities). CFGs are not public meetings and include members who have nominated themselves to represent various interests within the community and were subsequently selected by an independent panel of community representatives. Refer to S159 for details on formation of CFGs.
S138	Table 7.3 identifies various effects for route IS2. In view of the fact that up to seven dwellings will be removed by this option, I believe a 'high adverse' effect should be identified for route IS2 for each of the following categories – amenity effects, rural land use and property, and urban land use and property.	The impact assessment refers to the impacts on the study area as a whole and compares the Inner Bypass options with the existing highway upgrade option. Section 7.6 describes the process used to develop table 7.3. Land use and property impacts are described in further detail on p19-21 of Working Paper No 6 Socio Economic Assessment.
S138	Indigenous Heritage: P49 states that IS1 has more potential to contain significant archaeological sites relative to IS2 due to lower disturbance and lower gradient topography. I fail to see how IS1 has either of these characteristics relative to IS2 or why they are relevant indicators of potential archaeological sites. The above statement has not been justified and is nothing more than conjecture. The statement is misleading and should not be used to provide support for IS2 over IS1.	<p>The Coffs Harbour and District LALC and Gumbala Julipi Elders advised that at present they have no major concerns regarding either of the proposed Inner Bypass options, however archaeological field investigations would be required before final determination.</p> <p>In comparative terms there is less potential for disturbance of Aboriginal Heritage artifacts along IS2 as it requires the installation of a 560m tunnel through Roberts Hill Ridge. Further details are contained within Working Paper 7A, Indigenous Heritage Assessment.</p>

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S138	<p>Non-Indigenous Heritage: It is noted that items related to the settlement of NSW that are more than 50 years old are defined as relics and require a permit under the Heritage Act prior to any disturbance. It is possible that the original dairy of the first settlers in the North Boambee Valley may come within this category. The structure is believed to be about 80 years old and was the original dairy for the Palmdale-Smith property which is directly impacted by highway option IS2. In addition, a house possibly impacted by off-ramps from IS2 is believed to be of similar age and may have some heritage significance. The issues should be identified and discussed in the report. It requires further investigation as it is likely to be a constraint to the IS2 option.</p>	<p>P1 of Working Paper No 7b – Non Indigenous Heritage Assessment summarises the registers of heritage items reviewed and organisations consulted to identify formally listed heritage items within the study area. The structures mentioned are not currently contained on these heritage registers.</p> <p>More detailed investigation of potential heritage sites would be undertaken as part of an environmental impact assessment at a later stage of the development of the project.</p>
S138	<p>Koala habitat and Wildlife Linkages: On P53, it is stated that the effect on koala habitat and wildlife linkages is less for IS2/IN1 and IS2/IN2 than IS1/IN1 and IS1/IN2. This section of the report fails to mention that these effects are minor and can be managed and mitigated through appropriate measures such as wildlife corridors and additional plantings. Consequently, the relative difference in impact between IS1 and IS2 will be negligible. I object to the inference here that IS2 is preferable with regard to the effect on wildlife corridors and linkages.</p>	<p>Options IS2/IN1 and IS2/IN2 have a relatively lower level of impact on Koala Habitat and the fragmentation of contiguous habitats, as IS2 requires a 560m tunnel under a single, relatively large area of bushland.</p> <p>All of the options would require consideration of fauna underpasses and /or overpasses due to the presence of wildlife linkages. Further details are provided in Working Paper No 5 – Ecological Assessment (2004).</p>
S158	<p>Executive Summary, Table 1, Project Objectives: Reduced transport costs ... No assessment is made of long-term increased local transport costs due to changes in population distribution as a result of changes required in planning of the LGA. Similarly increases in local traffic routes, particularly north of the CBD, will result in increased fuel usage.</p>	<p>Local transport costs have been factored in to the traffic models (which include travel time and vehicle operation costs). The modelling takes a whole of network approach suitable for a strategic assessment, and has also taken into account future growth of the LGA.</p>
S158	<p>Executive Summary, Table 1, Project Objectives: Community satisfaction with the route is clearly not met ... and this should be stated clearly in the report.</p>	<p>Community views about the options are mixed. The project development process has not been concluded.</p>

RESPONDENT IDENTIFICATION No.	ISSUES RAISED	RESPONSE
S158	Executive Summary, Table 1, Project Objectives: Ecologically sustainable ... That the RTA always provides acceptable noise or air quality impacts by following current RTA Guidelines is not evident ... Current EPA ECTRN standards urgently need to be reviewed.	RTA is required to design new roads in accordance with current guidelines developed by DEC (formerly EPA).
S158	Executive Summary, Table 2, Comparative Assessment: The inner bypass ... is more likely to be closer to \$425m than \$280m. The present worth of future benefits over a 30 year period is \$238m assuming a 7% discount rate. Given this, the BCR is closer to 0.5 than 1. ... Disagree with the assessment of traffic noise, air quality, community cohesion, amenity effects, urban land use, strategic planning, visual impact and urban impact. For the inner bypass, all of these impacts would be greater than indicated in the table.	Table 2 provides a BCR range of 0.62-0.93 depending on the cost of the Inner Bypass option. For the highest cost option (Option C-3T, \$425m), the present value of benefits (PVB) at 7% discount rate is \$229m (not \$238M as stated), and the BCR would be 0.62. Further details relating to the determination of impacts listed can be found in the following documents: Working Paper No 1 – Statutory and Strategic Planning (2004) Working Paper No 2 – Urban Design and Visual Assessment (2004) Working Paper No 4 – Strategic Noise Assessment (2004) Working Paper No 6 – Socio Economic Assessment (2004)
S158	Figure 3.7 Bruxner Park Flora Reserve is mis-labeled Orara East State Forest.	The Bruxner Park Flora Reserve is within the Orara East State Forest.
S158	Figure 3.8 Extent of built up areas is incorrect as is extent of intensive cultivation.	This information comes from the Coffs Harbour Local Environmental Plan. Interpretation of the extent of development visible within the aerial photographs (2000 and 2002) was also included (see CF212).
S158	Strategic Estimate: property acquisition costs in line with all previous estimates seem low. Estimate says refer to subsidiary sheet for details yet the subsidiary sheet has no details. Highway upgrade Korora to Sapphire is not specifically estimated although a figure of \$35m is implied from information elsewhere in the documents. Given the extent of work required which includes overpasses, service roads and extensive sound mitigation treatment, it would have been appropriate to detail this more.	In terms of property acquisitions, further details on the estimate for the Inner Bypass options are contained in Appendix A of the Strategy Report. Subsidiary sheets are included in the Appendix. For the Existing Highway Upgrade, the estimate does not allow for major commercial acquisition where the highway may be widened, particularly through the Coffs Harbour CBD. The Strategy Report provides a comparison of options within the Coffs Harbour section only (i.e. from Englands Road to a common end point opposite Opal Cove at Korora). Estimates for common sections of the options have been prepared to an equivalent level of detail to facilitate comparison of the cost and economic viability of the options.

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S167	Why does the Strategy Report fail to address diesel pollution for heavy vehicles which is a significant consideration in the pristine West Coffs urban area?	A strategic Air Quality study is attached as Appendix C to the Strategy Report (2004). The study is also summarized in the Strategy Report. Further air quality studies would be taken during the Environmental Impact Assessment phase.
S167	The data regarding traffic noise appears to be very 'flimsy'. It is inappropriate and unacceptable for the report to refer to the IN1 corridor as 'semi rural/rural residential development'. In comparison with other highway bypass reports (elsewhere in NSW and Qld) ... the assertion that '50dBA at night time would be achieved at 100-900m from the edge of the alignment' appears to be seriously flawed. It is incumbent upon the RTA to publish the full 'Strategic Noise Assessment (2004)' report for closer analysis by the community. Independent inquiries indicate that (even after the suggested noise mitigation works) the Base Criteria of 50dBA at night time in the West Coffs Development Area would not be achieved outside 500m from the edge of the corridor. This data erodes the credibility of the Strategy Report.	Section 7.4 of the Strategy Report states that "For the Inner Bypass the Base Criteria of 50dBA at night time would be achieved at 100-900m from the edge of the alignment without noise mitigation, <u>depending on the topography, gradient and receiver elevation</u> ". The Report also states that "With noise mitigation the Base Criteria of 50dBA at night time would be achieved at 50m-450m from the edge of the alignment, <u>depending on the topography, gradient and receiver elevation</u> ." Further details on noise are contained within Working Paper No 4 – Strategic Noise Assessment. This full report can be obtained by contacting the project information line, or by visiting the project website. This report has been available since the February 2004 information release.
	Statutory and Strategic Planning Issues Working Paper No.1	
S138	Statutory and Planning Issues: Table 2.1 P4 or Working Paper No.1 compares land use zones potentially affected by upgrade options. It is agreed this approach has some merit in identifying potential effects however it is not appropriate in areas where zoning does not accurately describe land usage. My property and several of my neighbours (7 properties in total) are used primarily for residential or rural residential purposes, whereas the zoning is rural. Consequently, Table 2.1 should be modified to identify IS2 as impacting on 'rural living' (3 No. x 5 acre and 1 No. x 10 acre?) and 'residential low density' (3 No. x 1 acre blocks). Furthermore, Table 2.1 does not differentiate between existing and future development. Clearly, the impact/effect will be far greater and more difficult to mitigate for existing development. I believe Table 2.1 is inappropriate and misleading in its present form and should be modified to address these points.	The information relating to land use zones is taken from the Coffs Harbour LEP (2000). The purpose of Table 2.3 was to strategically identify the current land use zones that are potentially impacted on by the Highway Upgrade or Inner Bypass Options. Local strategies including the Coffs Harbour Urban Development Strategy (1996), CHCC Rural Residential Strategy (1999) and the Draft Rural Lands Strategic Plan (2001) have been considered in the development phase of the Inner Bypass Options. Table 4.1 of Working Paper 1 (2004) details the impact of the Inner Bypass Options on Investigation / Release Areas.

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S158	The Coffs Harbour LGA is characterised generally by linear settlement in the coastal plain. As far as possible, this linearity should be offset by urban concentration and expansion particularly in the west Coffs Harbour area. Yet no mention is made in this report of the desirability of urban concentration and expansion around the main urban area of Coffs Harbour. It is much easier to provide for public transportation with a larger urban area. Reducing the development potential close in to the main center has cumulative energy impacts which may offset fuel savings predicted for any of the inner bypass options.	Strategic development in and around Coffs Harbour is primarily the responsibility of CHCC. DIPNR and the RTA will continue to work closely with Council to achieve an integrated planning outcome for the Coffs Harbour area.
	Urban Design and Visual Assessment Working Paper No.2	
S158	P9, 5.2 "the IN2 route, at the base of the foot hills may have a high visual impact on the adjacent properties, although these impacts could be successfully mitigated". This statement is not backed up by any examples as to how this could be achieved.	Figures 8.4 on p17 of Working Paper No 2 (2004) provide examples of potential landscape treatments to reduce visual and noise impacts. Site specific mitigation measures would be identified at the Environmental Impact Assessment phase.
S158	P14, 8.1 Comparative assessment – The assessment table is highly subjective. It is usual to assign higher value to areas which are not now impacted by major infrastructure unlike the existing highway.	This table refers to the ability of the environment to visually absorb the proposal, due to spatial constraints opportunities to incorporate mitigation measures are limited. A discussion on the high / medium / low impact descriptors can be found on P14 of Working Paper 2 (2004).
	Strategic Noise Assessment Working Paper No.4	
S158	The noise report was produced based on the use of the currently prevailing ECTRN standard ... ECTRN standards are currently under review and are highly likely to take into account some of the problems not addressed by the current standard. However, the current highway study is looking 20-30 years ahead. It is highly irresponsible to predict acceptability of a route on standards which have been shown to provide unsatisfactory outcomes, especially when those standards are under review.	In terms of the strategic noise review to allow comparison between options, the use of current guidelines and standards is appropriate. Noise predictions for the future are based on robust traffic modeling predictions and site specific information such as topography etc.

RESPONDENT IDENTIFICATION No.	ISSUES RAISED	RESPONSE
S158	The assumptions on land use (existing zonings) and predicted future impact are highly questionable. Disagreed that the total number of residences affected by heavy vehicle movement will reduce with the inner corridor. P11: The statement that "The inner bypass would remove a high proportion of heavy vehicles at night time from the existing highway ..." is at odds with what the RTA say about future heavy vehicle movements.	Section 5.2.3 of the Strategy Report (February 2004) discussed the methodology employed for the assessment of heavy vehicle volumes. The 5 th paragraph in this section demonstrates the significant transfer of night-time heavy vehicles from the existing highway to the Inner Bypass option. The traffic volumes used in the noise assessment are based on those derived in the traffic assessment.
S158	The report acknowledges that it will be difficult to provide satisfactory outcomes for "isolated" elevated residences. This implies that only a few such residences exist and nothing can be done for them. In fact, there are numerous residences all of which will be highly affected.	Detailed noise studies would be undertaken as part of the Environmental Impact Assessment (EIS) phase. Isolated residences are considered as part of any noise assessment. Noise mitigation measures, including those for isolated residences, are further considered at the EIS stage. WP4 Strategic Noise Assessment (2004) is considered an equitable means of providing a strategic means of assessing the Do Nothing, Highway Upgrade and Inner Bypass options. A similar study for the CRW option has been included as Appendix F of the Review of the Coastal Ridge Way Proposal Report (2004)
S158	No mention is made of the winter inversion effect common in the valleys of the inner bypass at night.	See S158
S158	The report does not deal with the Korora to Sapphire section of highway. This section of road already creates unacceptable night time noise impacts including many areas where the mitigation required would be very hard to achieve.	The Strategy Report (2004) and WP4 Strategic Noise Assessment (2004) address the Englands Road to Korora section of the Strategy. Working Paper 4 Sapphire to Woolgoolga Noise and Vibration Assessment (2002) addresses this area and is also available on the project website.
S167	The published noise figures appear to only reflect the A scale. Investigation reveals that any one heavy vehicle movement which generates greater than 35dBA (at night) will wake a sleeping person. The published noise figures also relate to an averaged set of figures. Clearly, therefore, with many heavy vehicles using the highway bypass, there will be numerous sleep disturbances in the vicinity of Option IN1.	Noise assessments have been carried out in accordance with the DEC ECRTN and in accordance with the RTA's Environment Noise Management Manual (ENMM).
	Socio-Economic Assessment Working Paper No.6	
S158	Executive Summary: "Inner North 2 and Inner South 2 would have the greatest impact on the urban release areas of North Boambee and West Coffs" - IS2 and IN2 would have less impact, not IS1 and IN1 as stated here.	Figure 2 of Working Paper No6 shows that Inner North 2 and Inner South 2 would cut through the centre of these two urban release areas. Inner South 1 and Inner North 1 would cut through a smaller area on the east side.

