



Appendix I

Responses to submissions



Responses to comments raised in submissions

Submission ID	Issue	Response
A	Access to highway (during construction & operation)	
9	Need a route to improve access either onto the new highway or the existing highway.	Existing public and private access, if affected by the upgrade, would either be reconstructed, diverted, rationalised or relocated so that local access connections are maintained. The RTA will continue to consult with the community including local councils with regard to changes to local public and private access to suit traffic patterns, pedestrian routes, property owner needs and to ensure safety.
12	Will there be access to the dual lanes, north and south entrances to Corindi, Red Rock and Yarrawarra?	Public access to Corindi, Red Rock and the Yarrawarra Centre would be maintained. In a Class A scenario ² access to each carriageway would be via at-grade intersections. Future upgrading to a Class M scenario ³ would require the removal of all at grade intersections ⁴ . Access to the highway would be maintained via the construction of a new continuous alternative route and/or the reuse of the existing highway in a Class M scenario ⁴ .
50	Access roads to the highway should be safe. At the moment lives are placed at great risk when entering local lanes.	All local access roads to the highway and intersections with the highway would be designed and constructed in accordance with current road design and safety standards.
100	Access to the new highway is improved by the Green Option.	Developing "solutions that address community expectations for access to the new highway" is one of the project objectives, as described in the <i>Woolgoolga to Wells Crossing - Route Options Development Report</i> - October 2005. Access to the highway is one of the factors that will be taken into account in the route selection process. Each route's benefits in terms of ease and safety of access will be weighed against all other factors in the selection of a preferred route.

2 The Class 'A' upgrade scenario would be a four-lane, 100km/h posted speed, limited access condition roadway with at-grade intersections. Class 'A' roads are developed with a strategy for conversion to Class 'M' in the future.

3 The Class 'M' upgrade scenario would be a four-lane (up to six-lane), 110km/h posted speed, controlled access roadway with grade separated interchange accesses.

4 a road junction where two or more roads meet or cross at the same elevation.

Grade separated intersection: the separation of traffic so that crossing movements, which would otherwise conflict, at different elevations.

Controlled access roadway: The special situation where the deposited plans of all properties adjoining the road reserve are annotated to describe the sections where access across the boundary is denied.



Submission ID	Issue	Response
A	Access to highway (during construction & operation)	
130	Would like easy and convenient access onto and across the highway from Coral Street.	<p>Developing “solutions that address community expectations for access to the new highway” is one of the project objectives, as described in the <i>Woolgoolga to Wells Crossing - Route Options Development Report</i> - October 2005.</p> <p>Coral St is one of the main accesses to Corindi Beach village. Access to the highway for local road users and residents of Corindi Beach is one of the factors that will be taken into account in the route selection process. The benefits of each route in terms of ease and safety of access will be assessed against all other factors in the selection of a preferred route.</p>
140	Will suitable access be maintained during construction for workers (up to 900) at Blueberry Farms Australia?	Yes, access to the Blueberry Farm would be maintained during construction.
140	During the peak days (October - January) there may be in excess of 900 people working on the farm. All of these people travel in private cars and it is estimated that 99% of them leave on the highway. Most of them work on the picking crews and finish at the same time. Concerned that your traffic surveys have picked this up. It is important that the design of any new alignment is consistent with this volume. For most months of the year some fruit is picked, though volumes are not high in all months. However, there are heavy vehicles coming into the farm to bring fuel, fertiliser and other supplies and to take fruit out. In the summer months activity increases.	Traffic counts near Range Road were undertaken in 2005. It is acknowledged that these traffic counts were undertaken outside the peak picking period. However, the RTA, through discussions with the owners and operators of the Blueberry Farm, is aware of the number of vehicles generated during the peak picking periods and will provide a highway upgrade that makes provision for peak traffic volumes to and from the Blueberry Farm.



Submission ID	Issue	Response
B	Access to properties	
10	Would the Halfway Creek Duplication affect existing access to properties? Stakeholder is concerned about how this will affect their plans to subdivide their property.	No, existing accesses would be maintained throughout the length of the recently completed Halfway Creek Duplication. In the Class M scenario access would be via local access roads and a grade separated interchange. In the Class A scenario, most accesses would remain in the same location, however some accesses may be changed to left in / left out movements only to improve safety.
28	Orange Option allows the old highway to be used for local access.	The advantages and disadvantages of each option in terms of local access would be weighed against all other factors in the selection of the preferred route.
32	Current highway is used as a local road (Green Option).	
33	Local access roads could be established using the old highway, if the Orange Option is chosen.	
36	Green Option has the least disturbance to access.	See response to submission 100 (Access to highway).
40	Should use the existing highway as a safe service road to existing properties at Wells Crossing and Halfway Creek.	There are currently 21 accesses north of Lemon Tree Road. The Green, Purple and Orange options would utilise the existing Highway as a local service road. However, the Blue Option in Section E would require existing accesses to be rationalised to limit the number of right turn movements on to and off the Highway.
73	Section B of the Orange Option provides local access roads for locals.	See response to submission 100 (Access to highway).



Submission ID	Issue	Response
B	Access to properties	
77	It would be good to have local access for locals so fast moving vehicles do not endanger them.	All local access roads to the highway and intersections with the highway would be designed and constructed to meet current design and safety standards.
93	The current highway would become a local access road if Purple or Green Options were to be selected.	Yes, this is one advantage of route options that do not involve using the existing highway as a carriageway for the new highway.
95	Orange Option would be best in Section B as the existing highway can be used for local traffic making it safer.	
101	Like the idea of making the existing highway a local traffic road. It would be a great asset for the area, as it would provide fantastic access to all properties. Orange Option allows for the old highway to be used as a local road.	
108	Section B of Orange and Section C of Green is preferred as it allows the Old Pacific Highway to act as a local road.	
116	Keep the old highway as a local access road.	
120	Disagree with Section B of the Orange Option because of access problems to existing farms.	Access to existing farms would be maintained or modified in all options.
127	It would be better for all communities to have a local access road, as in the Orange Option.	See response to submission 93 (Access to properties).
130	The idea of retaining the old Pacific Highway as an access road in the Purple Option is good.	



Submission ID	Issue	Response
B	Access to properties	
142	A key objective should be that good access is maintained on and off the highway for customers to access the business.	Existing public and private access, if affected by the upgrade, would be either reconstructed, diverted, rationalised or relocated so that local access connections are maintained. The RTA would continue to consult with the community including local councils with regard to changes to local public and private access to suit traffic patterns, pedestrian routes, property owner needs and to ensure safety. The location of an interchange has not yet been determined. Once a preferred route has been chosen then further detailed traffic studies would be undertaken to determine the optimum location for an interchange. Regardless of the location, an interchange would provide access to both sides of the Highway.
150	How will the interchange affect the west side of the highway? How would this affect access?	

Submission ID	Issue	Response
C	Access to surrounding towns and amenities	
34	Access to Corindi village needs urgent attention as highway traffic becomes more aggressive and intolerant of entering traffic.	Access to Corindi village would be maintained. Access will be designed and constructed to meet current design and safety standards and will cater for future (predicted) traffic volumes.
39	There is a need for good access and connections to Corindi village in Section B.	
61	Green Option allows the people of Corindi Village to get to the beach and shops via the existing highway without having to get onto the new road.	The advantages and disadvantages of bypassing Corindi will be taken into account in the route selection process. The benefits of each route in terms of ease and safety of access will be assessed against all other factors in the selection of a preferred route.
114	If the Orange Option is selected, locals could travel to Woolgoolga in safety	All route options would be designed to provide safe access to and from the Highway.
131	In Blue and Purple Options there would be a loss of access for local traffic to Corindi Beach.	All route options would be designed to provide safe access for local traffic to Corindi Beach.



Submission ID	Issue	Response
D	Air quality	
17	Less pollution, improves quality of life (Orange Option).	It is expected that there would be minimal difference in air pollution levels from each of the route options. The RTA is aware of the potential impacts that the highway upgrade could have on local air quality. Prior to construction of the project, the RTA would undertake an environmental assessment of the preferred route that would include an assessment of air quality impacts and other factors that influence quality of life such as noise and visual aesthetics.
48	Orange Option keeps the pollution as far away from Corindi Beach as possible.	Noted.
125	How is the RTA going to stop pollution on Section B?	It is expected that there would be minimal difference in air pollution levels from each of the route options. The RTA is aware of the potential impacts that the highway upgrade could have on local air quality. Prior to construction of the project, the RTA would undertake an environmental assessment of the preferred route. This assessment would identify the impacts of the proposal in more detail, including air quality impacts, during construction and operation for the preferred route and the measures proposed to mitigate these impacts.
128	The options shown give no effect to pollution (global warming) when 5/6th of the traffic have no interest in passing through Grafton then to Woolgoolga a distance of approx 90km. The shortest route possible would be from Harwood bridge in a direct line to Woolgoolga a distance of approx 45kms. This would cause approx 25,000 vehicles to cause pollution for approx 45km.	The Woolgoolga to Wells Crossing project is restricted by the connection to the Sapphire to Woolgoolga Project at the southern extent and the Wells Crossing to Iluka Project at the northern extent. There are no plans to investigate the alignment suggested.



Submission ID	Issue	Response
E	Business impacts	
8	Any businesses affected by the changes either must move or close. Most businesses are transitory and will close eventually if they don't change with changed circumstances.	The decision to close or relocate a business is the decision of the business owner. Regardless of the route chosen as the preferred option, the RTA would maintain or provide alternative accesses to all existing businesses.
42	Orange Option seems best as it has less impact on businesses.	All options have varying degrees of impacts on businesses. In selecting a preferred route all feasible and reasonable mitigation measures would be considered to minimise impacts on businesses.
53	The Blue Option in Section E would reduce impacts on businesses.	
83	Because of the rural nature of the area there will be no impact on business in terms of loss of passing trade if Orange Option is selected because there isn't any.	This is one advantage of the Orange Option in Section B. However, it should be noted that the Orange Option has the greatest impact in terms of area on productive agricultural land.
87	New highways should be routed away from built up areas, but they should not impact on businesses that rely on passing trade.	All reasonable effort will be made to route the highway away from built up areas in an effort to minimise noise impacts and without impacting upon businesses that rely on passing trade. However, other factors including community access, safety, environmental, heritage and economic impacts also need to be considered. These factors will be taken into consideration during the route selection process. The benefits of each route in terms of local economic impacts and development will be weighed against all other factors in the selection of a preferred route.
92	The bypassing of Red Rock and Corindi (in the Orange Option) will have little impacts on businesses, as there are few at this stage.	See response to submission 83 (Business Impacts).
99	Blue and Green Options seem to run close to the hotel. This is an important local gathering place, which cannot afford to be lost.	No option would directly impact on the hotel located off Tasman Street.



