



Iluka Road to Woodburn

Upgrading the Pacific Highway

**CONCEPT DESIGN SUBMISSIONS REPORT
JULY 2008**

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***Pacific Highway Upgrade
Iluka Road to Woodburn***

Concept Design Submissions Report

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Submissions Cross-Referencing

1. Introduction

1.1 Background

The NSW Roads and Traffic Authority (RTA) is upgrading the existing Pacific Highway to a high-standard dual carriageway road for its full length between Sydney and Brisbane. Key aims of the upgrade program are to improve road safety and reduce travel times. Currently 263 of a total 677 kilometres are now double lane divided road. A further 91 kilometres are under construction or have had a construction contract awarded. The remaining kilometres are either approved for construction or have had a preferred route identified. The Pacific Highway is part of the AusLink National Network. By mid-2009 the New South Wales Government will have spent \$2.3 billion and the Australian Government \$1.3 billion towards the upgrade of the Pacific Highway.

On the North Coast of NSW, the Iluka Road to Woodburn project involves the upgrading of approximately 35km of highway to dual carriageway, mostly by duplication the existing alignment.

Connell Wagner has been engaged by the RTA to undertake route option investigations and concept design development, as well as the necessary environmental investigations for the preferred concept design. This report documents the outcomes of the community consultation process to date, including the responses to the Concept Design that was displayed in 2006.

1.2 Project description and summary

The Pacific Highway is a primary arterial road and the main transport corridor servicing the east coast of NSW. The highway forms part of the AusLink National Network, connecting Sydney and Brisbane with over 900km of roadway. It caters for interstate travel between NSW and Queensland, as well as intra-state, regional and local users.

The Iluka Road to Woodburn project begins just north of the Iluka Road turn-off and continues to the junction of the Pacific Highway and Tuckombil Road at Trusthams Hill, approximately 2km south of Woodburn. The study area predominantly follows the existing Pacific Highway alignment in a corridor approximately 1.5km wide. The southern end of the Iluka to Woodburn section adjoins the Pacific Highway upgrade for Wells Crossing to Iluka Road, while the northern end adjoins the Woodburn to Ballina upgrade.

This section of highway provides limited access to the coast between Iluka and Evans Head. To the east of the highway there are scattered rural residential developments between Iluka and Evans Head, and to the west, secondary roads serve a local rather than regional purpose. Jacky Bulbin Road provides an alternative route to Tullymorgan and Summerland Way between Grafton and Casino. Swan Bay New Italy Road provides an alternative route between New Italy and Woodburn. Both are unsealed roads.

The existing highway route is mostly of a good standard. Hence the proposed concept design generally involves duplication adjacent to the existing carriageway and within the existing road reserve to provide a 'Class A' dual carriageway (see section 2.2 below). The largest sections of proposed new highway are a 3km deviation adjacent to the Devils Pulpit State Forest and 2km at Pine Road. The RTA has previously acquired a corridor of land east of the existing highway to accommodate the proposed deviation. In addition, there would be minor land acquisition in certain areas, where the corridor is either too narrow to accommodate the second carriageway, or where improvement of the existing alignment is required.

At present this section of the Pacific Highway has a relatively high accident rate. A historical crash analysis was undertaken for a five-year period from January 2002 to December 2006 between Iluka Road and Tuckombil Canal. Results indicated a total of 95 crashes, including 12 fatal crashes and 48 injury crashes, where 71% of the fatal crashes were head-on crashes. A total of 28 accidents involving

heavy vehicles were also recorded. In order to reduce the likelihood of head-on crashes, a wire rope barrier has been installed along critical sections of the road. In terms of crashes per million vehicle kilometres travelled (Mvkt), during the study period there were:

- 2 fatal crashes per 100 Mvkt;
- 8 injury crashes per 100 Mvkt; and
- 21 total crashes per 100 Mvkt.

Traffic classification counts were undertaken in August 2006 north of Iluka Road and in May 2007 at Tick Gate, (19.9 km south of Woodburn), for seven continuous days. The annual average daily traffic volume at these sites was:

- 8,900 vehicles per day North of Iluka Road
- 8,530 vehicles per day at Tick Gate.

A travel demand analysis indicated that this section of highway is expected to see a significant increase (80%) in vehicle demand and movement by 2036.

With these factors in mind, the RTA's overall objectives for the Pacific Highway Upgrade Program have been adopted by the community to guide development of the Iluka Road to Woodburn project and are to:

- Significantly reduce road accidents and injuries
- Reduce travel times
- Reduce freight transport costs
- Develop a route that involves the community and considers their interests
- Provide a route that supports economic development
- Manage the upgrading of the route in accordance with Ecologically Sustainable Development (ESD) principles
- Provide the best value for money.

The route development process for upgrading the Pacific Highway between Iluka Road and Woodburn involved a range of technical investigations and concept design development, as well as consultation with the affected local communities and key stakeholders. The concept design has been made available for public review and feedback and the Concept Design Report (March 2006) has been published and widely circulated for comment.

1.3 The design process – Class A and Class M

The project provides for the provision of a concept design for a Class A road that is capable of being upgraded to a Class M road in the future.

Class A refers to an arterial style four-lane divided highway (dual carriageway) that incorporates limited direct access on and off the highway to local roads and private property. This would include provision for access such as 'Seagull' type T-intersections, with appropriate deceleration lanes, merge lanes and vehicle refuge zones between the opposing main traffic lanes, and some right turn movements into and out of secondary local roads. Under a Class A scenario, local traffic and through traffic would continue to share the highway. To access private property, State Forests, National Parks and nature reserves, left-in and left-out turn facilities would be provided in order to maintain continued access to and from the highway. To facilitate safe travel to and from private properties in both directions, and to permit safe access across the highway for local traffic, U-turn bays would be provided at regular intervals in both directions.

Class M refers to a motorway-standard road, where access is restricted to grade-separated (flyover-type) interchanges, and there is no direct access on or off the highway to local roads or private property. If warranted by future traffic growth, the Class M upgrade may include widening to six lanes (three in each direction). A Class M road may have a 110km/h posted speed. Under a future Class M

scenario, local traffic would be diverted to a parallel service road, normally having two lanes and with a posted speed limit less than 100km/h. All of the U-turn facilities, left-in left-out facilities and T-intersections proposed under the Class A concept design would be removed under a Class M arrangement.

The Class M scenario has not been subject to any detailed design beyond a conceptual, schematic layout, which depicts the likely extent of land acquisition that would be required in order to implement the ultimate Class M scheme.

The proposed upgrade of the Pacific Highway between Iluka Road and Woodburn is being approached as a Class A upgrade. However, in carrying out the investigations for the project, it was considered how the proposed concept design might be upgraded to Class M, and what this might entail in terms of the wider road footprint and associated property impacts. The planning and design for the Class A concept seeks to minimise the need for further reconstruction of large sections of new highway, should the Class M be implemented. The Class M strategy could therefore be implemented without major environmental impact and without further disruption or uncertainty for landowners.

