

6. Outcomes of the Public Display

6.1 Introduction

This section focuses on the consultation activities undertaken, the feedback received from the community and other stakeholders at the public display of the route options, and the investigations and considerations that arose from and following the public display of the route options.

A separate detailed report on these activities is also available – see the Woolgoolga to Wells Crossing Route Options Submissions Report.

The issues, comments and concerns raised in submissions to the route option display and during the Value Management Workshop (VMW) have provided input to the assessment process described in Section 8 of this report. The public submissions received contributed to the assessment criteria and performance measures that have provided the framework to assess the options and establish the need for further investigations (where relevant) and potential route modifications.

The objective of community involvement to date has been to ensure:

- ▶ The community is informed about the scope and status of the project; and
- ▶ The community is involved in the project, by providing feedback on key issues and concerns, and suggesting ways they believe these issues and concerns should be mitigated through the various options proposed.

6.2 Activities Associated with the Route Options Public Display

Described below are the details of the main activities that were undertaken leading up to and during the route options displays, which began on 21 October 2005 and ended on 2 December 2005.

6.2.1 Advertisements, Media Releases and Announcements

The commencement of the route options display period was announced on Friday 21 October 2005, by the former Minister for Roads, the Hon Joe Tripodi MP. Two newspaper and radio advertisements were run during the route options display period.

Newspaper Announcements

The first advertisement announced the route options display for the initial four-week period (advertising occurred in the weeks commencing 24 & 31 October 2005 and the 14 & 21 November 2005).

The second advertisement announced the extension of the display period (a two week extension to the original four week display period) from 18 November 2005 to 2 December 2005.

Two media releases coincided with the advertisements.

Radio Announcements

The Woolgoolga to Wells Crossing radio announcements were in a combined advertisement to cover the various Pacific Highway Upgrade projects.

The recorded message played on the 27, 28 October, 9, 10, 11, and 16 November 2005 during morning, breakfast and afternoon drive time slots.

The stations announced the extension of the display period on the 24, 25 and 30 November 2005, during morning, breakfast and afternoon drive time slots.

6.2.2 Notifying Potentially Affected Landowners and Businesses

Landowners and businesses identified as being potentially affected by one or more of the route options were notified by the project team via letters, telephone calls and meetings.

Letters

On the day of the Minister's announcement, personalised letters were sent to landowners and businesses whose land fell wholly or partially within one of more of the 250m route option corridors together with a copy of the community update.

Phone Calls

Potentially affected landowners and businesses that were directly affected by one or more of the route options were also telephoned on Monday 24 October 2005, and advised that the route options had gone on public display. A message was left where possible if there was no answer. Owners were encouraged to visit one of the staffed display locations and informed that they could arrange a meeting with members of the project team.

Meetings

Landowners and businesses requested meetings with the project team by calling the 1800 number or visiting one of the staffed displays.

Approximately 40 meetings were held with potentially affected landowners and businesses. These meetings were held at the staffed display locations and at individual residences/business premises.

6.2.3 Flyers

A flyer was also prepared to raise awareness about the route options display and encourage people to visit one of the display locations.

Copies of the flyer were hand-delivered to a number of key locations in the vicinity of the study area for placement on noticeboards and, where applicable, front counters.

6.2.4 Community Update No. 2 – Route Options Display

Community update No. 2 announced the route options display, advised the community of the display locations and how to obtain more information and sought feedback on the route options. More than 1,000 copies were distributed to households and owners of properties in the study area. In addition, copies of the community update were made available at both the static and staffed display locations.

6.2.5 Feedback Form

A feedback form was enclosed in the community update. The purpose of the feedback form was to assist community members to provide their comments on the route options and the key issues that should be considered when determining the preferred route.

An online version of the feedback form was uploaded onto the project website on the day of the announcement.

6.2.6 Public Displays

Materials

The route options display comprised of seven posters highlighting features and issues associated with each option:

- ▶ Completing the Upgrade of the Pacific Highway – context of the Woolgoolga to Wells Crossing project in relation to the overall Pacific Highway Upgrade Program;
- ▶ All options – overview and comparison of key features of the options and cross section of the upgraded highway;
- ▶ Blue option – features and issues associated with the Blue option;
- ▶ Green option – features and issues associated with the Green option;
- ▶ Purple option – features and issues associated with the Purple option;
- ▶ Orange option – features and issues associated with the Orange option; and
- ▶ Study area characteristics – key features and environmental constraints of the study area in relation to the options.

Staffed Displays

Representatives from the RTA and the GHD project team were available to discuss the route options at the Woolgoolga Seniors Centre, Red Rock Multi Use Centre, and the Park Beach Plaza, Coffs Harbour (two days at each venue) during the route options display period. Staffed displays were undertaken on the following dates:

- ▶ Park Beach Plaza, Coffs Harbour – 27 October 2005 and 3 November 2005;
- ▶ Woolgoolga Seniors Centre – 28 October 2005 and 4 November 2005; and
- ▶ Red Rock Multi Use Centre – 29 October 2005 and 5 November 2005.