Submission ID	Issue	Response
E	Business impacts	
140	The packing shed/office complex, which has large cool rooms, freezers and storage facilities, is a significant part of the blueberry operation. A major expansion is expected to be completed by mid-2006. All of the fruit picked on site is packed at this point. If this facility is either removed or isolated from the farm due to a change, the farm would fail.	No options would directly impact on the packing shed/office complex associated with the Blueberry Farm.
142	<p>United Petroleum and Benefields Rose Farm share common direct access to the Pacific Highway. The site enjoys excellent exposure to all Pacific Highway traffic enabling a steady flow of customers to access & exit the business safely. As both businesses are retail, 100% of their trade relies on the highway access and exposure. Any degradation of existing visibility and direct highway access and exposure will impact seriously in loss of customers and impact negatively on their financial viability to continue.</p> <p>The business has developed along with the growth of the highway and has provided a valuable and reliable service to the travelling public and locals for over 100 years. The loss of jobs could be an impact as 11 people are currently employed. United Petroleum has an 18-year lease on the property and United have currently halted any immediate improvement plans until something more definite is known regarding access to the site and future use of the site as a service station etc. The business should be treated as the service station 3km down the road at the Lemon Tree Road intersection as they have set a precedent.</p>	<p>Access to the Highway would be maintained for both the United Petroleum Service Station and Benefields Rose Farm regardless of what option is selected as the preferred route. However, to improve safety, access to these businesses may be limited to Left in / Left out movements only or via a local access road.</p> <p>Appropriate information signage may also be erected by the RTA in accordance with RTA technical direction RS01 (June 2003) to alert motorists to these businesses and would clearly indicate how to access businesses.</p>
142	Clear visibility from the highway to the business should be retained. Business owners should have the right to put up signage that makes road users aware of where the business is located, how to access it and the services that it provides.	<p>Depending on which option is selected as the preferred route, direct visibility to businesses may not be possible.</p> <p>Appropriate information signage may also be erected by the RTA in accordance with RTA technical direction RS01 (June 2003) to alert motorists to these businesses and would clearly indicate how to access businesses.</p>



Submission ID	Issue	Response
E	Business impacts	
142	The business is a valuable service centre for the local community (post office, general store and service station).	Acknowledged. Direct impact on these businesses would be avoided where possible.
143	Respondent works from home and chose this location for the peace, quiet and serenity needed for their work and this work would be totally ruined by the Blue Option.	The attachment to individual properties was raised by many residents across the study area. All route options will affect people with a deep connection to their properties. The development of the route options is complex with many competing constraints that need to be identified and assessed. These constraints can be broadly grouped into social, economic, environmental and engineering. The options that have been developed have varying degrees of impact on each of these four aspects. The route selection process includes the identification of the route option that provides the best balance across all aspects. The RTA will undertake an Environmental Assessment of the preferred route and refine the concept design. The assessment and refined design will identify lifestyle and safety impacts, and the measure proposed to mitigate such impacts.

Submission ID	Issue	Response
F	Compensation and property values	
77	Any acquisition of properties should include relocation and compensation for loss of lifestyle, for anyone affected, as often to buy and resettle costs a lot more than what is usually offered by these acquisitions. The Orange Option runs near the respondent's property and they would expect to be highly compensated.	The Land Acquisition (Just Terms Compensation) Act 1991 guarantees that, if and when land is acquired by the RTA, the amount of compensation will not be less than market value unaffected by the road proposal.



Submission ID	Issue	Response
F	Compensation and property values	
99	The Blue, Purple and Green Options seem to take some of the land that the Amble Inn hotel is on, which is very valuable for future development.	No option would directly impact on the hotel located off Tasman Street. Efforts to reduce the amount of acquisition. Efforts to reduce the amount of acquisition or private land would be undertaken. Where this is not possible any acquisition of land would be undertaken in accordance with the Land Acquisition (Just Terms Compensation) Act 1991, which guarantees that, if and when land is acquired by the RTA, the amount of compensation will not be less than market value unaffected by the road proposal.
108	Section B of Orange is preferred, as it will add value to the Corindi properties.	Noted. All options that bypass the village of Corindi have the potential to add value to Corindi properties.
113	The existing highway should be upgraded and/or duplicated wherever possible, as it does not transfer wealth. That is, if the highway is built away from the existing highway, properties adjoining the new highway will reduce in value, whilst those on the 'old' highway will receive a 'free' boost in value. This is unfair and inequitable to those losing property value, therefore Blue Option is preferred.	Impacts upon private property, access and local business as well as the extent of property acquisition are some of the factors that will be taken into account in the route selection process. The benefits of each route option in terms of the extent of property acquisition will be assessed against all other factors in the selection of the preferred route.
123	Within Section B, the Orange Option will have a devastating impact on current and future value of the respondent's land.	See response to submission 113 (Compensation and property values). The Land Acquisition (Just Terms Compensation) Act 1991 guarantees that, if and when land is acquired by the RTA, the amount of compensation will not be less than market value unaffected by the road proposal.
123	If the Orange or Blue Options go ahead in Section B, the respondent would be concerned about the impact on future development of their properties and would seek adequate compensation for the value of their land and loss of future income from the properties.	
131	If Purple or Blue Option were selected, the property value the respondent's home would drop considerably which would place them in a situation of despair. Orange Option would raise in property values.	See response to submission 113 (Compensation and property values).
132	Purple, Green and Blue Options would devalue the respondent's property and they would seek compensation.	



Submission ID	Issue	Response
F	Compensation and property values	
142	Concerned about major devaluation of the respondent's asset and property if the highway bypassed them as proposed. Both businesses have a substantial investment in buildings and plant equipment. The market valuation of this property is affected by the return on capital investment generated.	See response to submission 113 (Compensation and property values).
145	The RTA should give consideration to options that may have adverse impacts on the development potential of the land. The respondent has had discussions with Council to have the site redeveloped to establish a tourist development with associated facilities. This development would help support the growing Corindi Beach community. In 1992 approval was given for a 21-unit motel, although this development was never built.	<p>DAs already approved by councils, or those approved following announcement of route options / the preferred route will be reflected in property values should it be necessary to acquire that property for highway construction.</p> <p>In the case that the property does not fall within the footprint of the proposed highway, there are no provisions for the RTA to provide financial compensation from the impact of the highway on the land or the business occupying that land.</p> <p>If it is extremely difficult to adequately and accurately assess the impacts of the route upon future developments that may occur. During the Concept Design stage of the project, the RTA will work in cooperation with business owners in order to achieve the best result for all stakeholders.</p>

Submission ID	Issue	Response
G	Construction impacts	
2	Any delay to motorists on this part (or any 2 lane section) of the highway causes major delays which holds up locals going about their daily business eg. Work. So minimal delays would be great.	Prior to the commencement of construction, the contractor would be required to submit a comprehensive Traffic Management Plan (TMP). The TMP will include plans for how the Contractor would minimise disruption and road user delays during construction.



Submission ID	Issue	Response
G	Construction impacts	
3	Within Section A, the Orange Option would cause minimal disruption to road users during construction.	<p>Disruption to through and local traffic during construction is one of the factors that will be taken into account during the route selection process.</p> <p>Keeping traffic separated from the construction activities also improves safety for construction workers as well as road users.</p> <p>The benefits of each route in terms of traffic delays during construction will be assessed against all other factors in the selection of the preferred route.</p> <p>Once a preferred route has been selected, the concept design stage will investigate more closely the likely impacts of a route along the alignment, and mitigation measures will be proposed to deal with these impacts.</p> <p>See also response to submission 2 (Construction Impacts) above.</p>
17	Minimal delays during construction (Orange Option is preferred).	
19	Orange Option would be the best route as it involves the least disruption to road users during construction.	<p>Acknowledged. Any option that involves construction of the new highway separate to the existing highway would result in less disruption to road users during construction. Ease of construction, road user delay and safety during construction are all factors that will be considered in the route selection process.</p>
58	Orange Option has minimal disruption to road users during the construction phase.	See response to submissions 3 and 17 (Construction impacts).
73	Section B of the Orange Option would cause minimal delays to road users during construction.	
92	Orange Option runs through open land and will be less inconvenient for everyone when building it.	See response to submission 19 (Construction impacts).
94	Orange Option won't block the existing highway during construction.	
101	Orange Option will have no disruption to traffic during the construction phase.	



Submission ID	Issue	Response
G	Construction impacts	
108	Section B of Orange is preferred as it has a low impact on the highway during the construction phase.	See response to submission 19 (Construction impacts).
115	Less impact during construction for highway users (Purple Option).	
122	Orange Section A has the least impact on traffic while it is being built.	
124	Section C Green has less impact on local and highway traffic during construction.	
127	Minimal delays - people want a new highway but are getting sick of all the hold ups during construction.	
130	Purple Option appears to address most issues, including minimal disruption to road users while new road is constructed.	
131	Blue and Purple Options would cause extensive disruption during construction phase. The Orange Option would have the least amount of disruption to both local and through traffic.	



Submission ID	Issue	Response
H	Consultation process	
83	In the options brochure you refer to Corindi village as the original village on the highway. However the actual Corindi village is in the Corindi Beach area.	Noted. The RTA made every effort to provide accurate information in the display materials.
106	Respondent is concerned about inaccuracies on the maps that were supplied. The map accompanying the feedback form indicated the Orange Option was about 300m from their house, however the map used by the ecologists, when they conducted the survey, showed the road as 80m from their house.	<p>There were some slight variations of the locations of the options due to the scale and type of maps used. The maps used at the staffed displays and those used by the ecologists, who undertook the field surveys, were of a much larger scale than the one that appeared in the October 2005 community update. In addition, the route options were shown adjacent to each other for illustration purposes in the community update and were not accurately aligned. A note explaining this, and that the maps at the display locations showed true representations, was included in the legend.</p> <p>The map in the community update was designed to give an overview of the route options. Members of the community were encouraged to attend one of the static display or the staffed display locations to view the larger scale maps via the community update, advertisements, flyers and website.</p> <p>The RTA received a number of requests from potentially affected landowners for more detailed maps showing the options in relation to their properties and these have been provided.</p>
121	This form is a waste of time and therefore a waste of money. It comes out of taxpayer's money.	The feedback form was provided to assist the community to provide their comments and opinions on the route options and enable them to raise issues for consideration in the selection of the preferred route. It is important that community feedback is gathered so that the project team can fully understand and consider all the issues and make a balanced decision on the preferred route.