RESPONDENT IDENTIFICATION No.	ISSUES RAISED	RESPONSE
S158	Executive Summary: Amenity next to the bypass would be highly adversely affected, and for the affected population would not be offset by improved access since the city ring road system should be in place well before the bypass is built and would generally be more suited to getting around the local community.	The traffic modeling assumes that works proposed in the Coffs Harbour Future Road Network Plan would be complete within the proposed modeling timeframe. This includes the city ring-road system.
S158	Tourism would not benefit from the inner bypass because it still leaves Korora to Woolgoolga highway in place with heavy truck traffic. Tourists consistently say they do not like sharing the road with lots of heavy vehicles.	Based on the results of the traffic modelling it is estimated that the Inner Bypass would result in a 16-39% reduction in the amount of total traffic along the bypassed section of the existing Pacific Highway, including a 34-51% reduction in the amount of heavy vehicle traffic in 2021. Substantially lower traffic volumes on this bypassed section would likely have positive impacts for tourism and the CBD area. Further details are contained on p. ix of the Strategy Report.
S158	The report seems to see a gain in community cohesion from the inner bypass for the urban areas along the existing highway due to reduced traffic flow. Yet traffic on the existing highway by the time the bypass is built will be higher than it is now with not much decrease in truck traffic.	Refer to S158.
S158	Pages 17 and 18: The report acknowledges the possibility of air pollution in the hollows through which the inner routes will pass ... The north easterly sea breeze (referred to however) is a summer phenomenon and would have no effect in dissipating pollutants in winter.	Appendix C of the Strategy Report (2004) provides details regarding potential air quality issues. Further air pollution studies will form part of an Environmental Impact Assessment.
S158	Summary and Conclusion Table 5: This table contains so many incorrect and subjective assessments as to be totally misleading. ... How IN1 and IN2 can be classed as having a low beneficial effect on Urban land Use and Property is incomprehensible.	Removal of traffic from the existing Pacific Highway would have benefits for urban land use and for properties along the existing highway. However, there would be adverse impacts on rural land use and property from an Inner Bypass. The summary of WP6 (2004) further explains that "...it is recognized that the route options would have adverse impacts in some locations and beneficial impacts at other. This assessment considers all impacts and provides an overall ranking."
	Dangerous Goods Transport Assessment Working Paper No.8	
S158	Table 4.6: The distances given in these tables are generally on the low side. In particular for chlorine gas where, depending on weather conditions, severe injuries to lungs are possible up to 4km away. For all hazards, the evacuation distance in the event of a dangerous goods incident are many times greater than those listed in the table.	The figures adopted are based on comparable studies into Dangerous Goods transport, such as the investigation for the Bonville project conducted by PPK in 1999.

RESPONDENT IDENTIFICATION No.	ISSUES RAISED	RESPONSE
S158	<p>Table 5.5: The likelihood of fatality from a serious LPG incident on the inner bypasses is shown as 1.9×10^{-5} per year. In fact the likelihood varies with the route and the number of tunnels. The most acceptable solution on the inner corridor (although still unacceptable) is IN2 and IS2 with three tunnels. This is very close in likelihood of fatality to the upgraded highway option. It is not clear from the analysis if the increased likelihood of tank rupture with increased speed was taken into account. Typically rupture is 4 times more likely at 100km/h as 60km/h.</p>	<p>The upgrading of the existing highway along the current corridor would be to urban motorway standard, i.e. with a minimum speed limit likely to be 80kph not 60kph. The Preliminary Risk Assessment for Dangerous Goods Transport found that the likelihood of a person experiencing a fatality in any of the tunnel sections is influenced primarily by the length of time spent in the tunnel and also by the length of the tunnel sections. The assessment concluded that although an incident within a tunnel has the potential for more severe impacts on road users than an incident on a surface road, the impacts would be more confined and thus reduce the impact on the surrounding environment. Travel speed and standard of road (including resultant accident rates) were taken into account in the assessment.</p>
	<p>Review of the Coastal Ridge Way Proposal Report</p>	
S158	<ol style="list-style-type: none"> 1. Traffic volumes and usage: The analysis seems to be slanted to minimising the use traffic would make of the route ... On the contrary, new roads become a magnet for traffic. 2. Plus with a proper bypass, local truck depots would gravitate towards operationally efficient locations such as Englands Road. 3. Benefit cost ratio has been calculated purely on the traffic usage on the CRW. However, real safety benefits as a result of removal of heavy trucks from the existing highway accrue to its users. These benefits should be part of the benefit calculations of the CRW. 	<ol style="list-style-type: none"> 1. The analysis of traffic volumes using the CRW was undertaken by CHCC using their traffic model and accounts for future land use projection (and associated local traffic growth) in the study area as well as the growth in long distance traffic predicted to occur as a result of other network improvements along the Pacific Highway Corridor. The same methodology was used for predicting total volumes attracted to the CRW as was used for the other Coffs Harbour options. 2. It is noted that a truck depot near Englands Road could also serve other bypass options. Regardless, the CRW is unlikely to be as attractive to heavy vehicles as other options due to effects of grades on speeds and hence travel times of these vehicles. Refer to CF01 3. The BCR analysis includes an assessment of the change in accident costs that would arise from building the CRW. Whilst the crash rate is expected to reduce on the existing highway as a result of the transfer of traffic to the CRW (as discussed in Section 3.5 of the CRW report), the total amount of vehicle kilometres travelled is predicted to increase in the network as a whole, resulting in higher overall crash costs with the CRW option.

RESPONDENT IDENTIFICATION No.	ISSUES RAISED	RESPONSE
S158	Flora and fauna: The analysis is very superficial and based mostly on predictive studies and not much ground work. Most of the forested areas have been cut in modern times and most quite recently. The RTA have developed a series of techniques for minimising impacts and one would expect these would be used on the CRW.	The impacts associated with CRW are in strong contrast to other options – it is expected to impact on a number of regional and sub-regional wildlife linkages and movement corridors and is anticipated to have a significant impact on one or a number of threatened species (based on existing records). The CRW is likely to require extensive mitigation measures which are likely to be only partially effective. The CRW would require 4 ha of ecologically important Forestry Management Zones to be revoked. Up to 64ha of high conservation status, up to 20ha of low conservation status, and up to 50ha of primary koala habitat would require removal. Further details are provided in the Biodiversity Assessment of the Coastal Ridge Way attached as Appendix I to the CRW report.
S158	Estimate: Estimates for property acquisition seem very high compared with the inner bypass, given the route generally passes through low value land or State Forest.	The indicative land areas required and the acquisition rates are presented in the strategic estimate for each option including CRW. Methodology used for assessing property impacts is uniform for all options.
S158	It is hard to tell but based on the drawings presented in the report the estimate for the southern section of the CRW seems to include a descent to the junction of the existing highway and Bucca Road. This is not required since the CRW should stay above the ridgeline with Bucca Road itself becoming the link between the existing highway and the CRW.	The CRW report provides an option for the CRW to link back with the existing Highway at Bucca Road. There is also the possibility that CRW could link up to Option A, which would mean that there is no need to link back to the Pacific Highway at this location.

RESPONDENT IDENTIFICATION No.	ISSUES RAISED	RESPONSE
S158	<p>Unnecessary tunnels have been introduced on the CRW at great cost. 37% of the total estimate of the southern section of the CRW is for tunnelling. Eliminating the tunnels would reduce the cost significantly ... Other jurisdictions particularly in the USA seem to ... prefer deep cuts to tunnels (Refer Appendix A). Eliminating the tunnels has the added advantage of reducing the construction time. With these adjustments, the cost difference between the CRW and the highway upgrade with inner bypasses of Coffs Harbour and Woolgoolga is much closer together and is close to the contingency allowance for the project. See also attached letter (Refer Appendix B) ... on proposed construction order for the CRW.</p>	<p>A technique used on a different site (especially a site in a different continent) is not necessarily transferable to this location due to a range of factors – including topographical, geological and environmental differences. Experiences on other Pacific Highway projects indicate significant difficulties with cuttings of the depths proposed – including long term stability issues and safety risks, environmental impacts and cost effectiveness compared to other techniques.</p> <p>A cutting in excess of 80m deep would need to be over 250m wide to ensure the stability of the face of the cutting. Earthworks of this magnitude are unlikely to be practical due to the topography and geology of the terrain traversed by the CRW proposal. There are also potential high safety risks (and ongoing costs) associated with future stability of the exposed face of the cutting.</p> <p>Significant biophysical impacts would be expected with a cutting of this magnitude. Obtaining the necessary approvals from DIPNR for the removal of such a large area of natural vegetation within State Forest would be extremely difficult.</p> <p>As many of the ridgelines provide fauna corridors, extensive fauna overpasses are likely to be required in these deep cuttings. The cost of providing these fauna overpasses would significantly reduce any apparent cost savings provided by the use of deep cuttings instead of tunnels.</p> <p>An additional 5.6 million cu.m. of earthworks would be created by the proposed cuttings. Although some may be reused, disposal of significant quantities would still be required and suitable disposal sites would be difficult to locate in the environmentally sensitive terrain traversed by the CRW proposal.</p>

RESPONDENT IDENTIFICATION No.	ISSUES RAISED	RESPONSE
	Supplementary Options Report	
S159	The report has not given an equitable summary of positive and negative features of bypass options A, B1, B2 C and the upgrade of the existing highway. This leads to undue influence of the decision-makers and community to favour the lower cost options of corridors C1 and E.	Details of Options A, B1, B2 and C are provided in the Route Options Development Report (ROD) (December 2002). The Supplementary Options Report (SOR) (2004) presents Options C1 and E, which have been developed in response to a request from Coffs Harbour City Council. The executive summary of the SOR (2004) explains that the details regarding the development of Options A, B1, B2, C and D can be found in the ROD report (2002).
S159	The new and revised Options C1 and E fail three of the seven RTA key objectives of the Pacific Highway Upgrading Program. These options do not provide a community satisfied with the physical development of the route, will not support economic development and are not managed in accordance with Ecologically Sustainable Development (ESD) principles.	The variety of interests within the LGA means that no one option will obtain 100% support from community members. Options C1 and E have both been designed to incorporate the principles of ecologically sustainable development, and would allow improved movement around Woolgoolga, which is particularly important as the town grows. Options C1 and E will reduce the requirement for local traffic to mix with the through (highway) traffic by the provisions of underpasses or overpasses on major local roads. Options C1 and E are also expected to have moderate beneficial impacts on tourism within the study area.
S159	Report does not adequately explain that Coffs Harbour City Council's (CHCC) preferred corridor ... was derived as a result of a series of public forums hosted by CHCC involving a far greater number of stakeholders than the far fewer carefully selected representatives invited to participate in RTA/DIPNR Community Focus Group meetings. Furthermore, it incorrectly implies that the two new options C1 and E were developed as a consequence of the CHCC public forums. In fact the two new options were negotiated with the RTA and DIPNR prior to the CHCC public forums, the outcome of which was the CHCC preferred corridor west of the coastal range.	Refer to S159. The report on the CHCC preferred corridor has not yet been finalised. This document is to be released in June 2004. Refer to earlier S159 response on Community Update. Refer to S159 for details on CFG membership (and nomination/selection process). The origin of Options C1 and E has been accurately reported in the Community Update and the Supplementary Options Report. They derived from meetings with Council following the Route Options display. The options were identified by Council and developed by the project team in consultation with Council. In no part of the SOR report (2004) or subsequent information releases, has it been stated or implied that Options C1 and E resulted from CHCC public forums.
S159	Report fails to report on the 11 strategic planning objectives that were adopted by CHCC as an output of the public meetings.	Refer to earlier S159 response on Community Update, and comment above regarding origin of Options C1 and E.

RESPONDENT IDENTIFICATION No.	ISSUES RAISED	RESPONSE
S159	P4: The report states that all of the upgrade options discussed include upgrading/amplification along 4km of the existing route from the end of the dual carriageway at Sapphire through to Moonee. In fact, the short-listed options would require upgrade/amplification of the existing highway all the way from Sapphire to Graham Drive south of Woolgoolga and as such have significant land use, socio-economic and traffic noise impacts none of which are summarized in the report. Affected settlements include Sapphire, Moonee, Emerald Beach and Sandy Beach.	Section 2 (pages 4 to 6 inclusive) of the Supplementary Options Report (SOR) (2004) briefly describes all options for the Sapphire to Woolgoolga section – Options A, B1, B2, C and D which are detailed in the Route Options Development Report (December 2002) and Options C1 and E which are detailed in the SOR. The 4km section of the existing highway between Sapphire and Moonee is common to all these options.
S159	P4: The report dedicates most of its section summarising Option A to exaggerating its negative features including reference to the impact on the new extension of Sherwood Nature Reserve and that the concurrence of the Minister for the Environment and an Act of Parliament would be necessary to revoke the affected section yet, in contrast, summary statements fail to highlight that Option E also passes through or near three parcels of land declared special management zones under the National Park Estate (Reservation) Act 2002 and would also require an Act of Parliament to revoke them.	Option E would pass near but not through any parcel of land declared special management zones under the National Park Estate (Reservation) Act 2002 and therefore would not require an Act of Parliament. Option A would pass directly through a number of Forestry Management Zones, 1,2 and 3A in addition to the Sherwood Nature Reserve. It is considered that the Sherwood Nature Reserve presents a significant enough constraint to Option A, to merit mention when summarizing the option. Similarly for Option C, where a significant constraint, (i.e.) the Western Woolgoolga DCP is affected it is also mentioned in the SOR (2004).