Together with the panels described above, copies of the following materials were available at the staffed displays:

- ▶ Community updates;
- ▶ Feedback forms;
- ▶ Completing the upgrade of the Pacific Highway community updates;
- ▶ Fact sheets:
 - How is noise addressed?;
 - Property acquisition;
 - Meeting environmental needs; and
 - Environmental assessment – Part 3A.

Project team members were available to also address any individual concerns. The project geographical information system (GIS) was available at the display to show property owners the route options in relation to their property and assist discussion.

Static Displays

Static (unstaffed) displays were provided at RTA Pacific Highway office Grafton, Coffs Harbour City Council, Grafton library, Woolgoolga library, Corindi Beach Post Office, Red Rock Post Office and General Store, and the United service station at Halfway Creek for the duration of the public display period (21 October 2005 to 2 December 2005).

Copies of the panels, community update with the feedback form, the route options development report, and flyers were left at each display location. These materials were regularly replenished throughout the display period.

In addition, it was recognised that there is a significant Sikh community in and around Woolgoolga, many of whom work in the Woolgoolga to Wells Crossing study area. Therefore the 'All options' poster and flyer were translated into Punjabi and put up at the:

- ▶ Blueberry Farms of Australia noticeboard;
- ▶ Guru Nanak temple; and
- ▶ First Sikh temple.

6.2.7 Website

The project website has been regularly updated since the project commenced. Electronic copies of all communication materials regarding the route options and the route options development report were uploaded onto the website on the day of the Minister's announcement.

Internet users had the opportunity to view the route options development report online or request that a CD or hard copy be mailed to them. They also had the opportunity to complete and submit an online version of the feedback form.

6.2.8 Community Liaison Group Meetings

As part of the ongoing involvement of the community in the project, a community liaison group (CLG) was formed in December 2004. Four CLG meetings have been held since the project's inception. The fourth meeting occurred in October 2005, where community liaison group members had the opportunity to go on a bus tour to view the various routes.

Minutes from each of the CLG meetings can be viewed on the project website:

www.rta.nsw.gov.au/pacific (click on Woolgoolga to Wells Crossing).

6.2.9 Ecological Focus Group Meetings

As part of the ongoing involvement of stakeholders in the project, an Ecological Focus Group (EFG) was formed in September 2005. EFG members were sought by invitation to ensure the group represented a broad range of environmental interests.

- ▶ The group has met twice since it was formed. At the meeting in October 2005, EFG members also had the opportunity to go on the bus tour with the Community Liaison Group members; and
- ▶ Minutes from each of the EFG meetings can be viewed on the project website: www.rta.nsw.gov.au/pacific and (click on Woolgoolga to Wells Crossing).

6.2.10 Council Presentations

Presentations to Councillors and council officers of both Coffs Harbour City Council and Clarence Valley Council were undertaken during the route options display period.

6.2.11 Management of Information Requests

During the display period, the project team received a number of requests for information. This included requests for route options development reports and more detailed maps of the route options from the Geographical Information System. Approximately 40 route option development reports were sent to community members on request. Approximately 14 maps were generated and sent to potentially affected property owners and businesses, following meetings.

6.3 Overview of Issues

Below is a summary of the main issues that were raised in community and other stakeholder submissions and during meetings with potentially affected parties. Respondent's comments have been summarised to provide an overview of the key issues, therefore it is not a verbatim record of community comments.

The feedback from the community was a key consideration in the value management workshop and informed the selection of the preferred route.

Please refer to the Woolgoolga to Wells Crossing Route Options Submissions Report for a record of all the submissions made, grouped under issues headings.

6.3.1 Issues Raised in Submissions (GHD, 2006)

Access to Highway

The community expressed their expectation that access to the highway would be made safer and easier, particularly around the area of Corindi. Concerns were also expressed about restricted access onto and off the highway.

Access to Properties

Various opinions were raised regarding access to private properties. Many said that they currently experienced difficulty in accessing properties. Most submissions were strongly in support of a local access road to improve safety and functionality for local traffic.

Access to Surrounding Towns and Amenities

Providing good access and connections to towns and amenities, such as the shops, and beach, were raised as important issues.

Air Quality

Many respondents were of the opinion that the Orange option in Section B would keep the pollution away from residential areas. Concerns were also raised regarding the management of pollution during construction and operation.

Business Impacts

Some respondents were of the opinion that the highway should be routed away from built up areas, although this should not impact upon businesses that rely on passing trade. Concerns were raised over the loss of visibility and direct highway access for businesses and the impact that would have on financial viability.

Compensation and Property Values

Concerns were raised in a number of submissions that adequate compensation should be provided for those affected by the upgrade, including costs to cover re-establishment, loss of income / business, loss of lifestyle /living standards and loss of development potential. The community raised concerns over devaluation of properties, by announcement of the route options and, when selected, the proximity of the preferred route. Conversely business concerns included devaluation of their asset as a result of being bypassed.