Submission ID	Issue	Response
H	Consultation process	
128	The options do not allow for regular users of the roads to voice their opinion, unless they reside in the area affected. Highways are meant to move people safely over both long and short distances.	<p>The route options display was advertised via a number of mechanisms in addition to direct mail to households within the study area, including:</p> <ul style="list-style-type: none"> • Advertisements in local, regional and national newspapers (refer to Section 2.2 and Appendix C) • Radio announcements on local radio stations (refer to Section 2.2 and Appendix C) • Route options display information on the project website (www.rta.nsw.gov.au/pacific Woolgoolga to Wells Crossing) (refer to Section 2.7 and Appendix F) • Flyers at commercial centres (refer to Section 2.3 and Appendix D) <p>All of these communications materials carried the project contact facilities and advertised the ways in which feedback could be provided.</p> <p>The display was put up at seven locations, which included United service station at Halfway Creek. In addition, informal displays and flyers were put up at various locations throughout the study area, including two other service stations.</p> <p>Feedback forms were available at the display locations and on the website.</p> <p>Regular users of the highway, who did not reside in the study area, therefore had a number of ways to obtain information on the project and opportunity to provide feedback.</p>
143	The bill for the consultation process for this section of the upgrade must be substantial. The RTA should direct all its resources to fixing sections of the highway that are resulting in people being killed, rather than upgrading a section that is adequate at present.	<p>One of the objectives of the Pacific Highway Upgrade Program is to 'develop a route that considers communities interests'. Consultation with the community is a fundamental way in which the RTA can ensure that it meets this objective.</p> <p>The Pacific Highway Upgrade Program encompasses over 40 projects along the Pacific Highway from Hexham to the Queensland border. Projects that are considered to be of greater concern are given a higher priority.</p>



Submission ID	Issue	Response
H	Consultation process	
144	Concerned that inadequate consultation has been conducted to date. Concerned about the secretive manner in which the project is conducted, in particular with regard to the Community Liaison Group. Representatives were chosen to present a preferred view, meetings occur in secret, no public observers are permitted and no minutes are recorded.	<p>Extensive consultation on the project has been conducted since project inception. A number of consultation tools have been used to provide information to the community and gather information on community issues and concerns. This includes:</p> <ul style="list-style-type: none">• Establishment and ongoing management of project contact facilities (1800 number, freepost address, email facility)• A community information session in December 2004• Two community updates• Two flyers• Three advertisements• A regularly updated project website• The route options display (static and staffed display locations)• Four community liaison group meetings• Two ecological focus group meetings• Meetings with potentially affected landowners and businesses <p>Information on the project has been provided in an open and transparent manner to assist the community to have their say in the development of the upgrade route. The RTA and the project team also regularly responds to telephone, email and written enquiries, as and when they arise.</p>



Submission ID	Issue	Response
H	Consultation process	
		<p>The Community Liaison Group (CLG) was formed to enable cross section of the community to express community based views which would inform the project team of community issues to be considered in the development phase of the Woolgoolga to Wells Crossing project. Nominations for the CLG were canvassed via an advertisement in local newspapers at the beginning of the project (November 2004). Community members were invited to either nominate themselves or other community members to join the CLG. The RTA considered all applications and selected candidates who represented a cross-section of the community, in terms of geographical location within the study area and representation of community interests, groups and organisations. Candidates were asked to identify ways in which they would disseminate information on the application form.</p> <p>The CLG is not a decision making body. The RTA encourages CLG members to provide two-way feedback between their communities and the project team. A member of the community can contact their local CLG member to discuss issues/concerns they would like raised at CLG meetings by contacting the project information line (1800 154 724).</p> <p>Notes of all CLG meeting are posted on the project website and can be downloaded. The notes capture all the discussions that occur during the meeting.</p> <p>Meetings are restricted to CLG members. The role of CLG members is to disseminate information. They are asked to identify, communicate, represent and consider the broad range of needs and interests of the local community and other stakeholders potentially affected by the project. Broader community interests are also taken into account as part of the ongoing consultation. Feedback can be provided to the project team at any time, as well as during formal public display periods.</p>
150	The maps at Corindi Beach Post Office were removed from the noticeboard (during the display period).	<p>Corindi Beach Post Office was one of seven advertised route options display locations. The display posters were put up at each display location on 21 October 2005. Unfortunately the display posters were stolen from the Corindi Beach noticeboard in the first week of the display. However the project team provided replacement posters within one business day.</p>



Submission ID	Issue	Response
I	Division of communities	
8	Orange Option appears to be the option with the least disruption to the majority of areas and residents.	<p>Providing a route that considers and responds to community issues and concerns is one of the objectives of the Pacific Highway Upgrade Program.</p> <p>Impacts upon the community are some of the factors that will be taken into account in the route selection process. The benefits of each route in terms of community severance will be assessed against all other factors in the selection of a preferred route.</p>
9	Section B of the Orange Option is best because it is further away from Corindi residents and other new subdivisions and provides a clear run.	Support noted.
17	Orange Option is good as it bypasses Corindi. The Green Option is far too close to Corindi Primary School and would destroy the township further.	Support noted. The impacts on Corindi Primary School will be considered in the route selection process. In the event that the Green Option is selected for Section B, the RTA would work in cooperation with the Primary School and the Department of Education to determine appropriate measures to ameliorate the impact of the highway on the school particularly in terms of safety and noise.
23	Orange Option moves the highway further west away from homes.	See response to submission 8 (Division of communities).
24	Section B on the Orange Option will help maintain community connections.	
27	The Blue, Green, and Purple Options would be devastating to all concerned - just a cheap option for the RTA. From past experience the highway has already been decided.	Support for Orange Option noted.



Submission ID	Issue	Response
I	Division of communities	
27	The highway should be further west than the Orange Option, so it would not affect houses already there and would allow for further growth.	<p>The location of the Orange Option as designated in the community display period is constrained by a number of factors. The study area, Dirty Creek Range, sites of indigenous significance and the design in progress of the Sapphire to Woolgoolga project, in combination with community and property impacts have led to the Orange Option design in its current location.</p> <p>The impacts to residential properties and agricultural land are some of the factors that will be taken into account in the route selection process. Each route's benefits in terms of residential and rural property acquisition will be weighed against all other factors in the selection of a preferred route.</p>
34	The highway should be well away from Village (prefers Orange Option).	Support for Orange Option noted.
37	The Green Option is the best option for the people of Corindi Village	Support for Green Option noted.
42	Orange Option is good as it bypasses Corindi.	Support for Orange Option noted.
50	The Orange route is preferred in Section B, as it does not divide the community of Corindi.	Support for Orange Option noted.
53	The Blue Option in Section E would not cause any division in the community.	Support for Blue Option noted.
56	Orange allows for Corindi Beach village to expand.	A review of Council's strategic planning reports and studies relevant to the study area indicate that no land in the study area has been identified for future rural residential development. In addition, Coffs Harbour Urban Development Strategy, 1996 indicates that Arrawarra is the only land identified in the existing strategy for potential development. However, Council has indicated that this land is unlikely to be developed for residential purposes because of ecological constraints.
70	Green Option is preferred in Section B and C as it contains a bypass of Corindi Village.	Support for Orange Option noted.
73	Section B of the Orange Option bypasses Corindi village.	



Submission ID	Issue	Response
I	Division of communities	
83	The Orange Option will not divide the community.	The advantages and disadvantages of bypassing Corindi will be taken into account in the route selection process. The benefits of each route in terms of ease and safety of access will be assessed against all other factors in the selection of a preferred route.
88	Orange Option bypasses as many small villages as possible.	The advantages and disadvantages of bypassing villages will be taken into account in the route selection process. The benefits of each route in terms of ease and safety of access will be assessed against all other factors in the selection of a preferred route.
90	Blue, Green and Purple Options would be terrible for the community. The community would be divided and it would no longer be possible to go to local beaches, fishing etc. Orange is the best option for this reason as it does not divide the community.	Support for Orange Option noted - Community severance is one issue being considered. The advantages and disadvantages of bypassing Corindi, and the associated impacts upon the community will be taken into account in the route selection process. The benefits of each route in terms of development within the local area, community severance and local access will be assessed against all other factors in the selection of a preferred route.
91	Orange Option has the least impact on our area as a whole. Blue, Purple and Green would divide our community.	
92	The Orange Option is preferred because it will have the least effect on the village of Corindi, which is expanding rapidly.	Support for Orange Option noted.
94	Orange Option allows Corindi Village and Beach to grow without division.	See response to submissions 90 and 91 (Division of communities).
96	Orange Option does not separate as many residents as the current highway from the beach, shops and families.	
99	The Orange Option would allow for growth in Corindi in the future.	See response to submission 56 (Division of communities).
101	Corindi Village will still have good access to all areas and noise will be greatly reduced by the Orange Option.	Support for Orange Option noted. Access to the highway, connectivity for local road users and impacts of noise are some of the factors that will be taken into account in the route selection process. The benefits of each route in terms of ease and safety of access as well as impacts of noise will be assessed against all other factors in the selection of a preferred route.



Submission ID	Issue	Response
I	Division of communities	
103	Blue, Green and Purple would split the whole community.	See response to submissions 90 and 91 (Division of communities).
105	Division of the community will happen with the Blue, Green and Purple Options. At present it is a life and death matter at times to cross the highway to collect mail/go for walks to the beach. There are children that attend school over in the village; others go by bus, which is caught in the village. One part of the community should not be isolated from another. Upgrading the highway where it is now would not improve access into the village of either vehicle traffic or pedestrians.	
108	Section B of Orange is preferred as it does not divide the community of Corindi/Corindi Beach and it gives the community the space to grow in an ideal location.	
116	Widening of present highway will cut Corindi Village into two separate areas.	This is a feature of the Blue Option only.
122	Orange Section A doesn't divide the town and has least impact on the area.	See response to submission 56 (Division of communities).
125	This area is growing and by the time the RTA decides to start the highway there will be more land divided which means growth. By-pass Corindi Beach Village altogether.	
127	Why make the coastal strip narrower by using other options (than Orange) when the areas along the coast are expanding.	
131	Green Option would cause division of Corindi Beach and Corindi Village. Orange Option has the least impact on both villages.	
132	Orange Option Section B is not located far enough west of Corindi Beach and Village to allow for further development of residential areas in the future.	



Submission ID	Issue	Response
I	Division of communities	
150	Corindi Beach is a coastal village with an increasing population. It will continue to grow in the future as people want to have a better lifestyle, away from the hustle and bustle of cities and not be living near a six lane highway with huge vehicles tearing through.	Unfortunately, although the upgrade will impact on surrounding communities, it will benefit the wider community, through improved road safety. Prior to construction of the project, the RTA would undertake an environmental assessment of the preferred route. This assessment would identify the potential impacts in more detail, during both construction and operation, and the measures proposed to mitigate these impacts.

