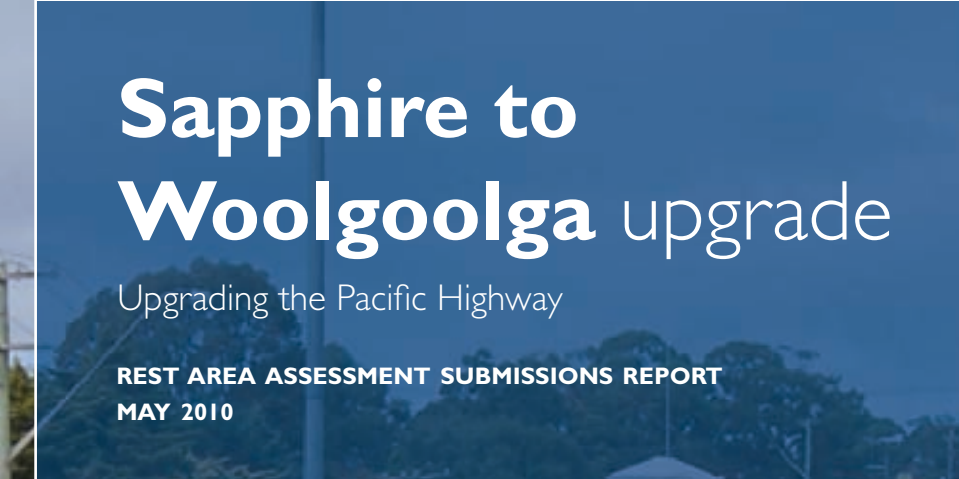




Sapphire to Woolgoolga upgrade

Upgrading the Pacific Highway

REST AREA ASSESSMENT SUBMISSIONS REPORT
MAY 2010



Sapphire to Woolgoolga Upgrade

Upgrading the Pacific Highway

Rest Area Assessment Submissions Report

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1. Introduction

1.1 Background to the Sapphire to Woolgoolga Pacific Highway Upgrade

The Roads and Traffic Authority of NSW (RTA) proposes to upgrade the Pacific Highway from approximately eight kilometres north of Coffs Harbour at Sapphire, extending for approximately 25 kilometres to the vicinity of Arrawarra Beach Road, north of Woolgoolga (the project). The project has a southern "upgrade" section from Sapphire to south Woolgoolga and a northern "bypass" section around Woolgoolga.

The RTA has prepared several documents as part of the process for seeking planning approval of the project under Part 3A of the *Environmental Planning and Assessment (EP&A) Act 1979*. Key recent documents prepared as part of this process include:

- *Coffs Harbour Highway Planning Sapphire to Woolgoolga section Project Application Report*, October 2006 (the project application report).
- *Coffs Harbour Highway Planning Sapphire to Woolgoolga section Environmental Assessment*, Volumes 1- 3, November 2007 (the environmental assessment).
- *Coffs Harbour Highway Planning Sapphire to Woolgoolga section Environmental Assessment Submissions Report*, July 2008 (the submissions report).

The Minister for Planning approved the project (excluding the provision of a rest area at Arrawarra) subject to 56 conditions on 13 January 2009.

1.2 Rest area background

Section 2.2.12 of the environmental assessment submissions report identifies issues raised in submissions to the environmental assessment by both the community and government agencies that relate to the rest area proposed at Arrawarra. Predominantly the issues raised relate to ecological impacts (fauna movement, removal of hollow bearing trees, impacts to vegetation communities etc.) and suggested alternative locations for the rest area.

Based on the number of submissions received and issues raised, the RTA recognised the need for further consideration into the location of a rest area. The RTA therefore decided to remove the proposed rest area at Arrawarra interchange from the project approval process. The RTA advised the Department of Planning of this decision on 29 October, 2008. Details of the originally proposed rest area at Arrawarra are discussed in Section 7.5.11 of the environmental assessment.

The RTA reviewed further options for a location of a rest area and produced a Rest Area Assessment Report (RTA, September 2009). The Rest Area Assessment Report identified a number of options for potential rest area locations and provided a comparative assessment of two-short listed locations (south Woolgoolga and Arrawarra) relative to a "base case". The base case is the Sapphire to Woolgoolga Proposal as described in the environmental assessment exclusive of the rest area at Arrawarra Interchange. As well as comparing a rest area at both locations, the construction of a potential future highway service centre was also assessed.

The report was placed on public display (from 28 September 2009 to 30 October 2009) to allow the community to comment on the location of the rest area and potential future service centre.

1.3 Purpose of the report

The purpose of this report is to address community submissions received in response to the display of the *Rest Area Assessment report* (September 2009). The report also identifies Arrawarra as the preferred site for the rest area, the reasons for its selection and the refinements made to the concept design for the rest area at Arrawarra to reduce impacts on native flora and fauna and address other issues raised in the submissions.

While the preferred location is Arrawarra, issues that have been raised regarding the south Woolgoolga site have also been addressed.

2. Responses to submissions made

2.1 Approach

A total of 62 submissions were received from the community during the exhibition period. Each submission was reviewed individually and issues extracted. Many of the submissions received stated or inferred a preference for one of the two short-listed options. While these preferences have been noted, this report focuses on the issues raised in the submissions, rather than expressions of preference for a location.

Table 2.1 below identifies the issues raised in the responses received and provides the RTA's response to the issue. Table 2.1 categorises issues firstly by location (ie. south Woolgoolga or Arrawarra), then by subject (and in some cases sub-subject (ie. socio-economic/amenity)) and finally whether the comment is in favour of or against the particular location (for or against)

Table 2.1: Response to submissions

| Submission Number | Issue | Response |
|------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Proposal Design | | |
| 004, 015 | <p>The facility should provide, as a minimum, the following facilities:-</p> <ol style="list-style-type: none"> 1. Parking area for cars and caravans adjacent to a lavatory (restricted time). 2. Parking area for cars – grassed with heavy duty table and benches. 3. Parking area for car/caravan/trailer – grassed etc as for 2 4. Parking area for motor cycles – grassed area as for 2 5. Toilet facilities for 2, 3 and 4. 6. Parking area for semi, b-doubles etc, well separated from 1-4. 7. Toilet facilities for 6 including coin or timer controlled showers. 8. Dog walking area. <p>Other areas that would be compatible (not necessarily the responsibility of the RTA):</p> <ol style="list-style-type: none"> 1. Sheltered area with maps and full tourist information. At present the tourist information and convenience to obtain tourist information is zero. 2. Free phones to various hotels, motels, caravan parks | <p>The rest area at Arrawarra has been designed to provide:</p> <ul style="list-style-type: none"> • separate parking areas for: <ul style="list-style-type: none"> – heavy vehicles – b-doubles and semi-trailers – buses and cars with trailers – light vehicles • an information sign in the light vehicle parking area • picnic shelters, including table and seating • provision for a 24 hour driver revive facility • toilet facilities connected to Coffs Harbour City Council's reticulated sewerage system • paths, suitable for wheelchair access, to service and provide access between all operational and functional areas in the rest area • garbage bins and warning signs in the rest area identifying the possible consequential impacts of leaving rubbish lying around the rest area • a landscaped picnic area, with shade protection from the western sun • a headlight screen between the western end of the entry to the rest area from the southbound off-ramp for the Arrawarra interchange and the exit from the rest area onto the off-ramp • street lighting to fully delineate the entry and exit intersections to and from the rest area • trees that will provide suitable shade at a later date for users |

| Submission Number | Issue | Response |
|-------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | <p>of the rest area</p> <ul style="list-style-type: none"> • low level vandal resistant personal security illumination sufficient to illuminate walkways from parking bays and picnic shelters to toilets • landscaped noise mounding and/or noise walls to not less than 3.5m above the level of the adjacent parking areas or travel lanes • tree and shrub plantings along the northern and eastern boundaries of the rest area of sufficient depth (at normal eye level) to visually screen the rest area from the adjoining property. |
| 057 | The property owned by Hedder Pty Ltd (Hall's Old Timber Mill) has had a development application for the subdivision of lots on this property, however, access to the property (including a temporary slip lane) has not been incorporated into either the EA design or the modified south Woolgoolga interchange. Whichever rest area location is chosen, access to this site in question needs to be incorporated into the high way design. | The EA design for the upgrade of the highway retains the existing access to this property. An upgrade to the access to the property to cater for any proposed development would need to be provided for by the developer. |
| 035 DECCW | It is understood that both sites would have access to reticulated sewerage services to mitigate any potential water quality impacts. | Toilet facilities would be connected to Coffs Harbour City Council's reticulated sewerage system. |
| 044 NOW | It is recommended that the RTA determine the source and required volume of water for construction purposes and to permanently supply the rest area. | <p>The EA addresses potential sources of water during construction of the Sapphire to Woolgoolga upgrade. The rest area is proposed to be constructed as part of the upgrade. Options such as town water, recycled water and use of reservoirs in the vicinity of the proposal would be considered by the contractor during the construction of the project.</p> <p>During operation, the rest area will be connected to Coffs Harbour City Council's reticulated water supply system in Arrawarra Beach Road.</p> |
| 044 NOW | Water licenses would need to be obtained under the <i>Water Management Act 2000</i> and for impacts to groundwater during construction. | Approval of the rest area will be sought as a modification to the current approval of the Sapphire to Woolgoolga upgrade project under Part 3A of the <i>Environmental Planning and Assessment Act 1979</i> . Consequently, a water use approval under section 89, a water management work approval under section 90 or an |

| Submission Number | Issue | Response |
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| | | activity approval under section 91 of the <i>Water Management Act 2000</i> would not be required. |
| 049 | The Lions Club of Woolgoolga wish to continue the Driver/reviver program at whichever rest area location is selected, and seeks assistance with the establishment of a site at the rest area. | The concept plan of the rest area includes the provision for a driver reviver facility. RTA will consult with the Lions Club of Woolgoolga in regards to the provision of a driver reviver facility in the rest area |
| Report form and content | | |
| 001, 029 | Errors on the community update | Noted. Community Update was reprinted once errors were brought to the attention of the RTA. |
| 030 | On page 34, table 8.1 (Ararwarra) there are no property numbers showing the distance from the highway, while on table 8.2 (south Woolgoolga) the property numbers are shown and approx. distances from the highway. Is this misleading the general public? | Both Table 8.1 and Table 8.2 in the rest area assessment report identify property numbers and their respective distance from the highway. |
| 030 | Disagree with the statement on page 35, saying that the nearest residence is 100 to 400 metres away. On the diagram, it shows the boundary next to a house. | The rest area assessment report states that “the nearest residences are 100 metre to 400 metres away from the proposed highway”. This statement is correct. However, the RTA acknowledges that in relation to the rest area at south Woolgoolga, the closest residence is adjacent to the rest area site boundary. |
| 030, 054 | 2377A and 2377B Pacific Highway will not be zoned industrial development. CHCC has indicated to the owners that it will be zoned either rural/residential, urban or residential, as the site is too steep for industrial land. Figure 10.2 on page 47 has been superseded by CHCC. | The rest area assessment report refers to the Draft Industrial Land Strategy (2009). While the identification of hectares of proposed industrial land was based on the Our Living City Strategy, the report does assess the reduction in industrial land yield as a result of the proposal. The report also acknowledges that the Draft Industrial Lands Strategy identifies that there is a need for industrial lands in the LGA and the expansion of Bosworth Road Industrial Area is limited to the area to the west of the highway (ie. in the south Woolgoolga investigation area). |
| 054 | All noise and vibration surveys have been modelled and assessed based on the surrounding land being industrial. | The noise impacts were assessed against the Environmental Criteria for Road Traffic Noise (ECRTN) and the Industrial Noise Policy (INP). The highway is assessed against the ECRTN criteria, while the rest area is assessed against the ECRTN and INP criteria. In order to assess the noise impacts, the noise |