1.4 Purpose of this report

The purpose of this report is to document all the submissions received in response to the Concept Design Display, as well as to identify the key issues concerning the community and stakeholders. This report aims to respond to the submissions in order to assist in developing assessment criteria to carry out a detailed evaluation of the proposed concept design. As a result, modifications to the concept design and a response to any other non-design issues may be undertaken.

This report aims to provide a basis for modifications to the concept design to provide input to the development of a Preferred Concept Design.

1.5 Objectives of this report

The main objectives of the Concept Design Submissions Report for the Pacific Highway Upgrade Program for Iluka Road to Woodburn are:

- To identify key issues as a result of the submissions.
- To respond to the key issues/concerns raised by the community and key stakeholders.
- To clarify where a design response has been provided.

2. The project to date

2.1 Route investigations and selection

The project to date has involved two main phases:

- a) Route investigations and selection
- b) Development of the preferred concept design.

These phases are explained in greater detail below.

Route investigation commenced with the collection and review of available information about the study area and preliminary investigations of local geography, topography, climate, demographics, and land use. This phase of the project also involved contact and consultation with local residents and businesses. This was critical in establishing an understanding of the study area and establishing the information database on which further studies and investigations could be built.

This phase also involved the examination of the existing highway to assess its condition in terms of the alignment, existing bridges and drainage structure, as well as pavement condition. These investigations identified whether the existing highway could be used as part of the proposed upgrade or whether a new alignment would be needed.

These investigations concluded that a substantial proportion of the existing highway was of a sufficient standard to be used in the upgrade and that an alternative route would conversely have a detrimental effect to the environment, visual intrusion on the landscape and additional impacts to private property. As such, no options were canvassed and the route selection process focussed on achieving an upgrade through the upgrading and/or duplication of the highway through the utilisation of substantial proportions of the existing road and building two new lanes on either the east or west side. A concept design was developed on this basis and displayed in 2006. The results can be found in the Concept Design Report (RTA March 2006).

2.2 Value engineering

A Value Engineering workshop was undertaken in July 2007. The process included a structured technical forum with members of the project team and other technical experts. The process allowed for finalisation of the concept design alignment based on environmental studies and engineering investigations to date. The primary aim of the workshop was to optimise the concept design.

2.3 Development of the Preferred Concept Design

Following the display of the concept design, analysis of submissions, consultation, further investigations and a value engineering workshop it was determined that the main criteria to consider in the design were:

- the functional requirements of the proposed highway,
- the amount of additional land required to construct the second carriageway and minor realignments,
- environmental impacts and
- property impacts.

Given the relatively low traffic volumes and limited residential or other development (but clear need to improve safety), the preferred concept design proposed is for a Class A arterial style four lane divided highway, with limited direct access on and off the highway.

3. The consultation process

Community and stakeholder involvement is an important part of the Iluka Road to Woodburn concept design process. The key objectives of community involvement for the project are to:

- Understand stakeholder and community issues, values and concerns related to the project.
- Create stakeholder and community awareness of the project and the need for the upgrade.
- Incorporate stakeholder and community issues in the design of the project.

3.1 Consultation initiatives

A Community Involvement Plan (CIP) was developed for the project. It involved the implementation of a number of different communication mechanisms to enable two-way flow of information between the study team and the community. The key aspects of the consultation program include the following initiatives:

- Free call info line (1800 258 118).
- Information displays (staffed and unstaffed).
- Community updates and progress updates.
- Community information sessions.
- Consultation with individuals, Councils, government agencies, Local Aboriginal Land Councils and other key stakeholders.
- Individual and group meetings, including face-to-face meetings on properties.
- Advertising.
- Website updates at www.rta.nsw.gov.au/pacific (click on Iluka Road to Woodburn).

3.2 The Concept Design display

The Concept Design Display was a key phase in the development of the project and in the consultation process where specific issues on the concept design were identified. The key stakeholders were generally property owners and government agencies.

The concept design was on display from 30 March to 28 April 2006. The advertised display locations were:

- RTA Woodburn Community Information Centre
- New Italy Museum Complex
- Clarence Valley Council
- RTA Pacific Highway Office.

A Community Information Session was held at the Woodburn Memorial Hall on Thursday 6 April. Approximately 31 individuals attended the session. The main concerns raised at the meeting related to property acquisition, access, the use of turning bays (ie 'how do they work?'), and the planning and community input process.

Advertisements were placed in the following newspapers by RTA to advise of the Concept Design Display:

- Northern Star (01/04/06, 03/04/06)
- Daily Examiner (31/03/06, 01/04/06)
- North Coast Advocate (06/04/06, 13/04/06)
- Clarence Valley Review (05/04/06, 12/05/06).

The RTA Woodburn Community Information Centre was staffed with study team members on 7 – 8 April 2006.

Posters were also displayed at:

- Richmond Valley Council (Evans Head office)

- Ballina Motor Registry.

3.3 Concept Design consultation with property owners

As part of the concept design display, community updates and feedback forms were sent to approximately 690 landowners and surrounding the study area.

Approximately 29 private properties were identified as potentially directly affected by the proposed upgrade of the highway. On the day of announcement each of these property owners were sent information to advise of the potential acquisition of a portion of their property to accommodate the proposed upgrade. The information package included the Concept Design Report (on CD), RTA's Land Acquisitions Policy and an aerial photograph showing the concept design overlain to illustrate the area of proposed acquisition.

All potentially affected property owners were also contacted by telephone with an offer to arrange an appointment with study team members to discuss the implications of the concept design for individual properties. Since the date of announcement, meetings have been held with 13 property owners potentially affected by the upgrade. The meetings have been held both during the staffed display at the RTA Woodburn Community Information Centre or at the properties.

Letters were also sent to approximately 33 property owners adjacent to the highway to advise that, at this stage, their property would not be directly affected by the upgrade.

The Gap Area Community Conservation Network and Wondawee Way Action Group are community groups formed since the beginning of project planning. On their request, the study team has met with the groups to discuss issues and concerns on the project.

3.4 Government agencies

The Concept Design Report (on CD) was sent to 28 recipients at government agencies. Briefings and feedback sessions with various government stakeholders, included representation from:

- Richmond Valley Council (01/05/06 and 13/06/06)
- Clarence Valley Council (19/05/2006)
- Department of Primary Industries (NSW Fisheries) (02/05/06)
- Department of Planning (02/05/06)
- Department of Natural Resources (02/05/06)
- Department of Environment and Conservation (Environment Protection Authority) (02/05/06)
- Emergency services (State Emergency Service, Rural Fire Service, Ambulance Service of NSW, NSW Police) (19/05/06).

3.5 Other stakeholders

Community updates were sent to 51 businesses, community groups and other stakeholders. Meetings held with other stakeholders in response to the Concept Design Display included:

- New Italy Museum Complex and Driver Reviver (01/05/06)
- Cane growers representing the Mororo and Harwood areas (01/02/06)
- Aboriginal groups (13/06/2007).