Construction Impacts

The community appears to be generally in support of the Orange option, as it has less construction impacts on the local community and highway users, compared to other options.

Consultation Process

Several complaints were received regarding the consultation process, in particular the adequacy and transparency of consultation, the accuracy of consultation materials and cost of the consultation process.

Division of Communities

A number of submissions were in favour of the Orange option in Section B, as it would bypass Corindi and Corindi Beach, thereby avoid division of the community. Many respondents were of the opinion that it would allow for future growth and expansion of the village. Concerns about the Blue, Green and Purple options included division and/or isolation of the community and loss of access to the village and its amenities.

Flooding Protection

The community generally expressed support for the Orange option as this option has the shortest floodplain crossing and is located further upstream away from flood prone areas. There were also concerns regarding flooding of the existing highway at Corindi and Blackadder Creek.

Highway Design and Layout

A number of submissions were received that related to the highway design and layout. Most of the submissions were in support of the Orange option in Section B, as the proposed route is further from Corindi Beach. Some submissions were in support of the Blue and Purple options in Section B as these options use more of the existing road corridor. There was some support for the Green option, particularly for Section C, as it is more direct and has less bends. There were also many concerns and suggestions regarding overtaking and turning lanes, shoulder widths and the location of the interchange. Suggestions included moving the highway inland, away from the coastal strip.

Impacts on Areas of Environmental Significance

Concerns were raised regarding the impacts on Wells Crossing Flora Reserve and Newfoundland State Forest. Some respondents were in favour of forestry land being used for the highway.

Impacts on Ecology (animal and plant life)

A number of submissions expressed concern about the impact upon native species and their habitat. There was some support for the Blue option as it reduces the need to remove native vegetation and minimises the effect on wildlife movements. There was some opposition to the Orange option due to the amount of clearing required and the impact on wildlife.

Indigenous Heritage

Concerns were raised regarding the impacts on cultural heritage.

Local Agricultural Land

There was some opposition to the Orange option due to the amount of agricultural land that would need to be acquired for the highway upgrade.

Noise

Concerns were raised about noise disturbance currently experienced from the highway, particularly from heavy vehicles at night. Many respondents expressed a desire to have noise levels reduced around Corindi and Corindi Beach

In most submissions, support was expressed for the Orange option in Section B, as it would move the highway away from Corindi village and therefore potentially reducing noise impacts on the village. There was also some support for the Green option.

Property Acquisition and Property Impacts

A number of submissions expressed concern regarding the acquisition of private property and whether those impacted would receive adequate compensation.

Recreational Impacts

There was concern expressed regarding access to community facilities, such as the community hall at Halfway Creek, and the school, sporting fields, the beach and shops at Corindi Beach.

Safety

The community raised road safety as an important issue. There is an expectation that the highway would be made significantly safer by the upgrade. In general, the community would like to see a reduction in the number of accidents and fatalities. There was support for Section B of the Orange option as it removes bends, takes the highway away from residential and tourist areas and separates local and through traffic, thereby improving safety.

Timing of Upgrade

Many respondents expressed their desire for the upgrade works to be carried out as soon as possible.

Traffic Concerns

The submissions received expressed various opinions regarding their preferred route option, especially with regard to how local and through traffic would be separated and how the number of large trucks that travel through Corindi Beach could be minimised.

Travel Time

There was support for the Orange option in Section B because of the potential for travel time savings.

Concerns were also raised that residents of Red Rock would have to travel down past Corindi Beach in order to access the highway to travel north.

Visual Impact

The visual impact of the upgrade was raised in some submissions. The respondents were divided between whether the Orange option in Section B would be better or worse in terms of visual impact. However, Blue option was considered to adversely impact on visual amenity.

Other

Submissions were also received relating to a number of other issues and concerns.

6.3.2 Summary of Issues Raised in Meetings

Many of the concerns raised during meetings with potentially affected property owners were specific to individual circumstances, however they generally included:

- ▶ Devaluation of property values – concerns over devaluation caused by announcement of the route options and ultimately announcement of the preferred route;
- ▶ Loss of productive land, livelihood and incomes – some have intentions to grow produce such as fruit, vegetables, trees, and keep live produce, on land which is potentially affected by one or more of the route options;
- ▶ Loss of investment – some were concerned over investment they had put into their land and/or property;
- ▶ Loss of heritage – some of the land has been in families for generations;
- ▶ Uncertainty of level of impact – some expressed insecurity of not knowing if, how and when they will be ultimately be affected;
- ▶ Uncertainty about the amount of land to be acquired for the upgrade and the potential that they would not be able to sell land - division of land into small unmarketable parcels;
- ▶ The process, eligibility for and timing of land acquisition;
- ▶ Restriction/modification of access to properties/businesses – concerns over indirect access to the highway and whether they would be consulted over access arrangements;
- ▶ How the options would affect their plans to develop/subdivide their land;
- ▶ Noise, drainage and structural impacts – how these issues would be addressed should highway move closer to their properties;
- ▶ Loss of exposure to passing trade (businesses) – in particular visibility from the highway and ability to access businesses; and
- ▶ RTA not honouring past agreements – when the highway was previously upgraded, some said that they were promised compensation measures, but this was not provided.