| Submission Number | Issue | Response |
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| | | model was calibrated against the modelled current noise levels in the area. |
| 058 CHCC | The Rest Area Assessment Report (in Sections 10.3 and 10.4) does not address Council's endorsed Industrial Lands Strategy 2009. If the RTA endorses this site as its preferred option, this will lead to a decrease of some six hectares from an area of 22 hectares of land identified as future industrial lands. The impact of this reduction of potential zoned industrial lands has not been addressed. | The rest area report refers to the Draft Industrial Land Strategy (2009). While the identification of hectares of proposed industrial land was based on the Our Living City Strategy, the report does assess the reduction in industrial land yield as a result of the proposal. The report also acknowledges that the Draft Industrial Lands Strategy identifies that there is a need for industrial lands in the LGA and the expansion of Bosworth Road Industrial Area is limited to the area to the west of the highway (ie. in the south Woolgoolga investigation area). |
| 058 CHCC | The assessment report does not seem to recognise information contained in the specialist technical appendices, e.g. the Flora and Fauna Appendix recognises that the vegetation is part of an EEC, this is not conveyed in the main body of the report. | The rest area report incorporates the information presented in the appendices. In the flora and fauna chapter (refer section 12 of the report), there is acknowledgement that Broad leaved Paperbark/Swamp Turpentine mid-high open forest vegetation community is representative of the EEC Swamp Sclerophyll Forest on Coastal Floodplains of the NSW Coast Bioregion. The report also notes that a rest area at Arrawarra would not impact this vegetation community, while a potential future service centre would. |
| 024 | In the report, how can the south Woolgoolga site be a "substantially disturbed area" but that the infrastructure needed to service the site would have a greater visual impact than at Arrawarra? | The south Woolgoolga site, due to topography, is visible from further away than Arrawarra, where mature trees surrounding the site, limit views into the site from adjacent areas. As such, while the land itself at south Woolgoolga has been substantially disturbed, the visual impact would be greater than the Arrawarra option due to the larger viewer catchment. |
| Consultation period | | |
| 030 | Not enough time to review the documentation relating to the rest area. | The report was placed on display for 4 weeks (28 September 2009 to 30 October 2009). Submissions were received and accepted from respondents up to 13 November 2009. These submissions have been addressed within this report. |

| Submission Number | Issue | Response |
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| Need for the Proposal and strategic location | | |
| 005 | Rest area location at south Woolgoolga should be shifted to a site opposite the suggested site at Hall's Old Timber Mill south of Bosworth Road. | The proposal that the rest area should be placed at Hall's Old Timber Mill south of Bosworth Road would result in safety and access issues due to conflicts between highway traffic accessing the rest area and local traffic on the existing highway accessing Woolgoolga and the Bosworth Road industrial estate. |
| 018, 028, 032 | There is a rest area at Halfway Creek and one south of Coffs Harbour. It would be more economically viable to upgrade both of these, rather than creating another rest area site. | In the <i>Pacific Highway Safety Review 2004</i> , a strategic plan for rest areas on the Pacific Highway recognised that additional areas need to be developed in the Coffs Harbour/ Woolgoolga area. As part of the Pacific Highway Upgrade Program, the RTA is implementing a strategy to establish major rest areas at approximately 50km intervals along the upgraded highway. A rest area is proposed to be located at the future Nambucca Heads interchange as part of the upgrade of the highway between Warrell Creek south of Macksville and Urunga. As the proposed rest area at the Nambucca Heads interchange and the existing rest area at Halfway Creek are located approximately 96 km apart, an additional rest area site is required in the Coffs Harbour/ Woolgoolga area. The south Coffs Harbour facility has limited parking for heavy vehicles and would be bypassed by the proposed Coffs Harbour bypass. The facility is not included in the RTA's strategy for rest areas on the Pacific Highway. |
| 033 | Service centres are better located away from rest stops. They are commercial centres and are far from restful. | Both Ministerial Direction No. 5.4 (under Section 117 of the EP&A Act) and the Mid North Coast Regional Strategy (Department of Planning March 2009) identify Woolgoolga (at one of the Woolgoolga Interchanges) as possible locations for a Highway Service Centre on the Pacific Highway. As highway service centres would not be commercially viable until traffic volumes increase over the medium and long term the approach adopted for the Pacific Highway Upgrade Program is to develop rest areas at nominated Highway Service Centre locations to meet the immediate needs for major rest areas. In the longer term, it is envisaged that the rest facilities at these locations would be taken over by the development of the service |

| Submission Number | Issue | Response |
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| | | centre. |
| South Woolgoolga | | |
| Flora and fauna | | |
| FOR | | |
| 020 | The south Woolgoolga option would have less likelihood of bushfires | Both sites are adjacent to significant stands of vegetation, and both sites would be susceptible to bushfires. It is acknowledged that there is more extensive vegetation adjacent to Arrawarra. |
| 003, 012, 013 MPA, 017, 020, 023, 024, 026, 037, 038, 045, 055, 062 | The land at south Woolgoolga is cleared, and would not have the biodiversity impacts of the Arrawarra site. | Biodiversity impacts have been addressed in Chapter 12 of the rest area assessment report and it is acknowledged that the Arrawarra site would have a greater impact on ecology. While the RTA has selected Arrawarra as the preferred rest area location, in acknowledgement of the ecological impacts, the RTA has refined the design of the rest area to minimise potential ecological impacts. |
| AGAINST | | |
| 023 | The increased cost in developing the south Woolgoolga site should not override the importance of protecting the environment. | Both sites were assessed on a triple-bottom line approach of assessing functional, biophysical and social aspects in addition to project cost. |
| Socio-economic | | |
| Amenity | | |
| FOR | | |
| 020 | The south Woolgoolga site would not result in the area becoming a camping/ caravan area as Arrawarra would. | There is no indication that the Arrawarra rest area would be more susceptible to being used as a camping/ caravan area than south Woolgoolga. Once landscaping is established, both sites would have a similar level of vegetation and screening from adjacent residential areas. |

| Submission Number | Issue | Response |
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| AGAINST | | |
| 006 | A rest area at south Woolgoolga is not compatible with the existing residential use of the site and adjacent sites. | The area surrounding the rest area site at south Woolgoolga is predominantly agricultural with some scattered residences. The site of the rest area for the south Woolgoolga option is located on land identified by Coffs Harbour City Council as potentially being rezoned to industrial. |
| 002, 007, 028, 032, 048, 053, 059 | Rest area at south Woolgoolga would negatively impact on the amenity (noise, air quality light spill at night, reduction in property values, poor access, and potential garbage disposal) of surrounding residences. | Impacts on amenity at nearby residences are addressed in Chapter 11 of the rest area report. Noise and visual impacts would be among the main impacts on residents. Noise walls and vegetation screening is proposed to mitigate noise and visual impacts on nearby residences. |
| 019 | South Woolgoolga is planned for a much busier area and the rest area is closer to homes and businesses, with the potential for future residential growth | <p>The rest area/ potential future service centre would impact on future residences within the vicinity. However, future housing should be designed to address potential noise impacts.</p> <p>It should be noted that land to the north of the rest area site has been earmarked by Coffs Harbour City Council as potentially being re-zoned to Industrial land.</p> |
| 032 | The use of the rest area site as a storage and work site during construction will result in amenity impacts including noise and air pollution. | Approval conditions for the Sapphire to Woolgoolga project include siting criteria for ancillary facilities. Any impacts that would result from ancillary facilities would need to be addressed by the construction contractor. |
| 050, 054 | The rest area and service centre at Woolgoolga would result in detrimental impacts on the local neighbourhood with no benefit to the local residents | <p>Impacts and benefits of siting the rest area and service centre at south Woolgoolga are identified in the rest area assessment report.</p> <p>Benefits of the South Woolgoolga option would be:</p> <ul style="list-style-type: none"> • Less clearing of vegetation and biodiversity impacts, • Located within an industrial area proposed under Council's <i>Our Living City Settlement Strategy</i>, • Possible future service centre would attract more business from local passing traffic. <p>Impacts of the South Woolgoolga option would be:</p> |

| Submission Number | Issue | Response |
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| | | <ul style="list-style-type: none"> • Increase in noise levels and other amenity impacts at adjacent residences, • Additional impacts on privately owned agricultural properties, • Impacts on private properties proposed to be rezoned industrial, • Possible future service centre could compete with businesses in Woolgoolga. <p>Benefits of the Arrawarra option would be:</p> <ul style="list-style-type: none"> • Less noise and amenity impacts on adjacent residences, • Vegetation provides screening to nearby residences, • Less impacts on private property, • Possible future service centre would compete less with businesses in Woolgoolga. <p>Impacts of the Arrawarra option would be:</p> <ul style="list-style-type: none"> • Additional acquisition of state forest, • Impacts on harvestable timber, • Greater biodiversity impacts. |
| 029 | How will increase in noise and air pollution issues be addressed, particularly In the Sandy Beach/ Emerald area? | <p>The rest area assessment report addresses impacts of the two rest area options at south Woolgoolga and Arrawarra.</p> <p>Noise and air quality impacts as a result of the Sapphire to Woolgoolga Pacific Highway Upgrade are addressed in the environmental assessment (available on the RTA website).</p> |
| 007 | Woolgoolga bypass is meant to reduce truck noise and pollution as well as allowing traffic to flow, however, the rest area at south Woolgoolga will have the opposite effect. | <p>Noise and traffic impacts are addressed in Chapters 7 and 8 respectively in the rest area assessment report. The south Woolgoolga option would have greater noise impacts than the Arrawarra option.</p> |
| 014 | The proposed screening for noise and visual impacts would be greater at south Woolgoolga as more residences would be affected than at Arrawarra. | <p>The proposed noise and visual mitigation measures for the south Woolgoolga site have been identified in the rest area assessment report. A noise wall is proposed along the northern boundary of the site, with vegetation planting interspersed with the roads within the rest area in order to partially screen the rest</p> |