3.6 Changes to the Concept Design

Strategic changes have occurred following consultation on Concept Design in order to address access and public transportation issues.

- Location of U-turn facilities adjusted. Combined emergency stopping bays, U-turn and crossover facilities located typically every 3-4km at:
 - CH 58.000 – CH 61.800 – CH 65.000
 - CH 68.500 – CH 70.800 – CH 73.600
 - CH 77.300 – CH 81.300 with U-Turn north to south only – CH 87.450

- Bus stops added to egress side of selected side roads

Specific changes following consultation include:

- Iluka Road access to be designed to connect final dual carriageway under Wells Crossing to Iluka Road Project, as a result Banana Road would connect to the Iluka Road Interchange via a new slip road;
- U-turn located at CH 59.400 just north of Mororo Road;
- Rest area just north of Mororo Road to be retained under class A only;
- Southbound rest area to be shifted 30m north to reduce environmental impact;
- Jackie Bulbin Road seagull to include U-turn;
- Median right turn added at CH 65.650 into private access;
- Merge Taper added at Serendipity Road;
- Median right turn added at CH 80.400 into Cypress Road;
- Road realigned between Cypress Road and New Italy Road to reduce land acquisition and impact of mango trees. Retaining wall added to eliminate batter adjacent to Mango trees and well;
- Access to four properties 300 – 600m north of Cypress Road to be combined to one point only;
- Parking area to be formalised at New Italy to enable parking for 60 vehicles;
- Median right turn added with U-turn facility at Whites Road;
- Bend at Gap Road realigned to 1000m curve radius to reduce impact on western side;
- Cut at New Italy reduced to reduce footprint and impact on area;
- U turn located at CH 85.800 Nortons Road;
- Parallel service road from Wondawee Way to Trustums Hill added;
- Major design change at northern tie in due to excessive material requirements for the Woodburn to Ballina project. Full dumbbell interchange to be incorporated into design.

4. Submissions to concept design

The proposed upgrade has generated approximately 95 responses from individuals and organisations from across the study area and beyond, with 69 of these being submissions on the Concept Design Display.

Table 3.1 Type and quantity of submissions received during the concept design phase

Type of submission	Quantity (approx.)
Submission form	56
Submission form plus letter	2
Letter	10
Telephone	1
Website / email	1
TOTAL	69

Key issues raised in the submissions include:

- Property access
- Property impacts
- Heritage value of the New Italy area
- Loss of biodiversity.

A number of submissions also expressed their support for a safer upgraded highway.

Table 3.2 summarises the written submissions and correspondence received and provides responses on the issues raised and how the issues raised will be addressed throughout the subsequent phases of the project. To avoid duplication, submissions have been summarised and combined where appropriate.

It should be noted that the authors of some submissions have requested that either their name or name and submission not be published. Where this applies, the submission will be considered by the project team during concept design refinement; however it is not included in **Table 3.2**. In addition, records of meetings and phone discussions with potentially affected property owners with regard to specific property information are not included here.

Table 3.2 Summary of submissions and responses from RTA

Sub No. ¹	Issue ²	Response ³
4.1	Access issues	
7 41	Banana Road left in left out only. No right turn south. No right turn into Banana Road heading south. We have to turn left travel north to U-turn bay 3km up road past Mororo Road, why have a U-turn bay where no body lives? Why can't there be a U-turn bay adjacent to Banana Road and Mororo Road? On Banana Road 4 properties 4 houses, 11 cars, 8 adults, 9 children. There are eight cars that use Banana Road everyday, morning, night for school and work reasons having only left turn onto highway puts at least 6kms on every trip. Traffic island the same as Lewis Lane would be more convenient.	The Preferred Concept Design has been revised to link Banana Road to the Iluka Road interchange via a service road.
44 48 56	Most residences along Mororo Road travel south for work, school, recreation, often 2 and 3 times per day per family. Only having left in left out access is huge disadvantage and fuel costs having to go some kilometres north before U-Turn facilities and also coming from north having to go to Iluka turn off before returning to Mororo Road. There are more dwellings on Mororo Road than Lewis Lane which is 4kms south and they have an intersection.	The Preferred Concept Design has been revised to link Mororo Road to the Iluka Road interchange via a service road.
22	I am very concerned about access changes. I have already been affected by the cable dividing the road. I have already had to insist on wider shoulder access for the bus. My property is split by the highway and I and my property partner need two accesses, left and right.	The Preferred Concept Design has been revised. The northbound-to-southbound U-Turn bay has been moved a short distance to the north to better cater for the property on the east side of the highway.
67 14	We are a group of residents situated on the west side of the proposed A class highway, with at least 10 cars going in and out regularly to Woodburn at different times of the day, plus friends and family visitors. For safety reasons, and our families protection we require a service road to Woodburn, it would be only 1 kilometre of road works needed to complete this service road.	The Preferred Concept Design has been revised to include a sealed access track for local traffic only, on the western side from Wondawee Way to Trustums Hill Road.
38	I think the Woodburn area upgrade is very good. It's a very sensible way to upgrade the highway. I hope plenty of thought has been given for access to areas for emergency services such as Rural Fire Service in the past this area has had many large fires and MVA's (motor vehicle accidents). Plenty of turn around areas are required.	In addition to the U-turn bays and seagull intersections, turn around points would be located approximately every 3-4km for emergency vehicles. The majority of the straight sections of road would not have wire rope separating the road in the Class A scenario so the medians could be utilised in most emergencies.
45	One of our major concerns regarded access, the construction of a seagull T intersection resolves this. However, since the recent upgrading of the highway, the current access has become particularly dangerous for drivers accessing Serendipity Road from either direction. Something must be done in the shorter term	The RTA has investigated this intersection. There are currently no plans to upgrade this intersection.

¹ For submission names (except where withheld) see Appendix B)

² Issues raised in submissions have either been quoted, or where more appropriate, summarised. Some submissions have been combined where common issues have been raised.

³ All responses relating to revised design or describing a design response are general comments only. For details, refer to the Preferred Concept Design Report.