6.3.3 Summary of Issues Raised by Statutory Agencies

The following statutory agencies provided feedback on the route options:

- ▶ The Department of Environment and Conservation (DEC);
- ▶ Coffs Harbour City Council;
- ▶ NSW Department of Primary Industries; and
- ▶ Marine Parks Authority.

Table 6.1 provides a summary of the comments received.

Table 6.1 Feedback from Statutory Agencies

Agency	Issue
Department of Environment and Conservation (DEC)	<p data-bbox="524 432 636 464">General</p> <ul data-bbox="524 480 1890 544" style="list-style-type: none"> <li data-bbox="524 480 1890 544">▶ The route selection process should consider the extent to which any potential impacts can be mitigated, therefore feasibility of mitigation measures should be assessed as part of the process. <hr/> <p data-bbox="524 568 685 600">Biodiversity</p> <p data-bbox="524 616 658 647"><i>All options</i></p> <ul data-bbox="524 663 1890 1126" style="list-style-type: none"> <li data-bbox="524 663 1890 759">▶ All options create barriers to fauna dispersal and movement and increased risk of road-kill, especially where they traverse continuous tracts of forest/woodland. The Green option in Section C has substantial potential to generate these adverse impacts. <li data-bbox="524 775 1890 871">▶ All options involve the widening of existing highway strips through Yuraygir Sherwood and Newfoundland Sherwood Regional Corridors. In sections D & E this will affect DEC estate (Yuraygir State Conservation Area), creating significant edge effects. <li data-bbox="524 887 1890 967">▶ All options in Sections C & D traverse potential Koala and Yellow-bellied Glider habitat (Tallowwood and other moist eucalypt forest) <li data-bbox="524 983 1890 1046">▶ Sections B, C and D of all options are likely to impact high conservation value communities (Wet Flooded Gum-Tallowwood) <li data-bbox="524 1062 1890 1126">▶ A significant population of Rufous Bettong occurs in Glenugie State Forest, which will be affected by all options in Section E. <p data-bbox="524 1150 707 1182"><i>Orange option</i></p> <ul data-bbox="524 1198 1890 1382" style="list-style-type: none"> <li data-bbox="524 1198 1890 1294">▶ Orange option has the potential to generate significant adverse ecological impact because it will bisect designated wildlife corridors and key habitats and adversely affect the ecological integrity of the study area, for instance: <li data-bbox="524 1310 1890 1382">▶ Section B – widening of clearing through Corindi River Subregional Wildlife Corridor, potentially degrade the aquatic ecology of the Corindi River, may affect the nominated Swamp Oak EEC.

Agency	Issue
<p>Department of Environment and Conservation (DEC) Con't</p>	<ul style="list-style-type: none"> ▶ Section C/D – sever the Dirty Creek Subregional Wildlife Corridor, potentially degrade the aquatic ecology of Halfway Creek, impinge on DEC estate (Yuraygir State Conservation Area and Yuraygir National Park). ▶ Section E – degrade the ecological integrity of Wells Crossing Flora Reserve. ▶ Orange option may require removal of potential Osprey roost and/or nest trees in patches of fragmented forest and in farmland west of Corindi Beach. <p><i>Blue option</i></p> <ul style="list-style-type: none"> ▶ Blue option is likely to have less impact than the other options on biodiversity values in the study area as it follows the existing highway route. DEC favours the route option/s with the least potential to adversely affect the ecological integrity, persistence and long-term survival of native biodiversity and their habitat in the local and regional landscape. <p><i>Orange and Green options</i></p> <ul style="list-style-type: none"> ▶ Orange and Green options appear to have the greatest potential to adversely affect key flora & fauna habitats, fauna movement corridors, threatened plants and animals, endangered populations, Endangered Ecological Communities (EECs), landscape structure and function and aquatic ecosystems. <p><i>Green, Purple and Orange options</i></p> <ul style="list-style-type: none"> ▶ All options other than Blue option, have the potential to degrade Wells Crossing Flora Reserve through increased edge effects (pest plant and animal incursions, heightened wildfire risk, rubbish dumping), loss of key foraging, breeding and refuge habitat for fauna, habitat fragmentation and increase ease of human access. <p><i>General</i></p> <ul style="list-style-type: none"> ▶ Threatened fauna and flora species, populations, or EECs and high conservation value habitat occur within or near the route options. ▶ Secondary koala habitat occurs on the eastern perimeter of the existing highway in Section A and will require protection or compensatory habitat if removed.