| Submission Number | Issue | Response |
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| | | <p>area activities. At Arrawarra a noise wall/mound is situated to the north and to the east of the site.</p> <p>Cost estimates for both rest area locations included the costs of the proposed noise mitigation measures.</p> |
| Business/ Tourism | | |
| FOR | | |
| 003 | Rest area should be located at south Woolgoolga as the future service centre would give local businesses a chance to expand there and it would fit in better with existing Bosworth Road businesses | The report acknowledges that south Woolgoolga would be more consistent in terms of land use planning and occupies land that could be re-zoned Industrial. |
| 010, 047, 057 | The potential future service centre would offer employment to young people in Woolgoolga-being so close to the town will solve issues of transportation that would exist for the Arrawarra site. | The report acknowledges that south Woolgoolga would provide easier access for local employment. |
| 012, 015, 017, 020, 034 | The rest area and service centre is closer to Woolgoolga and opposite to an industrial area that services on a retail level. This would encourage travellers to visit the town especially to obtain other goods that they may not be able to buy at the service centre. This could be complemented by having signage promoting Woolgoolga. | It is acknowledged that the south Woolgoolga site could encourage tourists to visit Woolgoolga. However, the Arrawarra site could be a “gateway” for the entire Coffs Harbour region. |
| 012 | With the proposed shopping centre across the highway at the old Hall’s Mill Site, this would further encourage retail competition, providing the traveller with optimum service and prices. | <p>Coffs Harbour draft Business Lands Strategy identifies that the Bosworth Road industrial area should be zoned as IN2 light industrial. Any development of the site would need to meet Coffs Harbour City Council’s requirements, including meeting zoning requirements.</p> <p>The purpose of highway service centres is to service the travelling public and not local communities. This is in accordance with the Section 117 Ministerial Direction entitled “Commercial and retail development along the Pacific Highway, North Coast”. Two of the objectives of the Ministerial Direction are:</p> <ul style="list-style-type: none"> • To provide for the food, vehicle service and rest needs of travellers on the highway and • To reinforce the role of retail and commercial |

| Submission Number | Issue | Response |
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| | | development in town centres were they can best serve the populations of the towns. |
| 021, 022, 024, 027 | Woolgoolga is a rapidly growing community, it will benefit from a large service centre and the associated businesses that would be attracted to it. | <p>The benefits of a service centre at either location have been identified in the rest area assessment report. It is acknowledged that the south Woolgoolga site would generate more business from local passing traffic.</p> <p>The purpose of highway service centres is to service the travelling public and not local communities. This is in accordance with the Section 117 Ministerial Direction entitled "Commercial and retail development along the Pacific Highway, North Coast". Two of the objectives of the Ministerial Direction are:</p> <ul style="list-style-type: none"> • To provide for the food, vehicle service and rest needs of travellers on the highway and • To reinforce the role of retail and commercial development in town centres were they can best serve the populations of the towns. |
| 023, 055 | There may not be an impact to businesses in Woolgoolga. There are only a small number of fast food outlets currently. The service centre would provide a 24 hour service for travellers and locals away from the town centre. Further residential development to the west of the site and at Safety Beach and Hearn's Lake would compensate for any impact. | The rest area assessment report acknowledges that a service centre located at south Woolgoolga could have a greater adverse impact on businesses in Woolgoolga than one located at Arrawarra. However, south Woolgoolga could generate more business from local passing traffic. |
| 010, 017, 026, 037, 038, 045 | Hearn's Lake, Sandy Beach, West Woolgoolga and north of Woolgoolga are all future growth areas and as the rest area and potential future service centre will be so close will be a catalyst for future businesses to come to Woolgoolga. | <p>South Woolgoolga is more consistent with the land use planning of the area.</p> <p>The purpose of highway service centres is to service the travelling public and not local communities. This is in accordance with the Section 117 Ministerial Direction entitled "Commercial and retail development along the Pacific Highway, North Coast". Two of the objectives of the Ministerial Direction are:</p> <ul style="list-style-type: none"> • To provide for the food, vehicle service and rest needs |

| Submission Number | Issue | Response |
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| | | <p>of travellers on the highway and</p> <ul style="list-style-type: none"> To reinforce the role of retail and commercial development in town centres were they can best serve the populations of the towns. |
| AGAINST | | |
| 014 | A south Woolgoolga rest area would not necessarily result in more business to Woolgoolga and highway travellers venturing into the main township. It would be mainly used by through traffic along the highway and provide no benefits to Woolgoolga. | <p>The purpose of highway service centres is to service the travelling public and not local communities. This is in accordance with the Section 117 Ministerial Direction entitled "Commercial and retail development along the Pacific Highway, North Coast". Two of the objectives of the Ministerial Direction are:</p> <ul style="list-style-type: none"> To provide for the food, vehicle service and rest needs of travellers on the highway and To reinforce the role of retail and commercial development in town centres were they can best serve the populations of the towns. <p>While the service centre would not encourage tourists into Woolgoolga on its own, the service centre could provide opportunities to promote the area.</p> |
| 019, 028, 048, 050 | A service centre would compete with businesses in Woolgoolga. | The rest area assessment report acknowledges that a service centre at south Woolgoolga could have greater adverse impact on businesses in Woolgoolga than one located at Arrawarra. |
| 028, 050 | Rest area at south Woolgoolga will result in the closing of Wants sand and gravel yard and loss of agricultural land which will result in loss of employees. | This impact is acknowledged. The rest area assessment report acknowledges that the south Woolgoolga rest area would result in agricultural and business impacts. |
| Property impacts | | |
| AGAINST | | |
| 028 | Our property will be affected at south Woolgoolga rest area. Has the RTA had people going onto our property and not telling us the true reason they are there? | The south Woolgoolga option would increase the area of the property that would need to be acquired for the project. |

| Submission Number | Issue | Response |
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| | | To RTA's knowledge, no one has entered the property without the owner's permission. |
| 028 | We were not notified sooner that our property was affected. We were informed at the same time as everyone else was. | All affected property owners were informed of the proposal at the same time. |
| 028 | There are no accesses to properties on Unwins Road. When leaving these properties, vehicles would have to egress onto the exit lane then onto the roundabout past the service centre then into Woolgoolga. | The design of rest area and modified interchange would have provided access for properties on Unwins Road via the roundabout and highway underpass. However, Arrawarra has been chosen as the preferred location for the rest area. |
| 032 | The dam to the north of the rest area site is critical for agricultural uses on an adjoining farm, and as such, maintaining water quality is important. Stormwater would need to be controlled and directed away from the dam and the catchment supplying water to the dam is not reduced. | Design of the rest area does not impact on the dam. Provision would have been made to direct stormwater into the dam. However, Arrawarra has been identified as the preferred location for the rest area. |
| 043 | The owners would like to keep their property as it has been in their family for three generations and supports three families. | The south Woolgoolga option would require the acquisition of two of the three lots owned by the respondents. Impact to private property was considered in the selection of the preferred site for the rest area. Arrawarra has been identified as the preferred location for the rest area. |
| Proposal design | | |
| AGAINST | | |
| 007 | South Woolgoolga site is not on level ground and would result in the need for large earthworks, some which would occur within a natural watercourse. | The need for large earthworks is acknowledged in the rest area assessment report and allowed for in the cost estimate. Appropriate soil and erosion measures would be implemented during the construction of the rest area. |
| 030 | Where would travellers, truckies, tourist buses, caravans be able to dispose of their chemically treated personnel body waste? If there is nowhere, would this be dumped on private properties | Caravans are able to dispose of their chemically treated personnel waste at caravan parks, with buses and trucks having suitable facilities available at depots. |
| 042 | The design of the proposed roundabout at Hearnies Lake Road does not seem to make an allowance for the proposed collector road movement proposed in the Hearnies Lake/ Sandy | The area in question is the area south of Bosworth Road and north of Hearnies Lake Road. There is one collector road in this |

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| | Beach DCP area. As such, there should be a fifth entry/exit on the roundabout to accommodate traffic from the collector road. | section that connects Bosworth Road to Hearnes Lake Road. A local road traverses the length of the parcel of land adjacent to the highway. Under the design in the environmental assessment, this road connected to an arm on the Hearnes Lake Road roundabout. Under the south Woolgoolga rest area option, this road could be extended to connect with Hearnes Lake Road, which would then have access to the roundabout. Arrawarra has been identified as the preferred location for the rest area. |
| 047 | The rest area at South Woolgoolga is not appropriate as it would take heavy vehicles from the freeway and divert them onto local roads. If this can be rectified, then this location would be a better option than Arrawarra. | There would be direct access to the south Woolgoolga rest area for both north bound and south bound highway traffic and direct access from the rest area for northbound highway traffic. There would be some mixing of southbound highway traffic from the rest area and local traffic between the roundabout and the start of the southbound off-ramp. However, Arrawarra has been identified as the preferred location for the rest area. |
| Safety and Security | | |
| FOR | | |
| 020 | The location at south Woolgoolga would be safer and more supervised (police), increasing the safety of workers, particularly those employed during the night shift (compared to Arrawarra which is isolated) | The Arrawarra location has been identified as the preferred location for the rest area. The operator of any service centre would need to consider security and training measures for employees. |
| AGAINST | | |
| 007, 028 | South Woolgoolga rest area would result in people who use the rest area possibly being able to access adjacent properties. | Security measures would need to be incorporated into the project. Arrawarra has been identified as the preferred location for the rest area. |
| 030, 053 | The report has not addressed the growing vandalism in Woolgoolga. Vandals would be attracted to a place like this. What security would be given to control and maintain peace- | Facilities for the rest area would be designed to be vandal resistant. The RTA would consider and provide security |

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| | would there be cameras, security guards, police? There is no mention in your report | arrangements as required. |
| Land use | | |
| Strategic land use | | |
| FOR | | |
| 010, 013 MPA, 020, 023, 024, 026, 037, 038, 045, 057, 061 | <p>Rest area would be compatible with the future employment zoning proposed under the Council's "Our Living City" settlement strategy and in the Mid North Coast Regional Strategy by DoP.</p> <p>In the Mid North Coast Regional Strategy, Woolgoolga is identified as a major coastal town. It makes sense to have the rest area and service centre in close proximity to Woolgoolga as there would be significantly greater patronage than at the Arrawarra site.</p> <p>The rest area would be compatible with the land use, being situated in an area that could be rezoned industrial as part of CHCC's Industrial Lands Strategy</p> <p>The south Woolgoolga option is more appropriate location for a service centre keeping commercial growth around the existing infrastructure and is in line with the DoP "Settlement Strategy".</p> | <p>It is acknowledged that the south Woolgoolga site could generate more business by tourist patronage. However, the Arrawarra site could be a "gateway" for the entire Coffs Harbour region.</p> <p>Both Ministerial Direction No. 5.4 (under Section 117 of the EP&A Act) and the Mid North Coast Regional Strategy (Department of Planning March 2009) identify Woolgoolga (at one of the Woolgoolga Interchanges) as possible locations for Highway Service Centres on the Pacific Highway.</p> <p>The purpose of highway service centres is to service the travelling public and not local communities. This is in accordance with the Section 117 Ministerial Direction entitled "Commercial and retail development along the Pacific Highway, North Coast". Two of the objectives of the Ministerial Direction are:</p> <ul style="list-style-type: none"> • To provide for the food, vehicle service and rest needs of travellers on the highway and • To reinforce the role of retail and commercial development in town centres where they can best serve the populations of the towns. <p>As highway service centres would not be commercially viable until traffic volumes increase over the medium and long term the approach adopted for the Pacific Highway Upgrade Program is to develop rest areas at nominated Highway Service Centre locations to meet the immediate needs for major rest areas. In the longer term, it is envisaged that the rest facilities at these</p> |