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Sub No. ¹	Issue ²	Response ³
	to rectify this unsatisfactory and dangerous situation.	
50	<p>At Gap, Sharpe and Tuckombil Roads, consideration should be given to a seagull T junction at one of the Tuckombil access points. It is noted this treatment is proposed at Serendipity Rd which has only a fraction of traffic that these three roads generate.</p> <p>Current land uses at Turners Road are timber production, grazing and a disposal area used by the RTA for failed pavement material. Northbound movement from Turner/Redgate Roads all vehicles including heavy, have to travel south to turn at the proposed seagull T junction at New Italy Rd. This will be very difficult manoeuvre for heavy vehicles.</p> <p>Concept design should be more closely looked at using the existing highway as a service road and first up propose to build a new type M motorway parallel to but in the vicinity of the existing road reserve. Construction could be done and without interrupting existing traffic.</p>	<p>As part of the proposal, the access point at The Gap Road would be closed. The Gap Road would be directly linked to the interchange at Trustums Hill This will provide a separate access to and from Woodburn for local traffic from Gap Road / Tuckombil Road. For southbound travel, residents of this area would first have to travel the short distance north to the Trustums Hill Road interchange.</p>
57	<p>Approx 5km turn around to property = 10-15 min per trip north. We have a cattle and macadamia farm plus let a house, extra cost for travel is myself 52 hours per year and 1040km. Tenant 208 hours and 4160kms. Who pays?</p> <p>Turners Road and Redgate Road service approx 12 households plus property owners with weekenders and agricultural interests and residents of Whites Road.</p> <p>We suggest a Doolan deck style overpass for access for this area. This area is through a cutting which would reduce the cost and most of the merging lanes will be available from the old highway and then would be cheaper than the proposed service roads and turn arounds.</p> <p>We understand that traffic counts have labelled this a light traffic area but feel this is unrealistic as traffic may bear no resemblance to that of December and January and other school holidays.</p> <p>On current plan school buses are not catered for - an overpass would provide safe access for children.</p>	<p>The preferred concept design has been revised since the display of the concept design. Residents of Turners Road and Redgates Road wishing to travel north will travel to Whites Road to make a U-Turn movement a total distance of approximately 1.2 km. This distance is a reduction of 3.2 km from the initial design and would add less than 2 minutes to the journey. The proposed changes to access are required to provide a safe highway. An overpass is not warranted at this point.</p> <p>During holiday periods, traffic volumes may increase. However, the proposed U-Turn bays will allow safe crossing of the highway because motorists will only have to negotiate one direction / flow of traffic at a time, with safe refuge provided in the median.</p> <p>Bus stop facilities are included in the preferred concept design and will be further developed during detailed design.</p>
53	<p>There are important issues related to access given that the turn right and left from the Swan Bay/New Italy Road and into the same road occurs on the west of a hill in particular turning into the road from the north is extremely dangerous due to a lack of clear vision and the excessive speed of vehicles.</p>	<p>The proposed concept design lowers the highway alignment at Swan Bay New Italy Road and would improve sight distance. This improves safety for turning traffic.</p>
68	<p>Main interest is getting on and off the proposed new highway in front of our property. As I heard the plans there would be an access lane on left hand side going south and then a U-Turn facility if going from the south and wanting to turn across oncoming traffic to access the property. Mostly we go south to Iluka or Maclean. We would need to be able to use the U-turn facility which looks like it is shown in front of our property. Does RTA construct an access to the property boundary as the new one may not marry with the existing one?</p>	<p>Direct access would be maintained for all properties along the highway that currently have direct access onto the highway. Access points may, however, be altered to provide a safer entry point. In this instance, access arrangements have been maintained via Khans Track.</p>

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Sub No. ¹	Issue ²	Response ³
63	Property at Tabbimoble Floodway No 1 and straddles the highway with 35 acres on the eastern side and 5 acres on the western side. This proposal means I will lose right hand turn access to both side of my property which will substantially affect my way of life in a number of ways.	The Preferred Concept Design has been revised. The northbound-to-southbound U-Turn bay has been moved a short distance to the north to better cater for the property on the east side of the highway.
61	<p>Issues raised in letter:</p> <ul style="list-style-type: none"> ▪ Access onto the new highway. ▪ Access to Bundjalung National Park from The Gap Road. ▪ New Italy - access, parking and visual amenity, however full access is a good outcome. <p>Recommendations:</p> <ul style="list-style-type: none"> ▪ Access for all existing residences and road reserves be maintained as near as possible to existing alignments by the provision of seagull intersections or left-in left-out access arrangements with appropriate u turn bays strategically situated. ▪ Issues with access to Bundjalung National Park along The Gap Road be addressed. 	<p>Access will be maintained to all properties that have currently have access to the highway. Access points will be maintained as near as possible to existing alignments however there will be some properties where access points would need to be altered. This would be to fit in with the new highway design and to ensure safer access points by providing better sight lines. Consultation will be undertaken with landowners during the detailed design stage of the project to finalise access to the highway.</p> <p>Access to Bundjalung National Park via the Woodburn interchange and Tuckombil Road. The Gap Road would be closed.</p> <p>The project team has discussed access, parking and visual amenity with the New Italy Museum Complex with Council staff. Access would be provided to the Complex via a seagull intersection at Swan Bay New Italy Road. RTA owned land, currently used by the Complex for parking, would be partly resumed for highway construction. Parking at the complex would be maintained by formalising parking arrangements and layout, thereby making parking more efficient. Parking and visual amenity of the Complex will be considered during the detail design phase of the project.</p>
20	Service road should be built in from the start as it will be unattainable in the future.	Current and forecast traffic volumes do not justify the additional cost of providing a Class M service road for this section of the Pacific Highway at the initial stage.
4.2 Property issues		
61	Richmond Valley Council raised a concern regarding the amount of new pavement or old Pacific Highway sections that are transferred to Council's control and maintenance responsibility. Council's desire is for this to be minimised.	Sections of the old highway to be transferred to Council are being kept to a minimum. However, highway design standards and RTA requirements will necessitate some transfer of assets. Most of the existing Pacific Highway is to be used in construction of the proposed upgrade.
92	Impacts to DECC estate do not appear to be considered in the Concept Design, reference is made to use of the Pacific Highway to access some areas of DECC estate. It is understood that there is no requirement for alteration to boundaries.	<p>The upgrade of the highway would not encroach on or have direct impact on DECC estate.</p> <p>Access to Bundjalung National Park would be maintained via Tuckombil Road and the proposed Woodburn interchange.</p>
47	The devaluation of the land is of major concern would limit resale	The concept design is being developed so as to

