

## 3. Options for Assessment

### 3.1 Section B / C

For the purpose of confirming the preferred alignment in the wide corridor section in the vicinity of Dirty Creek Range, Section B and Section C were combined to form Section B/C. In Section B/C the following alignments (Figure 3.1) were considered:

- ▶ Refined Orange option; and
- ▶ Orange option.

#### 3.1.1 Orange Option

The Orange option is the same alignment that was exhibited in October and November 2005, and was assessed at the value management workshop conducted in December 2005 and the route selection workshop conducted in March 2006. The Orange option is explained in detail in Section 5.2.8 of the *Preferred Route Report* and is shown in Figure 3.1.

#### 3.1.2 Refined Orange Option

The refined Orange option was developed to address possible improvements to the Orange option identified by participants of the value management workshop (December 2006). The refined Orange option deviates from the original Orange option in a straight line from Corindi River towards Range Road, instead of connecting the Orange option to the existing highway near Hawthorn Close.

Both the Orange and refined Orange options were subject to assessment at the route selection workshop.

### 3.2 Section E

In Section E the following alignments (Figure 3.2) were considered;

- ▶ Refined Orange option; and
- ▶ Combined Blue / Orange option.

#### 3.2.1 Refined Orange Option

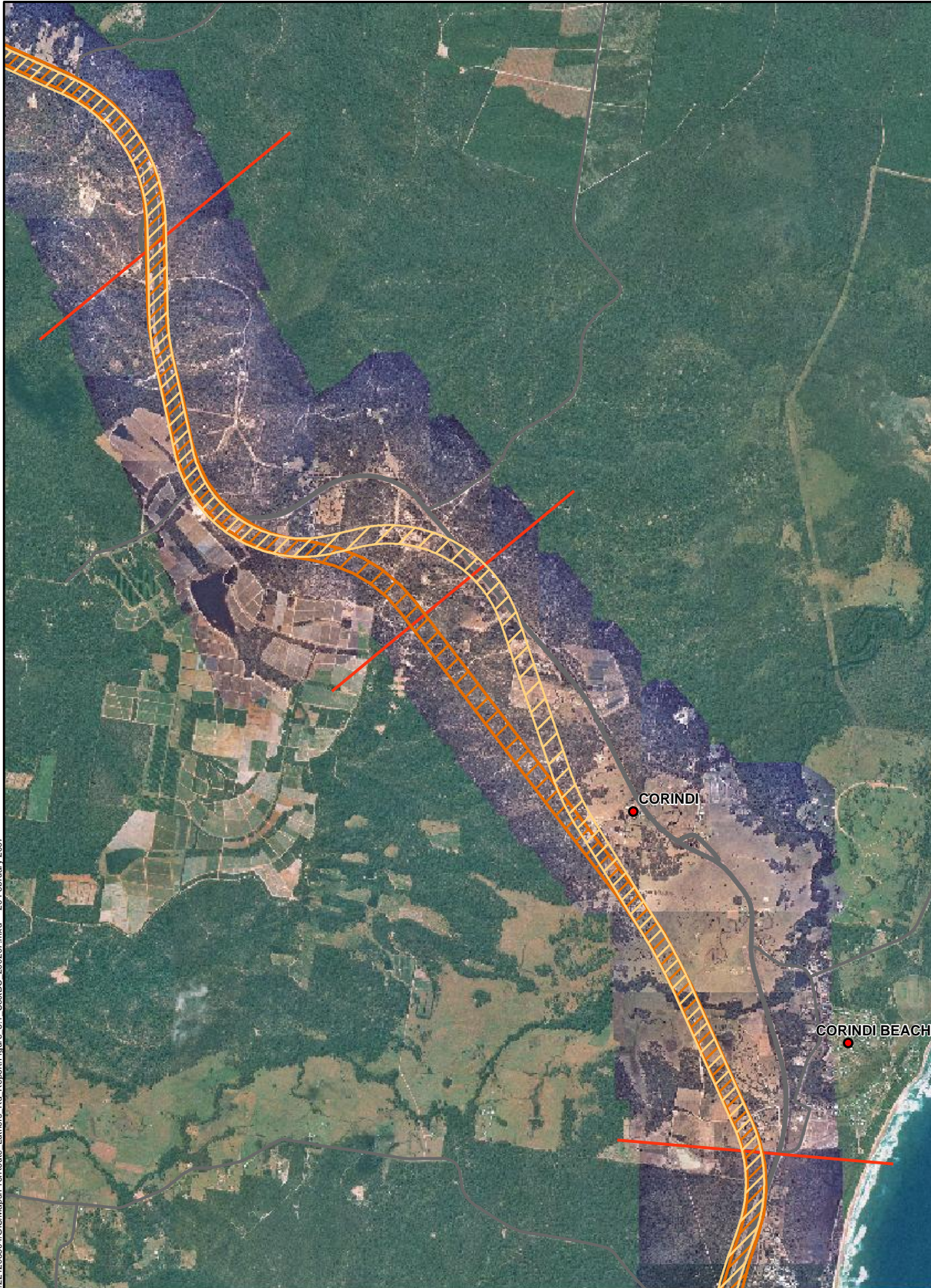
The refined Orange option was developed in Section E following the value management workshop to address some of the following issues: The refined Orange option was subject to assessment at the route selection workshop.