Agency	Issue
Department of Environment and Conservation (DEC) con't	<ul style="list-style-type: none">▶ Potential for occurrence of Emus, which are part of the endangered population in the North Coast Bioregion. Mitigation measures will need to focus on protection of core breeding, foraging, refuge habitats and habitat condition, habitat rehabilitation and mitigation of road-kill.▶ The design, installation and maintenance of adequate underpasses, overpasses and exclusion fencing to facilitate fauna movement through wildlife corridors should be key features of the impact mitigation strategy for the preferred route.▶ Need to consider the landscape ecological impact of the project at a site/local, regional, bioregional and State level.▶ Need to consider the potential impact within the context of the overall Pacific Highway Upgrade Program rather than individual sections.▶ Need to consider cumulative effects of development in the study area on ecosystems and landscape units and impacts on landscape structure and functions.
Heritage	
<i>Preliminary comments</i>	
<ul style="list-style-type: none">▶ Aboriginal cultural significance of Dirty Creek Range needs to be carefully assessed.▶ A cultural heritage survey of Yuraygir National Park identified the importance of the Coast Range to Gumbaingirr people, including Browns Knob and Cabbage Tree Mountain. Other areas of significance in the regional cultural landscape include Station Creek High Dunes Burial Grounds, Green Hills and Red Rock.▶ Need to understand the importance of the indigenous cultural landscape as one large site rather than individual significant sites.▶ Further consultation with DEC's Aboriginal Heritage Information Management System (AHIMS) and Northern Aboriginal Heritage Section, the Local Aboriginal Land Council and the Garby Elders at Corindi Beach should be undertaken prior to selection of the preferred route.	

Agency	Issue
Department of Environment and Conservation (DEC) con't	<p data-bbox="533 363 577 387">Air</p> <ul data-bbox="533 411 1601 435" style="list-style-type: none"> <li data-bbox="533 411 1601 435">▶ No information provided on air quality that would enable the options to be differentiated. <p data-bbox="533 515 611 539">Noise</p> <ul data-bbox="533 563 1848 858" style="list-style-type: none"> <li data-bbox="533 563 1848 619">▶ DEC favours route options that comply with DEC guideline Environmental Criteria for Road Traffic Noise and have the least impact, particularly on new noise receivers. <li data-bbox="533 643 1635 667">▶ Blue option has least impact, especially if linked with Section C of Purple or Orange option. <li data-bbox="533 715 1792 770">▶ Section B of the Orange option would reduce noise levels in Corindi and Corindi Beach, but will result in construction and noise impacts on receivers who currently experience low background noise. <li data-bbox="533 802 1848 858">▶ Feasible options for effective mitigation should be carefully considered when determining the suitability of the Orange route. <p data-bbox="533 882 611 906">Water</p> <ul data-bbox="533 930 1870 1249" style="list-style-type: none"> <li data-bbox="533 930 1825 986">▶ All options in Section A & B have potential to directly or indirectly degrade the quality of SEPP 14 wetlands, estuarine wetlands (Arrawarra Creek) and the Corindi floodplains. <li data-bbox="533 1018 1870 1074">▶ Freshwater wetlands, riparian habitats supporting threatened aquatic flora and fauna and EECs along Halfway Creek may be adversely affected, particularly by Orange, Green and Blue options. <li data-bbox="533 1106 1848 1161">▶ If possible, routes should avoid SEPP 14 wetlands. If potential for impact remains, best practice water quality and aquatic habitat protection measures should be implemented. <li data-bbox="533 1193 1803 1249">▶ The additional bridge required in Section B of the Blue, Green and Purple options could pose a risk to the environment during construction. <p data-bbox="533 1273 656 1297">Corridors</p> <ul data-bbox="533 1321 1881 1377" style="list-style-type: none"> <li data-bbox="533 1321 1881 1377">▶ Need to ensure that sufficient corridor can be acquired to permit the installation and maintenance of appropriate mitigation measures for noise, water and fauna during construction and operation.

Agency	Issue
Coffs Harbour City Council (CHCC)	<p data-bbox="524 354 1895 395">Local access and transport</p> <ul data-bbox="524 405 1895 730" style="list-style-type: none"><li data-bbox="524 405 1895 475">▶ It is accepted that local road and private accesses to the highway will be rationalised, however intersections, interchanges and U turns should be positioned to avoid long/indirect routes to gain access to the highway.<li data-bbox="524 485 1895 523">▶ Council supports the development of local access roads connecting communities along the highway.<li data-bbox="524 533 1895 571">▶ Should be safe and efficient provisions for inter city and school bus services in the design.<li data-bbox="524 580 1895 730">▶ Council considers development of cycleway facilities linking local and regional centres as an important part of the Pacific Highway Upgrade planning. Provision of an off road bicycle path linked to NSW coastline cycleway project should be included. <p data-bbox="524 740 1895 782">Drainage</p> <ul data-bbox="524 791 1895 829" style="list-style-type: none"><li data-bbox="524 791 1895 829">▶ Minimise effects on existing drainage and groundwater conditions. <p data-bbox="524 839 1895 880">Property impacts</p> <ul data-bbox="524 890 1895 1040" style="list-style-type: none"><li data-bbox="524 890 1895 960">▶ Orange option may require acquisition of land related to the sewage treatment plant on Kangaroo Trail Road. Needs to be assessed in terms of ongoing and long term operation of the plant.<li data-bbox="524 970 1895 1040">▶ Council does not support any option, which unduly affects the viability or operation of agricultural industries in the area. <p data-bbox="524 1050 1895 1091">Plans and polices</p> <ul data-bbox="524 1101 1895 1232" style="list-style-type: none"><li data-bbox="524 1101 1895 1139">▶ Consider the CHCC Corindi River Estuary Management Plan in the assessment of the route options.<li data-bbox="524 1149 1895 1232">▶ Consider the CHCC settlement strategy and liaise with CHCC in regard to potential impacts of any development potential being identified or realised in the Corindi/Upper Corindi area. <p data-bbox="524 1241 1895 1283">Noise</p> <ul data-bbox="524 1292 1895 1362" style="list-style-type: none"><li data-bbox="524 1292 1895 1362">▶ Noise impacts on existing and future residential areas must be considered and appropriate noise minimisation and mitigation measures need to be implemented.