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Sub No. ¹	Issue ²	Response ³
	value.	have minimal direct impact on private property.
60	<p>Notification should be provided immediately as to whether or not their property will be affected by the upgrades which will take place at the front of their property at New Italy. As a consequence of recent modifications, are concerned at the type and effect of the proposed changes to their properties entrance once the RTA has commenced the proposed upgrade to that section of highway along the front of their property. What are the intentions of RTA are with the land so that appropriate & timely negotiations can take place.</p> <p>What is the RTA's proposed consideration for the concerned proposed acquisition?</p> <p>What are the proposed traffic variations and access deviations planned for the area adjacent to and including the entrance to our property leading up to during and after the upgrades?</p> <p>What are the dates for commencement and completion of the various works that will affect our property?</p> <p>What are the proposed noise mitigation works to be undertaken by RTA in respect to our property before during and after the construction of the upgrades?</p>	<p>The concept design is being developed so as to have minimal direct impact on private property. A U-turn has been placed approximately 600 m south of the property access,</p> <p>The RTA will continue consultation with individual property owners with regard to property acquisition. Acquisition of property would be under the <i>Land Acquisition (Just Terms) Compensation Act, 1991</i>. Acquisition normally takes place 18 months prior to construction.</p> <p>A preliminary noise report was undertaken for this project. This report indicated that noise mitigation would need to be considered for a number of residences to meet DECC goals. The effect of noise is predicted using a calibrated mathematical model. This tool assesses the existing noise environment and uses noise monitoring to validate the model. The model can then be used to predict the potential impact of the upgraded road at adjacent residences. Predictions are compared to the DECC's Environmental Criteria for Road Traffic Noise (ECRTN). If the criteria are exceeded, mitigation measures will be investigated.</p>
93	Pay first and there will be no impact (on property).	Acquisition of property would be under the <i>Land Acquisition (Just Terms) Compensation Act, 1991</i> . Acquisition normally takes place 18 months prior to construction.
4.3	Hydrology / hydraulics	
12 61 93	<p>We are in a flood prone area, at Mororo Bridge and ponding is a big concern for us. Higher roads blocking areas where flood flow used to get away.</p> <p>Flooding balance is required for flood protection and potential impacts on properties due to raising the highway. Highway should not cause any flooding.</p>	A hydrologic and hydraulic study is underway for the project and findings will be an input to the design so as to mitigate against flooding hazard and potential flooding impacts. The RTA will undertake an environmental impact assessment of the preferred route and refine the concept design prior to construction. This assessment and refined design will identify the impacts of the proposal in more detail, and the measures proposed to manage these flooding impacts.
4.4	Timing	
51	Get on with improving the highway sooner rather than later.	Comment noted.
60	What are the dates for commencement and completion of the various works that will affect our property?	The date for commencement of the works has not been scheduled at this stage. There are still a number of planning and design phases before land is purchased from property owners including an environmental impact assessment and approval. Following approval of the project, land would be purchased then planning for

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		construction would begin. Programmed acquisition generally takes place approximately 18 months prior to construction.
21	Newcastle, Sydney, Wollongong. You have to get beyond these cities we pay taxes here too. If the RTA management watched SES people picking human bits out of motor vehicle accidents you may make up your minds quicker, I have seen it - 34 years with Rural Fire Service 26 years on the road on your map. We cross the boarder at Tugan and the trip to Brisbane is great. I have driven the Pacific Hwy both professionally and private. Well done with Karuah - Bulahdelah top section F3. Raleigh and Cooperbrook and the older ones Worrall Cr, Saplink Cr, Taree Bypass.	Comments noted. A considerable amount of planning is undertaken prior to construction of a large project such as this. Construction of the upgraded highway will be based on funding provided by the State and Commonwealth Governments.
4.5 Noise, air and water quality		
12 7 65 32 60 47 31 92	Noise and exhaust fumes - if road is any closer to homes. If the existing Tuckombil Road remains would barriers be built on eastern side to reduce the noise? Improving highways is important. It cannot be done without dust noise etc. Operation of noise levels should be in accordance with DECCs ECRTN. Potential noise impacts from U-Turn bays, intersections and vehicle rest areas have not been assessed. Noise from engine brakes and vehicle refrigeration units should be considered when determining the proximity or U-Turn bays, rest areas and intersections. The feasibility of noise mitigation measures should be carefully assessed when finalising the design along the route. Carefully assess noise mitigation measures, considering the close proximity to residences.	A preliminary noise report was undertaken for this project. This report indicated that noise mitigation would need to be considered for a number of residences to meet DECC goals. A preliminary air quality assessment was also conducted. This showed that air quality would be expected to be within DECC criteria. The RTA would undertake an environmental impact assessment of the preferred route prior to construction. This assessment will identify the impacts of the proposal in more detail, including noise, and the measures proposed to mitigate these impacts.
92	Air - detailed air quality assessment if impacts have not been determined but will be carried out during the environmental assessment stage. Water Quality - consider the high seasonal rainfall for this area to ensure that risks of water pollution are minimised in both the construction & operations phases of this project, the design should ensure that bridge piers are not located in watercourses wherever possible.	A preliminary air quality assessment has been conducted and showed that air quality would be expected to be within DECC criteria. The RTA will undertake an environmental impact assessment of the preferred route prior to construction. This assessment will identify the impacts of the proposal in more detail, including noise, and the measures proposed to mitigate these impacts. The detail design will also take into account pier location and sedimentation issues. It is anticipated that water quality monitoring will be undertaken during the Environmental Assessment phase of the project to provide baseline water quality data. Ideally this monitoring should be undertaken during or immediately after a prolonged period of rain to ensure that sufficient water is available from which to obtain representative samples. The environmental assessment will identify the impacts of the proposal in more detail, including water quality and the measures proposed to mitigate these impacts.

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4.6	Biodiversity	
12	Eagle nests in area (many).	<p>Ecological studies undertaken to date have confirmed that the area provides suitable habitat for the White-bellied Sea-eagle (<i>Haliaeetus leucogaster</i>), a migratory species listed as threatened under the <i>Environmental Protection and Biodiversity Conservation Act 1999</i>, and the Square-tailed Kite (<i>Lophoictinia isura</i>) which is listed as vulnerable under the <i>Threatened Species Conservation Act 1995</i>.</p> <p>Other bird species identified in the region during ecological investigations, which are not listed as threatened or vulnerable, include the Wedge-tailed Eagle (<i>Aquila audax</i>), Black-shouldered Kite (<i>Elanus axillaris</i>), Brahminy Kite (<i>Haliastur indus</i>) and the Whistling Kite (<i>Haliastur sphenurus</i>).</p> <p>The RTA will undertake an environmental assessment for planning approval prior to construction. The potential impact on fauna and fauna habitat would be further assessed by ecologists as part of this process. The assessment will outline measures that would be undertaken to minimise any potential impact.</p>
66	<p>The DPI Aquatic Habitat Protection Unit (AHPU) has reviewed the document and is satisfied with the level of information provided. However, DPI (AHPU) also provides the following additional comments and observations for consideration.</p> <ul style="list-style-type: none"> • The new highway project will give the opportunity to improve road crossings over valuable fish habitat, giving less potential impact upon fishing activity, fish (especially threatened species) and aquatic habitat such as wetlands, especially SEPP 14 wetlands, and aquatic vegetation. • It is important that DPI Policy and Guidelines for "<i>Fish Friendly Waterway Crossings</i>" is adopted. • Page 48 of the document describes the impacts to threatened fish species, nominating <i>Eastern Fresh Water Cod</i> as a target species. The proposed area would be on this species extreme range and it is unlikely that it would be impacted on adversely if at all. • The relevant and most endangered species impacted on is the <i>Oxleyan Pygmy Perch</i>, which has its most abundant habitat in Banksia-dominated heath and swamps found in this catchment. <i>Oxleyan Pygmy Perch</i> are listed as an endangered species under the <i>Fisheries Management Act 1994</i>, and also Commonwealth <i>Environment Protection and Biodiversity Conservation Act 1999</i>. • Species impact must be accurately assessed prior to any works taking place. • Special Consideration: Dredging or reclamation works around or in waterways should aim to have no net impact on the 	<p>This information has been passed on to the study design team and ecologists for consideration during the detail design process. These issues will be investigated during the preparation of the environmental assessment. The assessment would outline measures that would be undertaken to minimise any potential impact.</p>