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S159	<p>The report refers to the Value Management Workshop (VMW) held on March 31 and April 1, 2003. The outcome of the VMW also contained several caveats not mentioned in the report ... One significant caveat was that noise would be adequately mitigated from both visual acceptability and noise suppression perspective. This qualifier has not been made public and not mentioned in the report ... the VMW had several shortfalls:</p> <ul style="list-style-type: none"> • The VMW was focused on project objectives that were principally that of a road builder not the aims and objectives of a municipality. • The timing of the VMW was inappropriate, it should have occurred after review and publication of issues raised by public submissions and after a report by the project team relating to the Coastal Ridge Way Route option. • The VMW overstated the environmental issues relating to option A (The VMW was overwhelmingly represented by government stakeholders in option A). Consequently the level of scientific investigation conducted through State Forest has been far more extensive than any other route options being considered. • Given the impact on the community, a representative from both the CFG's attending should have been given the opportunity to present the community view particularly since public submissions were not available to participants at the VMW. • The VMW for Sapphire to Woolgoolga should have been combined with the Sawtell to Sapphire and Moonee sections i.e. treated as a single project since some route selections in the northern section will impact route selections for the southern section for example "The Coastal Ridge Way" • The outcome of the VMW was on the premise that noise would be adequately mitigated from both visual acceptability and noise suppression perspective. This qualifier was not made public (Refer to the Steering Committee VMW media release April 2003). 	See S159

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	Exhibition of new and revised options	
CF261, 265, 266, 287, 296, 299, 300, 308, 309, 313, 314, 315, 352, 359, 361,	Option E has not even had the timeframe of other options. C1 hasn't either and now there are only two options (for bypasses of Woolgoolga) when there should still be others such as A.	See S159. C1 and E arose as a result of Council's request to investigate a realignment of Option C (p5 SOR, February 2004). No decision has been made in regard to the CRW/Option A proposal. A decision will be made following the assessment of the feasibility of Council's preferred corridor.
S29, S72, 73, 74, 128, 161, 162, 163, 164, 165, 166	The time to respond to the options was inadequate.	The standard period allowed for response was 4 weeks, this was extended by a further 2 weeks if requested. Further extension would jeopardise the proposed date for announcement of the preferred option (mid 2004).
S125, 126, 127	I would like to express concern that the new Woolgoolga options C1 and E have been proposed at very short notice. These options have not had the benefit of a long analysis time frame as had Woolgoolga Options A, B1, B2, C and D.	See above. Options C1 and E have been developed to a similar level as all other Options.
	Cost and Economic Evaluation	
	<i>Southern (Coffs Harbour) section</i>	
CF01	Coastal Ridge Way costings (and BCR) have been 'adversely' penalised by not costing a full alternate 38 or 36km route (i.e. inner corridor option plus Korora to Hearn's Lake plus Option E plus Safety Beach to Arrawarra).	<p>The project has been divided into Sapphire to Woolgoolga section, and the Coffs Harbour section which is currently a strategic planning study to allow reservation of land within planning documents should a bypass be warranted in the future. For all options the economic assessment has been undertaken for the length required to provide a connection to the existing road network, i.e. Inner Bypass and upgrade of existing highway between Englands Road and Korora and Coastal Ridge Way from Englands Road to Bucca Road.</p> <p>Costs for the combined sections (Coffs Harbour and Sapphire to Woolgoolga) form part of the report on the CHCC Preferred Corridor. This document combines CRW and Option A and is to be released in June 2004.</p> <p>The BCR analysis undertaken for all the Coffs Harbour options has been based on network-wide estimates of changes in vehicle kilometres of travel (VKT) and vehicle hours of travel (VHT) obtained from CHCC's traffic model. The methodology represents standard practice and treats all options in the same way (i.e. it does not favour one group of users over another).</p>

RESPONDENT IDENTIFICATION No.	ISSUES RAISED	RESPONSE
CF09	There are so many uncosted obstacles in the inner route that costing 'blowouts' would equalize expenditure in no time at all e.g. underestimation of cost of resuming land/properties required and noise abatement costs and/or legal fees for non compliance.	The cost evaluations are strategic in nature and are sufficient to allow comparison between the options. Refinement of the estimates would be undertaken during the detailed design phase.
CF94	Using local traffic in BCR is misleading and is selective in justifying local inner route.	Refer to CF01
CF210	Go ahead with the Coastal Ridge Way. The argument is 'too rugged' but the RTA has done rugged terrain before e.g. F1 Freeway Ku-ring-gai Chase National Park.	There are currently a number of issues which must be taken into consideration for the CRW, including significant biophysical impacts and the functional performance of the route. The terrain associated with the Coastal Ridge Way is more rugged than that along the route of the F1.
S167	The calculation of costs for acquisition/compensation of land required for the highway corridor appears to be simply a percentage of the project costs. As such, the figures bear no resemblance to current market value (which is the basis upon which the Just terms Compensation legislation is based). Reading of the figures indicates that an allowance of \$15m has been allowed for all acquisition costs for the inner corridor. That allowance would not even cover 40 developed residential allotments (with houses). Seeing as IN1 will require the acquisition of many more residential allotments, the cost allocation is seriously inaccurate. Consequently, the BCR calculation is similarly inaccurate.	<p>Cost estimates for Land Acquisition have been based on indicative costs from other comparable projects. The total acquisition budget established in the estimate is for between 5% and 10% of total project cost – typical for the vast majority of non-metropolitan highway projects.</p> <p>The cost estimates (including contingencies) provide for uncertainty across all project elements. Variations to property acquisition costs are not likely to significantly affect the total cost of the options or their economic viability (BCR calculations).</p>
	<i>Northern (Sapphire to Woolgoolga) section</i>	
S159	Property Devaluation & Lost Opportunity Cost – For existing properties in close proximity to C1 and E and lost opportunity cost for real estate development has not been included in any of the project cost estimates. Hardly a triple bottom-line approach.	See CF09

RESPONDENT IDENTIFICATION No.	ISSUES RAISED	RESPONSE
S159	It is noted that the cost v benefit analysis makes no account of the intrinsic cost associated with economic gains or losses to the community through which the bypass traverse. An important aspect of such an assessment is lost opportunity cost in the form of housing and tourism developments that would yield predictable earnings in rates and tourism dollars for the area ... The term or definition benefit / cost ratio (BCR) should therefore be clarified in RTA documentation made available to the public particularly in glossy update brochures to state that BCR is a ratio of benefit to the road user to the cost of construction.	The Benefit Cost Ratio (BCR) is defined as the present value of road user benefits divided by present value of costs. This definition can be found on p2 of Community Update 4 (Feb 2004). Refer to CF09
S159	A breakdown of the cost estimates for property acquisitions, environmental works and noise mitigation are requested by the WAR group. There is every likelihood that these costs are underestimated, given the traffic noise impacts and amelioration measures necessary and acceptable to the community and CHCC.	Refer to CF09. Details of cost of the options can be found in the following reports: Review of the Coastal Ridge Way Proposal (2004) Strategy Report (2004) Strategic Options Report (2004)
	Noise Assessment	
	<i>Southern (Coffs Harbour) section</i>	
S23	Re the inner bypasses, why does the noise contour narrow where it approaches housing?	The contour map (Figure 1 of Working Paper No 4 – Strategic Noise Assessment (2004)) shows noise levels with mitigation. Mitigation measures would be installed in the vicinity of housing, therefore the distance from the road from which elevated noise levels are experienced would be reduced.
	<i>Northern (Sapphire to Woolgoolga) section</i>	
CF224	Existing highway upgrade – Sapphire to south Woolgoolga: noise, air pollution and vibration impacts on adjacent properties – there do not appear to be any mitigation measures planned to reduce these.	Section 7.1 of WP4 Noise and Vibration Assessment (2002) details a number of potential measures that can be used for noise mitigation. WP4 (2002) suggests that the noise mitigation of Option D (i.e. Highway Upgrade from Sapphire to Woolgoolga) would potentially be a combination of noise barriers and treatment to residences. The mitigation measures will be refined at the Environmental Impact Assessment stage.
S13	No reference to proposed noise mitigation for the stretch of road ... from Sapphire to Bosworth Road, Woolgoolga, could be found in the papers made available.	The section between Sapphire and Graham Drive North has not been evaluated as part of this assessment as this was reviewed and included in the Route Options Development Report (December 2002). Refer to CF224

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S72, 73, 74, 128, 161, 162, 163, 164, 165, 166	Evidence from other communities indicates a failure by the RTA to satisfactorily mitigate sound problems.	The RTA is required to mitigate road traffic noise in accordance with the DEC guideline. The RTA is also required to carry out post-construction noise monitoring (i.e. after the road is constructed) to ensure compliance with the DEC guidelines.
S159	The noise contour maps ... for C1 and E ... are based on average noise levels (equivalent continuous sound pressure levels L_{Aeq}). However sleep disturbance is influenced by peak levels of noise emissions particularly in rural residential areas not currently experiencing road traffic noise. Contour maps should therefore be produced and evaluated for the average maximum noise levels LA10 or LA1 where the base criteria would be expected to be exceeded 10% or 1% of the sample period. Using these more realistic noise descriptors would indicate that the cost of acceptable noise mitigation is far greater than predicted in the estimates and therefore alter the BCR for options C1 and E.	Strategic Cost estimates for noise mitigation for Options C1 and E are provided in the SOR report (2004). These strategic cost estimates are based on compliance with the relevant DEC guideline, which is based on the L_{Aeq} – the current standard.
	Dangerous Goods Transport Assessment	
	<i>Southern (Coffs Harbour) section</i>	
S23	Where are trucks carrying hazardous material going? Through tunnels? Isn't this dangerous? If those trucks have to use the existing highway, nothing has been achieved.	<p>Dangerous goods vehicles are travelling to various destinations within and beyond Coffs Harbour and Woolgoolga. The aim of Working Paper 8 was to investigate the feasibility of hazardous good vehicles using some route options with tunnels and the risks associated with their use. 0.3% of total vehicles currently on the highway transport hazardous goods (p16 Working Paper No 8). Specific design measures would need to be incorporated in the tunnels to allow use by dangerous goods. This would be further refined at the detailed design stage.</p> <p>Working Paper No 8 has shown that all the upgrade options (including those with tunnels) would significantly reduce the risk of incidents involving dangerous goods vehicles compared to the existing highway.</p>

RESPONDENT IDENTIFICATION No.	ISSUES RAISED	RESPONSE
S44	IS2, IN1 and IN2: The use of tunnels, although saving considerable earthworks, seems problematic. It is well known that transports carrying dangerous or explosive goods will not be allowed through these tunnels and will still have to travel the old route i.e. the existing Pacific Highway through town.	See S23
	Socio-Economic Assessment	
	<i>Southern (Coffs Harbour) section</i>	
S11, 14, 26, 30, 31, 33, 40, 50	The economic viability of IN1 will be even more marginal once the vast compensation payments the RTA will be obliged to make under the provisions of the Just Terms Compensation Act in line with current market values are factored in.	Property acquisition costs are included in the estimates for all options (including Option IN1) and the assessment of the economic viability of the options.
S11, 14, 26, 30, 31, 33, 40, 50	Under the heading 'Socio-economic outcomes for Option IN1' it is asserted 'Urban property impacts – Low Beneficial'. That assertion is ludicrous ... the urban property impact of Option IN1 will be high.	The impact assessments are for the overall impact of the options on the whole of the community – including impacts on communities adjacent to the existing highway and communities adjacent to the options. Removal of traffic from the existing Pacific Highway would have benefits for urban land use and property for properties along the existing highway. However, there would be adverse impacts on rural land use and property from an Inner Bypass.
S85	Both IN1 and IN2 cut through a proposed school site ... Should a bypass be built on or so close to school property? Would a speed limit need to apply along this stretch of the bypass being so close to a school?	<p>Consultation was undertaken with the Department of Education in 2003. The Dept of Education advised that it has no definitive plans for development of a school at this location as the Dept is usually guided in their purchasing of properties by local Government Strategic Planning proposals which can vary considerably as they are developed.</p> <p>Option IN1 has a greater impact on the school site than Option IN2. The impact of the options on the school site will be taken into consideration during the selection of the preferred option. As there would be no direct access between the school site and either of the bypass options, there would be no requirement to impose a school speed limit on the options.</p>
S120	That the unique nature of the Bishop Druitt College education community be considered when modelling the impact of the possible half interchange installed where the bypass crosses North Boambee Road and during the construction phase of the bypass.	This will be examined in further detail during the detailed design phase.

RESPONDENT IDENTIFICATION No.	ISSUES RAISED	RESPONSE
S124	Provide the data used in the BCR calculations for public scrutiny. Why is the Coastal Ridge Way 10 times as poor as the inner bypass corridor? Please reveal the details. And how much a factor is the BCR in the overall decision making?	<p>BCR is only one of the factors used in evaluating route options. The information used for the cost estimates is strategic in nature to allow direct comparison of bypass options. The values used for the BCR assessment of the CRW proposal are contained within Section 4, Appendix C and Appendix D of the CRW report.</p> <p>The values used for the BCR assessment of the existing highway upgrade and Inner Bypass options are contained within Section 6, Appendix A and Appendix B of the Strategy Report. Refer also to CF01</p>
S124	Why not compare apples with apples – the CRW IS 38.5km long and the inner bypass corridor is 12.6km long. So if you cost the additional 26km of road up to 4 lane spec, no doubt the BCR for the inner bypass corridor will come down to about 0.3. Throw in the negative impact on residential development and the differential diminishes even further.	<p>Road safety and transport efficiency improvements resulting from the provision of a dual carriageway highway from Sapphire to north of Woolgoolga result in BCRs for this section which are significantly greater than 1 - (See Route Options Report (2002) and Supplementary Options Report (2004). Consequently, the inclusion of this section into the economic assessment of the Inner Bypass Options would increase their BCR.</p> <p>Costs and BCR assessments for the combined sections (Coffs Harbour and Sapphire to Woolgoolga) form part of the report on the CHCC Preferred Corridor. This document combines CRW and Option A and is to be released in June 2004.</p>
S124	How much is allowed for sound barriers? They will need to be of a similar standard and height as built for the Gold Coast Bypass, correct?	Noise mitigation measures would be constructed in accordance with DEC guidelines. Strategic Estimates for the Inner Bypass Options are detailed in Table 6.8 of the Strategy Report (including noise mitigation).
S124	Elaborate on the urban property impacts where it's stated the same outcome (low beneficial) for both the Coastal Ridge Way and the inner bypass corridor. Define/provide details for public scrutiny?	<p>The impact assessments are for the overall impact of the options on the whole of the community – including impacts on communities adjacent to the existing highway and communities adjacent to the options. Removal of traffic from the existing Pacific Highway would have benefits for urban land use and property for structures along the existing highway. However, there would be adverse impacts on rural land use and property from an Inner Bypass or the CRW.</p> <p>Details of the assessments are provided in the respective reports.</p>