Agency	Issue
<p>Coffs Harbour City Council (CHCC) con't</p>	<p>Acid sulphate soils</p> <ul style="list-style-type: none"> ▶ The option corridors are known to contain potential for acid sulphate soils, which should be addressed. <p>Heritage</p> <ul style="list-style-type: none"> ▶ Encourage liaison with the Garby Elders, Yarrowarra Cooperative and the Local Aboriginal Land Council in order to ensure appropriate respect, identification and monitoring of route options with due regard to Aboriginal Cultural Heritage. ▶ Any identified and preferred route option should identify the necessary Statement of Heritage Impact in accordance with provisions of the Heritage Act 1977. <p>Wildlife corridors, flora and fauna</p> <ul style="list-style-type: none"> ▶ The proposed options will, to varying degrees, require removal of Endangered Ecological Communities (stands of Swamp Sclerophyll Forest, Swamp Oak Forest, Subtropical Coast Floodplain Forest or River-flat Eucalypt Forest). All options that extend over low-lying areas are likely to contain one or more of these. ▶ There are large stands of regrowth <i>Allocasuarina littoralis</i>, along the road reserve, which may be affected by widening. This provides preferred habitat for the Glossy Black Cockatoo. ▶ The presence of an endangered Emu population needs to be considered for sections B to E.
<p>Department of Primary Industries</p>	<p>Agriculture</p> <ul style="list-style-type: none"> ▶ Notable agricultural land uses in the study area are limited to extensive grazing, Chiquita's Blueberry Farm of Australia, Benefield's Rose Farm at Halfway Creek and a number of smaller horticultural establishments. ▶ There are travelling stock reserves (TSRs) in the study area. Refer to Grafton RLPB for the most appropriate organisation to contact regarding the implications of the route options on TSRs. ▶ While all of the options appear to have property specific impacts and locality specific impacts on rural lands and some smaller horticultural operations, none of the route options create discernable or obvious significant adverse impacts on agriculture in this locality.

Agency	Issue
Department of Primary Industries con't	<ul style="list-style-type: none"><li data-bbox="533 360 1886 424">▶ Property specific impacts and assessment of smaller agricultural enterprises, property access arrangements and rural residential land uses should be considered in the selection of the preferred route. <p data-bbox="533 480 651 504">Fisheries</p> <ul style="list-style-type: none"><li data-bbox="533 528 1827 616">▶ Prefers that the option selected should have the least potential impact on fishing activity, fish (especially threatened species) and aquatic habitat, such as wetlands (especially SEPP 14 wetlands), mangroves and seagrass beds. <p data-bbox="533 639 645 663">Minerals</p> <ul style="list-style-type: none"><li data-bbox="533 687 1827 743">▶ The majority of the study area, north and west of Dirty Creek Range, is covered by a petroleum exploration licence (PEL 426).<li data-bbox="533 775 1872 831">▶ From this point north, the land is underlain by the Clarence Moreton Basin, which has potential for coal, oil and gas.<li data-bbox="533 863 1861 983">▶ There are a number of construction material quarries along the proposed routes, either side of the existing highway. Many are not operating, but contain material that could be potentially be extracted in the future. The larger ones are Taylors Pit (weathered organics), Feltons Pit (sandstone), Skelly's Ironstone Pit (weathered ironstone), Housegos Pit (weathered ironstone) and Glenugie Peak Ballast Quarry (basalt and gabbro).<li data-bbox="533 1007 1827 1031">▶ Taylors and Feltons Pit are in the path of the proposed options and access to the others would be affected.<li data-bbox="533 1078 1603 1102">▶ Potential for additional reserves of construction material exists along Dirty Creek Range.<li data-bbox="533 1150 1357 1174">▶ Access should be provided onto the highway at Dirty Creek Range.<li data-bbox="533 1214 1872 1294">▶ Need to establish construction material requirements for the upgrade, likely sources and the potential impact of supplying any of those requirements from existing quarries on the future supply of construction materials in the district.