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	<p>receiving watercourse.</p> <ul style="list-style-type: none"> • Sediment controls along drainage lines must be left in place to control sediment entering the waters until areas are stabilised. • Contaminated sediment must not be dredged or used in any reclamation. 	
92	<ul style="list-style-type: none"> • Threatened Species and Biodiversity – consideration should be given to the likely presence/absence of threatened & regionally significant species in the study area that may be impacted by the proposal including additional database searches, details of these databases can be found on DECC Threatened Species Survey Guidelines on DECC's website. • From the Concept Design Report it is noted that the two proposed rest areas are located within relatively continuous areas of native vegetation. The DECC encourages consideration of alternative locations for rest areas within the project that are likely to require less impact to native vegetation. • Threatened Plants - further consideration to Rupp's Wattle, Dwarf Heath Casuarina, Swamp Fox-Glove, Pink Nodding Orchid, Four-trailed Grevillea, and Slender Marsdenia. The Concept Design does not discuss options for mitigation of potential impacts to threatened plant species, or endangered ecological communities. • Threatened Fauna - Potential for fauna underpasses appear to be incorporated into the project, but does not appear to consider other methods for ensuring fauna passage, such as through incorporation of overpasses or arboreal crossing structures etc. Additional fauna species in the study area include: Eastern Ground Parrot, Grey-crowned Babbler, Eastern Chestnut Mouse and Laced Fritillary. 	<p>This information has been passed on to the study team's ecologists for consideration. Further ecological investigations would be undertaken during the environmental assessment phase of the project. Mitigation measures would also be developed at this time and measures would be incorporated into the detailed design. This will include consideration of locations for fauna crossings, fauna fencing etc.</p> <p>The preferred concept design has considered alternative locations for rest areas. The sites have been selected for a number of reasons including safety, availability of land and location of residences. Further refinements will occur during the environmental and detail design phases of the project, including potential mitigation measures.</p>
93	<p>Fencing is needed to prevent animals from accessing highway.</p>	<p>Fencing along the highway, including 'floppy-top' fencing, may be suitable to prevent animals from accessing the highway. This will be confirmed during the environmental assessment and detail design phases. Suitable locations would also be identified for the provision of fauna underpasses to maintain access across the highway.</p>
95	<p>One of the issues that was overlooked in any conditions of consent for the Brunswick-Yelgun Pacific Highway upgrade was the decimating effect of the RTA's clearing operations on native birds and mammals breeding season.</p> <p>As a consequence of that experience, community members on the CLG have driven a habitat box project targeting Rosellas, parrots, micro-bats and sugar gliders. Designs for the boxes will include preventive measures against goannas and meat-eating birds taking young.</p> <p>Whilst the CLG has sought funding from Dept of Natural Resource and private donations etc. it really should have been part of the costing (i.e. construction, painting and installation and</p>	<p>This information has been passed on to the study team's ecologists for consideration. Further ecological investigations will be undertaken during the environmental assessment and detail design phases of project development. Mitigation measures would also be developed at this time and measures would be incorporated into the detailed concept design. This will include consideration of the quantity, type and locations of nesting boxes/poles for nesting birds.</p>

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	<p>monitoring) for the approved route.</p> <p>But what was overlooked in this community project was provision for the birds of prey. They remain homeless. However, I would hope consideration of their plight might be factored into any similar projects associated with the Pacific Highway upgrade.</p> <p>In any other highway upgrade it would be worthwhile getting direction on the type and density of habitat boxes that would be appropriate. This would avoid the pitfall of merely token numbers of habitat boxes as, I'm led to believe, has happened elsewhere.</p> <p>Recognising the role birds of prey have in the ecosystem would also require direction as to the number of poles/nesting boxes that would similarly be appropriate.</p>	
4.7 Indigenous / non-indigenous heritage		
30	<p>Heritage Issues: I own property at New Italy and I appreciate Council's community consultation in this very significant highway. I would hope that while New Italy's heritage value are both preserved and enhanced this project will not, on the other hand, encourage traffic seeking alternative routes (eg. heavier local traffic) via Swan Bay New Italy Road. Therefore I hope this community consultation is ongoing at every stage of the project.</p>	<p>Further detailed investigations of potential heritage impacts will be undertaken during the environmental impact assessment phase of the project. Discussions have been held with the local community, Richmond Valley Council and the NSW State Heritage Office regarding heritage values and these discussions will continue.</p> <p>Community consultation is invited at all stages of this project.</p>
59 65 62	<p>Heritage issues - New Italy Settlement is on the State Heritage Register which incorporates the New Italy Museum Site (SHR No. 1648), school site at Vineyard Haven (SHR No. 1715), and additional archaeological sites within a much larger settlement area. RVC has been preparing a heritage study for the last two years which has identified several archaeological remains of dwellings, orchards and tree plantings, and fence lines (stock yards) from the New Italy Settlement. The study is also planning to identify the perimeter of the settlement area for inclusion as a conservation area. Heritage inventory layer of Council's GIS provided. Additional sites are also likely to be detected following a full archaeological assessment.</p> <p>Adjoining property to the south is owned by elderly resident and front property contains large mango trees, these should be preserved for historical or heritage reasons.</p>	<p>The study team has undertaken a preliminary cultural heritage assessment and is aware of the heritage value of the New Italy Settlement. The proposal would not affect property on the State Heritage Register, including the New Italy Museum Site of Vineyard Haven. Consideration has been given to the heritage significance of this area during the design of the upgraded highway.</p> <p>The preferred concept design has been refined in the Cypress Road area to avoid impacts to the heritage plantings of mango trees and historic well under the Class A proposal. The proposal however, would affect the curtilage of the New Italy settlement area that is currently being amended for inclusion on the heritage register. The RTA will undertake and environmental assessment of the preferred route. The assessment would outline measures that would be undertaken to minimise any potential impact.</p>
62	<p>In its proposal the RTA should also include the potential visual impacts; signage; parking and access to the site and proposed landscaping in the vicinity of the New Italy Settlement SHR sites. RTA should consider "The New Italy Settlement and Conservation Management Plan" (for SHR No. 1648) August 2002 document.</p> <p>It is recommended that the RTA commission an archaeological</p>	<p>The potential visual impacts, signage and access to the New Italy site have been considered, while taking into account road safety and design requirements.</p> <p>Signage and Landscaping would be provided as part of the project. For safety reasons, access would be provided via Swan Bay-New</p>