Submission ID	Issue	Response
J	Flooding protection	
58	Orange Option has the shortest flood plain crossing, this can only be an advantage	Acknowledged. The length of the floodplain crossing is one advantage of the Orange Option in Section B. Advantages and disadvantages of each Option in terms of flooding will be taken into account and assessed against all other criteria in the selection of the preferred route.
59	Flooding at Corindi bends has caused hold ups on many occasions.	<p>The RTA is aware of the flooding that regularly occurs across the Corindi floodplain. Extensive flood modelling will be carried out once a preferred route is announced by the RTA. The highway will be designed so that one carriageway will always be open in a minimum of 1 in 20 year storm event, and desirably a 1 in 100 year storm event. This is one of the project objectives as stated in Section 2.2 of the <i>Woolgoolga to Wells Crossing Route Options Development Report</i> (October 2005).</p> <p>Where the route option lies within the floodplain, the level of the road would be raised to provide flood immunity. Viaducts, culverts and bridges would be provided within the proposed embankments to convey floodwaters across the road. Where flow velocities are high, energy dissipation and scour protection devices will be provided to prevent erosion.</p>
69	Green or Orange Options are preferred. Orange has the shortest flood plain crossing and Green reduces the likelihood of flooding and reduces the hill.	See response to submission 58 (Flooding Protection).



Submission ID	Issue	Response
J	Flooding protection	
70	Spoil from Dirty Creek Range cutting could be used to raise roadways over the floodplain at Corindi in Green Option.	This is a possibility with both the Orange and Green options. Earthworks management for the project will be taken into account as one of the factors in the route selection process.
73	Section B of the Orange Option has the shortest floodplain crossing.	See response to submission 58 (Flooding Protection).
94	In Orange Option, the highway will be built on the floodplain, which straightens the highway.	The alignment of all route options would be suitable for a 110km/h speed limit.
95	Orange is better option as it is above the flood area.	See response to submission 58 (Flooding Protection).
120	Purple Option (Section B) has less flood land to construct over. Opposed to Orange as major flooding corridors will be affected and there is wet and boggy land on the flats.	<p>As stated in the <i>Woolgoolga to Wells Crossing Route Options Development Report</i> (October 2005), the Purple and Green Options in Section B are expected to reduce the upstream impact of raising the existing road (Blue Option) and hence be a smaller impact than raising the existing road (Blue Option) along the existing alignment.</p> <p>However, the Orange Option is located further upstream than all the other options and hence would reduce flooding impacts compared with the other options and would also require less bridging and / or raising of the road level.</p>
125	How is the RTA going to handle drainage in Section B?	A detailed flood study and drainage study would be undertaken once a preferred option is announced. These studies would identify mitigation measures to be incorporated in the design to mitigate against flooding and manage stormwater.
137	Adequate culverts should be provided to ensure a one in twenty year flood can pass through the road at the Corindi River Crossings to minimise impacts on the hydrology of the Corindi River Estuary. At the same time the existing road should be improved to provide for the same passage of floods. The baseline for assessing the impact should be the natural flow regime not the existing situation, which adversely affects the flow regime due to an existing inadequate road design.	<p>The design for the highway will include flood immunity (protection) for a minimum of a 1 in 20 year storm event. Culverts, viaducts and bridges would be provided where required. An extensive flood investigation would be carried out during the concept design phase, which will allow for accurate flood planning for the proposed highway.</p> <p>Improvements to the drainage on the existing highway will depend on which option is selected as the preferred route. Unless the highway is reconstructed as part of the duplication, it is unlikely that improvements to the drainage systems would be carried out as part of the upgrade.</p>



Submission ID	Issue	Response
J	Flooding protection	
150	Blackadder Creek does not appear on the route options map. The flat land between Corindi Creek (river) and Blackadder floods at times and blocks the highway, so what is this proposal doing about this? It appears from the proposed options more flooding would be likely.	Whilst Blackadder Creek is not shown on the route options map, it has been considered as part of the options development process. Blackadder Creek will also be assessed as part of the flood study that will be carried out once a preferred option is announced. See also response to submissions 58 and 59 (Flooding Protection).

Submission ID	Issue	Response
K	Highway design and layout (including location of interchanges)	
5	Anything less than a bypass of the Corindi Beach area will not be acceptable (Orange Option is preferred).	Support noted. The benefits and disadvantages of bypassing Corindi, and the associated impacts upon the community will be taken into account in the route selection process. The benefits of each route in terms of community severance and local access will be assessed against all other factors in the selection of a preferred route.
12	Section B of the Orange Option is preferred as it is the shortest route.	Support noted. The length of the road through each section is one of the factors that will be taken into account in the route selection process. The length of the road also impacts factors such as travel time savings, cost of construction and volumes of earthworks and pavement required. The benefits of each route in terms of length will be assessed against all other factors in the selection of the preferred route.
13	In Section E it is preferable not to have the Blue Option as the other options are shorter and straighter.	
19	Orange Option seems to be the best route over Dirty Creek Range.	Support noted. There are many factors that are involved in determining the best route through Dirty Creek Range. The advantages and disadvantages of each option will be assessed against each other in the route selection process, in order to determine a preferred route.
34	Longer merging lanes are needed.	The length of the merging lanes will be consistent with the design guidelines. The merging lanes will be of a length that will allow safe and adequate distance for acceleration up to highway travel speeds and merging into the appropriate lane.



Submission ID	Issue	Response
K	Highway design and layout (including location of interchanges)	
48	Please think of the people in Corindi Beach. A bypass in Section B is urgently needed. Orange Option is what the village needs. Though Orange needs to start further towards Arrawarra. Section A needs to be included in Section B and bypass as far as possible Arrawarra and Corindi Beach. Please start it further south and not close to our town.	Support noted. The advantages and disadvantages of bypassing Corindi Beach, and the associated impacts upon the community will be taken into account in the route selection process. The benefits of each route in terms of community severance and local access will be assessed against all other factors in the selection of a preferred route.
53	Blue Option in Section E makes use of the existing highway.	<p>Maximising the use of the existing road reserve is one of the project objectives.</p> <p>Use of the existing asset has many benefits in terms of possible reduced cost, lower impact on adjacent properties, simplification of planning issues and reduced environmental impact. There are, however, disadvantages such as greater construction impacts, community severance and impacts on existing accesses. All of these factors will be taken into account in the route selection process, and assessed against all other factors in the selection of the preferred route.</p>
55	Green Option provides a straighter alignment through the 'Range'.	All options comply with the RTA's Pacific Highway Upgrade Program Design Guidelines. The horizontal alignment of all options meets the requirements for a 110km/hr design speed. The Green Option has advantages in reducing the length of highway along with flatter grades through the range. There is also the disadvantage of being more expensive than some of the other options as well as the visual impacts of creating a major cutting. Each of these factors will be taken into account in the route selection process, and assessed against all other factors in the selection of the preferred route.
56	Highway impact on the coastline would be reduced if the Orange Option is utilised in Section B.	The Orange Option in Section B diverts the highway away from Corindi Beach and also to the west of Corindi Village. This option has both advantages and disadvantages. The impact on the coastline, and particularly the coastal town of Corindi would be reduced and would allow the existing highway to be used as a local access road. However there are disadvantages such as the severance of rural properties and impact on agricultural land. Each of these factors will be taken into account in the route selection process, and assessed against all other factors in the selection of the preferred route.
58	Two new carriageways is an important future aim.	One of the objectives of the highway upgrade is to construct dual carriageways. This objective will be achieved with all options being considered.



Submission ID	Issue	Response
K	Highway design and layout (including location of interchanges)	
59	Prefer the Green Option in Section B as it will improve the gradient of the road and keep traffic tempo more even.	Reducing vehicle operating costs and improving travel time are two objectives of the Pacific Highway Upgrade Program. The gradient of the road, travel time and vehicle operating costs are some of the factors that will be taken into consideration in the route selection process. The benefits of each route in terms of gradient, vehicle operating costs and travel time savings will be assessed against all other factors in the selection of a preferred route.
61	Green Option is the best route, it being the shortest route and no duplication of another overpass is necessary.	Support noted.
63	The highway between Coffs Harbour and Grafton not too bad. The route taken should be a mirror image of the Halfway Creek duplication. To follow the same route of the existing highway would be sensible. Everyone is used to it, including businesses and communities. A highway with two northbound and two southbound carriageways and a good size nature strip in the middle is expected. If this means it is necessary to bypass a town or turn off to keep this highway continuous running then so be it.	See response to submission 53 (Highway Design and Layout).
65	Orange Option is the shortest route from up north to Arrawarra.	See response to submissions 12 and 13 (Highway Design and Layout).
66	There is no need for a 250 metre wide highway.	The highway would not be 250m wide. The 250m wide corridor is an arbitrary width chosen to allow environmental impacts to be assessed upslope and downslope of a route option. Generally the width of the highway would vary in width from between 40m and 110m and is dependent on the slope of the surrounding terrain.
67	Orange Option should be further west away from populated areas.	See response to submission 56 (Highway Design and Layout).
69	Green or Orange Options are preferred. Orange is the straightest route and Green has shorter, straighter alignments.	See response to submissions 12, 13 and 55 (Highway Design and Layout).



Submission ID	Issue	Response
K	Highway design and layout (including location of interchanges)	
70	In Section E, Blue Option is preferred. The shorter distance for other options would be insignificant.	See response to submissions 12 and 13 (Highway Design and Layout).
75	The Green Option would gives a 4 lane highway and use the existing road as well.	See response to submission 53 (Highway Design and Layout).
77	An interchange would be a safe option.	The location of the interchange has not yet been determined. Potential locations for an interchange exist between Arrawarra Creek and Coral Street.
80	Most important issue is a safe interchange near Coral St, Corindi on the Pacific Highway.	
86	Orange Option is the best as it is the straightest. Build the highway how you want using the latest technology. Make room widen the highway to six lanes later. Planning for the future, you need the highway to be somewhere and if necessary to be widened or rest areas to go in, so build the highway in a new location. It will probably last 50-75 years. There are lots of trucks on the road, so a dual road is needed.	Support noted. All options allow for future widening to six lanes.
95	Orange Option is the straightest option. There would be more room to expand the highway to 6 lanes in the future without disruption.	
103	Orange would have least affect on all concerned. Further west would be better.	Support noted.
106	The Green Option is preferred, however if Orange Option were moved 150-200 metres south of the existing position, then it would be OK.	Support noted.
107	A highway should have less lights and roundabouts as a highway should not be so stop / start.	There would be no roundabouts or traffic signals on the new highway.