RESPONDENT IDENTIFICATION No.	ISSUES RAISED	RESPONSE
	<i>Northern (Sapphire to Woolgoolga) section</i>	
S13	Option A was costed by the RTA at \$375m ... Option D, the upgrade of the existing highway, was costed at \$264m with seagull intersections. Proper highway interchanges with overpasses and slip lanes (should have been included) but this would remove the cost advantage of Option D over A. The Sandy Beach bridge across the highway would have to be rebuilt or a bottleneck would be created on the upgraded highway ... access to and from the highway would have to be provided for ... Sandy Beach residents east of the highway during the construction phase. The bridge also carries the water supply ... and this also would have to be rebuilt. The cost of this is estimated to be \$30-\$40m.	Options A and D were evaluated within the Route Options Development Report (December 2002). The estimate for Option D included all work currently proposed to be undertaken – including the replacement of the Sandy Beach bridge.
S13	The concept of cost shifting by the RTA to motorists during the upgrade of the existing highway is not addressed anywhere. Lengthy delays are unavoidable during upgrade works leading to increased fuel consumption and agitated drivers.	The new carriageway would be constructed while traffic continues to use the existing road. Traffic would be transferred to this road once complete to allow for upgrade of the existing road. Works would be managed in such a manner as to minimise impacts to road users. Detailed Traffic Control Strategies will be developed at a later stage.
S16	Existing highway upgrade – Sapphire to south Woolgoolga: Costings to date on the existing highway are far too low considering the amount of residential and new approved development on this route.	Costs provided are strategic in nature to allow comparison between the options. All cost estimates were prepared in accordance with the RTA Project Estimating Manual (December 2001).
S24	If an upgrade of the current highway is to proceed with proper overpasses instead of totally unsatisfactory right hand turns, it will cost as much as Option A.	The proposed interchange / intersection arrangements are suitable for the predicted volumes of traffic for the foreseeable future. Provision has been made for future upgrading of the intersections in the longer term.
S44	Nothing in this update is mentioned about the serious actual disturbances and hold-ups with the existing highway when it is being upgraded between Coffs Harbour and Woolgoolga. Surely this should be taken into account when considering the economics of any works proposed. Any social disturbance or duress should be given a monetary value.	See S13

RESPONDENT IDENTIFICATION No.	ISSUES RAISED	RESPONSE
S121	The scope of the consultation has not been adequate in the responses elicited from members of disadvantaged groups. Therefore a Social Impact Study needs to be undertaken. The study would help to address concerns and identify issues and costs to the community, future growth and development, business and tourism and culture.	The socio-economic assessment undertaken is adequate and appropriate for the current stage of the development of the Strategy. A more detailed social impact study will be undertaken as part of the environmental impact assessment phase.
S124	A four-lane road through Korora, Sapphire, etc will sound the death knell to any land development west of it. If the RTA hasn't included that dollar impact, then its formula is badly flawed.	Any options that bypass Korora, Sapphire and Moonee would still require the existing highway through these areas to be duplicated to cater for future local traffic volumes. It is unlikely that improving the transport infrastructure in this area would inhibit development west of the existing highway.
S134	Included in the costing of Option A are a number of Forestry access roads – about 16. This large number of expensive modifications could also be seen as inflating the cost somewhat. This becomes even more relevant when the two major seagull intersections proposed between Moonee and Sandy Beach would make the Sapphire to Woolgoolga Upgrade cheaper and also make the difference in benefit cost ratio for the two more exaggerated than they really are.	Access along the forestry roads which cross Option A would need to be maintained by providing overpasses or underpasses to gain access across the bypass. See S159
S134	The cost of Option A when combined with the CRW is \$304m which means the link from where the CRW and Option A join to the grade separated interchange near Moonee on the present highway costs about \$70m. A significant proportion of this cost would be the major grade separated interchange at Moonee which begs the question, was this allowed for when calculating the cost differences between the three Options?	The ROD report (Dec 2002) provides a breakup of the costs of the Sapphire to Woolgoolga options. It shows that the cost of the upgrade of the highway between Sapphire and Moonee is approximately \$70M. This estimated cost includes the proposed grade-separated interchanges at Sapphire and at Moonee.
S159	The land use statement on Page 29 of the Supplementary Options Report is incorrect with respect to omission of tourism. Access to the Sherwood Forest Reserve, a major tourist attraction west of Woolgoolga, is via the high scenic value of the forested roads and rural landscape along Woolgoolga Creek Road.	A strategic overview of the impact of these options on tourism are reviewed in section 6.4.6 p32 of the Supplementary Options Report (February 2004).

RESPONDENT IDENTIFICATION No.	ISSUES RAISED	RESPONSE
S159	The adverse effects of options C1 and E on tourism are understated (Supplementary Options Report P32). The report erroneously draws this conclusion on the assumption that the sole tourism attraction on the "Coffs Coast" is beach-oriented. This statement ... ignores the scenic and recreational value of ... the hinterland and associated forest. The statement therefore that the effects on tourism of options C1 and E are "Moderate Beneficial" are grossly incorrect and misleading. These options would in fact be moderately to high adverse.	Paragraph 3, p32 of the SOR report states that "Option C1 and E would both adversely affect the amenity of any tourism facility near the route. However, such effects would not generally extend to the main tourist operations AND areas that are beach/coast orientated." The moderate beneficial refers to impacts on tourism in the area as a whole (including the range of tourist facilities and operations which will benefit from improved transport in and around the area).
	Ecological Assessment	
	<i>Southern (Coffs Harbour) section</i>	
CF01	Where has compensatory habitat been considered to mitigate biophysical impacts.	The ecological study is strategic in nature. Opportunities for the use of flora and fauna over/under passes and compensatory habitat to mitigate environmental impacts would be reviewed during the Environmental Impact Assessment phase.
	<i>Northern (Sapphire to Woolgoolga) section</i>	
S13	The sudden declaration of the Sherwood Nature Reserve and Forestry Management Zones right in the path of Option A could not have come at a better time if you wanted to block Option A.	The Sherwood Nature Reserve was declared Under Section 7 of the <i>National Park Estate (Reservations) Act 2003</i> by the National Parks and Wildlife Minister.
S32, 45, 46, 47, 148, 149, 150, 151	The location of the proposed half change intersection on Hearn's Lake Rd is environmentally unacceptable because it is less than 50m from sensitive wetlands north of Hearn's Lake and so could seriously impact upon them. For example, run off and sedimentation from construction of this intersection would: Impact the potential habitat of the endangered wallum froglet (<i>Crinia tinnula</i>) in the Melaleuca swamp and lagoons that are located beside the proposed development Adversely affect nesting and foraging habitats of at least 22 bird species including several migratory species and vulnerable species. A recent survey completed in January 2003 showed that more than 100 birds currently nest in trees in this lagoon.	Drainage design would be prepared as part of the detailed design phase whereupon the significance and sensitivity of these wetland features would be taken into consideration. Environmental impacts during construction would be addressed as part of the Environmental Impact Assessment phase. A Construction Environmental Management Plan would also be prepared prior to works to manage potential environmental impacts.

RESPONDENT IDENTIFICATION No.	ISSUES RAISED	RESPONSE
S134	In previous submissions, information has been provided regarding the environmental sensitivity of former Options B1, B2 and C. To date, there has been no meaningful feedback or acknowledgement that these serious environmental constraints have been considered, or even exist. One would have thought that in the planning for C1 and E some mention would have been made of the known biophysical impacts that would need to be considered where these Options cross Woolgoolga Creek. This makes it very difficult to compare lowland Options like C1 and E with A on environmental grounds, especially when vital evidence supporting the inner Options appears to have been overlooked or ignored.	Options B1, B2 and C were discarded following the April 2003 Value Management Study and subsequent investigations. Community feedback, comments and inputs (such as the provisions of local knowledge regarding specific environmental issues) are all considered as part of the selection phase for the preferred route option. Once the preferred option is identified, a more detailed concept design will be prepared. This design will consider modifications to reduce the environmental impacts of any waterway crossings.
S159	There exist a number of old forest remnants, ponds and watercourses known to support threatened flora and fauna species through which options C1 and E will transect and jeopardise. Detailed studies are required taking into account seasonal changes and migratory habits of wildlife. The approach taken to use "desktop" assessments during the studies and use roadside observations is totally unacceptable.	A site survey of the routes of Options C1 and E was undertaken in addition to the "desktop" assessments. More detailed surveys would be undertaken as part of the Environmental Impact Assessment phase.
	Geotechnical and Field Mapping	
	<i>Southern (Coffs Harbour) section</i>	
CF212	The topography is out of date – old film.	The contours are derived from orthorectified photography flown in 2000 and 2002. 2m contours are derived from that to produce contour maps included within the reports.
S41	Credibility is further challenged when the RTA uses base maps which ignore firstly, major Development consents issued by Council, and secondly, constructed infrastructure such as new roads. It does not inspire confidence in management abilities when such simply (and readily available) GIS data is either ignored, or worse, apparently chosen to be omitted from the community consultation documentation.	The cadastre used for the assessment was provided by CHCC in 2002. The aerial photo for Coffs Harbour was taken in February 2002 and for Sapphire to Woolgoolga June 2000. The information shown in Figure 1 of Community Update 4 (Feb 2004) was correct at the time of data collection. See CF151
S68	The maps are not up to date, only designed to deceive.	See S41 and CF151
S121	The maps are unclear ... and fail to show all the development on the ground.	See S41 and CF151

RESPONDENT IDENTIFICATION No.	ISSUES RAISED	RESPONSE
	<i>Northern (Sapphire to Woolgoolga) section</i>	
CF270	The area west of the highway at Sapphire is substantially more developed than is shown on the land use constraints map (Figure 1).	See S41 and CF151
	Indigenous and Non-Indigenous Heritage Assessment	
	<i>Northern (Sapphire to Woolgoolga) section</i>	
CF141	Mary's Waterhole is not significant in terms of the hundreds of people who will be affected by Options C1 and E and existing highway upgrade.	Option A traverses a culturally sensitive landscape which is well-known and highly valued by the Aboriginal Community.
S13	Sacred sites should certainly be respected. However, the sudden appearance of a sacred site right in the path of Option A, which was apparently unknown to locals, seems to be unusual.	See S141
S121	I do not believe adequate reporting on local Aboriginal sites has been disclosed in the Pacific Highway summaries. The dimension of heritage has been ignored and consultations and studies must redress this.	Due to the sensitive nature of some of the Aboriginal sites, the Garby Elders have requested that the full Aboriginal Heritage Assessment report not be made a public document.
S134	Difficult to accept that Jacqui Collins' Archaeological and cultural survey report is not published or open to scrutiny on grounds of cultural sensitivity. I have not checked if it is available under license from Aboriginal Heritage Information Management System. In fairness to all, I believe it should be, even if only in part.	See S121
S159	There is reference to a highly significant sacred ceremonial site in proximity to the northern end of option E. It is remarkable that selection of option E would be considered without an archaeological investigation of the area to determine the exact extent of the site.	Page 33 of the SOR (Feb 2004) further details that, " Whilst the presence of this site does not constrain any of the previous or current options in that general area, it would be necessary for all construction related facilities and activities to be restricted to the identified routes and well-away from this particular site." The facilities referred to may include on-site offices, plant and stockpiles – all of which can be simply coordinated at the time of construction to avoid this potential sacred ceremonial site. It is accepted (and common) practice to conduct a more detailed archeological investigation at the EIS phase of the project.

RESPONDENT IDENTIFICATION No.	ISSUES RAISED	RESPONSE
	Urban Design and Visual Assessment	
	<i>Southern (Coffs Harbour) section</i>	
CF79	Despite DIPNR's view from Sealy Lookout (artist's impression of IS1), the aesthetics would be terrible...The costings of DIPNR do not take into account the cost of purchasing lands for their options. Please get DIPNR to be more truthful in their photos and costings.	The RTA's artist's impression was developed from 3D engineering drawings developed using complex engineering design software. These were artistically rendered to provide an idea of what the road would look like once in place. Values for property acquisition have been included in the cost estimates, these can be found in Appendix A of the Strategy Report (February 2004).
S167	It is unacceptable to make the statement that Option IN1 will have 'very significant visual impacts' without offering a solution. The cost estimates make no allowance for comprehensive (and appropriate) visual impact mitigation works. On this basis alone, the BCR assessment is flawed.	Potential Urban Design outcomes are detailed on p17 of WP2 – Urban Design and Visual Assessment (2004). Urban design treatments would be further refined at the Environmental Impact Assessment (EIA) stage. The cost estimates include provision for visual impact mitigation works.
	<i>Northern (Sapphire to Woolgoolga) section</i>	
CF08	Option C1: Council needs to limit further residential development along the corridor.	This is an important issue that primarily falls within the responsibilities of CHCC. Extensive consultation with CHCC regarding this issue will be undertaken following the selection of the preferred option.
	Traffic and Transport	
	<i>Southern (Coffs Harbour) section</i>	
CF16	Inner corridor options: These offer no alternative route during emergencies i.e. accidents, floods, fire etc.	An alternative route would be existing highway or the Hogbin Drive Extension. (refer to S158) Provisions for emergency access (e.g. gaps in median) would be developed as part of the preliminary design for the adopted route. These provisions would facilitate the controlled transfer of traffic onto a section of the opposing carriageway in the event of an accident.
CF66	Comparing the Coastal Ridge Way proposal to Buladelah-Coolongolook project does not take into account that the Buladelah-Coolongolook project was not developed to bypass a major city such as Coffs Harbour.	Refer to CF01
CF153	Who is going to upgrade Coramba Road?	The requirement for or extent of any upgrade for Coramba Road has not been determined at this stage of the process. However, works in the vicinity of an interchange with Coramba Road would form part of a bypass project.

RESPONDENT IDENTIFICATION No.	ISSUES RAISED	RESPONSE
	<i>Northern (Sapphire to Woolgoolga) section</i>	
CF12	Request to reassess heavy vehicle movements for Option C1.	Analysis of heavy vehicles is based upon the same methodology as that used in the Route Options Development Report (November 2002), therefore all options are treated in the same way.
CF39	Existing highway upgrade – Sapphire to south Woolgoolga: Doubts that this section should take priority over the bypass of Woolgoolga. Felt that the present highway through Woolgoolga is the problem.	No conclusions have been made about the construction priority at this stage. However, from a traffic perspective, the section between Sapphire and Moonee is approaching capacity and it will also experience the highest increase in traffic in the near future as the result of urban development in areas like Moonee.
CF85	Not enough information regarding South Graham Drive and Emerald Beach intersections which are both very dangerous.	Strategic crash analysis along the existing highway between Sapphire and Woolgoolga has been undertaken. Figure 6.7 of the Route Options Development Report (November 2002) indicates that, if this section of highway is upgraded rather than bypassed (ie. Option C, D, C1 or E), then the possibility of providing a grade-separated interchange to service both Emerald Beach and Graham Drive (south) in the future will be investigated.
CF173	If the upgrade of the existing highway (through Coffs Harbour) does not merit further consideration, how can it be said that an upgrade north of Korora to Woolgoolga is acceptable when in fact more people would be adversely affected?	Upgrade of the existing highway through Coffs Harbour would have substantial socio-economic impacts through the city centre. As development for much of the existing route north of Korora is limited to the eastern side of the road, widening is proposed for the western side, minimising impacts on existing residents. Noise and visual impact mitigation measures through this area would be provided, exact details of which would be developed during the detailed design phase.
CF291	The traffic generated by the Yelgun-Chinderah bypass has not been properly monitored as seen by the figures used.	Section 4.4 of the Supplementary Options Report (February 2004) discusses the influence of the Yelgun-Chinderah bypass opening on volumes (particularly heavy vehicle volumes) through the Sapphire to Woolgoolga section. Some recent growth is evident, but longer term trends are unknown at this stage. Comparison of relative levels of traffic attracted to each option are not impacted by Yelgun-Chinderah project.
S72, 73, 74, 128, 161, 162, 163, 164, 165, 166	Traffic volumes have increased dramatically and no new traffic count has been done since the Yelgun to Chinderah section of highway was completed. Traffic from the New England highway has moved onto the Pacific Highway and there is no accounting for the effect of this on residents.	See CF291. Table 4.3 of the Supplementary Options Report (February 2004) presents data from surveys undertaken since opening of the Yelgun-Chinderah bypass.

