

2. Preferred Route Display Stakeholder Submissions

2.1 Introduction

Public comments were invited during the preferred route display held in August and September 2006.

During and following the display a series of meetings and conversations have been held with key stakeholders, including affected landowners and government agencies. All comments and concerns raised at these meetings were recorded in a record of conversation.

Separate community liaison group and ecological focus group meetings were held and attendees were invited to provide comment on the preferred route.

For the purposes of the corridor refinement workshop assessment the following are collectively referred to as submissions:

- ▶ Submissions made in response to the preferred route display; and
- ▶ Record of contacts from meetings and phone conversation.

2.2 Results Summary

Table 2.1 summarises the key issues and comments raised by the stakeholders that relate to the refinement of the preferred route in Section B/C. There were no submissions received relating to Section E of the preferred route.

Table 2.2 provides a concise summary of the issues raised by stakeholder category.

Submissions summarised in Table 2.1 and Table 2.2 are categorised as follows:

- ▶ Directly affected property owners – those whose properties are touched (including government agencies) by the preferred route corridor as exhibited (including the wider corridor) and that may be subject to property acquisition; and
- ▶ Agencies – government or non-government agencies (not directly affected) that have made a submission regarding the preferred route.

Table 2.1 Summary of Submissions in Section B

Submission	Issue	Comments	Stakeholder Preferred Option
Directly Affected Property Owners			
(Submission 22)	Highway alignment / property impact	Stated that their preference was for the refined orange, as it had far less impact on the properties business interests, and seemed to be a more logical alignment.	Refined Orange
	Agricultural lands and business	Noted that there is also a spring fed dam that would be affected by the road and requested that if possible, the dam be avoided.	

Submission	Issue	Comments	Stakeholder Preferred Option
	Agricultural lands and business	Queried if the developer is prohibited from continuing improvements to the site or allowed to continue to expand their business interests on site. RTA confirmed that there are no restrictions created by the RTA's proposal to upgrade the Highway that would prevent the owner of the property undertaking improvement works or further development on the site. If the RTA does determine that property acquisition is required than any improvements made to the property / business operation would be taken into account at the time of property purchase.	
(Submission 19)	Highway alignment / property impact	Expressed a preference for the preferred route to be located on the western side of the wider corridor as it would minimise the impact on the flat land in the centre of the property, and may avoid the waterhole near the southern edge of the property.	Refined Orange
	Agricultural lands and business	Requested that the watercourse be kept in its natural position. The watercourse only flows following heavy rain. These flows fill the two waterholes on property. The waterholes are relied upon for irrigation. Preference for the two waterholes to be retained if at all possible.	
(Submission 20)	Consultation process	No comments as they believe the RTA will do as they please regardless.	Refined Orange
	Highway alignment / property impact	Would prefer the highway to be on the western edge of the corridor, to minimise impact on his land, and also to avoid the house, on the adjacent property.	
(Submission 21)	Highway alignment / property impact	Further west that the highway goes the better. The house on the property is only 3 years old, having been burnt down previously. If the western alignment is chosen, then the house would be avoided. No issues with the refined orange option.	Refined Orange
(Submission 22)	Highway alignment / property impact	The further west, the better. Why is the highway not 5km further west? The refined orange is preferred, as it does not impact the property owners home.	Refined Orange
	Noise	Concerned about increase in highway noise given the location to their property.	

Submission	Issue	Comments	Stakeholder Preferred Option
(Submission 23)	Highway alignment / property impact	There are fewer residents affected if the alignment were to go on the western side of the ridge or follow the top.	Refined Orange
	Health	Airborne particulates especially diesel contribute to chronic chest conditions and aggravates asthmatics, this would dramatically increase given the stakeholder's proximity to the ridge and climb associated.	
	Ecology	One days worth of vehicle based survey and a random meander on foot during the day in summer (1 Feb 2006) to determine native veg attributes, structure, condition, habitat etc. is insufficient and highlights the lack of value placed upon the environment.	
	Visual	Visual amenity will be impaired, presently the ridge line and slope is pleasantly vegetated. The highway will result in a view of trucks and other vehicles pluming their way up and down the coast.	
	Highway alignment / property impact	Prefer to see the route move further west, either along the ridge or within the upper catchment on the western side of the Dirty Creek Range, or follow the Green option from the northern end of Section B.	Green Option (second preference)
(Submission 24)	Highway alignment / property impact	The western option would be preferable, however, understand that the RTA may have greater concerns and different reasoning.	Refined Orange
(Submission 25)	Ecology	Would like to see wildlife corridors across the highway and parallel to the highway allowed for in the design. High fences along the highway would also be a definite requirement.	
(Submission 26)	Highway alignment / property impact	Very happy with the refined Orange option as it does not directly affect any of the farm assets. The highway does pass very close to a packing shed, believes there to be an optic fibre cable immediately adjacent to the packing shed.	Refined Orange
(Submission 27)	Consultation process	Need for a definite decision to allow for alternative plans. Would like to be informed as soon as possible with regard to any changes in the design, or any refinement of the preferred route.	Refined Orange

Submission	Issue	Comments	Stakeholder Preferred Option
	Highway alignment / property impact	Would prefer to see the highway built on the western edge of the preferred route so as to avoid their land. The land towards the western edge is less fit for road building, being all hills and ridges and heavily forested.	
	Property acquisition	If the RTA were to choose the eastern option, there is an expectation that RTA purchase the full block of land.	
Submissions from Agencies and special interest groups			
North Coast Regional Advisory Committee for the National Parks and Wildlife Service (Submission 3)	Consultation process	Stakeholder believes there has been inadequate public consultation in relation to the widening of the highway in Section B and part of Section C.	Orange
	Ecology	Stakeholder believes western option in Section B passes through timbered country and appears to have a substantially higher impact on flora and fauna as well as habitat fragmentation, than the route previously identified in the public consultation process.	
Department of Environment and Conservation (DEC)	Noise	The design must comply with the Environmental Criteria for Road Traffic Noise. Additional consideration should be given to minimising impacts to receivers which currently experience low ambient noise levels. The design for the highway should incorporate all reasonable noise mitigation measures to minimise noise impacts on new and existing receivers.	No specific preference expressed
	Ecology	Selection of the alignment location within the widened corridor areas should aim to minimise impacts to high conservation value habitats, including vegetation with 'old growth' characteristics, and any areas identified as habitat for threatened species or Endangered Ecological Communities.	

Submission	Issue	Comments	Stakeholder Preferred Option
		<p>In refining the alignment, effort should be made to minimise creation of barriers affecting fauna movement areas, with the aim of retaining connectivity between habitat areas. Consideration should also be given to the cumulative impact of the location of the new highway, including evaluation of issues such as the location of the existing road network and the implications for biodiversity that result from creation of a new alignment versus adhering to the existing alignment.</p> <p>Where impacts are unavoidable, suitable offsets should be developed to compensate for losses to biodiversity values.</p>	

Table 2.2 Issues Raised by Stakeholder Category

Issue / Stakeholder Preferred Route	Stakeholder Category	
	Directly Affected Property Owners	Agencies and special interest groups(not directly affected)
No. of submissions	10	2
Issues Raised		
Property acquisition	1	
Highway alignment / property impacts	10	
Consultation process	3	
Noise	1	1
Visual	1	
Agricultural lands and businesses	3	
Ecology	2	3
Health	1	
Stakeholder Preferred Route		
Refined Orange	9	0
Orange	0	1
No specific preference	1	1