Submission ID	Issue	Response
K	Highway design and layout (including location of interchanges)	
108	Section B of Orange is preferred as it shortens the highway. Green Option is preferred in Section C as it is a more direct route.	See response to submissions 12 and 13 (Highway Design and Layout).
113	The existing highway should be upgraded and/or duplicated wherever possible, as it will reduce / minimise the highways footprint. A Corindi Beach interchange is essential for any option.	<p>Maximising the use of the existing road reserve is one of the project objectives. However, duplication of the existing route has potential impacts such as impacts on private properties, severance of communities and access for local residents and road users. The benefits of each route in terms of minimising the highways footprint on the existing environment will be assessed against all other factors in the selection of the preferred route.</p> <p>All options include provision for a grade-separated interchange between Arrawarra Creek and Corindi Beach. The location of an interchange would depend upon the design of the adjacent Sapphire to Woolgoolga Project.</p>
114	Orange Option seems to reduce the amount of cutting through the range.	The Blue, Purple and Orange Options reduce the depth of cutting through Dirty Creek Range compared with the Green Option.
115	The land for the future highway '30 years ago' was acquired by the RTA to extend the highway to adjust to the growing needs. This 30 year plan was basically the Purple Option route to avoid acquiring peoples property in the future, meaning 'now' as the future. The RTA previously decided what route they would take. Why now are they wanting to change this decision?	Design standards have changed over the last thirty years, and the requirement to provide dual carriageways with the provision to provide up to three lanes in each direction requires a wider road corridor today compared with what would have been required 30 years ago.
120	The Purple Option is logical as it follows the existing highway.	See response to submission 113 (Highway Design and Layout).



Submission ID	Issue	Response
K	Highway design and layout (including location of interchanges)	
121	The far Western/Option A/Glenreagh Bypass is the only way to build a highway in this area. This bypass should have been constructed i.e. COMPLETED in the mid 1900's. Get on with building this bypass through Glenreagh.	<p>One of the aims of the Pacific Highway Upgrade Program is to maximise the use of the existing road reserve. Whilst bypasses of individual towns are often appropriate, the complete realignment of the highway is not economically viable (cost effective).</p> <p>The study area for the Woolgoolga to Wells Crossing Project is restricted by connection to the Sapphire to Woolgoolga Project at the southern end and the Wells Crossing to Iluka Road project at the northern end.</p>
124	Section C of the Green Option is more direct with less bends.	See response to submission 55 (Highway Design and Layout).
125	The RTA are putting the highway right back where it was to start with. Why does the highway have to be so close to the village of Corindi Beach?	<p>See response to submission 113 (Highway Design and Layout).</p> <p>The existing highway is in close proximity to Corindi Beach. The Orange Option in Section B provides an alternative that bypasses Corindi Beach further to the west. There are, however, many other factors that influence the location of the highway, including environmental constraints, agricultural and property constraints and financial constraints of the highway.</p>
130	Both the Purple and Orange Options appear to necessitate the Halfway Creek re-alignment being dug up again, which is a huge waste of taxpayers money - can this be overcome?	All options involve reusing the recently completed Halfway Creek Duplication.
136	The highway should be diverted even further east than the Green Option and join the existing highway north of Grafton.	Diverting the highway further east would have a major impact on the Yuraygir State Conservation Area and the Yuraygir National Park. One of the project objectives is to maximise the use of the existing road reserve. Total realignment of the highway would have significantly greater environmental impacts compared with options currently being investigated.



Submission ID	Issue	Response
K	Highway design and layout (including location of interchanges)	
138	An even better option than the Green Option through Dirty Creek would be to take the route out along Barcoongere Way to Newfoundland Road and then join up with the Highway along McPhillips Rd. This means Dirty Creek Range is avoided entirely. This should be a major consideration.	Realignment of the highway along Barcoongere Way and Newfoundland Rd would significantly increase the length of the highway and therefore cost. Such an option would have significantly greater environmental impacts compared with options currently being investigated.
142	If the Green Option is the one selected (in Section E), it is preferred that it leaves the existing highway approx. 500m south of the Kungala Road intersection and proceeds north. This option eliminates the curve of the existing highway, but it transfer a very similar curve to where it leaves the existing highway. It is suggested that the Green Option continue north on the western side of the highway a further 200 metres then veer right going north. This would move the Green Option closer to the existing highway, but still eliminate the curve and lessen the distance that the business would be from the highway. This would help reduce the concern regarding maintenance of visibility to the business. It would create an island between the Green Option and the existing highway to a size more suitable for creating an open space rest area. Kungala Road should be the location of the major intersection not 500 metres further south as planned. This would provide suitable rest areas. Access this area could be via Kungala Road intersection and service road.	<p>The 250m wide corridor allows for adjustment of the alignment within the corridor during the concept design stage. The alignment of the highway would be determined in consultation with the community, including local business owners. Opportunities for increasing the visibility and viability of the businesses will also be investigated in further detail.</p> <p>Intersection and interchange locations would be determined during the concept design.</p>
144	Strongly support the Blue Option because it follows the existing alignment.	Support noted. See also response to submission 53 (Highway Design and Layout).



Submission ID	Issue	Response
L	Impacts on areas of environmental significance	
3	Orange Option has the least environmental impact concerning the state forest in Section C and it has minimal damage to state forest in Section A.	Noted.
13	All options involve removing some trees from Wells Crossing Flora Reserve. It is appreciated that the Green Option has the greatest impact on Newfoundland State Forest. Unfortunately logging today is very destructive with heavy machinery destroying all vegetation. Commonly State Forests clear fell areas of 2ha. Very often after logging dense growth of Lantana and/or water vine (aka Native Grapes) covers the area. Wildlife is not conserved long term in logged forests.	Noted.
40	Use of the forestry land on the eastern side of highway north of Wells Crossing (Purple/Green/Orange Option in Section E) should be the only option. Compared to all existing amount of forestry land, the proposed highway path along the edge of it would put the land to good safe use, using as minimal land as possible.	The development of route options is complex with many competing constraints, which need to be identified and assessed. These constraints are broadly grouped into social, economic, environmental and engineering. The options that have been developed have varying degrees of impact. The route selection process includes an assessment of the relative importance of the constraints and the identification of the route option that provides the best balance across them.
70	Section E of the Green Option has minimal impact on the flora reserve.	In Section E the Green, Purple and Orange options all have an identical impact on Wells Crossing Flora Reserve, while the Blue Option has the least impact. The RTA is aware of the value of this reserve and its importance, and any potential impact would be taken into consideration, along with other environmental, social, engineering and economic constraints, in selection of the preferred route.
112	Blue Option is preferred in Section E as it does not impact on Wells Crossing Flora Reserve.	Noted.



Submission ID	Issue	Response
L	Impacts on areas of environmental significance	
126	Concerned about loss of access to national parks and state forests by horseback, bike and tractor.	Accesses to and from the highway will generally be rationalised to reduce the number of intersections. Existing public and private access, if affected by the upgrade, would be reconstructed, diverted or relocated so that local access connections are maintained. The RTA would consult with the community including local councils with regard to changes to local public and private access to suit traffic patterns, pedestrian routes, property owner needs and to ensure safety.
131	Opposed to Green Option as it cuts through both state and national parks.	It is acknowledged that in Section C the Green Option has the greatest impact on Newfoundland State Forest. None of the displayed options have any direct impact on any national park.
137	The proposal should be designed and constructed to minimise the impact on natural flora and fauna. In particular the impact on Wells Crossing Flora Reserve and Newfoundland State Forest should be minimised.	The RTA is aware of the value of Wells Crossing Flora Reserve and Newfoundland State Forest and their ecological importance. Any potential impacts to these values would be taken into consideration, along with other environmental, social, engineering and economic constraints, in selection of the preferred route. Prior to construction of the project, the RTA would undertake an environmental assessment of the preferred route. This assessment will identify the impacts of the proposal in more detail, including potential impacts on flora and fauna, and the measures proposed to manage these impacts.
137	It is too premature to carry out a definitive environmental assessment at this time for a project to be built 15-20 years from now. A good example of this is the Bonville upgrade where possibly twice the necessary native vegetation is being cleared compared to the route, which would now be selected. This is due to changed environmental condition of which I am sure the RTA is fully familiar with (changed land use from State Forest to National Park).	The RTA would conduct an environmental assessment of the preferred route that meets the statutory requirements and relevant guidelines in force at that point in time. Should these requirements change prior to the construction of the upgraded highway, the RTA would consider any new statutory requirements and relevant guidelines that it is obligated to comply with at that point in time.



Submission ID	Issue	Response
M	Impacts on ecology (animal and plant life)	
24	Section B on the Orange Option will minimise the environmental impacts.	All options would have varying degrees of impact on the environment including fauna habitat, threatened species, endangered ecological communities, wetlands and native vegetation in general. These potential impacts would be considered during the assessment of the route options. Prior to construction of the preferred route, the RTA would undertake an environmental assessment that would identify the impacts of the proposal in more detail, and the measures proposed to manage these impacts.
44	Purple Option addresses most issues though it is unclear what impact it may have on ecology, native vegetation.	
69	Local native vegetation needs to be preserved as an extremely high priority.	Refer to submission 24 and 44 (Impact on ecology (animal and plant life)).
75	Green Option is preferred - environmental damage is adjacent to existing highway.	Noted.
112	Green Option is preferred as wildlife carers have released native birds, macropods etc over the years in Section B and it has become a sanctuary for a lot of native animal species Section B or Orange and Purple Options would go right through their properties.	Noted.
113	The Blue Option is preferred as the existing highway should be upgraded and/or duplicated wherever possible as it reduces the need to remove native vegetation and supports learned habits of native wildlife eg. Local kangaroos have learnt to avoid the highway.	Noted.
120	Section B of the Purple Option has less impact on wildlife and bush. Section B of the Orange Option would involve flora and fauna destruction. The best most permanent watering holes on Corindi and Cassons Ck are in the path and will be destroyed.	Refer to submission 24 and 44 (Impact on ecology (animal and plant life)).
143	The Blue Option impacts significantly on the environment and requires extensive cutting through the range.	



Submission ID	Issue	Response
M	Impacts on ecology (animal and plant life)	
144	Blue Option is preferred as it would result in the least amount of environmental damage. Areas of particular concern are the Halfway Creek and Wells Crossing areas. These are magnificent areas and require sensitive treatment. Please conduct a thorough, open and honest environmental impact study of these areas. Please treat these areas with the respect they deserve.	
136	Option Green would go through considerable forest to the probable detriment of wildlife habitat.	
138	The Blue Option will impact on rainforest at Dirty Creek.	
150	The respondent's property has become a sanctuary for wildlife. They would be devastated to have this destroyed.	

Submission ID	Issue	Response
N	Indigenous heritage	
44	Purple Option addresses the issue though it is unclear what impact the road may have on cultural heritage	The study team is aware of a number of Indigenous heritage sites and areas that have been identified through consultation with the Department of Environment and Conservation and the local Aboriginal community. The RTA is very aware of the cultural values of these sites and areas to the local Aboriginal community and potential impacts will be considered during the selection of a preferred route. Following selection of the preferred route further detailed studies would be undertaken to determine potential impacts and recommend appropriate mitigation measures in consultation with the Department of Environment and Conservation and the local Aboriginal community.