RESPONDENT IDENTIFICATION No.	ISSUES RAISED	RESPONSE
S72, 73, 74, 128, 161, 162, 163, 164, 165, 166	Option E: traffic volumes inadequately accounted for.	See CF12. Analysis of traffic volumes is based on the same methodology used in the Route Options Development Report (November 2002) for the original options, therefore all options are treated in the same way.
S137	An upgrade of the highway or an upgrade of sections of it to link to 'bypasses' is unsuitable because if there is an accident in Coffs Harbour, say near the Gun Club at Moonee, there is no suitable bypass for heavy traffic short of rerouting through Dorrigo and up the New England Highway ... an alternative route around this section of coast would alleviate this problem.	Provisions for emergency access (e.g. gaps in median) would be developed as part of the preliminary design for the preferred route. These provisions would facilitate the controlled transfer of traffic onto a section of the opposing carriageway in the event of an accident.
S159	The Supplementary Options Report contains insufficient information regarding likely overpasses or underpasses at Woolgoolga Creek Road and Newmans Road for option C1 and at Greys Road, Woolgoolga Creek Road, Newmans Road, Bark Hut Road, Embankment Road and Tramway Hill for option E. Overpasses and underpasses involve significant landscape rearrangements, visual and noise impacts to the community and have a major effect on the acceptability of an option. Therefore it is inappropriate for the RTA / DIPNR to seek community input on these options or for any selection to be made until details about these over or underpasses are made public.	The exact configuration and location of underpasses or overpasses would be addressed at the concept design stage following selection of the preferred option. (refer to figure 6: Planning Process, Community Update 4 (Feb 2004)). The options have been developed to a level that enables a fair and valid comparison to be made between them. The RTA will continue to consult Council and affected members of the community throughout the next phase of the project.

RESPONDENT IDENTIFICATION No.	ISSUES RAISED	RESPONSE
S159	<p>A misleading statement is made in the Executive Summary of the Supplementary Options Report (page v) regarding traffic volumes. It states that an origin-destination survey was carried out in May 2001 to determine the volume of <u>through traffic</u> travelling between Sapphire and Mullaway. It reported this figure to be 3,700-4,260 vehicles per day. The report summary also states that the average daily traffic volumes at Sapphire are about 17, 000 vehicles a day to 8,000 vehicles a day at Woolgoolga. In actual fact the WAR traffic survey conducted September 2002 counted an average of 15,639 vehicles a day at the Woolgoolga roundabout on the Pacific Highway. This was consistent (given the method and time difference) by a RTA Traffic Volume count of 14,555 at the same location. Using both the WAR group count and Connell Wagner methodology of estimating through traffic (being about 50%), the through traffic that would use bypass options C1 and E would be 7,277 vehicles and 7,819 vehicles a day prior to the opening of the Yelgun to Chinderah bypass that has resulted in an increase in heavy traffic volume. This volume of through traffic is almost double that stated in the Executive Summary.</p>	<p>The statement made in the Supplementary Options Report (February 2004) (SOR) is correct.</p> <p>A comparison of the WAR group data with the data used in the assessment was provided in Section 2.7. of Working Paper No 8 for the Route Options Report (2002) (ROD). The comparison indicated that Connell Wagner's estimates of through traffic as a proportion of the total traffic using the existing highway in Woolgoolga are higher than indicated by the WAR survey results. The comparison concluded that the variations between the various data sets used to assess the existing average daily traffic volumes north of Clarence Street were acceptable and normal given the different methodologies used to estimate the traffic volumes.</p> <p>The volume of 8,000 vehicles per day at Woolgoolga shown in the SOR is for the section north of River Street (ie not Clarence Street) and was only used to reflect the range of volumes along the highway between Sapphire and Woolgoolga.</p> <p>Traffic volumes on Option C1 are estimated at 9,010 vehicles per day in 2006. The existing volumes of through traffic of 3700-4260 vehicles per day quoted in the SOR are for the whole length of the existing highway between Sapphire and Mullaway, not for the relatively short section through Woolgoolga where the volume of through traffic is much higher.</p> <p>Refer to CF291 for details on the influence of the Yelgun to Chinderah bypass on traffic.</p>

RESPONDENT IDENTIFICATION No.	ISSUES RAISED	RESPONSE
S159	<p>The Supplementary Options Report refers to but does not give the actual traffic count data derived in the Route Options Development Report (Connell Wagner 2002). It shows the predicted traffic volumes along the new bypass options and bypassed sections for 2006 and 2021. However it is based on a traffic growth rate of 3% per annum (compound) using the lower mid-block traffic volumes at Mullaway counted in 2001. It is also noted that the report has chosen to ignore both the anecdotal information and a two-week RTA traffic count sample taken in August 2003 that confirms a growth in traffic volume due to the completion of highway improvements including the Yelgun to Chinderah project. This most recent data shows traffic volumes recorded in 2003 were similar to those actually predicted for 2006 (3 years later) and that there was an increase of 7% in heavy vehicles. The report fails to use the data on the basis that it does not confirm the long-term trends ... This approach of not using sampling data conflicts with limited sampling methods used elsewhere in the report, such as flora and fauna assessments, to argue a case in favour of one bypass option or other.</p>	<p>The Supplementary Options Report (Section 4 Traffic Issues) makes a clear reference to the ROD report traffic figures. The purpose of the Supplementary Options Report (February 2004) and the Route Options Development Report (November 2002) which preceded it, was to facilitate a comparative assessment of alternative route options. Changes in base traffic volumes arising from the opening of Yelgun-Chinderah impact on all of the options equally and do not change the relative performance of each option. This was one of the main reasons why the base numbers for assessment were not adjusted to reflect the August 2003 traffic data. Retention of the base numbers also facilitated direct comparison with the result published in the ROD. The third reason is that it is difficult to confirm if the short-term trends identified will occur in the longer term.</p> <p>Page 1 of Appendix B to the SOR (2004) (Ecological Assessment) states "The purpose of this preliminary ecological assessment is to highlight the obvious differences between Options C1 and E." Furthermore, habitats along Option E (common to Options B, C and D) were surveyed as part of WP5 Ecological Assessment (2002), with the "uncommon" sections being surveyed by foot in May 2003. Habitats identified along Option C1 were adopted from the WP5 (2002) survey of Option C habitat. There has been significant overlap between the two studies. Option A was surveyed as part of the WP5 (2002) studies, using the same methodology. It is therefore considered that an equitable comparative assessment between Options A, E and C1 can be made.</p>

RESPONDENT IDENTIFICATION No.	ISSUES RAISED	RESPONSE
	Statutory and Strategic Planning	
	<i>Both sections</i>	
CF4, 5, 13, 21, 39, 43, 44, 47, 49, 50, 52, 53, 67, 77, 78, 80, 92, 94, 142, 147, 152, 161, 164, 165, 209, 219, 220, 234, 239, 240, 242, 245, 246, 250, 289, 291, 293, 295, 303, 306, 307, 311, 312, 318, 319, 322, 325, 330, 339, 340, 343, 350, 358, 360, 362, 365, 373, 377, 378, 392, 400, 402, 404, 414, 433 S15, 24, 49, 55, 131, 161, 162, 163, 164, 165, 166	Options IS1, IS2, IN1, IN2, C1 and E represent band-aid planning and have not been designed to be long-term bypass solutions/will be redundant by the time they are built.	All of the options were developed and evaluated to cater for a period of in excess of 20 years. It is considered that the Inner Bypass Options in Coffs Harbour, and Options C1 and E in Woolgoolga will achieve the separation of local and through traffic, and improve local traffic movements through the townships. In addition to traffic modelling, other parameters included in this evaluation period were State, regional and local planning strategies that have identified guidelines, key strategies, objectives and predictions covering a wide range of issues. These include transport, air quality, road safety, population growth, settlement patterns, future urban and rural residential development. Further details of the statutory and strategic planning implications of the alternative options considered within this context can be found in the <i>Strategy Report, Working Paper No 1: Statutory and Strategic Planning Issues</i> , and the <i>Sapphire to Woolgoolga Supplementary Options Report</i> .
	<i>Southern (Coffs Harbour) section</i>	
CF117, 375, 407 S06, 86	Complete construction of Coffs Harbour's ring roads system.	The construction of Coffs Harbour's ring road system is primarily an issue for CHCC.

RESPONDENT IDENTIFICATION No.	ISSUES RAISED	RESPONSE
CF151	IN1 violates planning provisions of LEP 2000, West Coffs DCP and Council's infrastructure plans.	<p><i>Coffs Harbour LEP 2000</i> IN1 passes through land zoned Residential 2A in Coffs Harbour LEP 2000. Roads are a permissible use in this zone with the consent of Council and the IN1 option is in accordance with the provisions of the LEP.</p> <p><i>West Coffs</i> There is no DCP for West Coffs at this stage. IN1 passes through the area designated as the West Coffs Residential Release area on the West Coffs Information Sheet and is zoned 2A Residential under the LEP. The Information Sheet is a concept development plan (that is a masterplan) containing a number of strategies, rather than a Development Control Plan containing specific controls for development.</p> <p>At the time the <i>Strategy Report</i> and <i>Working Paper No 1: Statutory and Strategic Planning Issues</i> were being prepared, the status and timing of development in this area was reported by Council as being "medium term - Council now delaying further planning action pending outcome of Highway planning." Between the time of preparing the reports and release of the information, Council approved a number of development applications including a large subdivision off Spagnolos Road. Council has advised that it is currently updating and converting the Information Sheet to a new DCP to control development in the area.</p> <p><i>Infrastructure plans</i> Presumably the infrastructure plans referred to are the roadworks, water supply and sewerage strategies outlined in the West Coffs Information Sheet. The status of these strategies have similar standing as the other strategies in the West Coffs Information Sheet.</p>

RESPONDENT IDENTIFICATION No.	ISSUES RAISED	RESPONSE
CF180	IS2 and Council's preferred corridor: These go right through a proposed subdivision of North Boambee Valley. Why? Not very good planning.	<p>The implications of IS2 on the North Boambee Stage 2 development are documented in Section 4 of <i>Working Paper No 1: Statutory and Strategic Planning Issues</i>.</p> <p>Impacts of IS2 on the proposed subdivision will be taken into account during the selection of the preferred option.</p>
S11, 26, 30, 31, 33, 40, 50	<p>Option IN1: Violates the planning provisions of LEP 2000 ... the West Coffs Development Control Plan ... and Council's Infrastructure Plans Seriously compromises the West Coffs Contribution Plans Destroys the economic and social viability of DA 1186/03 Seriously conflicts with approved engineering drawings for the provision of services to DA 1186/03 ... and recently constructed roads and services as part of the recent Development Approvals.</p>	<p>Refer to CF151.</p> <p>The West Coffs Developer Contribution Plan came into operation in February 2000 and was updated on 16 October 2003. This coincided with the subdivision planning in the Spagnolos Road area.</p> <p>Impacts of IN1 on DA 1186/03 will be taken into account during the selection of the preferred option.</p>
S14	<p>Option IN1: Seriously compromises the West Coffs Contribution Plans Destroys the economic and social viability of DA 1186/03 Seriously conflicts with approved engineering drawings for the provision of services to DA 1186/03 ... and recently constructed roads and services as part of the recent Development Approvals.</p>	Refer CF151 and S11, 26, 30, 31, 33, 40 and 50.
	<i>Northern (Sapphire to Woolgoolga) section</i>	
CF270	Upgrading the existing highway from Korora north ignores the proposed Korora Basin subdivision and the potential increase in development.	The development of all options took into account existing and planned development and proposed population growth of release areas including the Korora Rural Residential Draft DCP. The implications of the options on future development is documented in <i>Working Paper No 1: Statutory and Strategic Planning</i> and the <i>Strategy Report</i> released in February 2004.

RESPONDENT IDENTIFICATION No.	ISSUES RAISED	RESPONSE
CF291, 310, 395, 400, 404, 405, 408, 409, 414, 415, 416, 418, 419, 420, 421, 422, 434	Existing highway upgrade – Sapphire to south Woolgoolga: this upgrade flies in the face of/contravenes NSW Government Coastal Management Plan which cost taxpayers \$11m.	<p>The 1997 NSW Coastal Policy is designed to protect and preserve the NSW coastline for future generations. It set in place strategic policies and actions primarily to guide local government planning decisions in its role as a consent authority.</p> <p>In November 2002, the Minister for Planning made State Environmental Policy No 71 - Coastal Protection as a statutory planning instrument to assist in implementing the Coastal Policy. SEPP 71 specifies a number of matters local Councils must consider before granting consent to development in the coastal zone. The Policy was made under the Environmental Planning and Assessment Act 1979 to ensure that development in the NSW coastal zone is appropriate and suitably located, to ensure that there is a consistent and strategic approach to coastal planning and management and to ensure there is a clear development assessment framework for the coastal zone.</p> <p>The provisions of SEPP 71 are not applicable to the existing highway upgrade option from Sapphire to South Woolgoolga.</p>
CF334	Option C1 seriously compromises the West Woolgoolga Draft Development Control Plan.	<p>Acknowledged. In relation to the draft West Woolgoolga DCP, the <i>Supplementary Options Report</i> states that “the overall implications for land use planning in the vicinity of Woolgoolga are highly adverse in the case of Option C1” (p.22).</p> <p>Impacts of Option C1 on the West Woolgoolga DCP will be taken into account during the selection of the preferred option.</p>
CF356 S72, 73, 74, 128, 161	Coffs Harbour City Council has consistently failed to accurately plan for Woolgoolga’s growth.	This is a matter for CHCC.
S121	Woolgoolga bypass options fly in the face of/contravene NSW Government Coastal Management Plan which cost taxpayers \$11m.	Refer to CF291

RESPONDENT IDENTIFICATION No.	ISSUES RAISED	RESPONSE
S159	Upgrade of existing highway, inner or central corridors pass close to urban and rural residential dwellings and cause escalation of noise and air pollution. This conflicts with the NSW Government's "Plan First" White Paper fundamental principle of planning to achieve "Attractive Neighbourhoods and Healthy Environments". A principle also touted by Coffs Harbour City Council.	<p>The "Plan First" White Paper was a review of plan making in NSW released in February 2001 as a State Government initiative to modernise and simplify the plan making system. Premised on a whole-of-government strategic approach to urban, regional and rural planning to help achieve sustainability, the delivery of "healthy and vibrant communities" and "neighbourhoods that are attractive and safe" were only two of the six outcomes "Plan First" aimed to deliver. "Jobs and infrastructure" was included as a desired outcome, as was "sustainable management of our resources", "environmental protection" and "suitable and affordable housing" ("Review of plan making in NSW White Paper", p.7). Infrastructure is defined as a cross-regional issue in the White Paper and the Pacific Highway is a State road. This means the interests of stakeholders beyond the Coffs Harbour LGA are important considerations in any planning for the future of the highway through Coffs Harbour.</p> <p>"Plan First" was produced by the then Department of Urban Affairs and Planning (DUAP now DIPNR). At its inception in 2001, the Coffs Harbour Highway Planning Strategy was developed as a whole-of-government endeavor using a partnership approach by setting up a Steering Committee comprising representatives of DUAP, CHCC and the RTA. The involvement of DUAP ensured that the principles of "Plan First" were incorporated into development of the Strategy. The Steering Committee was responsible for managing development of the Strategy until October 2003, when CHCC adopted a Preferred Corridor outside the adopted Charter and partnership process. The RTA in association with DIPNR is continuing to work together to finalise development of the strategy.</p>
S159	Option E and C1 traverse in close proximity to the urban development areas to the west and south of Woolgoolga. These DCPs and Investigation Areas are urban not rural residential as stated in the report (bottom P28)	It is acknowledged that Option C1 and E pass close to existing and proposed urban development areas at their southern ends. This is stated on p.22 of the <i>Supplementary Options Report</i> . The impacts of Option C1 on the Country Club Estate which is land zoned rural residential are identified on p.28.