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	assessment for non-indigenous (or historical) archaeology in the same area.	Italy Road. The parking area would be formalised under the proposal.
92	Aboriginal Cultural Heritage - DECC encourages continuation of this consultation and involvement through the various stages of the project to ensure the Aboriginal community is involved with management of cultural values that may be impacted. Whilst the general conclusion is that the study area generally represents a low risk for encountering Aboriginal sites and artefacts, the presence of the burial site indicates this may not be the case and therefore a precautionary approach is advised.	An Aboriginal Focus Group was held on 13 June 2007 to ensure that Aboriginal sites and artefacts are not affected by the proposed highway upgrade. The RTA will undertake an environmental assessment prior to construction of the project. The assessment would outline measures that would be undertaken to minimise any potential impact
4.8 Land Use		
66	There are no obvious issues or notable agricultural issues arising with this upgrade and concept design.	Comment noted.
4.9 Socio-Economic impact		
23	We would like an access road to provide safe access to Woodburn - our local town - it looks like we will have to drive back to New Italy and turn around there. This means that mums will have to drive their kids to the bus stop on the other side of the road and then drive north to wherever the next U-turn bay is.	The preferred concept design has been revised since the display of the concept design. Residents of Turners Road and Redgates Road wishing to travel north will travel to Whites Road to make a U-Turn movement a total distance of approximately 1.2 km. This distance is a reduction of 3.2 km from the initial design and would add less than 2 minutes to the journey. The proposed changes to access are required to provide a safe highway. An overpass is not warranted at this point. The final location / position of bus stops are to be determined during the detailed design phase of the project and through consultation with local residents and the bus service providers.
69 27	The proposal will hinder us as we have one farm on each end. We have to be able to move from one farm to another. You have all near flooded us out last time a real headache for us to move tractors from one farm to the other. The chairman of the cane harvesting co-op that harvests the cane in the Mororo and Tabbimoble area is greatly concerned about the effect the new highway will have on access and cost of harvesting in these areas. With cane grown on both sides of the highway at Mororo, we need to be able to move cane harvesters and machinery directly from one side of the road to the other. The possibility of having to drive slow moving vehicles several kilometres down the highway to do a U-Turn and then several kilometres back, just to get to the opposite side of the road is totally unacceptable. The same will apply to the transport of cane from these areas to the sugar mill. Extra time and expense would be born if extra distance had to be travelled with every load.	The preferred concept design has been reviewed following consultation with cane growers. A U-Turn facility would be provided just north of Mororo Road to allow movements between farms. Another U-Turn facility has been included adjacent to the cane pads. Flooding would be addressed in greater detail at the environmental assessment and approval phases. The assessment would outline measures that would be undertaken to minimise any potential impact. A meeting was held with the Canegrowers Co-operative on 1 May 2006 to discuss these issues. The preferred concept design has been revised to include an improved intersection at Mororo Road to reduce travel distances to U-turn facilities for cane farmers A U-turn facility would be provided just north of Mororo Road to allow movements between farms. Flooding would be addressed in greater detail at the environmental assessment and approval phases. The assessment would outline measures that would be undertaken to

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		minimise any potential impact.
4.10 Transport / safety issues		
12	From previous experience with main roads development, areas taken have not been maintained at all, also denied us of the use for our livestock.	Comments noted. Maintenance is the responsibility of Council (unless a freeway). Use of acquired land can be negotiated with the RTA in some cases.
42	I am all for dual carriageways which allow for safe access, on and off. I would also like to point out to the RTA that I am critical of "overtaking lanes". Drivers do not know how to use an "overtaking lane". I might point out that around 80% of deaths on this section of Pacific Highway occur at the beginning or end of overtaking lanes.	Comment noted.
94	Holiday traffic not considered.	During holiday periods, traffic volumes may increase. However, the proposed U-turn bays will allow safe crossing of the highway because turning traffic will only have to negotiate one direction / flow of traffic at a time, with safe refuge provided in the median.
64 70	Concerned that access to the Driver Reviver will now be obtained from New Italy Road and not the highway. Motorists will have little opportunity to see the complex and realise that a Driver Reviver is in operation, further complication of loss of car parking space. It served close to 300,000 clients and can double considering the times the driver reviver is not open but motorists still take advantage of the site to stop. We ask that urgent talks take place before a final decision is made on the highway alignment in this area before the opportunity is lost.	<p>The proposed upgrade would not affect the gazetted New Italy settlement or Vineyard Haven.</p> <p>The potential visual impacts, signage and access to the New Italy site have been considered, while taking into account road safety and design requirements.</p> <p>The study team has undertaken a preliminary cultural heritage assessment and is aware of the heritage value of the New Italy Settlement. Consideration has been given to the heritage significance of this area during the design of the upgraded highway.</p> <p>The preferred concept design has been refined in the Cypress Road area to avoid impacts to the heritage plantings of mango trees and historic well under the Class A proposal. The proposal however, would affect the curtilage of the New Italy settlement area that is currently being amended for inclusion on the heritage register. The RTA will undertake and environmental assessment of the preferred route. The assessment would outline measures that would be undertaken to minimise any potential impact.</p> <p>New Italy is currently located on a crest. To improve sight distance and safety, it is proposed to remove the crest, which would lower the road into a small cutting. Consequently access would need to be provided via Swan Bay-New Italy Road. The RTA supports the Driver Reviver facilities and provisions such as additional signage and a formalised parking area and landscaping would</p>

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		be included as part of the detailed design for the project.
33	Any improvements to the Pacific Highway would be most welcome, think of lives it would save.	Comment noted.
29	Any improvement to the highway and lives that will be saved.	Comment noted.
52	I rely on the local bus for transport from Turner Road 2.5km from the highway. When the road is upgraded I will need a safe place to catch the bus and get off as close as possible to the present bus shelter at Turner's Road.	A bus stop has been provided near Turners Road. The final location / position of bus stops are to be determined during the detailed design phase of the project and through consultation with local residents and the bus service providers.
4.11 Consultation process		
37	This is a lovely ploy to make us feel involved in the decision making. Most people, including politicians, know that most freight should be on rail - effective and efficient. If it was there would be no need for a major new highway. Just upgrade the existing one. In ten years time the cost of petrol will be out of our reach.	Rail is not considered a cost effective option for freight. Most heavy haulage along this route is not a direct Sydney to Brisbane route (there are variable start and end points). Likewise, the upgrade of the highway is required for a number of reasons including safety, traffic efficient and local traffic movements
1	Design needs fine tuning by discussion with property owners	The concept design will continue to be fine tuned in consultation with property owners.
93	Stop talking and get on with construction.	Comment noted.
4.12 Other		
66	<p>The proposed highway upgrade would not directly affect any significant, identified mineral resources. It is likely to effect areas of current interest for petroleum or coal seam methane, but as the existing corridor will be followed, there is no basis for objection. However, the proposed upgrade could consume considerable quantities of construction material during its implementation. Consequently, DPI Mineral Resources considers that the EIS should include:</p> <ul style="list-style-type: none"> • An estimate of the quantity of construction material required for the subject proposal. • Their likely sources, and • The potential impact on the sustainability of construction material supply in the district that could arise from obtaining any of those requirements from existing quarries. 	<p>The environmental impact assessment will identify and assess the quantity of construction materials, their sources and the sustainability of these materials.</p> <p>Preliminary estimates have been undertaken and it is apparent that the project is likely to achieve a balance between cut and fill volumes in construction. However, this estimate would be confirmed in the detail design phase and following completion of the detailed geotechnical investigations.</p>
52	What is presently named Redgates Road is historically called Red Gate Road by the original land owners who either live along this road or like myself nearby, the reason it was named Red Gate Road was because there use to be a red gate where the road began at the highway this being the case I would like to see the proper name of the road used on the sign at the highway to preserve this little bit of history.	Comment noted.