Submission ID	Issue	Response
O	Local agricultural land	
83	The impact on agricultural land will be significant with the Orange Option.	The RTA recognises that the route options under consideration do affect individual properties and agricultural lands to varying degrees. Selection of the preferred route would consider potential impacts. When the preferred route is selected, further discussions will be held with affected landowners and appropriate agencies as part of the environmental assessment with regard to minimising impacts on agricultural lands.
108	Section B of Orange is preferred as no agricultural land supports 100% of income to families.	Noted.
115	Opposed to Orange Option as it will affect the respondent's business and farming land, which is currently in use. A large holding within close proximity to the beach is scarce and not acquirable around in the area.	Noted.
120	Section B of the Purple Option has less impact on farming land. Opposed to Orange Option as valuable grazing, farming and logging areas will be lost.	Refer to submission 83 (Local agricultural land).
123	The Green Option in Section B affects the respondent's agricultural land at Corindi Beach.	
126	Concerns about loss of best agricultural land.	
138	The Orange Option will take out a former banana plantation, which is the only arable piece of land on the respondent's property.	



Submission ID	Issue	Response
P	Noise	
2	Orange Option is preferred as the noise from the highway is sometimes very loud and Corindi is going to be growing significantly in the next few years so any major highway construction will affect 90% of the people living in Section B.	<p>The potential noise impact of each of the options has been considered in the preliminary noise assessment. This assessment has considered the number of potentially affected residents in proximity to each option, but also considers the potential increase in noise impacts for residents closer to an option alignment relative to the existing highway. Potential noise impacts will be considered as part of the preferred route selection process along with a range of other constraints.</p> <p>The detailed noise assessment will consider traffic noise from the preferred route against the requirements set out in the Department of Environment and Conservation's document Environmental Criteria for Road Traffic Noise (ECRTN). This document includes criteria for residences, school, hospitals and churches. This assessment would include monitoring of existing noise levels and modelling of predicted future noise levels.</p>
3	Orange Option Section B - Takes the road away from Corindi Village and Corindi Beach to reduce Noise	Refer to submission 2 (Noise).
5	Orange Option is preferred as when the respondent moved to the area, the noise was minimal. They are now faced with a barrage of huge intimidating trucks and incessant noise particularly overnight.	
10	Respondent proposes to subdivide land and is concerned about noise impacts of their property (Section D).	
13	Green Option is preferred as it has a low noise impact on Corindi Village.	
14	Orange Option moves the road away from Corindi Beach Primary School, therefore reducing the noise levels experienced at the school.	
15	The Orange Option will reduce noise in the ever expanding Corindi Beach locality.	



Submission ID	Issue	Response
P	Noise	
16	Section B of the Orange Option would move the road further away from Corindi Beach, thus reducing noise pollution.	Refer to submission 2 (Noise).
17	Orange Option would result in less noise and improve quality of life.	
21	Orange Option takes traffic further west away from the residential area of Corindi Beach, therefore reducing traffic noise, especially from trucks, which is a major problem. Truck numbers will increase drastically when the highway upgrade is complete. This will lead to higher noise levels in the community at Corindi Beach and is why it would be good to see the highway moved further west.	It is acknowledged that heavy vehicle traffic noise can dominate the overall noise environment. The detailed noise assessment will consider traffic noise from the preferred route against the requirements set out in the Department of Environment and Conservation's document Environmental Criteria for Road Traffic Noise (ECRTN). This assessment would include consideration of both heavy and light vehicle traffic noise. Also refer to submission 2 (Noise).
24	Section B on the Orange Option will have a lower traffic noise impact.	Refer to submission 2 (Noise).
28	Noise on Corindi Beach residences (prefer Orange).	
34	Orange Option is preferred as the noise on existing highway is already distressing especially all through the night.	
37	Green Option has much less road noise for Corindi Village.	
41	Orange Option has less noise for the majority of Corindi residents.	
43	The noise problem from trucks has a major impact on residents. The trucks seem to be voluminous through normal sleeping times.	Refer to submission 21 (Noise).
46	Green Option has a low noise impact on local residents.	Refer to submission 2 (Noise).
47	Section B of Orange moves the highway further from Corindi Beach, therefore reduces noise.	



Submission ID	Issue	Response
P	Noise	
48	Keep the noise as far away from Corindi Beach as possible. It is not possible to sleep at night because of the noise and in summer the windows have to be shut. Prefer Section B of the Orange Option but Corindi Beach will still get noise even with the Orange Option, so you need to bypass it further.	Refer to submission 2 (Noise).
50	Orange Option will reduce the noise to the community as the highway will be further away.	
51	Orange Option is preferred as the noise seems to be ever increasing from the highway at Section B.	
55	Low noise impact on Corindi Village in the Green Option.	
56	Highway noise impacts on schools etc.	
58	Orange Option has no noise impact on Corindi Village.	
68	At the moment the noise from trucks is very loud, especially at night. So loud in fact that if there is no wind or a light westerly breeze residents are forced to close the windows in order to get some sleep. If the trucks were diverted farther inland (Orange Option), hopefully the noise would stop.	Refer to submission 21 (Noise).
69	Orange Option has a low noise impact on Corindi Beach.	Refer to submission 2 (Noise).
73	Section B of the Orange Option will have less noise impact from traffic.	
77	The Green Option is the least noise intrusive on Corindi Village.	



Submission ID	Issue	Response
P	Noise	
78	The traffic noise from the highway at night has been less noticeable in recent years. By choosing the option, which has the highway completely by-passing Corindi Beach (Orange Option), it is hoped that noise levels could be kept to a minimum, particularly at night.	Refer to submission 2 (Noise).
83	The Orange Option also moves the highway away from the Village keeping noise levels down.	
86	The Orange Option is the best as it has less noise impact on Corindi Beach.	
92	The Orange Option will reduce the highway noise.	
93	The Green and Purple routes would move the Pacific Highway further away from the respondent's property, thus reducing traffic noise, especially at night.	
95	The Orange Option would have the least noise impact on Corindi Beach Village and Corindi Village.	
98	Orange Option is preferred as it is important to reduce or eliminate noise of passing traffic on local residents.	
99	The Blue and Green options seem to run closer to Corindi Beach, increasing noise, which is already bad.	
100	The main issue is the increase in traffic noise with increase in speed. The noise level is all ready to high, day and night non stop (Prefers Green Option).	
101	Noise impact for the Orange Option is the least intrusive of all the options. Noise impact is by far the greatest concern now and in the future.	



Submission ID	Issue	Response
P	Noise	
105	The noise would cause far less impact and disturbance if the Orange Option is chosen on both west and east parts of Corindi Beach.	Refer to submission 2 (Noise).
106	The Green Option is preferred. In the Orange Option the road will be only 80m from the respondent's house making the noise impossible to live with.	
113	Those who live adjacent to the existing highway have always lived with the high volume of noise and traffic. Most purchased their properties with this knowledge. They should not complain if the existing highway is upgraded as it should have been anticipated that this would occur at some time. Even though, Section B of the Orange Option would mean less noise for the respondent, Blue Option is preferred as it does not transfer wealth. The respondent believes that if Orange Option is chosen, properties along the existing highway will increase in value while properties along the new highway will be devalued.	
114	Section B of the Orange Option would reduce noise to Corindi Beach and Corindi Village.	
115	Low noise impact to Corindi Beach very important to all villagers.	
116	Orange Option is preferred. Noise from increased traffic on highway under the Green Option will affect Corindi Beach Village.	
123	Section B of the Orange Option would create noise pollution.	



Submission ID	Issue	Response
P	Noise	
125	How is the RTA going to stop noise on Section B?	<p>The potential noise impact of each of the options has been considered in the preliminary noise assessment and will be taken into account in the preferred route selection process along with a range of other constraints.</p> <p>The detailed noise assessment will consider traffic noise from the preferred route against the requirements set out in the Department of Environment and Conservation's document Environmental Criteria for Road Traffic Noise (ECRTN). These requirements include consideration of noise attenuation where the relevant criteria cannot be met.</p>
127	Noise on highways is a major problem for people. The Orange Option may eliminate some noise by taking the highway away from the village areas of Corindi.	Refer to submission 2 (Noise).
130	Purple Option would have a low noise impact on Corindi Village.	
131	Orange Option would result in noise reduction to both Corindi Village and Corindi Beach.	
132	Noise pollution from the upgrade of highway must be considered as a major issue when option is decided. In Section B, Orange Option is the only option that will give some address to this problem for Corindi beach and Corindi Village. In Section B, Green, Purple and Blue Options will impose greater noise levels on residences in Coral Street, Corindi Beach which back onto the existing highway. The noise levels already imposed on these properties by the existing highway is very high and especially those in Coral Street. The noise from the highway, especially at night time, is very disturbing when trying to sleep. Highway noise, particularly B double noise and semi trailers at night time, is already creating problems in Corindi Beach Village, and the problem will worsen if the highway upgrade preferred route was Green, Blue or Purple.	Refer to submission 21 (Noise).



Submission ID	Issue	Response
P	Noise	
134	Over the past 20 years the increase in traffic noise has become unbearable - all day and all night. Section B of the Orange Option puts that noise impact a little further away.	Refer to submission 2 (Noise).
138	The Purple Option goes very close to the respondent's house. The noise level now is already unacceptable.	
143	Blue impacts on Corindi Village with increased noise.	

Submission ID	Issue	Response
Q	Property acquisition and property impacts	
2	Orange Option is preferred as there are minimal property owners west of Corindi and they tend to have large properties.	The RTA acknowledges that all of the options under consideration affect property and dwellings to varying degrees. Property impacts would be considered in the selection of a preferred route along with other environmental, social, engineering and economic constraints to provide the best balance across them. Further investigations and discussions with affected parties would be undertaken once the preferred route is selected to minimise any property impacts. It is important to note that the displayed options showed a 250 metre wide corridor. The final acquisition requirements of the preferred route would be less allowing for the design of preferred route to be refined to minimise impacts.
2	Acquisition of private land is paid for by the taxpayer so is construction, so if the majority of tax payers in Section B prefer the Orange Option, it should be the option taken. The public land affected is hardly used and is already owned by the public.	Refer to submission 2 (Property acquisition and property impacts).
10	Further acquisition of the respondent's property would be a concern in terms of impact on their proposed subdivision.	