RESPONDENT IDENTIFICATION No.	ISSUES RAISED	RESPONSE
	Other Issues	
CF129, 245, 259, 343, 375, 403, 417, 426 S113	Bypasses are needed now, not years down the track.	The Sapphire to Woolgoolga section of the project is intended to progress to the concept design stage, and then to an Environmental Impact Assessment prior to construction. In the southern section of the Strategy, planning action will be taken to meet the future traffic needs of Coffs Harbour. At this stage, the date for the commencement of construction is not known.
CF209	Hold a public referendum on all options to give a fair and true considerate opportunity for what the people want.	The CHHPS has involved extensive community consultation in the form of ongoing consultation with CHCC and other government agencies, staffed public displays, CFG meetings, information releases and release of project documents since the project's inception in September 2001. The RTA has sought extensive community input following all major information releases. This input will form part of the selection of the preferred option. A fair and true consideration of "what the people want" for the Pacific Highway would need to canvass the views of all stakeholders and uses of the Pacific Highway. This would involve carrying out a referendum for the whole of NSW, not just the people in Coffs Harbour.
CF339, 374, 375 S03, 13, 25, 43, 125, 126, 127, 147	Federal Government must provide funding for the Pacific Highway upgrading.	Under the 10-year Pacific Highway Upgrade Program which commenced in 1996, the Federal Government has committed \$600 million to joint State and Federal projects on reconstruction of the Pacific Highway. The NSW State Government has fully funded the development of the Strategy and has agreed to continue funding for the Pacific Highway Upgrade Program after 2006. At this stage, no details of the continuance of federal funding post 2006 are available.
S13	Community Focus Members were at times not permitted to discuss planning proposals with the wider community.	CFG members were encouraged to discuss issues with the communities they represented. All members were aware of the need for confidentiality of some of the preliminary information and proposals discussed during the meetings.
S13	None of the planning papers ... appear to address the ill effects of vehicle exhaust fumes. A recent report claims these fumes are the cause of lung cancer and other diseases. Should lung cancer victims be able to sue the consultants or the planning departments for their predicament? Is there a breach of their statutory duty of care?	An air quality study for the southern section around Coffs Harbour was conducted by Holmes Air Sciences and can be found as Appendix C to the <i>Strategy Report</i> . The study considered air quality issues associated with traffic emissions and compared the relative impacts of the existing highway upgrade with the inner bypass on air quality by analysing 2021 traffic volumes. More detailed Air Quality studies will be carried out at the time of Environmental Impact Assessment.

RESPONDENT IDENTIFICATION No.	ISSUES RAISED	RESPONSE
S13	More than 80% of residents in the Northern Beaches want the highway shifted out of residential suburbs. It is strange that the Value Management Study arrived at a different result. Is this study a useless planning tool as it doesn't reflect the population sentiment? Are the weightings wrong or are the terms of reference and parameters erroneous?	Value Management Studies (VMS) are required to comply with the NSW State Government Total Asset Management Manual. The VMS conducted at the route options stage of the Sapphire to Woolgoolga options was a structured process carried out by an accredited facilitator that took into consideration issues and concerns of a wide range of State and Local Government, industry and community representatives. The terms of reference, parameters and weightings were adopted consensually by the group. Stakeholders in the Pacific Highway include, but are not limited to residents of the northern beaches of Coffs Harbour.
S72, 73, 74, 128, 161, 162, 163, 164, 165, 166	Pollution from trucks, particularly the size of diesel pollutants can enter lungs and the bloodstream. Even in small doses, these particles are considered to be carcinogenic.	Refer S13.
S72, 73, 74, 128, 161, 162, 163, 164, 165, 166	Call for an independent public inquiry into how Options C1 and E came into being.	The origin of Options C1 and E were developed at the request of CHCC following the VMS. This has been documented in Sections 2.3 and 2.4 of the Supplementary Options Report (2004)
S85	IN1 and IN2: The site of the proposed interchange and bypass is in a valley, shaped somewhat like a horseshoe. How will the petrol and diesel fumes from exhaust pipes escape the valley?	Refer S13.
S121	I advocate that engineers Moody and Dale of the (CFG) are paid as consultants to be part of the briefing of the executive who make the RTA's decisions as community representatives.	As per established RTA practice for major highway planning processes, community representatives will be invited to participate in a proposed Value Management Workshop to be conducted as part of the next assessment phase. As members of the CFGs Mr Moody and Mr Dale will have the opportunity to nominate to attend the workshop.
S134	Offer inducements for heavy interstate transport to use the New England Highway such as a diesel subsidy. Credit points for this subsidy could be collected at the large intersection west of Hexham where the Pacific and New England Highways branch off.	This would need to be considered as part of an overall transport management Strategy and is beyond the scope of the CHHPS investigations.
S152	The so-called 'extra' cost of a western bypass could easily be covered by the GST, 3x3 tax and soaring stamp duties. Plenty of money is found for city roads but very little for the country areas.	The allocation of funding for road infrastructure projects is beyond the scope of the CHHPS investigations.

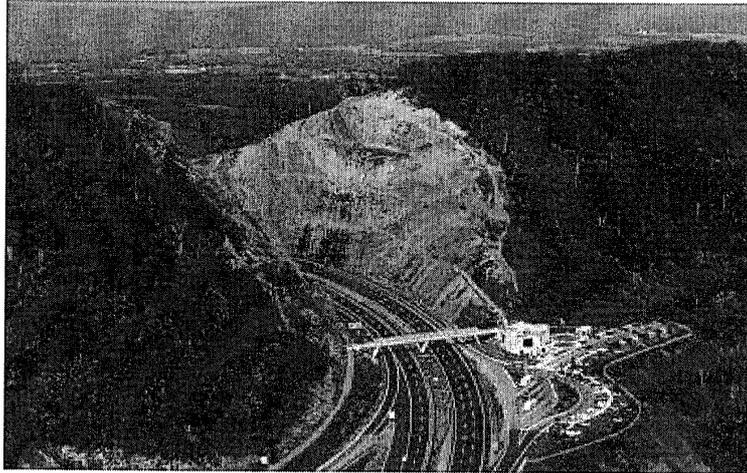
RESPONDENT IDENTIFICATION No.	ISSUES RAISED	RESPONSE
S169	The whole philosophy of the RTA building to a BCR (benefit cost ratio) is flawed. Safety, noise and pollution must be factored into the initial cost in order to prevent further expenditure on remedial measures at a later date.	All of the options have been developed to a high standard of dual carriageway highway to conform to the Pacific Highway Upgrade Program safety standards. Preliminary and strategic cost estimates for the options were prepared according to the RTA Project Estimating Manual. Noise mitigation is included in the preliminary cost estimates (refer to Cost Estimates spreadsheets in appendices to the reports). The BCR was undertaken based on the RTA Economic Analysis Manual using these estimates, network travel statistics and other economic parameters. Road safety and transport efficiency benefits are evaluated and included in this assessment. Air pollution and other environmental externalities are not costed into the estimates, but provide a major input into the determination of the Preferred Option. Specific environmental issues are further detailed and assessed at the EIA stage.
S170	If the Minister chooses not build the Coastal Ridge Way or an option within Coffs Harbour City Council's preferred corridor, the Banana Growers Association of Coffs Harbour and District request that a detailed independent study of the micro climate impacts on the surrounding valleys of cuttings and tunnels along the inner corridor options be carried out prior to a final decision on the route being chosen. It is requested that similar impact studies also be carried out at Woolgoolga. The aim of the study would be to make an independent assessment of which combination of options would have the least impact on banana lands.	Impacts on banana lands and other agricultural holdings have been assessed at the route development stage by a qualified agricultural consultant (Appendix D, Strategy Report (2004), WP 6 Agriculture and Land Use Assessment (2002)). Impact on banana lands is one of several factors that are assessed and evaluated during the VMS with input from a Department of Agriculture representative. All impacts are weighed up and evaluated to arrive at an outcome of the best option in terms of the triple bottom line of environmental, social and economic outcomes. The whole aim of the VM process is to arrive at a value-based outcome that achieves what is important or of benefit to the stakeholders, all of whom hold various, and often diverse concerns and interests. At the detailed environmental impact assessment stage of the preferred route option (for the Sapphire to Woolgoolga section), a climatic assessment and more detailed agricultural assessment would be made to assess and mitigate all adverse impacts.

Appendix A

Sideling Hill Cut - Different View

[1](#) | [2](#) | [3](#) | [4](#)

This 340 ft. near-vertical road cut into 350 million year old rocks exposes almost 810 ft. of sedimentary strata in a "U" shaped structure called a syncline. The elevation is 1620 ft. at the top. The center houses exhibits describing this feature and the associated rocks.



Sideling Hill Construction Information

How deep is the Sideling Hill road cut?

The cut is 340 feet deep from the hill top to road level. *103.6 Metres.*

How was the road cut made?

Case-hardened steel drill bits made the holes for the 5 million, 220 thousand pounds of explosives used to blast the hard rock from Sideling Hill.

How long did the job take?

Blasting the cut took 16 months. Construction began in April of 1983, blasting was completed in August of 1984, and the finished highway was opened in August of 1985.

How much rock was excavated from Sideling Hill?

4 and ½ million cubic yards or about 10 million tons of rock were cut out of Sideling Hill. Most of the rock was crushed and used to make the road bed leading to the cut.

What is the purpose of the horizontal ledges on the face of the Sideling Hill road cut?

The ledges are 10 to 20 feet wide and slant towards the mountain to catch and hold falling rocks. The four ledges on each side of the cut are 80 feet apart vertically.

What is the elevation at the Sideling Hill road cut?

The elevation is 1280 feet at road level, whereas the elevation at the top of Sideling Hill is 1620 feet.

How wide is the road cut?

The road cut is 200 feet wide at road level and 740 feet at the top of the cut.

Were there any fatal accidents during the construction of the Sideling Hill road cut?

There were no fatal or major accidents during the construction.

What was the cost of making the Sideling Hill road cut?

The road cut and miles of road cost 20 million dollars.

Who was the contractor for making the Sideling Hill road cut?

Holloway Construction Company of Wixom, Michigan.

Why didn't they make a tunnel?

Because the cost of continuous maintenance and upkeep would make a tunnel more expensive and a poor choice. Also, people hurt in

accidents would be much more easily evacuated from the road cut by helicopter.

How much did the Sideling Hill Exhibit Center cost?

The building cost 1.8 million dollars. The entire complex of the center, parking lots, water and sewer systems cost about 5 and 1 /2 million dollars.

How long did it take to build the Exhibit Center?

16 months. The construction was begun in March of 1990 and the building was completed in July of 1991. Architect Henry Dubay, of Griner Engineering, Baltimore, Maryland designed the Exhibit Center.

When was the Sideling Hill Exhibit Center opened to the public?

Governor William Donald Schaefer dedicated and opened the Sideling Hill Exhibit Center to the public on August 2, 1991.

How deep are the wells that supply water to the Exhibit Center?

The well on the Exhibit Center side, the north side of the road cut, is 297 feet deep, whereas the well on the south side of the road cut is 272 feet deep.

Appendix B

COMBINED LOBBY GROUP

PO Box J 193
COFFS HARBOUR JETTY
NSW 2450

Coastal Ridge Way The Only Way!

Federal Member for Cowper
Luke Hartsuyker

5 August 2003

Dear Luke,

REF: FEDERAL GOVERNMENT ROLE IN FUTURE BYPASS OF COFFS HARBOUR- WOOLGOOLGA AREA

Following our telephone conversation of yesterday, the essence of our proposal is outlined below. **However, before you forward this to anyone we would like the opportunity to meet with you.** We would like your feedback on how the Federal Government's AusLINK Green (soon to be White) Paper on transport might impinge on our suggestions and how our ideas can best be presented to the Government for consideration.

BACKGROUND

The Coffs Harbour-Woolgoolga area is recognised as the place where the mountains meet the sea. This presents difficult challenges, when planning a proper future highway bypass which does not impinge on the narrow, populated coastal plain. Any proper bypass here will be more expensive than in places with more favourable topography.

Successive generations have put off a proper bypass as too difficult and too expensive. As more development takes place the number of acceptable solutions are reduced. However, there is no doubt that the area will be properly bypassed one day. And the community insist this happen sooner rather than later. This view has hardened in particular since the opening of the Yelgun-Chinderah section of highway, which has brought a large increase in night-time traffic - mostly noisy, dangerous (to other local road users) trucks.

FEDERAL GOVERNMENT ROLE

To support community expectations and safeguard the long-term future of the area, we need to be making tangible progress now, towards creating a proper bypass.

As our Federal Government representative we see that you have a key role to play in helping achieve this in three ways :-

Coastal Ridge Way The Only Way!