Agency	Issue
Department of Primary Industries con't	<p>State forests</p> <ul style="list-style-type: none"> ▶ The following options will impact on conservation and commercial values of forests, and will result in some fragmentation of forests and habitats: <ul style="list-style-type: none"> ▶ Orange option appears to impact on Wedding Bells State Forest in Section A; ▶ Green and Blue options impact on Newfoundland State Forest in Section C; and ▶ All options impact on the edge of Wells Crossing Flora Reserve in Section E. ▶ Options that maximise use of the existing corridor in sections A & E are preferred. ▶ Green option is least preferred in Section C. ▶ The routes that impact on Newfoundland State Forest in Section C avoid Special Management Zones within the forest. ▶ Wells Crossing Flora Reserve is established under s25 of the Forestry Act and can only be revoked by Act of Parliament, although provisions of s16A relating to land exchange are applicable.
Marine Parks Authority (MPA)	<ul style="list-style-type: none"> ▶ Section A & B traverse Arrawarra Creek and the Corindi River, which form part of the Solitary Islands Marine Park. ▶ Section A – all options follow the existing highway so the Marine Parks Authority cannot show a preference for this section. ▶ Section B of the Orange option has the least impact on the Solitary Islands Marine Park as it follows a furthest from the marine park. ▶ No single corridor has a distinct advantage over others in protecting water quality or habitat ▶ Less habitat destruction and smallest footprint on the landscape associated with upgrading the existing highway.

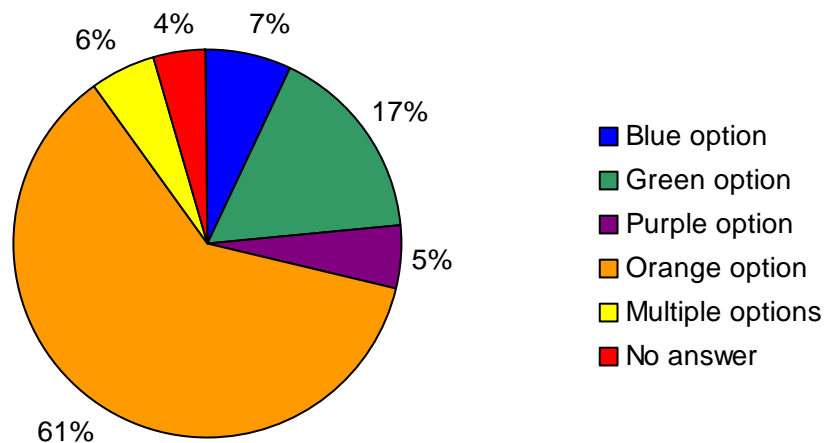
Agency	Issue
	<ul style="list-style-type: none"><li data-bbox="524 354 1892 459">▶ Water pollution needs to be adequately addressed in the EIS, both in terms of construction and the operational phase. There needs to be some risk analysis of all aspects of the development that have the potential to pollute waters.<li data-bbox="524 469 1892 542">▶ Construction phase poses the greatest threat to water quality and significant effort needs to be made toward the effective management of stormwater and pollutants.<li data-bbox="524 552 1892 802">▶ Need to consider measures to:<ul style="list-style-type: none"><li data-bbox="577 609 1892 647">▶ Minimise impacts during construction;<li data-bbox="577 657 1892 730">▶ Reduce harm to the SIMP from pollution incidents once the upgraded highway is operational, e.g. detention structures, contingency plans; and<li data-bbox="577 740 1892 802">▶ Special emphasis should be placed on gully and watercourse crossings, vehicle set down and repair areas, fuel storage and waste disposal.

6.4 Route Preferences Expressed by the Community

6.4.1 Preferred Option According to Submissions

As shown in Figure 6.1, the majority of respondents (61%) felt that Orange option best addressed the issues. However, it should be noted that 76% of feedback forms returned were from people who live in Section B. Section B of the Orange option offers a bypass of Corindi to the west, so many community members may have selected the Orange option, purely on this basis. Indeed 56% of respondents selected Section B as their key area of interest as well as selecting Orange as their preferred option.

Figure 6.1 Which Route Best Addresses the Issues?



The display materials indicated that different sections of different options could be joined together and people were invited to refer to specific sections of options on the feedback form. However, many respondents just ticked an option colour. Outlined below are the preferences (in order) for each option based on sections²:

- ▶ Section A - (1) Orange option;
- ▶ Section B - (1) Orange option, (2) Green option (3) Purple option;
- ▶ Section C - (1) Green option, (2) Orange option; and
- ▶ Section E - (1) Orange option, (2) Blue option.

Only two respondents commented on Section D.

Where multiple options were selected, it may have been because people had a preference for different options in different sections or that the options were in fact the same in the section they were referring to (e.g. Green, Purple and Orange are the same in Section E).

² Indicates the preferred option in each Section. It should be noted that it was not possible to deduce preferences for each Section from all the responses received. This information is based on information supplied in a limited number of responses, where preferences on particular sections were explicit.