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| | | <p>locations would be taken over by the development of the service centre.</p> <p>However, the Arrawarra location has been selected as the preferred location for the rest area due to the reasons outlined in section 1.3 of this report.</p> |
| 024 | <p>Section 117 Ministerial Directions identifies that service centres should be located as near as possible to an existing town that would be bypassed- south Woolgoolga is at the entrance of Woolgoolga while the Arrawarra site is 8 kilometres away.</p> | <p>Noted. RTA in determining a preferred site, had to balance a range of issues through using a triple bottom line approach (balancing functionality, physical and social issues) and cost.</p> <p>Both Ministerial Direction No. 5.4 (under Section 117 of the EP&A Act) and the Mid North Coast Regional Strategy (Department of Planning March 2009) identify Woolgoolga (at one of the Woolgoolga Interchanges) as possible locations for a Highway Service Centre on the Pacific Highway.</p> <p>Arrawarra has been selected as the preferred location due to the reasons outlined in section 1.3 of this report. The selection of Arrawarra is consistent with both the Mid North Coast Regional Strategy and the section 117 Ministerial Direction.</p> |
| AGAINST | | |
| 048 | <p>Developing Woolgoolga as a coastal town is one of the NSW Government's aims in its Regional Plan and a service centre, with its detrimental economic implications would be in contravention of that Plan.</p> | <p>Both Ministerial Direction No. 5.4 (under Section 117 of the EP&A Act) and the Mid North Coast Regional Strategy (Department of Planning March 2009) identify Woolgoolga (at one of the Woolgoolga Interchanges) as possible locations for a Highway Service Centre on the Pacific Highway.</p> <p>The rest area assessment report acknowledges that a service centre located at south Woolgoolga could have a greater adverse impact on businesses in Woolgoolga than one located at Arrawarra . However, south Woolgoolga could generate more business from local passing traffic.</p> <p>The Arrawarra location has been selected as the preferred location due to the reasons outlined in section 1.3 of this report.</p> |
| 043 | <p>Believes that the rest area and service centre should be located in accordance with the</p> | <p>The RTA considered the <i>Our Living City Strategy</i> in the</p> |

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| | Coffs Harbour City Council's Our Living City strategy goals. These are: | | <p>development of the rest area options. The respondent's comments were taken into consideration during the selection of the preferred location for the rest area.</p> <p>The Arrawarra location has been selected as the preferred location due to the reasons outlined in section 1.3 of this report.</p> |
| <p>OLC Goal</p> | <p>Respondent's comment</p> | | |
| <p>ENVIRONMENTAL SUSTAINABILITY</p> <p>To protect, maintain and improve our natural attributes and resources.</p> | <p>Retain land for its current use until such time as the land is required for industry, commerce and residences.</p> <p>Arrange rest area and service centre to fit in with industry, commerce and residences</p> | | |
| <p>To provide for settlement that enhances environmental values and is compatible with environmental constraints.</p> | <p>Preserve Lot 2 for buildings and landscaped areas that reflect environment values</p> <p>Arrange bitumen car park areas so that they are woven into landscaped and regenerated bush areas.</p> | | |
| <p>To use resources efficiently and to devise innovative ways to minimise pollution and disposal of waste</p> | <p>Located truck rests on flat vegetated land at Arrawarra (or Corindi) where noise and air pollution hazards will be far less than (on the slope) at Lot 2 (next to future homes/workplaces)</p> <p>Arrange car rest areas along Unwins Road (as in C2) but not encroaching on future building land</p> | | |
| <p>ECONOMIC SUSTAINABILITY</p> <p>To foster diversity, growth, development and creative opportunities for business and industry</p> | <p>RTA, Coffs Council and land holders develop a concept plan that is based on site investigation, viability studies and consultation with land owners and the community.</p> | | |
| <p>To provide increasing and innovative employment and education opportunities for existing and future residents</p> | <p>Preserve land, such as Lot 2, for employment and education facilities that are close to other services and facilities.</p> <p>Ensure that the area is accessible by public transport and bicycle and on foot.</p> | | |

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| | <p>To manage a population size sufficient to sustain and extend services in key centres</p> <p>SOCIAL SUSTAINABILITY</p> <p>To provide a quality lifestyle for residents where health and well-being improve over time.</p> <p>To protect and enhance the overall character, identity and liveability of our local communities</p> <p>To provide equitable access to services and facilities for existing and future residents</p> | <p>Develop a mix of residential, industrial and commercial areas that are integrated with attractive recreational/ service areas that will serve travellers and the local community.</p> <p>Support local industry lands and future commercial prospects by assisting current owners who employ locally and bring money and jobs to the local community.</p> <p>Carefully design the south Woolgoolga entry to reflect the natural beauty, cultural identify and health/ lifestyle goals of the area</p> <p>Prepare a concept plan that incorporates restaurants, gardens, shops, light industries and residences, arranged to promote multi access means and attractive rest and parking facilities.</p> |
| 033 | <p>Woolgoolga already has a popular rest stop near the roundabout on the existing highway. When the bypass is constructed, signage could direct travellers to this rest stop which could be positive for tourism in the area.</p> | <p>This existing stop is a driver reviver facility and light vehicle only rest area. The proposed rest area would cater for both heavy and light vehicles and could include signage for the region designed in accordance with RTA standards. The rest area includes the provision for a driver reviver facility.</p> |
| 059 | <p>The south Woolgoolga site will exaggerate the physical confines of the area and result in unnecessary “crowding” of the town.</p> <p>The intrusion of the highway upgrade on Woolgoolga is already substantial without being intensified further by creating a rest area that in the future could, in itself, become a hub of activity from local as well as passing traffic. That would seem to defeat the RTA’s objective in establishing the rest area.</p> | <p>It is acknowledged that the south Woolgoolga location would be more consistent with land use planning in the area, with land potentially rezoned to industrial.</p> <p>The design of the rest area incorporates landscaping which would provide a visual buffer for the rest area.</p> |
| 059 | <p>The south Woolgoolga site may be desirable due to easy access to a significant seam of blue metal. But it would be concerning if this was the reason for the selection of the site</p> | <p>Access to raw material supplies was not a consideration of the assessment of rest area options.</p> |

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| General | | |
| FOR | | |
| 020 | No need for any timber harvesting or clearing unlike Arrawarra. | The modification of the south Woolgoolga interchange as part of the rest area option would result in the removal of less vegetation (Chapter 12 of the rest area assessment report). |
| 021, 022, 024, 027, 031, 034, 036, 040, 062 | The south Woolgoolga site is more convenient as it is already an industrial/ commercial area with few residences. | The land has been identified by Coffs Harbour City Council as being suitable to be re-zoned as industrial land. However, the Arrawarra location has been selected as the preferred location due to the reasons outlined in section 1.3 of this report. |
| AGAINST | | |
| 011, 033 | Developer proposing a shopping centre and service station at the old Hall's Mill site, which is not far away from the proposed rest area. Should this proposal go ahead, a separate service centre would not be needed. | <p>The purpose of highway service centres is to service the travelling public and not local communities. This is in accordance with the Section 117 Ministerial Direction entitled "Commercial and retail development along the Pacific Highway, North Coast". Two of the objectives of the Ministerial Direction are:</p> <ul style="list-style-type: none"> • To provide for the food, vehicle service and rest needs of travellers on the highway and • To reinforce the role of retail and commercial development in town centres where they can best serve the populations of the towns. <p>The proposal that the rest area should be placed at Hall's Old Timber Mill site would result in safety and access issues due to conflicts between highway traffic accessing the rest area and local traffic on the existing highway accessing Woolgoolga and the Bosworth Road industrial estate.</p> <p>Coffs Harbour draft Business Lands Strategy identifies that the Bosworth Road industrial area should be zoned as IN2 being light industrial. Any development would need to meet Coffs</p> |

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| | | Harbour City Council's requirements, including meeting zoning requirements. |
| 032 | While the area has been earmarked for industrial development, this is not likely to occur in the near future and as such, the rest area will impact on adjacent agricultural land | Noted. Impacts on existing and future landuse are addressed in Chapter 10 of the rest area assessment report. Agricultural impacts relate to the acquisition of private property which would remove that land from farming. A blueberry farm and part of a banana plantation would be affected. |
| 054 | An industrial type truck/car stop and service centre to be constructed next to land that in the future may be zoned urban or residential is bad planning. | Land to the north of the rest area has been identified by Coffs Harbour City Council as being suitable to be re-zoned as industrial land. However, land to the west could potentially be developed for residential purposes. The RTA understands that a 50m buffer is proposed between industrial lands (including the rest area) and any potential residential land. The design for the rest area includes visual and acoustic screening to minimise any impacts to surrounding residences. The Arrawarra location has been selected as the preferred location due to the reasons outlined in section 1.3 of this report. |
| 028, 033, 048, 050 | Object to the purchase of private agricultural land, as it would remove that land from the local farming economy. | Noted. Impacts to privately owned agricultural land are addressed in Chapter 10 of the rest area report. The report acknowledges that a blueberry farm and part of a banana plantation would be directly affected. However, it should be noted that this land has been identified by Coffs Harbour City Council as being suitable to be re-zoned as industrial land. Arrawarra has been selected as the preferred location due to the reasons outlined in section 1.3 of this report. |
| 028, 059 | The south Woolgoolga site will deprive the township of 25% of its available industrial land (which is in short supply in the Coffs LGA) when there is a concerted effort being made to expand the town's industrial base and provide increased job opportunities. | Noted. Impacts to the potential future industrial lands are addressed in Chapter 10 of the rest area report and it acknowledges that the rest area would impact on land that is proposed to be re-zoned as industrial. The rest area assessment report also acknowledges that there is a lack of available industrial land within the local government area. Arrawarra has been selected as the preferred location due to the |

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| | | reasons outlined in section 1.3 of this report. |
| Noise and vibration | | |
| FOR | | |
| 010, 022, 024, 026, 037, 038, 045, 061 | <p>Trucks parking in industrial zone is compatible with that zoning and the noise barrier will ameliorate any noise problems.</p> <p>The residences that would be impacted by noise from the rest area are already impacted by highway noise.</p> <p>There are a lot of truck movements in the Bosworth Road Industrial Estate that create a lot of noise. Parties held on the estate also create greater noise than any vehicle noise.</p> | <p>Noted. Noise impacts from the rest area and proposed mitigation measures are addressed in Chapter 8 of the rest area assessment report. As a result of the rest area at south Woolgoolga, 13 residences would experience an increase in noise levels for daytime traffic flows above the base case (EA design), with the number increasing to 23 for night time flows above the base case.</p> <p>Arrawarra has been selected as the preferred location due to the reasons outlined in section 1.3 of this report.</p> |
| AGAINST | | |
| 028, 032 | <p>Noise barriers will not stop the noise.</p> <p>As an adjoining property is approximately 10m above the finished height of the rest area, to effectively screen the area for noise impacts, the noise barriers would need to be in the order of 10m.</p> | Noise mitigation measures are outlined in Chapter 8 of the rest area assessment report. The modelling of the rest area noise impacts incorporated the proposed noise mitigation measures, which includes at-house treatments. |
| 029 | Highway traffic is already intolerable, this will not be reduced with heavy vehicles slowing down to stop at the rest area. How do you intend to reduce the massive noise increase along the highway from Woolgoolga south to Emerald? | <p>The rest area assessment report addresses impacts from a rest area and potential future service centre located at south Woolgoolga and Arrawarra.</p> <p>Noise and air quality impacts as a result of the Sapphire to Woolgoolga Pacific Highway Upgrade as well as mitigation measures are addressed in the EA.</p> |
| 032, 035 DECCW, 050, 051, 053, 054, 060 | <p>Heavy vehicles using the proposed rest area will be required to either brake and decelerate to enter the rest area or accelerate to climb to the west after leaving the rest area. This will result in noise impacts 24 hours a day and affect more people than the 24 identified in the report. The proposed noise barriers do not seem to address this issue.</p> <p>There are a larger number of houses impacted by noise at south Woolgoolga and would need treatments to mitigate any impacts.</p> | <p>Noise impacts are addressed in Chapter 8 of the Rest area report.</p> <p>Due to the reasons identified in section 1.3 of this report, Arrawarra has been selected as the preferred location.</p> |