1. By persuading the Federal Government that this area, because of its significance and particularly difficult terrain, deserves special federal assistance (funds) to make the bypass of this area happen within a reasonable time frame (<15 years).
2. By persuading the Federal Government that the requirement to build dual carriageway to qualify for federal support funds be waived, so long as this requirement is met by the ultimate plan.
3. By persuading the Federal Government that it is bad economics to save money on the construction of a highway, when the route selected results in unacceptable economic and social impacts on the community and jeopardises its long term future. And that the State Government should be required to provide evidence the proposed alignment has fully addressed these circumstances and/or has obtained strong community support for the solution before Federal Government funding will be made available.

FUNDING AND INITIAL STAGING

The State Government has in its forward estimates \$280 million for the Woolgoolga to Sapphire upgrade. The funding for this would fall under the current agreement with the Federal Government. *(Note – Project delays have now pushed it outside the agreement)*

We suggest that the northern section of the Coastal Ridge Way (i.e. a modified Option 'A') be built to Bucca Rd. As part of this plan Bucca Rd would be modified to become the link road between the Coastal Ridge Way and the existing Pacific Hwy.

This northern section would have all earth works for a dual carriageway completed but only two lanes constructed with passing lanes. The existing highway from Bucca Rd to Woolgoolga would have a reduced speed limit with roundabouts at major intersections.

BENEFITS

This proposal has the benefit of separating local and through traffic, particularly truck traffic. Further, it would deliver significant safety improvements, as well as reduce the unacceptable night-time noise levels for residents north of Bucca Rd.

This could be achieved under budget and would have strong community support.

COMBINED LOBBY GROUP

PO Box J 193
COFFS HARBOUR JETTY
NSW 2450

Coastal Ridge Way The Only Way!

Experience would be gained in local rock stability and suitable rock excavation techniques. This knowledge would be incorporated into the design and construction of the more difficult southern section of the Coastal Ridge Way to reduce costs.

LATER STAGES

1. Build a two-lane road plus passing lanes on the southern section of the Coastal Ridge Way. Again earth works would be completed for the dual carriageway.
2. Duplicate the road surface and bridges for the northern section.
3. Duplicate the road surface and bridges for the southern section.

The timing for 2 and 3 above would depend on traffic volumes and the prevailing criteria for dual carriageway funding.

We know our proposals have merit and offer a way forward, in what is proving to be a difficult to achieve long-term solution. We look forward to the opportunity to meet with you.

Yours faithfully

Wilson A. Dale Tel 6652-6029
for the Combined Lobby Group
Coffs Harbour Pacific Highway Upgrade

Appendix B

Submission Design Issues and Responses

Coffs Harbour Highway Planning Strategy Report

May 2004

Sapphire to Woolgoolga Upgrade

Submission Design Issues and Responses (Table of issues and responses by Proponent)

(Short-Listed Options)

Prepared by:



For the Department of Infrastructure, Planning and Natural Resources
and the Roads and Traffic Authority

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1. Background

In early 2001, work commenced on the development of the Coffs Harbour Highway Planning Strategy (CHHPS). The Strategy, which addresses the need to upgrade the highway between Sapphire and Woolgoolga while planning for future traffic needs within the Coffs Harbour urban area, covers a study area from Sawtell in the south to Arrawarra in the north.

The Strategy was publicly launched in September 2001 and a number of information sheets and community updates have been released since then.

In February 2004, a community update was released which described highway options in the southern section and identified new and revised options for the Sapphire to Woolgoolga Upgrade Project. The community update contained the following key announcements regarding the southern section:

- that the RTA had agreed to assess the feasibility of options within Council's preferred corridor
- that an upgrade of the existing highway through Coffs Harbour to an urban motorway did not merit further consideration due to its socio-economic impacts on the Coffs Harbour urban area
- that a decision regarding the CRW would be made following the assessment of the feasibility of options within Council's preferred corridor
- that the strategy preferred by the RTA and Department of Infrastructure, Planning and Natural Resources for Coffs Harbour was a bypass located generally within the Inner Corridor. The preference for the Inner Bypass would be reviewed following the assessment of the feasibility of options within Council's preferred corridor.

The community update also contained the following key announcements regarding four of the route options for the Sapphire to Woolgoolga Upgrade Project:

- Option A was not favoured due to its severe environmental (biophysical) and Aboriginal heritage impacts, poor functional performance, high cost and poor value for money
- Options B1 and B2 did not merit further consideration due to the need to protect valuable agricultural land
- Option D was not an acceptable option due to its social and economic impacts on the township of Woolgoolga
- in response to a request from Council following the route options display, a modified Option C (Option C1) and an additional option that used parts of the initial Options B and C (Option E) had been developed.

2. Purpose of Report

This Submissions Design Issues and Responses Report documents the design issues raised in submissions and Comment Forms received since the announcement of the short-listed options for the southern and northern sections on February 19, 2004, until the close of receipt of submissions on March 19, 2004. Allowance also was made for late deliveries to the Reply Paid PO Box. Submissions and survey forms cleared from the PO Box until close of business on March 23, 2004, were included, as were representations made to the Premier, Minister for Roads, the Minister for Planning, other Government Members and Council which were pre-dated March 19, 2004, but forwarded for assessment after this date.

Submissions and Comment Forms from respondents who had made specific arrangements for an extension of time of up to two weeks after the official closing date for submissions of March 19, 2004, have also been included.

3. Structure of the Report

The issues raised have been divided into those concerning the short-listed Woolgoolga and Coffs Harbour bypass options, the upgrade of the existing highway from Sapphire to south Woolgoolga, Council's preferred corridor, proposals for a far western bypass and specific design issues such as noise mitigation measures and the location of interchanges.

Direct statements from submissions and Comment Forms have been used where necessary to retain the original intent of the respondent and each design issue can be sourced back to the respondent/s.

RESPONDENT IDENTIFICATION No.	ISSUES RAISED	RESPONSE
	Interchanges:	
CF43	Half interchange is required at Woolgoolga electrical substation driveway off highway.	All options reduce traffic volumes on the existing highway in the vicinity of the electrical substation. A half-interchange would not be required to cater for future traffic volumes in this location.
CF53	Full interchange necessary at Englands Road to allow better entry/exit access for heavy transport to industrial areas at Isles Drive, Christmas Bell Rd, Hi-Tech Drive, Health Campus, Education Campus and International Stadium and sports complex.	The current proposal for options within the Inner Corridor is to provide 2 x half interchanges – one at Englands Road and one at North Boambee Road. If options within the Inner Corridor are selected as the preferred option, the feasibility of providing a full interchange at Englands Road instead of the 2 x half interchanges could be investigated during the concept development and EIS phase.
CF76	As Bucca Road is the main link between the Orara Way and the highway north of Coffs, recommend a full interchange be included at the highway/Bucca Road intersection.	If the upgrade of the existing highway between Sapphire and South Woolgoolga is selected as the preferred option, a grade-separated interchange would be proposed at Moonee. This interchange would provide a link to Old Bucca Road, hence Orara Valley.
CF103	Grade separated interchange between Sandy Beach and Emerald Beach as part of the initial highway upgrade.	If the upgrade of the existing highway between Sapphire and South Woolgoolga is selected as the preferred option, the proposal would include provision for a future grade-separated interchange servicing both Emerald Beach and Graham Drive South.
CF104	Overpass between Country Club Estate and Woolgoolga East.	If option C1 is selected as the preferred option, the proposal would include overpasses of Newmans and Bark Hut Roads.
CF154	Full interchange needs to be built at Englands Road. Full interchange needed at Korora.	Refer to CF53. The current proposal for options within the Inner Corridor is to provide 2 x half interchanges – one at Korora and one at the junction of Mackays Road and the extension of Mastrocolas Road. The proposal also includes provision for a future grade-separated interchange in the vicinity of James Small Drive North and Old Coast Road to service the Opal Cove area and the Korora Basin.
CF159	Full interchange needs to be built at Englands Road. Full interchange needed at Korora.	Refer to CF53 and CF154.
CF215	Prefer a half interchange at Bennetts Road or ideally no interchange and a full interchange near Mackays Road.	Coramba Road is the major east / west link road for the Coffs Harbour basin whereas Bennetts Road is a local road only. If options within the Inner Corridor are selected as the preferred option, a full grade-separated interchange would need to be provided on Coramba Road.

RESPONDENT IDENTIFICATION No.	ISSUES RAISED	RESPONSE
CF224	If the (existing highway between Sapphire and south Woolgoolga) is to provide an adequate service for local users, grade separated interchanges must be constructed along the whole length of the upgrade at the time of construction, not in the future.	If the upgrade of the existing highway between Sapphire and South Woolgoolga is selected as the preferred option, the standard of junctions would be consistent with achieving a satisfactory LOS and safety outcomes for the economic life of the project. Where appropriate, sufficient land would be acquired to allow for the future provision of grade-separated interchanges.
CF228	IS1: You would need full interchanges to plan for extra traffic in future years. IN1: Full interchanges for future traffic. Existing highway upgrade – Sapphire to south Woolgoolga: full interchanges at Sapphire, Bucca Road and Emerald Beach.	Refer to CF53, CF 154 and CF224.
CF237	Coramba (Road) interchange should go further west.	If options within the Inner Corridor are selected as the preferred option, the preferred location for the Coramba Road interchange would be its present location (near the junction of Coramba Road and Bennetts Road) due to topographical constraints and cost implications.
CF253	IS2: Move tunnel under Roberts Hill ridge further west. IN2: Coramba Road interchange needs to go further west.	It is not feasible to move the IS2 alignment further west as terrain constraints greatly increase the length and cost of the required tunnel under Roberts Hill ridge. Refer to CF237.
CF290, 292	A full interchange must be located at Gaudrons Road/Split Solitary Road to cope with population increases in this area. No full interchange at Headlands Road is necessary.	If the upgrade of the existing highway between Sapphire and South Woolgoolga is selected as the preferred option, the location of the Sapphire interchange would be examined as part of the ongoing concept development process and selection of the interchange location.
CF294	Existing highway upgrade – Sapphire to south Woolgoolga: safer entry and exit especially Headlands Road.	If the upgrade of the existing highway between Sapphire and South Woolgoolga is selected as the preferred option, the proposal would include a grade-separated interchange at Sapphire. Also refer to CF290 and CF292.
CF334	Existing highway upgrade – Sapphire to south Woolgoolga: seagull intersections are a no-no. Grade separated interchanges are better done now than some time in the future.	Refer to CF224.
CF338	Existing highway upgrade – Sapphire to south Woolgoolga: include overpass exit and entry ramps.	Refer to CF224.
CF371	Any exits from the upgraded highway need to be sited and designed to minimise noise and loss of public amenity and to maintain community links.	If the upgrade of the existing highway is selected as the preferred option, these issues would be considered during the concept development phase and would be an input into the location and design of intersections and interchanges.

RESPONDENT IDENTIFICATION No.	ISSUES RAISED	RESPONSE
CF382-391	Provision required for easy on/off access north and south at Coramba Road, Mackays Road and Korora. Also at North Boambee Road and Englands Road.	If options within the Inner Corridor are selected as the preferred option, full or half grade-separated interchanges would be proposed at each of these locations.
CF411	Existing highway upgrade – Sapphire to south Woolgoolga: this section of highway should include a full interchange at Bruxner Park Road, Moonee Beach, Bucca Road and Graham Drive and an interconnecting road between Avocado Heights, Heritage Park and Bucca Road.	If the upgrade of the existing highway between Sapphire and South Woolgoolga is selected as the preferred option, the connection of Bruxner Park Road to the existing highway would be retained. Refer to CF 224. The feasibility of providing an interconnecting road between Avocado Heights, Heritage Park and Bucca Road would also be considered during the concept development phase.
S10	Is it possible to move the cross-over point between the bypass and Coramba Road further west, to provide better clearance from Roselands Estate.	Refer to CF237.
S28	What is needed for vehicles accessing or leaving the Pacific Highway at Emerald Beach is a grade-separated interchange – anything less will be unsafe. To consider building flyovers ie seagull intersections initially and later upgrade to grade-separated interchanges is short-sighted and far, far more expensive.	Refer to CF224.
S37	In order to meet the needs of the community and to ensure an even flow of traffic and development across the city of Coffs Harbour, that a full interchange should be located at England Road and Korora as well as Coramba Road/Bennetts Road.	Refer to CF53 and CF154.
S134	An upgrade of the existing highway from Sapphire to Woolgoolga would need more than a grade separated interchange at Moonee, Graham Drive South and Graham Drive North.	Refer to CF224.
	A far western bypass – many requests for reassessment including:	
CF86	Instead of the proposed Pine Creek update and proposed money to be spent at Sapphire, start the new highway where the updated highway finishes at Repton, take new highway behind Pine Creek State Forest and across behind Boambee State Forest connecting with proposed Coastal Ridge Way at back of Ulidarra National Park.	Previous strategic assessments have examined and discarded such a corridor as non-viable due to its poor functional performance, high cost and very limited ability to stage construction.

RESPONDENT IDENTIFICATION No.	ISSUES RAISED	RESPONSE
S83, 123	Western way proposed as the best viable highway bypass (Refer Appendix A and B diagrams). ... request for the independent engineers to review/further investigate this route as a possible option.	This proposal is essentially the Far Western Corridor option which was investigated in 2001/02. The investigation concluded that the option could not be justified due to its high cost, poor economic viability and limited ability to stage construction. The results of the investigation are outlined in Information Sheet No2 published in March 2002. The subsequent CHCC-initiated independent Peer Review of October 2002 concurred with this assessment.
S124	Request for proper detailed comparison of the Coastal Ridge Way and the Orara Way (western) route.	The report on the Review of Coastal Ridge Way proposal was released in February 2004. The Orara Valley corridor is essentially the Far Western Corridor option which was investigated in 2001/02. Refer to CF83 and CF123.
	Coffs Harbour City Council's preferred corridor:	
CF91	Council's preferred corridor could even link with existing highway well to the north of Corindi eg Halfway Creek.	The provision of connections from Council's Preferred Corridor to the existing highway forms part of the feasibility assessment of the CHCC Preferred Corridor.
CF239	Council's preferred corridor does not go far enough north. Dirty Creek Range is where the highway should come to, not Arrawarra Creek.	Refer to CF91.
	Woolgoolga bypass options:	
CF12	Option A – northern – should rejoin the highway north of Black Adder Creek to reduce impact on Corindi/Red Rock residents who use Woolgoolga for domestic purposes.	The upgrade of the Pacific Highway north of Arrawarra would be examined as part of subsequent Pacific Highway Upgrade Program projects.
CF23	There are no benefits for residents living in the north areas of Arrawarra or Corindi. Why can't the highway enter further north away from all residential areas.	As for CF12.
CF46	C1 and E should take off from the highway earlier than Emerald Beach for sake of residents west.	This proposal is essentially Options B1 and B2 which were addressed by the <i>Route Options Development Report</i> , December 2002. These options do not merit further consideration due to the need to protect viable agricultural land at this locality.
CF95	Extend the join up further on, from Arrawarra Creek, as Corindi and Red Rock are now under Coffs City Council area.	As for CF12.
CF181	B1 should join with Option E to take through traffic further away from residences and local traffic.	This proposal is essentially the intent of Options B1 and B2 which were addressed by the <i>Route Options Development Report</i> , December 2002. (refer to CF46).