Submission ID	Issue	Response
Q	Property acquisition and property impacts	
13	Green Option is preferred, as it requires the least amount of properties to be acquired.	
19	Although the Orange Option requires acquisition of much land, it would be the best route.	
24	Section B on the Orange Option will see acquisition of only low quality agricultural land.	The development of route options is complex with many competing constraints, which need to be identified and assessed. These constraints are broadly grouped into social, economic, environmental and engineering. The options that have been developed have varying degrees of impact. The route selection process includes an assessment of the relative importance of the constraints and the identification of the route option that provides the best balance across them.
28	Concerned about impact on existing houses (prefers Orange Option).	Refer to submission 2 (Property acquisition and property impacts).
32	The least property owners are affected by the Green Option.	
36	Green Option has the least property acquisitions.	
37	Green Option is the best option for the people of Corindi Village as it affects the number least properties.	
41	Orange Option has less impacts on the majority of Corindi residents.	
46	Green Option affects the least amount of properties.	
47	Section B of the Orange Option has minor impact, limited to western properties.	
55	Green Option is preferred as the least number of properties are affected.	
57	Orange Option is preferred as the respondent's land has a very long frontage to the existing highway.	



Submission ID	Issue	Response
Q	Property acquisition and property impacts	
58	Acquisition of land is the least of the problems when considering the road toll.	<p>The RTA is sensitive to the opinions of the local community and considers land acquisition a major issue. The Pacific Highway upgrade will reduce the current highway road toll significantly.</p> <p>The development of route options is complex with many competing constraints, which need to be identified and assessed. These constraints are broadly grouped into social, economic, environmental and engineering. The options that have been developed have varying degrees of impact. The route selection process includes an assessment of the relative importance of the constraints and the identification of the route option that provides the best balance across them.</p>
61	Section B of the Green Option is preferred as the least number of properties are needed and the least amount of valuable agricultural land is to be acquired.	Refer to submission 2 (Property acquisition and property impacts).
69	The least number of properties are affected by acquisition with the Green Option.	
70	The least number of properties are affected by the Green Option in Sections B and C. In Section E, the Blue Option has minimal impact on private land.	
73	Section B of the Orange Option is the furthest away from local primary school in Corindi Beach.	Noted.
75	With Green Option, the least number of people have to relocate.	Refer to submission 2 (Property acquisition and property impacts).
77	The Green Option (sections A,B,C) has the least number of properties affected by acquisition. Residents in this area have lived here for many years and enjoy the peace and tranquillity of this region.	



Submission ID	Issue	Response
Q	Property acquisition and property impacts	
83	The impact by Orange Option will be insignificant as far as homes are concerned.	Refer to submission 2 (Property acquisition and property impacts).
87	New highways should always be routed away from built areas (residential).	The development of route options is complex with many competing constraints, which need to be identified and assessed. These constraints are broadly grouped into social, economic, environmental and engineering. The options that have been developed have varying degrees of impact. The route selection process includes an assessment of the relative importance of the constraints and the identification of the route option that provides the best balance across them.
93	If Green or Purple Options are selected, the respondent would not be losing any of their property.	Refer to submission 2 (Property acquisition and property impacts).
94	Section B Orange Option affects least number of people.	
94	People who are having land and homes taken should be paid market price.	The Land Acquisition (Just Terms Compensation) Act 1991 guarantees that, if and when the RTA acquires land, the amount of compensation will not be less than market value unaffected by the road proposal.
96	The Orange Option will not impact on as many lives and homes. The Option impacts on land that has been held in families for generations.	Refer to submission 2 (Property acquisition and property impacts).
100	Green Option has a low number of properties affected.	
101	The Orange Option least affects Corindi Beach, where the largest concentrations of people are located.	
105	All options could be detrimental to the respondent in many ways. If they had to choose one option, Orange Option (Section B) has less impact on the village east/west and less people would be affected.	Refer to submission 2 (Property acquisition and property impacts).
106	The Green Option is preferred, as it requires less purchasing of properties. The Orange Option requires half of the respondent's property.	



Submission ID	Issue	Response
Q	Property acquisition and property impacts	
107	All highways should be built away from towns and villages (prefers Orange Option).	Refer to submission 87 (Property acquisition and property impacts).
108	In Section B, Orange Option is preferred as it affects the least amount of properties.	Refer to submission 2 (Property acquisition and property impacts).
112	Green Option is preferred in Section's B and C because there is a pre-release enclosure at the respondent's property at Dirty Creek Range. Green Option is the furthest away from their property. There are also another two properties in Section B, on which wildlife has been released, which would have the Orange and Purple options go right through them.	Refer to submission 24 (Impact on ecology (animal and plant life)).
113	The existing highway should be upgraded and/or duplicated (Blue Option) wherever possible as it reduces land acquisition costs.	Refer to submission 2 (Property acquisition and property impacts).
115	Opposed to Orange Option as the respondents were owner builders and have a major emotional attachment to the property. They currently operate a business on the property and the family has owned the land for four generations.	
120	In Section B, Purple Option means less land has to be acquired. The Purple Option is preferred as it means only residents currently impacted by highway will be affected, and that no new people will be impacted. No properties will be divided. Opposed to Orange Option as it will divide farms.	Refer to submission 2 (Property acquisition and property impacts). The concept design of the preferred route will seek to minimise the amount of property affected, solutions to mitigate visual and environmental impacts and solutions to access, severance and noise problems arising from the alignment. Fencing and revegetation along the highway boundary may act to deter theft.
122	Section A of the Orange Option has the least impact on the area.	Refer to submission 2 (Property acquisition and property impacts).



Submission ID	Issue	Response
Q	Property acquisition and property impacts	
123	<p>Properties at Corindi Village and Corindi Beach will be potentially impacted upon by the proposed highway in Section B. Section B of the Orange Option would split the respondent's large rural holding into two sections. This would have a major impact on their current and future income, through loss of grazing land and timber production and potential damage to vital waterholes for cattle watering purposes.</p> <p>This section would also have social impacts. A large parcel of land owned by two generations would be cut into two parcels of land by a motorway.</p>	Refer to submission 120 (Property acquisition and property impacts).
124	Section C of the Green Option has less impact on local landowners re: purchase of land.	Refer to submission 2 (Property acquisition and property impacts).
127	For a safe road to be built, impacts on people have to occur.	Unfortunately to upgrade the highway, there has to be some impact on the surrounding community. However, the RTA is sensitive to the opinions of the local community. Once a preferred route is selected, and environmental assessment will be carried out, which will identify further mitigation measures to keep impacts to a minimum. In addition, care will be taken to ensure that access, clearances and other amenities the construction of a highway may alter will be addressed to provide the same level of amenity as previously existed.
131	The Orange Option requires the least acquisition of residential dwellings (family homes).	Refer to submission 2 (Property acquisition and property impacts).
131	Purple and Blue Options cause extensive loss of homes at Corindi Village, loss of lifestyle and the displacement of families. Orange Option has the least impact on both Corindi Village and Corindi Beach.	Refer to submission 2 and 94 (Property acquisition and property impacts).



Submission ID	Issue	Response
Q	Property acquisition and property impacts	
136	Orange and Purple Options cut through the respondent's property. They do not want their house to end up close to the new highway. Blue and Green Options would not really affect their property.	Refer to submission 2 (Property acquisition and property impacts).
138	The Green Option is preferred in Section C as it will have the least direct impact.	
140	The early stages of a blackberry project are underway on land north of Range Road. It is hard to tell what effect the highway might have.	Refer to submission 2 (Property acquisition and property impacts) and 120 (Local agricultural land).
143	Blue Option is opposed as it passes directly through the respondent's property. They have dam stocked with Australian Bass. The dam is also used for irrigation and as emergency water for drought and bushfire. The Purple Option seems to follow the existing highway and therefore may create the least angst among landowners and residents. The Orange Option would also be a good option though it would affect property owners to the south of the highway. Opposed to the Green Option, as it will directly impact on the small communities of Dirty Creek Road and though it does not directly affect the respondent's property, it will mean they will have a 4 lane motorway as their neighbour. Though noise barriers could be erected to alleviate this, no man made structure can replace the serenity and ambience of the current natural setting.	<p>The development of route options is complex with many competing constraints, which need to be identified and assessed. These constraints are broadly grouped into social, economic, environmental and engineering. The options that have been developed have varying degrees of impact. The route selection process includes an assessment of the relative importance of the constraints and the identification of the route option that provides the best balance across them.</p> <p>Also refer to submission 2 (Property acquisition and property impacts) and submission 120 (Local agricultural land).</p>



Submission ID	Issue	Response
R	Recreational impact	
65	Orange Option moves the highway away from beach areas making the Corindi area quieter.	Noted.
125	Are you going to put our pub, which is a get together area, in another place?	The RTA acknowledges the importance of the Amble Inn. At this stage of the project the acquisition requirements for the upgraded highway have not yet been determined. Upon the selection and announcement of the preferred route, the project will move into the concept design stage. The RTA will endeavour to design and refine the route in such a way as to minimise impacts upon the Amble Inn and other properties and local businesses. Where impacts are unavoidable, the RTA will work in cooperation with the property and business owners to achieve a workable solution for all parties.
142	The Halfway Creek community Hall is located on Kungala Road and opposite out property. This all is situated on 80 acres of crown land and is administered by local trustees under the supervision of the Department of Lands. It has been the intention for this community project to be developed to include sports and recreation fields and facilities. The hall is the centre of the local community and its use will continue to increase into the future.	The RTA acknowledges the importance of the community hall at Halfway Creek. Upon selection of the preferred route the RTA would undertake further investigations and consultation with relevant stakeholders to determine the potential impacts on this facility, and to develop appropriate mitigation measures.

Submission ID	Issue	Response
S	Safety	
9	Sections C, D, E of the Orange Option would make the highway much safer.	All upgrade options would be designed and constructed to meet current design and safety standards regardless of which option is selected as the preferred route.
14	Orange Option moves the road well away from Corindi Primary School. There would be much less concern for parents regarding road safety around the school.	All options that bypass Corindi are considered safe for school children at Corindi Primary School. Local access roads would be provided with any option where appropriate to ensure adequate access to schools and other community facilities.