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| | We are concerned about the noise impacts to Hearnes Lake Road, particularly at night due to the access to the southbound carriageway on the highway being via a roundabout at Hearnes Lake Road. | |
| 033 | Noise impacts on residences would be even greater than at present as the town expands if this option was to proceed. | Noise impacts are addressed in Chapter 8 of the rest area assessment report. Any future residences built in the area would have to incorporate their own noise mitigation measures. Due to the reasons identified in section 1.3 of this report, Arrawarra has been selected as the preferred location. |
| Traffic | | |
| AGAINST | | |
| 011, 060 | There will be an increase in traffic volumes for vehicles trying to access Woolgoolga; this would be less if the rest area was at Arrawarra. | While the rest area at south Woolgoolga may encourage tourists to pass through Woolgoolga, the design for the rest area includes access off and onto the highway bypass at the south Woolgoolga Interchange. This enables highway vehicles that have accessed the rest area to gain access back onto the bypass without having to pass through Woolgoolga. |
| 028 | Modified south Woolgoolga interchange only makes the access far more dangerous than what is there now. Local traffic will be competing with tired interstate drivers. | It is acknowledged that there would be mixing of local traffic accessing properties to the south west of the rest area and highway traffic. The layout of the south Woolgoolga Interchange provides for the safe and efficient access to adjoining properties. All movements to access properties are left turn, with no right-turn movement. However, local traffic from properties would have to share the underpass with northbound highway vehicles entering and exiting the rest area. Due to the reasons identified in section 1.3 of this report, Arrawarra has been selected as the preferred location. |
| 029 | Will there be a speed restriction of 80km/hr on heavy vehicles between Emerald and Woolgoolga and include several speed cameras on this section? | The rest area assessment report addresses impacts of the two rest area options at south Woolgoolga and Arrawarra. Noise and air quality impacts as a result of the Sapphire to |

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| | | Woolgoolga Pacific Highway Upgrade are addressed in the EA. There are no proposals to restrict heavy vehicles on the upgraded highway between Emerald and Woolgoolga to 80km/hr. |
| 030, 054 | In the south Woolgoolga rest area site, there are four bus stops. There would be chaos with the additional traffic from the rest area mixing with local and bus traffic as well as slowing down travel times. At Arrawarra, there are not as many school bus routes as at south Woolgoolga. | Due to the reasons identified in section 1.3 of this report, Arrawarra has been selected as the preferred location. RTA has consulted with bus companies in regard to the provision of bus stop facilities for the upgraded highway. |
| 030, 054, 058 CHCC | The south Woolgoolga area is too congested for the truck stop and could result in accidents between local traffic and buses and the through traffic using the rest area. If B-triples are approved, it would be worse. Further assessment is required on the impacts on the access to Woolgoolga (including existing industrial land immediately east of the current Pacific Highway) and the residential zoned land in Hearnese Lake/Sandy Beach and Woolgoolga. | Traffic issues are addressed in Chapter 7 of the rest area assessment report. It is acknowledged that some mixing of highway and local traffic would occur. Due to the reasons identified in section 1.3 of this report, Arrawarra has been selected as the preferred location. |
| 062 | There is already a high level of traffic and noise in the area. | Traffic and noise impacts are addressed Chapter 7 and 8 respectively of the rest area assessment report. Due to the reasons identified in section 1.3 of this report, Arrawarra has been selected as the preferred location. |
| Design | | |
| 011, 029 | How does traffic from the proposed rest area at south Woolgoolga access the Pacific Highway to travel south? | Vehicles coming out of the rest area to travel south on the highway would pass through the roundabout to the south of the rest area, then travel down the local access road to the Hearnese Lake Roundabout before rejoining the highway. Due to the reasons identified in section 1.3 of this report, Arrawarra has been selected as the preferred location. |
| 051 | Should the south Woolgoolga option be selected, an access point should be provided for traffic heading south to enable vehicles from the rest area and Woolgoolga earlier access onto the highway and avoid the Hearnese Lake Road roundabout. If necessary, the access to the highway from Hearnese Lake Road could be deleted, with traffic travelling north to the interchange to access the highway. The extra traffic that would be generated on this section | A range of different options were considered for the redesign of the south Woolgoolga interchange. Options for southbound traffic to access the highway closer to the roundabout near the rest area were investigated. However, due to safety concerns, these were not progressed. Overall, Option A3 provided the best |

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| | of local road would be less than the existing proposal. If these access changes are not implemented, then the Arrawarra option should be implemented. | performing option. Due to the reasons identified in section 1.3 of this report, Arrawarra has been selected as the preferred location. |
| 029 | Why is the highway raised at Graham Drive north? This differs from the animated Drive sequence 3- Emerald to south Woolgoolga. If it is an underpass, how high will the highway be? | The design of the interchange for the south Woolgoolga rest area option shown in the rest area assessment report differs from the design shown in the environmental assessment as the design of the interchange had to be altered to provide safe and efficient access to the rest area for both northbound and southbound highway traffic. As Arrawarra has been selected as the preferred rest area location, the south Woolgoolga interchange design shown in the environmental assessment (and the animated drive sequences) would be constructed. |
| AGAINST | | |
| 033 | Due to the rest area at Unwins Road, the roundabout at Hearn's Lake has 4 exits instead of 3. The new roundabout and the on/off ramps west of the upgrade are a monstrosity for a small town. | A range of different options were considered for the redesign of the south Woolgoolga interchange. Options for southbound traffic to access the highway closer to the roundabout near the rest area were investigated. However, due to safety concerns, these were not progressed. Option A3 provided the best performing option. Due to the reasons identified in section 1.3 of this report, Arrawarra has been selected as the preferred location. |
| Visual | | |
| FOR | | |
| 021, 023 | The south Woolgoolga site is already in a disturbed visual landscape and is fairly unattractive. A properly designed and landscaped centre at south Woolgoolga would actually enhance both the environment and the visual amenity of the area. | As outlined in Chapter 5 of the rest area assessment report, the design for the rest area would include landscaping and consist of tree and shrub planting around the site and the modified interchange. In the rest area, trees and shrubs would be planted between the parking areas. Due to the reasons identified in section 1.3 of this report, |

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| | | Arrawarra has been selected as the preferred location. |
| AGAINST | | |
| 028, 053 | The construction works and road development will destroy the entire south Woolgoolga area appearance. | As outlined in Chapter 5 of the rest area assessment report, the design for the rest area would include landscaping and consist of tree and shrub planting around the site and the modified interchange. In the rest area, trees and shrubs would be planted between the parking areas. |
| Economic | | |
| FOR | | |
| 028, 033 | The south Woolgoolga option would cost far greater than the Arrawarra option. | RTA in determining a preferred site had to balance a range of issues through using a triple bottom line approach (balancing functionality, social and economic issues). The additional cost of the south Woolgoolga option was one of the factors in the selection of Arrawarra as the preferred location for the rest area. |
| Water Quality | | |
| AGAINST | | |
| 030 | People living in Hearn's Lake Road have a right to draw water from a "billabong" which flows through Hearn's Lake which provides habitat and water for native fauna. Waste and sewerage dumped into the open spaces on the lake and surrounding areas at night would be detrimental to the health of the billabong. | No waste or sewage would be dumped into open spaces, with rest area requirements including sewerage systems and rubbish receptacles. |
| 053 | The rest area would result in environmental impact as water drains from this area into a marine national park. | Both sites drain into the Solitary Islands Marine Park. Rest area design would incorporate detention/stormwater basins on site and a sewerage system to minimise any impacts to the marine park. |
| MISC | | |
| 028 | If the rest area is located at south Woolgoolga, we draw the conclusion that a deal has been done by someone in the RTA. | RTA in determining a preferred site had to balance a range of issues through using a triple bottom line approach (balancing functionality, social and economic issues). |

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| Arrawarra | | |
| Land use | | |
| FOR | | |
| 006 | Arrawarra rest area makes use of land that currently does not have a use. | The Arrawarra rest area would be situated on land which is currently used for forestry purposes. Chapter 10 of the rest area assessment report addresses forestry impacts . |
| 048 | A service centre at Arrawarra would also mean the acquisition of less extra land than at Woolgoolga. | Both rest areas were designed to fit in approximately the same area of land. |
| 059 | Why is it necessary to select a location for the rest area now? Postponing the decision may eliminate some of the opposition to the Arrawarra site by the NSW bureaucracy because it involves an area of state forest. Current opposition could change as part of the natural policy adjustments that accompany a state election. | Rest areas form part of the RTA's fatigue management regime. Heavy vehicle rest areas also provide places for heavy vehicle drivers to stop so that they may observe statutory regulations for driving and rest breaks to counter the effects of fatigue. The section of the Pacific Highway between the Clybucca Service Station north of Kempsey and the Halfway Creek rest area is one of two locations on the highway where there is a gap of more than 100 kilometres between formal rest facilities for heavy vehicles. The <i>Pacific Highway Safety Review 2004</i> , a strategic plan for rest areas on the Pacific Highway recognised that additional rest areas need to be developed in the Coffs Harbour/ Woolgoolga area. |
| Traffic and transport | | |
| FOR | | |
| 007 | Arrawarra proposal is more user friendly to all types of vehicles (as opposed to the south Woolgoolga option, where parking and turning options are too small for a large number of resting trucks, coaches and other travelling vehicles) | Both the Arrawarra and south Woolgoolga rest area options have been designed to accommodate the movement and parking of a similar number of heavy and light vehicles. |
| 030 | At Arrawarra, the rest area would be halfway between Coffs Harbour and Grafton, which would be the right spacing for trucks to stop. | The Arrawarra rest area would be consistent with the s117 Ministerial Direction and the Mid North Coast Regional Strategy. |