5. Next steps

5.1 Way Forward

Following the display of the preferred concept design, the Roads and Traffic Authority (RTA) will consider issues raised in any comments. Once this process is finalised the relevant local council will be approached to have the corridor formally reserved in its local planning instrument. The boundaries of the corridor will be based on the final concept design. Detailed environmental assessment will commence and formal planning approval sought closer to construction, the timing of which would depend upon funding availability. Further refinements may occur during the environmental assessment stage of the project and in response to community comments.

5.2 Planning Approvals

The planning application would be made to Department of Planning for project approval under Part 3A of the EP&A Act and detailed environmental assessments would be undertaken. Further survey, geotechnical, ecological and other investigations would also be undertaken to provide input into the refinement of the design.

The level of environmental assessment (EA) required for the proposal under Part 3A would be determined by the Director-General of Planning, who issues EA requirements after consultation with the relevant public authorities and local councils. The EA may include a statement of commitments in respect of environmental management and mitigation measures proposed to be undertaken if the project is approved.

When completed, the EA would be publicly exhibited and submissions would be sought. The RTA may be asked to prepare a report on the submissions and revise its statement of commitments. It would also consider modifications to the project to minimise environmental impacts. The DoP may request the RTA to display, for public information, a Preferred Project Report identifying the proposed modifications.

The DoP would consider the EA, the public submissions and any report requested from the RTA in recommending to the Minister for Planning whether the project should be approved.

5.3 Ongoing consultation

Consultation will continue through the preparation of the environmental impact assessment and concept design. Potentially affected property owners and those on the project database will continue to receive information on the project, including progress updates, unless they have requested to be taken off mailing lists. The RTA welcomes feedback on the project at any time.

Appendix A

Submissions Cross-Referencing

Submissions Cross-Referencing

The tables below provide a summary of the issues raised in each submission where the author of the submission did not request confidentiality. This can be used by authors of submissions to cross-reference where the issues raised in their submissions have been addressed. The detail of individual submissions is included in **Table 3.2**.

No	Issue Category	No	Issue Category
1	Concept design features	2	Property issues
3	Hydrology/hydraulics	4	Timing
5	Noise, air and water quality	6	Biodiversity
7	Heritage	8	Land use
9	Socio-economic	10	Transport/safety
11	Consultation process	12	Other

Organisations

Organisation	Submission number	Issue categories raised
Bellingen Environment Centre	74	3, 5, 6
Department of Primary Industries	66	6, 8, 12
Department of Aboriginal Affairs	75	7, 9
Department of Environment and Conservation	92	2, 5, 6, 7
Heritage Council NSW	62	7
The Gap Community Conservation Network	73	3, 5, 6, 9
New Italy Driver Reviver	64/70	1, 9, 10
Richmond Valley Council	59/61	1, 2, 3, 7, 8
Wondawee Way Action Group	67	1

Individuals

Surname	Title	First name	Submission number	Issue categories raised
Ashworth	Ms	Alison	40	1
Batson		S & D	12	2, 3, 5, 6, 10
Bolger	Mr & Mrs	GJ & LR	47	2, 5, 9
Brophy		M	3	2, 3
Cason	Mr	Wayne	44	1
Cervella	Ms	Nicola	48	1
Cornish	Mr	Brett	37	1, 2, 3, 5, 6, 7, 8, 9
Cotter	Mr	Ian	18	3
Davis	Mr	Kierrynn	53	1, 6, 7
Deveigne	Mr	David	20	1, 3, 6, 7
Fischer	Mr	Andrew	27	1, 2, 8, 9
Flockhart	Mr	Don	31	5, 10
Hansen	Mr	Ross	38	1
Haynes		B & J & K	83	1, 2
Joss	Ms	Karen	23	2, 3, 5, 6, 7, 8, 9

Surname	Title	First name	Submission number	Issue categories raised
Knight	Mr	George Robert	51	1, 4, 9
Lovett		Chris and Mark	43	2, 3, 6, 8, 9
McCotter	Mr	Ian	18	3
McGeary Bros			50	1, 9
McLaren		AJ	69	1, 2, 3, 5, 8, 9
Moore	Mr and Mrs	Ron and Virginia	7	1, 2, 5
Newman	Ms	Frances	5	2, 3, 5, 6, 9
Reichelt		Anurago	58	10
Rodgers	Mr	Mike	32	2, 3, 5, 6, 7, 8, 9
Ryan	Mr	Fred	26	1, 2, 8
Pickens	Ms	Yvonne	55	1, 2, 5, 6, 7
Schofield	Rev.	John-Barry	24	1, 3, 9
Shaw	Mr	Eric	93	2, 3, 6, 11
Snowdon	Mr	Robert	41	1, 5
Tidey	Ms	S	54	1
Treasure	Mr	Warren	68	1
Turner		TT & GE	57	1, 2, 8
Unknown			11	1
van Heeckeren	Mr	W	1	11
Vayo	Mr	Arnold	2	7
Warren	Ms	Patricia	95	6
Wood	Mr	Allen	19	2, 3, 5, 6, 7, 8, 9, 10
Wood	Mr	Owen	56	1, 2, 6, 7, 9
Name withheld			42	1, 6, 10
Name withheld			21	1, 4, 5, 6
Name withheld			8	2, 3, 7, 9
Name withheld			22/63	1, 2, 3, 5, 6, 7, 8, 9
Name withheld			29	10
Name withheld			33	10
Name withheld			60	2, 4, 5
Name withheld			65	5, 7
Name withheld			30	7
Name withheld			52	1, 3, 5, 7, 9, 10
Name withheld			4	2, 3, 5, 6, 7, 8, 9
Name withheld			10	1, 6, 7, 8
Name withheld			13	2, 8
Name withheld			14	1, 5, 10
Name withheld			45	1, 5, 6, 7
Name withheld			16	1, 2, 3, 6
Name withheld			36	1, 5, 9
Name withheld				

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