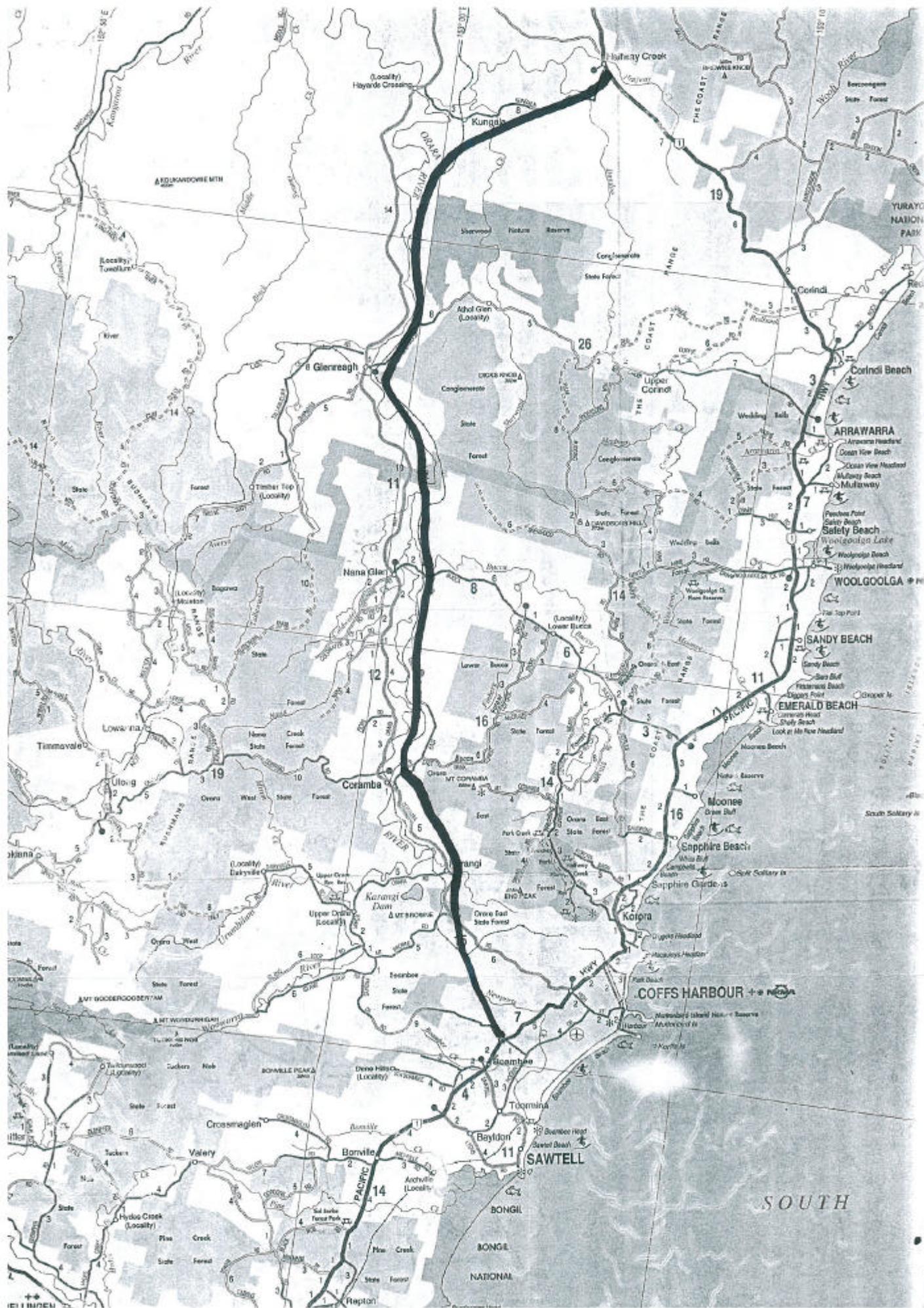
RESPONDENT IDENTIFICATION No.	ISSUES RAISED	RESPONSE
CF182, 184, 185, 187, 188, 190, 195, 204, 206	Option E could rejoin highway at Mullaway not Arrawarra bridge.	Refer to CF12.
S134	Consider extending the upgrade about 3km to the northern side of Corindi. This village has a large residential development at present underway and has ample land to expand in the future.	Refer to CF12.
S144	Request to extend C1 or E so that they go around the western edge of Emerald Heights and Sandy Beach. ... The road needs to curve to follow the coast anyway. Going around the back of Emerald and Sandy (including Emerald Heights) would straighten it up. If not possible, could there be a footbridge over the highway at the entrance to Emerald Beach. There will also be a need for pedestrian access from Emerald Heights Drive to the Pacific Highway (near the entrance to Emerald Beach East).	Refer to CF46. If the upgrade of the existing highway between Sapphire and South Woolgoolga is selected as the preferred option, access issues in the Emerald Beach / Emerald Heights area would be further considered during the concept development phase.
CF193	Build a bridge overpass from Woopi temple to Safety Beach turnoff	This proposal is essentially Option D in <i>Route Options Development Report</i> , December 2002. Option D is not an acceptable option due to its social and economic impacts on the township of Woolgoolga.
CF202	Existing highway upgraded by bridge being built over Woolgoolga	Refer to CF193.
CF225	Best route would be to link Options B and E	Refer to CF46.
S19	Option E: We are farming organically and rely on an un-named (on maps) water course for our farm supply ... Your geologist, as well as I, know that damage to a spring outlet is likely to cause it to cease to function which will have serious implications for all properties on this stream ... what steps ie non-disturbance of spring, pollution traps, oil separators, are you planning to install so that we can protect our environment and maintain our organic status.	If Option E is selected as the preferred option, impacts on watercourses would be examined during the concept development and EIS phase.
	Existing highway	
CF43	Wildlife protection fences and overpasses are required along the Pacific Highway between Woolgoolga north to Arrawarra.	If the upgrade of the existing highway between Woolgoolga and Arrawarra is selected as the preferred option, fauna protection measures would be examined during the concept development and EIS phase.

RESPONDENT IDENTIFICATION No.	ISSUES RAISED	RESPONSE
CF78	Put in another speed camera on Korora Hill at the bottom heading south.	For a site to be eligible for the installation of a Fixed Speed Camera (FSC) it must meet a number of criteria for both speed and accidents. Accident criteria include both the number and severity of crashes that have occurred at a location. Speed criteria include both average and 85% percentile speed criteria. The suggested site does not meet the criteria.
CF235	Put in roundabouts and lower speed limit on highway from Sapphire to Woolgoolga to make it safer and deter heavy vehicles using the highway.	If the upgrade of the existing highway between Sapphire and West Woolgoolga is selected as the preferred option, roundabouts would not be desirable in view of existing and proposed function of the Pacific Highway corridor. In addition, roundabouts often result in increased noise levels, particularly at night, as heavy vehicles need to brake and then accelerate as they pass through each roundabout. The RTA reviews speed limits on the highway on a regular basis. The Sapphire to Woolgoolga section of the highway is included in these reviews.
CF426	Sapphire to south Woolgoolga section: Service roads are necessary for local traffic.	If the upgrade of the existing highway between Sapphire and south Woolgoolga is selected as the preferred option, the requirement for service roads would be considered during the concept development phase.
S13	A two-lane bridge should be built at Graham Drive South across the highway with two slip lanes to the Emerald Beach turnoff for local traffic right down to Avocado Heights linked to another overpass from that subdivision. The estimated cost for this is \$50-\$60m. On your maps this is marked as a proposed future development.	Refer to CF224.
S17	The RTA must allow an access road outside the Sapphire Apartment complex with the ability to get off and on the highway safely.	If the upgrade of the existing highway between Sapphire and south Woolgoolga is selected as the preferred option the provision of a service road to the complex would be considered during the concept development phase.
S22	The new and revised options for Coffs Harbour and Woolgoolga do not take into consideration Graham Drive South. There is a rise there and the intersection doesn't give enough time to turn safely when traffic is travelling at the speed limit of 100km/h.	If the upgrade of the existing highway between Sapphire and Woolgoolga is selected as the preferred option, the existing crest at the Graham Drive South intersection would be regarded to ensure a high standard design and safety outcomes. Sufficient land would also be acquired to allow for the future provision of a grade-separated interchange.
S24	The current intersection of Newmans Road and the Pacific Highway is life threatening. The proposals go nowhere towards addressing that problem.	All options under consideration would improve road safety at the Newmans Road intersection by reducing the traffic volumes using the existing highway at this location.

RESPONDENT IDENTIFICATION No.	ISSUES RAISED	RESPONSE
S80	Instead of bypass C1 and E, make a tunnel from Bosworth Road to Newmans Road.	A tunnel option through Woolgoolga has been considered previously, but was found to not be feasible or viable.
	Noise mitigation	
CF338	Sound barriers needed from south Fiddamans Road to Graham Drive.	If the upgrade of the existing highway between Sapphire and Woolgoolga is selected as the preferred option, further consideration would be given to the provision of noise mitigation measures at the concept development and EIS phase.
CF346	Existing highway upgrade – Sapphire to south Woolgoolga – please a sound fence.	Refer to CF338.
S01	If the deviation begins just before Lyons Road turnoff, the reduction in noise level would be appreciated by all who are already established here as well as the many future inhabitants.	This proposal is similar to the Outer and Far Western Corridor options which were investigated in 2001/02. The investigation concluded that the options could not be justified due to their high cost, poor economic viability and limited ability to stage construction. The results of the investigation are outlined in Information Sheet No2 published in March 2002. The subsequent CHCC-initiated independent Peer Review of October 2002 concurred with this assessment.
S17	It does seem the most acceptable way of lowering the noise level to an acceptable volume (outside the Sapphire Beachfront Apartments at 784 Pacific Highway, Sapphire) would be to shift the highway to the west sufficiently to allow a cutting to be made in the hillside leaving part of the hill to deflect the noise.	Locating a new highway west of the existing corridor at Sapphire is not feasible due to topographical constraints and land use impacts. If the upgrade of the existing highway between Sapphire and Woolgoolga is selected as the preferred option, further consideration would be given to the provision of noise mitigation measures between Sapphire and South Woolgoolga at the concept development and EIS phase.
S27	Is council or the RTA going to put up sound barriers along Coramba Road to prevent increased traffic noise.	For all Coffs Harbour options, the requirement to provide noise mitigation measures along Coramba Road would be assessed at the concept development and EIS phase.
S134	Existing highway: Construct large roundabouts at present danger points, the major ones being South Graham Drive, North Graham Drive, Newmans Road, Safety Beach.	As for CF235.
S134	Existing highway: Reduce the speed along the present highway from 100km/h to 80km/h.	As for CF235.

RESPONDENT IDENTIFICATION No.	ISSUES RAISED	RESPONSE
S142 (from resident of Sandpiper Cres, Boambee East)	Can the RTA consider putting noise barriers along the sides of the small bridge at Cordwell Creek? There are barriers north and south of this area.	The RTA recently undertook a review of the noise levels for the Lyons to Englands Project as part of the North Coast Pacific Highway Noise Taskforce recommendations. The study recommended that the provision of acoustic treatments to individual dwellings that exceeded the project noise goals would be a more cost effective solution than the construction of further noise walls.
	Inner bypass options Southern (Coffs Harbour section)	
S27	Is the council or the RTA going to put up safety rails along Coramba Road for safety purposes.	The RTA has no current proposals to install safety fencing along Coramba Road.
S27	Is the council or the RTA going to widen Coramba Road to accommodate increased traffic.	For all Coffs Harbour options, the requirement to upgrade Coramba Road to cater for increased traffic volumes resulting from the preferred option would be assessed at the concept development and EIS phase.
S36	If IS2 is the preferred option, consideration of moving the route as far west as possible and definitely west of Lots 60 and 61 to avoid a viable banana plantation on Coramba Road.	As for CF253.
S70	IN1: How does this fit with the proposed Mastracolas/Mackays Rd link.	The current proposal for the IN1 option is to provide a half interchange at the junction of Mackays Road and the extension of Mastrocolas Road.
S85	IN1 and IN2: Wouldn't extensive work need to be done on the Coramba Road to make approaches to the proposed interchange safe.	If options within the Inner Corridor are selected as the preferred option, further consideration would be given to the design of the proposed Coramba Road interchange during the concept development and EIS phase.
S145	A major consideration in locating the route for a bypass is the impact of noise on the western Coffs Harbour residential area ... The route that seems most appropriate ... would keep the highway as near to the bottom of the valley as practical and follow the route indicated on the attached map. (Refer Appendix C). Although two short tunnels would be required, these because of their short nature would not require elaborate ventilation systems ... The present topography along the suggested route would provide an effective sound barrier between the highway and the residential areas along almost all the northern section ... A short length of sound baffle similar to that on the Raymond Terrace bypass could be built if necessary east of Big Boambee hill.	The proposed route is similar to the Inner Bypass IS1 / IN2 combination except that it takes a more westerly sweep between Coramba Road and Shephards Lane. The proposal would be longer and more costly than IS1 / IN2 and would provide limited noise benefits compared to that combination. If options within the Inner Corridor are selected as the preferred option, further consideration would be given to the provision of noise mitigation measures at the concept development and EIS phase.

Appendix A



(Locality)
Haywards Crossing

Kungah

Glenreagh

Nana Glen

Coramba

Trangie

Kooragang

Sawtell

COFFS HARBOUR

SOUTH

1:100,000

Appendix B

Appendix C



TUNNEL UNDER SADDLE TO THE HEAD OF JORDANS CREEK

RIDGE TO THE SOUTH PROVIDES SOUND BARRIER FOR RESIDENTIAL AREA

TUNNEL THROUGH THE STEEP BOAMBEE HILL APPROX 4.00 M.

ALONG RAILWAY LOW HILLS TO SOUTH WILL PROVIDE SOUND BARRIER

ROUTE WEST OF DEVELOPMENT ON SHEPARD'S LANE

ROUTE THROUGH SADDLE

COFFS HARBOUR

OSARA EAST STATE FOREST

BRUXNER PARK FLORA RESERVE

COFFS HARBOUR HARBOUR

562819

590365

590365

585972

575078

570093

562975

591819

53791

575587

528936

562819

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