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| | | Both Ministerial Direction No. 5.4 (under Section 117 of the EP&A Act) and the Mid North Coast Regional Strategy (Department of Planning March 2009) identify Woolgoolga (at one of the Woolgoolga Interchanges) as possible locations for a Highway Service Centre on the Pacific Highway. |
| AGAINST | | |
| 021, 061, 062 | Safety concerns regarding bus stop at Eggins Drive and Arrawarra Beach Road. There would need to be some sort of supervisor to protect the children from the increased traffic. School zone speed barriers would need to be set up to protect our children. | Consultation with bus companies would be undertaken to develop bus stop arrangements at suitable locations on Eggins Drive. |
| 021, 034, 040, 061, 062 | Concern about the increase in the number of vehicles driving in/out of Arrawarra and the mixing with local traffic including pedestrians and cyclists. There are no footpaths in Arrawarra and increased traffic could compromise pedestrian and cyclist safety. Currently people can walk or cycle from Arrawarra Caravan Park up to Corindi Beach- however, with an increase in traffic, it would make it too dangerous. | It is not anticipated that a rest area at Arrawarra would increase traffic in Arrawarra Beach Road or Eggins Drive north of the Arrawarra Beach Road and Eggins Drive intersection. As all access and exits from the rest area would be signposted, the only traffic which would traverse Arrawarra Beach Road would be those vehicles that are travelling to Arrawarra. |
| 057 | Youth walking/ riding along the local access road (from Woolgoolga) to the Arrawarra interchange could be dangerous. | Pedestrians and cyclists travelling between Woolgoolga and Arrawarra Beach Road currently use the existing highway. By removing through traffic from the existing highway between Woolgoolga and Arrawarra Creek, the Woolgoolga bypass will improve safety for pedestrians and cyclists. Eggins Drive between Arrawarra Creek and Arrawarra Beach Road will be provided with shoulders 2m wide for use by pedestrians and cyclists. |
| Noise and vibration | | |
| 046 | When trees were removed in the nature strip between Eggins Drive and the Pacific Highway, what little noise barrier there was to residences at Darlington Park, was removed. | The provision of noise mitigation measures in the vicinity of Darlington Park is outside the scope of the rest area assessment and the Sapphire to Woolgoolga upgrade project. |
| FOR | | |
| 056, 030, 014 | Arrawarra would have less noise problems than south Woolgoolga The nearest residential property at Arrawarra is at least 600 metres. The truck stop is surrounded by tall timber which is a natural noise barrier. | Noise impacts and mitigation measures are addressed in Chapter 8 of the rest area assessment report. Under the rest area only scenario, there would not be any change from the base case scenario. With the inclusion of a service centre, some |

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| | Noise barriers would be smaller and not so widely needed as at south Woolgoolga due to the fewer residences close to the site. | residences would see an increase of 0.5-1dBA. Mitigation measures for the rest area include a noise wall/mound to the north of the site and also along the eastern boundary. |
| AGAINST | | |
| 009, 036, 047 | Rest area at Arrawarra would result in extreme noise levels 24 hours a day, particularly at night. Noise barriers would need to be installed to restrict noise resonating into the Arrawarra area and the tourist facilities that abound there. | Noise impacts and mitigation measures are addressed in Chapter 8 of the rest area assessment report. Under the rest area only scenario, there would not be any change from the base case scenario. With the inclusion of a service centre, some residences would see an increase of 0.5-1dBA. Mitigation measures for the rest area include a noise wall/mound to the north of the site and also along the eastern boundary. |
| 026, 037, 038, 045 | Noise levels on residences near the Arrawarra site would be significantly higher than currently. The noise modelling was done on the basis of moving traffic, not heavy vehicles climbing or slowing to a stop. | Noise impacts and mitigation measures are addressed in Chapter 8 of the rest area assessment report. The noise assessment assessed trucks accessing the interchange ramps to enter or exit the rest area as well as moving through the rest area and while at rest. |
| 046 | Trucks accessing the southbound off-ramp to access the rest area would begin to slow their vehicles further back from the off-ramp, which would impact quite considerably on noise levels in Darlington Park and Lorrieket Park. | Noise impacts and mitigation measures are addressed in Chapter 8 of the rest area assessment report. The noise assessment assessed trucks accessing the interchange ramps to enter or exit the rest area as well as moving through the rest area and while at rest. |
| Air quality | | |
| AGAINST | | |
| 046 | There would be an increase in diesel waste that our homes get covered in. | It should be noted that the rest area proposal itself would not result in an increase in vehicles on the highway. Rather, its purpose is to primarily service those vehicles. Vehicle emission impacts are most effectively managed at source via vehicle fuel standards and vehicle maintenance and emissions testing. The preferred approach to addressing road-based air quality impacts is through improved road design (as is the case with this Proposal) and through state or region wide |

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| | | <p>strategies, such as:</p> <ul style="list-style-type: none"> • Progressive tightening of vehicle air emission standards • In service inspections to ensure vehicle muffler/exhaust systems are well maintained • Integration of transport and land use planning. <p>It is anticipated that over time the turnover in the vehicle fleet would see progressive removal of less efficient vehicles from the roads, thereby reducing vehicle emissions.</p> <p>Emissions and associated air quality pollutant levels would also be expected to improve from 2011 to 2021 due to improved fuel composition and associated combustion technologies. With the proposed upgrade, emission rates and associated pollutant levels would generally decrease.</p> |
| Flora and fauna | | |
| FOR | | |
| 032 | The Arrawarra site is located within an isolated section of forest separated by the highway across which wildlife crossing should be discouraged if possible. The removal of the vegetation could have a positive impact on protecting wildlife in the remaining forest area. | <p>It is acknowledged that there would be an ecological impact as a result of the rest area and potential future service centre proposal at Arrawarra. As a result, while the RTA has selected Arrawarra as the preferred rest area location, options to refine the design of the rest area to minimise ecological impacts have been investigated.</p> <p>The Sapphire to Woolgoolga Pacific Highway Upgrade makes provision for animal proof fencing along the Woolgoolga bypass through the Wedding Bells State Forest. To the east of the highway, animal proof fencing would be erected along Eggins Drive to the Arrawarra Beach Road intersection before traversing along Arrawarra Beach Road to the highway and running parallel to the northern extent of the project (refer to the EA section 17).</p> |

| Submission Number | Issue | Response |
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| AGAINST | | |
| 009 | Concerned that negligent tourists could set the surrounding forest on fire as it is high risk fire prone land. | No BBQ facilities are proposed to be provided at the rest area. During periods of fire ban, open fires would be prohibited which would minimise the risk of fires getting out of control. |
| 009, 015, 021, 022, 024, 026, 037, 038, 045, 027, 031, 034, 035 DECCW, 036, 039, 040, 047, 052, 057, 061, 062 | The Arrawarra site would also have significantly more impact on native vegetation and wildlife, including EECs, threatened species and native animals including Eastern Grey Kangaroo, Squirrel Gliders, Hoary Wattled bats and a previously unseen species of bat. It will also destroy an uninterrupted vegetation corridor between Arrawarra Beach Road to Arrawarra Creek. Land clearing would need to be minimal and restricted with much of the bush area retained. | It is acknowledged that there would be an ecological impact as a result of the rest area and potential future service centre proposal. As a result, while the RTA has selected Arrawarra as the preferred rest area location, options to refine the design of the rest area to minimise ecological impacts have been investigated. |
| 035 DECCW | Area to the east of the highway (including the rest area site) supports a viable population of threatened squirrel gliders. Widening of the highway corridor in this location could lead to the coastal population of squirrel gliders becoming isolated and prone to local extinction. In order to ensure connectivity, tall tress on the road verge should be retained and minimising impacts to high quality foraging and breeding habitat. | It is acknowledged that there would be an ecological impact as a result of the rest area and potential future service centre proposal. As a result, while the RTA has selected Arrawarra as the preferred rest area location, options to refine the design of the rest area to minimise ecological impacts have been investigated. The approved concept design for the Sapphire to Woolgoolga upgrade includes a widened vegetated median south of Arrawarra Creek to facilitate the crossing of the upgrade by squirrel gliders. |
| 046, 047, 061 | There is no mention of the 2 endangered and 26 vulnerable species in the area. There is also no mention of any preventative fencing for the wildlife- noise mounding and animal proof fencing should be provided along the whole length of Eggins Drive. The impact on flora and fauna in the area would need to be thoroughly explored. Animal barriers and flyovers would need to be established, should the project go ahead. The rest area site would impact on wetlands on the western side and the water birds and | The known and likely threatened fauna species in the rest area site are identified in Appendix C of the rest area assessment report. Chapter 12 of the report includes a summary of Appendix C. Details of vegetation types in the rest area site are included in Appendix C and Chapter 12 of the report. No SEPP 14 wetlands are impacted on by the proposed rest area. It is acknowledged that there would be an ecological impact as a |

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| | other animals using this area would be a thing of the past | <p>result of the rest area and potential future service centre proposal. As a result, while the RTA has selected the Arrawarra rest area as the preferred location, options to refine the design of the rest area to minimise ecological impacts have been investigated.</p> <p>The Sapphire to Woolgoolga Pacific Highway Upgrade makes provision for animal proof fencing along the Woolgoolga bypass through the Wedding Bells State Forest. To the east of the highway, animal proof fencing would be erected along Eggins Drive to the Arrawarra Beach Road intersection before traversing along Arrawarra Beach Road to the highway and running parallel to the northern extent of the project (refer to the EA section 17).</p> |
| Hydrology and water quality | | |
| 013 MPA, 024, 035 DECCW | Maintaining vegetation at the Arrawarra site is an important factor in maintaining good water quality and natural functioning of the Arrawarra Creek ecosystem. Arrawarra Creek is an important watercourse forming part of the habitat protection zone of the SIMP | Where possible, the existing vegetation would be retained on site. Options to refine the design of the rest area to minimise ecological impacts and provide enhanced outcomes for stormwater flows and water quality have been investigated. |
| 044 NOW | Any works within 40 metres of a watercourse should be consistent with State Policy and Guidelines. | Works associated with the rest area would not occur within 40 metres of a watercourse. However, as the site is near the Solitary Islands Marine Park, best practice erosion and sedimentation controls would be implemented during construction. |
| 009, 024 | Concerned about the impact to flooding in the area- Arrawarra Beach Road and Eggins Drive both flood in heavy rains. Would this be exacerbated by raising the ground level of the site? | Raising the ground level of the site is not anticipated to exacerbate flooding in the area. As part of the rest area design, detention/ stormwater basins would be provided on site. Options to refine the design of the rest area to minimise ecological impacts and provide enhanced outcomes for stormwater flows and water quality have been investigated. |
| 058 CHCC | No attention to servicing the site with reticulated water and sewer has been given. The site is not part of Council's endorsed water and sewer strategy. A sewer pump station would likely be required (to be provided by the developer) to service this site. | The rest area site would be connected to Council's sewerage scheme. The concept design for the sewerage connection has been discussed with Council representatives. |