6.4.2 Preferred Option By Locality of Residence

Figure 6.2 illustrates the option selected by residents of each locality. 'Other' incorporates localities that were not within or in close proximity to the study area. For the purposes of analysis, feedback from non-resident property owners was classified against the locality where their property was located as opposed to the locality where they resided.

6.4.3 Feedback on Issues to be Considered in the Selection of the Preferred Route

As shown in Figure 6.3, the top five issues considered most important by the community when deciding the preferred route are:

1. Improvements to road safety and travel times on the highway;
2. Separation of local and through traffic;
3. Noise impacts from traffic on the highway;
4. Maintenance of improvement to access to surrounding towns; and
5. Does not cause division of communities.

Issues raised under the category 'other' included allowing Corindi Beach to expand; reducing hold-ups during floods; preservation of native vegetation; construction cost and timeframe for completion; property acquisition and compensation; less impact on lifestyles and families; access; loss of land; drainage; disruption during construction; and pollution.

Figure 6.2 Preferred Option By Locality of Residence

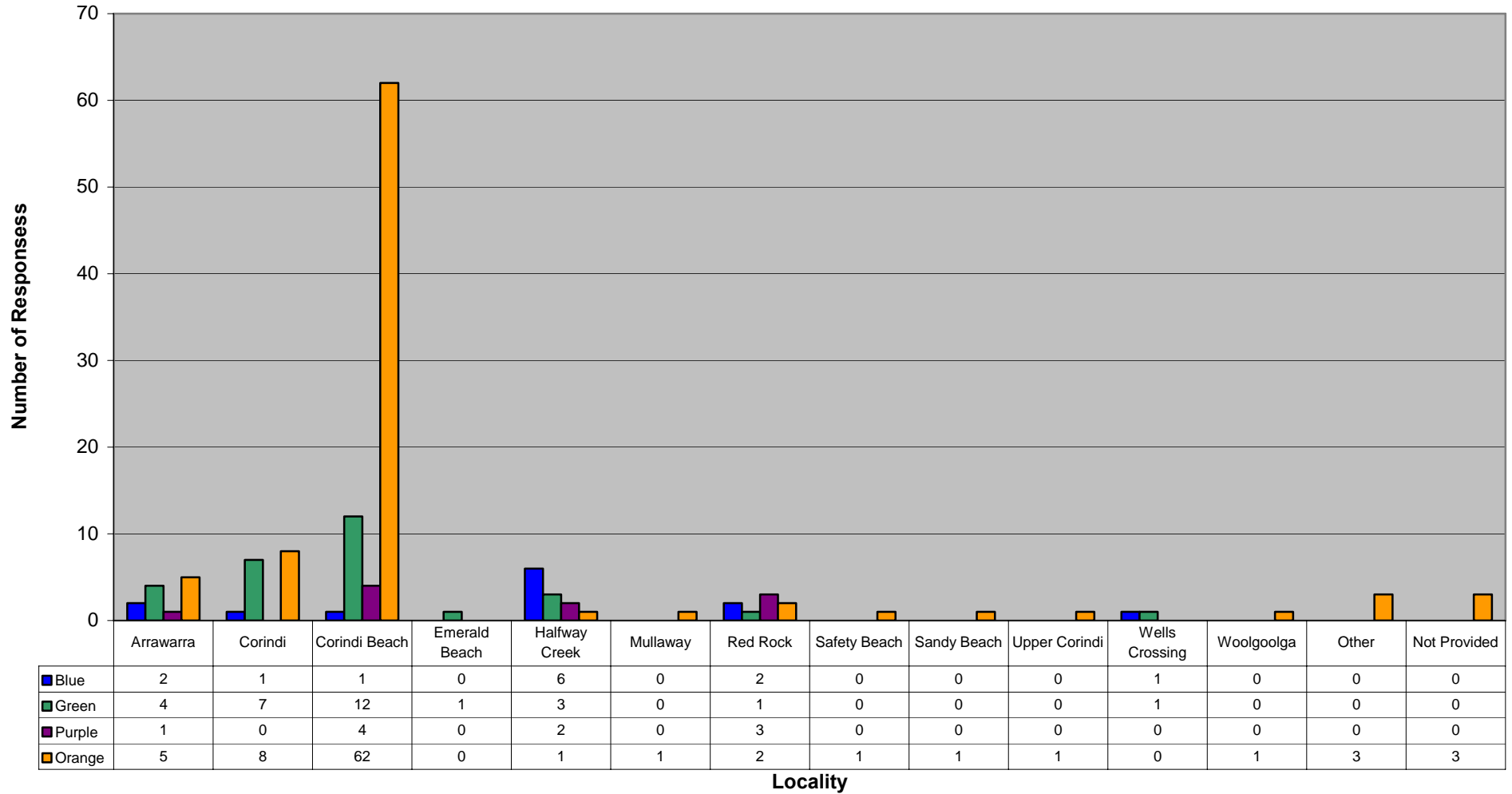


Figure 6.3 Key Issues to be Considered in the Selection of the Preferred Route