The refined Orange option is a realignment of the Orange option (Section 5.2.8 of the *Preferred Route Report*) further to the west (i.e. closer to the existing highway) in the vicinity of Kungala Road and Luthers Road. The refined Orange option was developed to minimise vegetation clearing and was subject to:

- ▶ Determining mitigation works to address fauna and flora impacts; and
- ▶ Develop practicable and feasible mitigation measures in consultation with stakeholders including Department of Environment and Conservation.

### **3.2.2 Combined Blue / Orange Option**

The combined Blue/Orange option has been developed after the route selection workshop and is essentially the Blue option for the southern half of this section and the Orange option for the northern half of this section. This combination has been identified for assessment due to the uncertainty regarding the location of the bora/ceremonial site at Halfway Creek, which may be located in close proximity to the refined Orange option.



<p><b>SCALE 1:48000</b></p> <p>Map Projection: Universal Transverse Mercator                  Horizontal Datum: Geodetic Datum of Australia 1994                  Grid: Map Grid of Australia, Zone 56</p>	<p>GRID N</p>	<p><b>Legend</b></p> <ul style="list-style-type: none"> <li><span style="color: red;">—</span> Section Breaks</li> <li><span style="border: 2px solid orange; padding: 2px;"> </span> Refined Orange Route Corridor</li> <li><span style="border: 2px solid orange; padding: 2px;"> </span> Orange Route Corridor</li> <li><span style="color: red;">●</span> Locality</li> <li><span style="color: green;">▲</span> Hill/Mountain</li> <li><span style="border-bottom: 2px solid grey; width: 20px; display: inline-block;"></span> Highway</li> <li><span style="border-bottom: 2px solid black; width: 20px; display: inline-block;"></span> Main Rd</li> </ul>	
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Spatial layers courtesy of Coffs Harbour City Council, NSW Department of Lands, NSW Roads & Traffic Authority, Geoscience Australia.

**Woolgoolga to Wells Crossing Section B/C - Alignments**

**Figure 3.1**



/221205004/GIS/Maps/PreferredRoute\_Luthers\_Rd\_Report/Figure\_3.2\_SectE\_200207.mxd 20 February 2007

<p><b>SCALE 1:34000</b></p> <p>0 100 200 400 600 800 Meters</p> <p>Map Projection: Universal Transverse Mercator Horizontal Datum: Geodetic Datum of Australia 1994 Grid: Map Grid of Australia, Zone 56</p>	<p>GRID N</p>	<p><b>Legend</b></p> <table border="0"> <tr> <td></td> <td>Refined Orange Route Corridor</td> <td></td> <td>Locality</td> </tr> <tr> <td></td> <td>Combined Orange/Blue Corridor</td> <td></td> <td>Hill/Mountain</td> </tr> <tr> <td></td> <td>Section Breaks</td> <td></td> <td>Highway</td> </tr> <tr> <td></td> <td></td> <td></td> <td>Main Rd</td> </tr> </table>		Refined Orange Route Corridor		Locality		Combined Orange/Blue Corridor		Hill/Mountain		Section Breaks		Highway				Main Rd
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Spatial layers courtesy of Coffs Harbour City Council, NSW Department of Lands, NSW Roads & Traffic Authority, Geoscience Australia.

**Woolgoolga to Wells Crossing Section E - Alignments**

**Figure 3.2**