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| AGAINST | | |
| 047 | Runoff from this creek with all the road filth would impact on the beaches and ecology of the area. This area is low lying, which at times becomes flooded. | <p>As the site is near to the Solitary Islands Marine Park, best practice erosion and sedimentation controls would be implemented during construction.</p> <p>The rest area site is not anticipated to exacerbate flooding in the area, nor be subject to flooding. As part of the rest area design, detention/ stormwater basins would be provided on site. Options to refine the design of the rest area to minimise ecological impacts and provide enhanced outcomes for stormwater flows and water quality have been investigated.</p> |
| Proposal design | | |
| 046 | If you are going to widen Eggins Drive, why are you not considering sound management measures along the parts of Eggins Drive that are closest to the highway? RTA should look further into the upgrade of Eggins Drive and provide a pathway for walking or bike riding. | There are no proposals to widen or otherwise alter Eggins Drive north of Arrawarra Beach Road as part of the Sapphire to Woolgoolga Pacific Highway Upgrade project. |
| 047 | An in depth EA would be required to establish credentials for a sustainable low impact rest area. | Approval of the rest area will be sought as a modification to the current approval of the Sapphire to Woolgoolga upgrade project under Part 3A of the Environmental Planning and Assessment Act. An environmental assessment for the modification will be prepared and displayed for community comment. |
| 047 | There needs to be proper recycling requirements for all the rubbish and fuel spills as there is a creek running nearby that flows into the ocean. | <p>Appropriate garbage disposal facilities will be provided for at the rest area. The site will also include on-site stormwater detention basins.</p> <p>Options to refine the design of the rest area to minimise ecological impacts and provide enhanced outcomes for stormwater flows and water quality have been investigated.</p> |
| 009 | Arrawarra has no sewerage system what impact would this have on the surrounding creek and bushland? | Arrawarra Beach is currently serviced by a reticulated scheme. The rest area site would be connected to Council's sewerage scheme. The concept design for the sewerage connection has been discussed with Council representatives. |

| Submission Number | Issue | Response |
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| 009, 031 | Wouldn't it be easier to construct the service centre to the west of the highway (eg at Nash's Forest Road)? | A rest area constructed to the west of the highway would have even greater ecological impact as it would impact on the Wedding Bells State Forest, which has a larger continuous area of vegetation. The rest area was proposed to the east of the highway to avoid Ecologically Endangered Communities of trees which are situated to the west of the highway (in Wedding Bells State Forest). |
| FOR | | |
| 033 | There would be no costly redesign of the interchange for the Arrawarra option | Agreed |
| Security and safety | | |
| AGAINST | | |
| 009, 021, 040, 057 | <p>Arrawarra has a low police presence- any disturbances would only be responded to from Coffs Harbour (30 minutes)</p> <p>The service centre could attract the young people in the village which could result in road safety, and child safety issues.</p> <p>A service centre could attract all manner of people who may cause problems for the rest of Arrawarra, particularly if they wanted to go to the beach, which at the moment is via access from the Caravan Park.</p> | <p>There are currently few examples of security issues at rest areas, possibly due to the presence of users of the facility.</p> <p>With the Woolgoolga bypass in place, the south Woolgoolga site would be approximately 5 minutes closer to Coffs Harbour than the Arrawarra site in terms of travel time at the signposted travel speed. Police responding to emergencies could reduce this time difference.</p> |
| Socio-economic | | |
| Amenity | | |
| FOR | | |
| 016, 019, 030, 032, 059, 060 | There would be less impacts at Arrawarra due to the lower number of residences, no water problems and very little noise problems, no impacts with school bus services or stops and less traffic. | <p>Impacts associated with the rest area options are detailed in the rest area assessment report.</p> <p>Due to the reasons identified in section 1.3 of this report, Arrawarra has been selected as the preferred location.</p> |

| Submission Number | Issue | Response |
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| Business/tourism | | |
| FOR | | |
| 048, 055 | <p>A service centre at Arrawarra would offer employment and provides facilities in an area which lacks opportunities.</p> <p>A future service centre at Arrawarra would attract people from Mullaway and Arrawarra as it would be a shorter drive than Woolgoolga.</p> | Agreed, however, the rest area/ potential future highway service centre would have other impacts to the surrounding environment and community as discussed in the rest area assessment report. |
| 016 | No impacts to the proposed shopping centre in south Woolgoolga. This development would bring job opportunities to Woolgoolga. Would have little to no impact on the Woolgoolga business sector | Business impacts are addressed in Chapter 11 of the rest area assessment report. The option at Arrawarra would have less impact on businesses in Woolgoolga. |
| AGAINST | | |
| 021, 023, 024, 025, 026, 037, 038, 045, 034, 036, 047 | A service centre at Arrawarra Beach Road would be unviable as there already exists at 9 minutes north at Halfway Creek (19km) a service centre that is more attractive due to cheaper petrol. The distance between Halfway Creek and Arrawarra would not be consistent with the Section 117 Ministerial Directions. | <p>A rest area at Arrawarra would be consistent with the s117 Ministerial Directions and the Mid North Coast Regional Strategy. Both Ministerial Direction No. 5.4 (under Section 117 of the EP&A Act) and the Mid North Coast Regional Strategy (Department of Planning March 2009) identify Woolgoolga (at one of the Woolgoolga Interchanges) as possible locations for a Highway Service Centre on the Pacific Highway. It should also be noted that the service station at Halfway Creek is not identified as a Highway Service Centre. As such, the Woolgoolga Highway Service Centre would be 140-150km north of the Kempsey facility and 90-105km south of the facilities at Maclean.</p> <p>The RTA proposes to construct a rest area only at the Arrawarra interchange. Any development of a service centre would be undertaken by a third party sometime in the future.</p> |
| 020 | The rest area/ potential future service centre at Arrawarra would compete with Woolgoolga, rather than consolidating commercial activities | <p>Business impacts are addressed in Chapter 11 of the rest area assessment report. The option at Arrawarra would have less impact on businesses in Woolgoolga.</p> <p>The RTA proposes to construct a rest area only at the Arrawarra interchange. Any development of a service centre would be</p> |

| Submission Number | Issue | Response |
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| | | undertaken by a third party. |
| 024 | Should the rest area be located at Arrawarra, travellers will stop at Arrawarra and go straight past Woolgoolga. | The design of the rest area provides for signage to promote the Woolgoolga and the Northern Beaches area. Business impacts are addressed in Chapter 11 of the rest area assessment report. |
| 024, 034 | <p>There are a number of tourists and holiday parks from Mullaway to Red Rock, with the service centre at Arrawarra, these tourists would not venture into Woolgoolga, resulting in Woolgoolga losing out on more trade.</p> <p>There are a few small businesses in Arrawarra that would be affected including the small shop at the Arrawarra Beach Holiday Park and the Mullaway Petrol Station.</p> | There would be some business impacts which would result due to the establishment of a service centre at Arrawarra, however, the highway service centre's main objective is to service the travelling public and not the local community. In addition, a highway service centre would not provide all the services required by tourists in the area. Business impacts are addressed in Chapter 11 of the rest area assessment report. |
| Property impacts | | |
| FOR | | |
| 033 | The Arrawarra site would impact on an isolated piece of forest, which is located between the highway and Eggins Drive. The bulk of the forest would not be impacted. State forests are publicly owned, so there would be no need to purchase private land which is very costly for the government. There would be an economic benefit from the sale of harvestable timber. | <p>Acquisition costs of the proposed sites have been included in the cost estimates of the sites.</p> <p>Arrangements have been made to make any harvestable timber available to Forests NSW during construction.</p> |
| Aboriginal heritage | | |
| AGAINST | | |
| 024 | As Wedding Bells State Forest is of importance to the local Aboriginal communities, the proposed site could contain Aboriginal heritage items due to middens and fish traps at Arrawarra Beach and in both Yarrowarra and Arrawarra Creeks. | <p>Aboriginal investigations were undertaken with the assistance of Aboriginal stakeholders on the proposed site in 2009. These investigations did not detect any items of heritage value.</p> <p>Should any heritage items be found during construction, works would cease in the vicinity of the find until Aboriginal heritage specialist advice is obtained.</p> |

| Submission Number | Issue | Response |
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| Visual | | |
| AGAINST | | |
| 031 | Concerned that the narrow access road to Arrawarra would be fouled by a poorly maintained rest area and a grubby, noisy, busy and smelly service station. | RTA has a regular maintenance program for all RTA controlled rest areas. Any operational service centre would need to meet required standards, including safety and hygiene requirements. |
| Soils and water | | |
| 044 NOW | The site at Arrawarra has a high probability of Acid Sulfate Soils (ASS). If this site is chosen, then further assessment and management should occur in conjunction with the Acid Sulfate Soil Manual. | The environmental assessment (EA) for the Sapphire to Woolgoolga upgrade identified that, at the Arrawarra rest area site, there is a high probability of acid sulfate soils occurring 3 metres below ground surface. The design of the rest area would be unlikely to impact on these soils. Mitigation measures relating to acid sulfate soils are identified in the EA and, where appropriate, would be implemented prior to construction. |
| 044 NOW | It is expected all works adjacent to riparian areas are undertaken with minimal disturbance, erosion and sediment control measures, provide adequate drainage, maintain hydrological flow regimes and all disturbed areas are revegetated and rehabilitated appropriately. | Noted. The revised Statement of Commitments in the environmental assessment submissions report for the Sapphire to Woolgoolga upgrade include commitments to minimise impacts to water quality and ecology. These commitments would also apply to the construction of the rest area and would be implemented prior to construction and detailed in the project Construction Environmental Management Plan. Any measures would be installed and maintained in accordance with best practice industry practices, standards and guidelines. |
| 044 NOW | Any dams, ponds or sediment basins constructed as part of the rest area construction and associated roads must be consistent with the <i>NSW Farm Dams Policy</i> . | Any sediment/detention basins built on site would be constructed in accordance with the DECCW publication <i>Managing Urban Stormwater: Soils and Construction</i> (Blue Book). |

3. Selection of preferred location and refinement of the rest area concept design

3.1 Consultation with Government Agencies

Ongoing consultation has been undertaken with agencies throughout the development of the Sapphire to Woolgoolga upgrade.

Meetings were held with regional representatives of the Department of Planning (DoP), Department of Environment, Climate Change and Water (DECCW) and Coffs Harbour City Council (CHCC) on 30 April 2008 and with DoP and DECCW representatives on 23 July 2008 to specifically discuss issues regarding the rest area at the Arrawarra interchange proposed in the environmental assessment and the potential impacts of locating the rest area at the south Woolgoolga interchange. At the meeting on 23 July 2008, it was agreed that the RTA would prepare a comparative assessment of the benefits and disbenefits of both rest areas and possible future highway service centres at the Arrawarra and south Woolgoolga interchanges.

On 5 February 2010 (following the public display of the Rest Area Assessment Report) a rest area workshop was held with senior regional representatives of DoP, DECCW and CHCC. Workshop attendees discussed the results of the assessment of the rest area options in the Rest Area Assessment Report and the submissions received from the public display of the report. The consensus conclusion of the agency and Council representatives at the workshop was that;

- There was no significant impediment to the development of a rest area / Highway Service Centre facility as proposed at either the south Woolgoolga or Arrawarra interchange.
- On balance, based on non-cost considerations, south Woolgoolga was the preferred location for a rest area / Highway Service Centre facility.
- The additional cost of the south Woolgoolga option was a factor to be considered in the selection of the location for the rest area.

3.2 Selection of the preferred location for the rest area

Based on consideration of the Rest Area Assessment Report, the submissions received from the public display of the report and consultation with Government Agencies, the RTA concluded that:

- A rest area with provision for the possible future development of a highway service centre at either the south Woolgoolga or Arrawarra interchange would be consistent with the *Pacific Highway Safety Review, May 2004* (RTA, 2004), the draft RTA Guidelines for provision of Major Rest Areas, DoP's *Mid North Coast Regional Strategy* and Ministerial Direction No. 5.4.
- There is no significant impediment to the development of a rest area / highway service centre facility as proposed at either the south Woolgoolga or Arrawarra interchange.
- The traffic impacts of a rest area would be similar at both locations. However, there would be greater patronage of the service centre at south Woolgoolga, than at Arrawarra due to the larger volumes of traffic on the adjacent local road (existing highway).
- The performance of the intersections of either interchange would be acceptable (Level of Service C or better) to at least 2034.
- A rest area / highway service centre at the south Woolgoolga interchange would have greater socio-economic impacts than one at the Arrawarra interchange, including:
 - Greater noise and other amenity impacts,
 - Impacts on agricultural properties and land identified by Coffs Harbour City Council for rezoning for industrial purposes;
 - The acquisition of private property.
- The Arrawarra site contains the higher ecological values of the two sites:
 - For the rest area only, the Arrawarra option would result in the removal of an additional 2.47ha of non EEC vegetation in addition to that for the approved project. Although a modified

interchange and rest area at south Woolgoolga would result in the removal of 1.04 ha of vegetation less than the approved project, it would result in the removal of 0.16 hectares of broad-leaved paperbark (EEC) not affected by the approved project.

- The potential impacts of incorporating a highway service centre into the proposed development would also be greater at the Arrawarra site than the South Woolgoolga site, with 1.41ha of an EEC needing to be cleared. A highway service centre at south Woolgoolga would require the clearing of an additional 0.27ha of non EEC vegetation.
- The proposed rest area and potential future highway service centre at both locations are similar in size and function and would produce similar hydrologic and hydraulic impacts.
- Visually, a rest area and potential future service centre at south Woolgoolga would fit into the surrounding environment better than at Arrawarra. However, there would be minimal visual impacts to adjacent residences from the Arrawarra site due to the surrounding heavily forested areas.
- There are no known Aboriginal or non-Aboriginal heritage items at either site.
- The concept estimate for the rest area and current concept design for the modified interchange at south Woolgoolga is \$12 M (\$2008/09). This estimate does not include the cost of extending the northbound on ramp by 500m to 550m to address safety concerns. With a concept estimate of \$4.4 M (\$2008/09), the rest area at Arrawarra is considerable less expensive than the south Woolgoolga option. Both estimates assume that the rest area would be constructed in conjunction with the Sapphire to Woolgoolga upgrade project.

Based on consideration of the rest area assessment report, the submissions received from display of the report and consultation with government agencies, the Arrawarra site has been selected as the preferred location for the rest area within the Sapphire to Woolgoolga Upgrade of the Pacific Highway.

The Arrawarra interchange was selected as the preferred location for the rest area as, compared to the south Woolgoolga option, it would:

- Have less noise and other amenity impacts.
- Have less impact on existing agricultural properties
- Have less impact on properties proposed to be re-zoned for industrial purposes.
- Be less expensive to build.

While Arrawarra has been selected as the preferred location for the rest area, the RTA acknowledges that the site would result in greater ecological impacts than the south Woolgoolga site.

3.3 Refinement of the concept design for the rest area at Arrawarra

Opportunities to refine the concept design for a rest area and potential highway service centre at Arrawarra have been investigated. These investigations have concentrated on opportunities to:

- Minimise potential impacts of a future highway service centre on the Endangered Ecological Community (EEC) north of Arrawarra Beach Road;
- Provide enhanced outcomes for stormwater flows and quality from the rest area site; and
- Rationalise arrangements for access into the rest area.

Relocation of future highway service centre

The site for the rest area south of Arrawarra Beach Road has a total area of approximately 3.0ha which is similar to the site areas for a number of existing highway service centres.

Based on these comparisons, investigations were undertaken into the opportunity to accommodate a future highway service centre within the proposed rest area site south of Arrawarra Beach Road. These investigations demonstrated that both a rest area and future highway service centre could be accommodated within the site south of Arrawarra Beach Road which was identified and assessed for a rest area only in both the environmental assessment for the Sapphire to Woolgoolga upgrade project and the Rest Area Assessment Report.

Relocation of the highway service centre to within the rest area site south of Arrawarra Beach Road would significantly reduce the ecological impact of a future highway service centre at Arrawarra by eliminating the potential impact on 1.41ha of EECs north of Arrawarra Beach Road identified in the Rest Area Assessment Report.

By moving the future highway service centre away from the nearest residences, the proposed relocation would reduce the potential noise, visual impacts and other amenity impacts of the facility on these residences.

Refined concept design for Arrawarra rest area

The refined concept design for a rest area at Arrawarra is shown in Figure 3.1. The rest area design facilitates the future development of the site as a highway service centre.

The concept design provides:

- Separate parking areas for trucks, stock and refrigerated trucks, light vehicles and buses / cars with trailers, including
- Front to rear parking in the truck parking area capable of providing 20 x 30m long B-double or 30 x 20m long semi-trailer parking bays or a combination of both
- Front to rear parking in the stock and refrigerated truck parking area capable of providing 8 x 20m long semi-trailer parking bays
- 6 x bus / car and trailer parking bays
- 23 x light vehicle parking bays
- Provision for additional front to rear parking in the truck parking area capable of providing 8 x 30m long B-double or 12 x 20m long semi-trailer parking bays or a combination of both
- 1 x four cubicle unisex toilet block connected to Coffs Harbour City Council's reticulated sewerage system via an underground pumping station and sewer rising main
- Information sign suitable for the display of a map of Woolgoolga and the northern beaches area and available facilities
- Provision for a 24 hour driver reviver facility, including a rectangular trafficable concrete slab hard stand area with minimum dimensions of 15 metres by 8 metres
- Picnic area with picnic shelters and scattered shade trees
- Areas for stormwater detention / quality control basins
- Approximately 0.5 Ha of retained vegetation. Both the possible future additional truck parking and the possible future development of a highway service centre would require the clearing of some or all of this retained vegetation.

At \$4.35 M (\$2008/09) the estimated cost of the refined rest area is very similar to the estimated cost of the Arrawarra option assessed in the Rest Area Assessment Report (Option A3). The estimate was developed from the concept estimate for the Sapphire to Woolgoolga upgrade project and assumes that the rest area would be constructed in conjunction with the project.

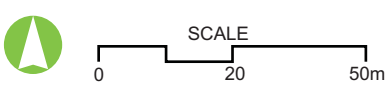
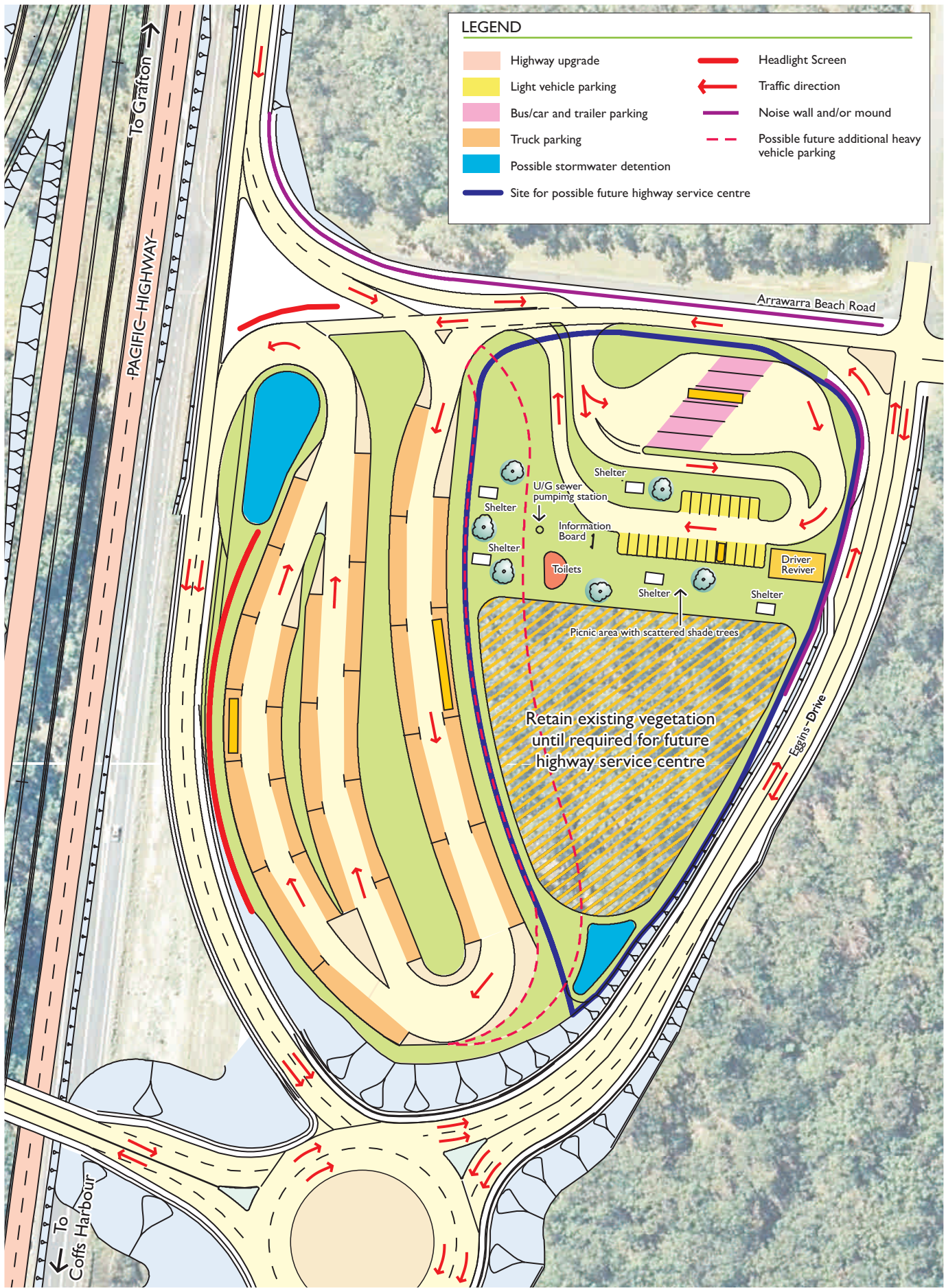
4. What happens next

While provision has been made for a future highway service centre at Arrawarra, the RTA will only be seeking approval for a rest area. A highway service centre would not be constructed by the RTA, but by a third party. Should any third party wish to develop a highway service centre at Arrawarra, a separate development application would need to be lodged by the third party to gain approval.

Approval of the rest area will be sought as a modification to the current approval of the Sapphire to Woolgoolga upgrade project under Part 3A of the *Environmental Planning and Assessment Act 1979*.

The RTA will prepare an environmental assessment for the refined rest area only at Arrawarra. The environmental assessment will describe the proposed rest area, including any further refinements to

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Sapphire to Woolgoolga Pacific Highway Upgrade **Rest Area Assessment**

FIGURE 3.1: Refined concept design for Arrawarra rest area

the concept design for the rest area, assess the resultant potential impacts of the proposal and identify the measures proposed to mitigate these potential impacts.

The environmental assessment will be displayed for community comment.

Following the display of the environmental assessment, the RTA will again consider community submissions. The RTA may refine the proposal further to help reduce impacts on the environment.

The RTA will then seek approval for the proposed rest area from the Minister of Planning. Should the rest area be approved, construction of the facility would be undertaken as part of the Sapphire to Woolgoolga Pacific Highway Upgrade project.