Submission ID	Issue	Response
S	Safety	
15	The Orange Option will increase safety in the ever-expanding locality of Corindi Beach. Less likelihood of accidents occurring during the construction stage due to distractions.	Support for Orange Option noted. The length of construction under traffic is one of the criteria that will be considered in the route selection process.
16	Section B of the Orange Option would move the road further away from Corindi Beach, thus providing increased safety.	Support for the Orange Option noted however all upgrade options would be designed and constructed to meet current design and safety standards regardless of which option is selected as the preferred route.
21	Orange Option reduces traffic hazards at the T intersections that occur at the highway and residential roads.	
24	Section B of the Orange Option will improve safety for locals and the travelling public.	
33	Safety on the highway should be the number one concern. Respondent uses the highway to travel to/from work and extensively to access local towns and Coffs Harbour to conduct business, shopping and recreational activities. Concerns raised about the deaths occurring on the highway and the dangers drivers face, especially learner drivers, have to negotiate on the highway. Accessing the highway from Corindi Beach is difficult due to the speed of the Double B's coming down the Dirty Creek Range. Therefore the Orange Option is preferred as it takes the traffic away from our community and would be of minimal disruption to locals using the highway. Local access roads could be established using the old highway.	The improvement of road safety, the reduction in the severity and incidence of road accidents and improving traffic flow to reduce travel times are objectives of the Pacific Highway Upgrade Program. Support noted.
39	In Section B, widening of the roads and safety is important.	
44	The Purple Option appears to address the issue of safety, e.g. reduce risks when accessing local township. To allow construction to occur with minimal disruption is a key safety issue which shouldn't be ignored.	All upgrade options would be designed and constructed to meet current design and safety standards regardless of which option is selected as the preferred route. In addition, any option that involves a realignment of the existing highway has the advantage of being able to be constructed away from existing traffic and hence minimise road user delays during construction.



Submission ID	Issue	Response
S	Safety	
50	Orange Option will improve road safety as it won't be necessary to go onto the highway to go down to the local area and be intimidated by the large trucks, especially at night.	See response to submission 9 (Safety).
58	Orange Option moves heavy traffic away from cluster area of residents.	
59	Safety of road users is a very important issue.	The improvement of road safety, the reduction in the severity and incidence of road accidents and improving traffic flow to reduce travel times are objectives of the Pacific Highway Upgrade Program.
83	The Orange Option is preferred in Sections A and B as it will take out the sweeping bend on the highway between Corindi Beach village and the original village, an area that has been dangerous.	Support noted
86	It is necessary to start saving lives, as too many lives lately have been lost around Coffs Harbour Shire.	See response to submission 59 (Safety).
92	It will make it safer for people turning in and out of Corindi and Red Rock onto the highway if the Orange Option is chosen.	Support noted
95	Orange Option is the best for Section B. It is the safest option as it bypasses the local villages. The Orange Option should be selected as there has been too many deaths on the road recently.	
98	It is most important to separate through traffic from local traffic as this will reduce the risk of accidents (prefers Orange Option).	



Submission ID	Issue	Response
S	Safety	
102	The Orange Option in Section B is preferred as it would be a safer option for local traffic with so many turn offs, driveways, school bus routes and for tourists looking to get into one or more of our beautiful beaches, resorts, camping areas and reserves.	Support noted
105	The Orange Option is preferred as long as it moves further west. The reason for change is to make our roads much safer to travel for everyone. Keeping the death toll and injury low is the aim. Keeping the highway away from the coastal strip, with the amount of heavy vehicle traffic which is only interested in travel times, would be a high priority in deciding options.	
114	There is a lot of development planned for this area. It would cause havoc trying to access a major highway. Orange Option looks to give a better chance of making a better clearer and safer highway.	A review of Council's strategic planning reports and studies relevant to the study area indicate that no land in the study area has been identified for future rural residential development. In addition, Coffs Harbour Urban Development Strategy, 1996 indicates that Arrawarra is the only land identified in the existing strategy for potential development. However, Council has indicated that this land is unlikely to be developed for residential purposes because of ecological constraints.
115	Purple Option is preferred as it is very straight (only one curve) meaning safer roads and less accidents/facilities.	Support noted
121	How many deaths along the Pacific Highway in how long?	For the Woolgoolga to Wells Crossing section of the Pacific Highway there has been a total of 111 crashes between 2000 and 2005, resulting in three fatalities,
143	Why is this section of the highway being looked at when the Bonville to Urunga section of the highway is regularly claiming lives? That section should be the priority over the Woolgoolga to Wells Crossing. Though you did say at public meetings that this section of the highway will be one of the last to be upgraded.	The Pacific Highway Upgrade Program encompasses over 40 projects along the Pacific Highway from Hexham to the Queensland border. Construction of the Bonville Deviation project will commence this year and would be completed prior to the Woolgoolga to Wells Crossing Project commencing construction.



Submission ID	Issue	Response
S	Safety	
144	People are killed on the highway each year. The large volume of local traffic results in a corresponding proportion of the victims being local residents. Please select a route that will provide the highest level of road safety for the greatest number of people. Although much has been done to upgrade the highway, road tolls continue to rise. This is caused by the numerous black spots along the highway (WWC includes such black spots). This upgrade is an opportunity to reduce total fatalities. Despite improvements to the highway the road toll almost jumped 40% between 2000 and 2003. All black spot areas along the highway should be made priorities for road improvements when constructing the highway.	The improvement of safety for road users is one of the main objectives of the Pacific Highway Upgrade Program. All upgrade options would be designed and constructed to meet current design and safety standards regardless of which option is selected as the preferred route.

Submission ID	Issue	Response
T	Timing of upgrade	
5	Sadly by the time this highway upgrade comes to fruition many of us will have passed away from 'old age'. So please get the wheels in motion.	The Pacific Highway Upgrade Program encompasses over 40 projects along the Pacific Highway from Hexham to the Queensland border. Construction works would start as State and Commonwealth funding permits.
6	Get the job done ASAP. Fooling around only kills more people.	
8	Orange Option should be the quickest option to complete. This is important, as the highway is fast becoming a potential death trap.	
54	All this is not rocket science and the sooner you get started the more lives will be saved. Planning in dribs and drabs detracts from the overall focus and flow.	



Submission ID	Issue	Response
T	Timing of upgrade	
60	Where ever it goes, if can't happen soon enough.	Noted
82	Lets get on with this issue before another bus crash or myself or my children or grandchildren are either hurt or killed. Stop blaming Governments and get on with the job ahead of you. It has been bad for years.	See response to submission 5 (Timing of upgrade).
86	The upgraded highway should be built before 10 years.	
95	The upgrade should be completed long before 2016.	
101	Orange Option provides the quickest possible construction time.	Options involving realignment of the highway (as opposed to duplication of the existing highway) are generally quicker to construct, as these options are clear from existing traffic.
102	The Orange Option in Section B would be time saving compared to other options.	Ease of construction, road user delay and safety during construction are all factors that will be considered in the route selection process. The benefits of each route in terms of construction and safety will be assessed against all other criteria in the route selection process.
105	Try and make the right decision now instead of in 20 years when the upgrade is completed.	The RTA is planning for the long term by providing a high standard road. Planning is being undertaken to allow the upgrade to occur in stages to meet future traffic growth. A key feature of this strategy is the ability to provide for three lanes in both directions when traffic volumes increase over the longer term.
107	The highway upgrade must be for 50 years and not a temporary band-aid solution.	
142	There is a degree on insecurity of not knowing exactly when and how it impacts on everyone's life.	The RTA is implementing (and will continue to implement) a comprehensive community consultation strategy to inform all stakeholders on the planning and development associated with the Highway upgrade. See also Section 1.6 of this document titled "Consultation Objectives".



Submission ID	Issue	Response
U	Traffic concerns	
3	Orange Option Section B - Takes the road away from Corindi Village, which will reduce traffic in the village.	Noted. All options that bypass the village of Corindi will reduce traffic volumes through the village.
5	Corindi Beach village has grown at an incredible rate over the past 5 years, which means more local traffic on the highway. There are many issues to be addressed over this situation (prefers Orange Option)	Support noted.
6	Orange Option separates local and through traffic.	See response to submission 3 (Traffic concerns).
11	The upgrade of sections B and E (Orange) will give the free flow and ease of traffic, reducing the risk of accidents.	
32	It is very important that locals don't have to be exposed to heavy vehicles trying to run them down when doing their day-to-day things.	All upgrade options would be designed and constructed to meet current design and safety standards regardless of which option is selected as the preferred route. Where possible the upgrade would be designed to separate local and through traffic.
36	Green Option has fewer disturbances to traffic.	Road user delay during construction is one of the factors that will be taken into account in the route selection process. The benefits of each route in terms of road user delay during construction will be assessed against all other criteria in the route selection process.
42	Orange Option seems the best option as it has less impact on traffic.	
43	None of the options address the fact that this highway travels through the centre of Coffs Harbour dividing the city and mixes huge trucks with local traffic. This is disgraceful. Similarly the highway divides Woolgoolga residential area. Again with local traffic struggling with through traffic. On a priority basis the negative impact of the current highway on Coffs Harbour and Woolgoolga must be remedied before the current options are considered. The existing arrangements are ridiculous.	Issues associated with the upgrade of the Pacific Highway through Coffs Harbour and Woolgoolga are beyond the scope of the Woolgoolga to Wells Crossing project.



Submission ID	Issue	Response
U	Traffic concerns	
44	Concerned about how the volume of trucks will be managed. What parallel plans are in place to:- a) divert trucks to New England Highway or Rail b) Increase police patrols c) have truck free hours at peak times	The management of truck volumes is beyond the scope of this project in terms of selecting a preferred route to upgrade the highway.
46	Residents of Corindi Beach use the Pacific Highway daily. People use it daily to get and from work. The amount of traffic on this highway has risen significantly in the last five years and the way traffic volume is increasing, the highway we have today will be useless in another couple of years.	Construction works would start on the Woolgoolga to Wells Crossing Project as State and Commonwealth funding permits.
47	Section B of the Orange Option moves the highway further from Corindi Beach, therefore reduces impacts on local traffic.	See response to submission 3 (Traffic concerns).
50	The Orange Option will separate local traffic from through traffic.	
54	Highway #1 carries a huge freight load.	The RTA monitors the volume of heavy vehicles on the Pacific Highway. The number of vehicles can be found on RTA's website www.rta.nsw.gov.au .
59	A lot of truck accidents occur on the bend at Corindi. Green Option will be constructed more efficiently without interfering with existing traffic, as happened at Halfway Creek duplication. The Chinderah bypass is an example of an efficient road construction where Halfway Creek was a joke for those who lived in the centre of it.	All upgrade options would be designed and constructed to meet current design and safety standards regardless of which option is selected as the preferred route..
60	Car traffic and semi-trailers, especially B Doubles, take up most of the road on turns. This is terrifying at times. In a half hour trip to Grafton from Corindi Beach, 21 semi-trailers and B Doubles passed by.	Issue noted.
78	Should avoid having to contend with highway traffic, either in the village itself or close to it.	Where possible the upgrade would be designed to separate local and through traffic.



Submission ID	Issue	Response
U	Traffic concerns	
79	Coffs Harbour to Corindi requires separate local and through traffic roadways or deaths will continue at the present alarming rates.	See response to submission 32 (Traffic concerns) above.
89	The Orange Option would allow local traffic to travel on the current highway, whilst the through traffic and trucks continue on a wider 4 lane motorway, making driving safer for all motorists.	
96	Orange Option is moving towards an inland route taking heavy traffic away from the coast.	Comment noted.
102	If the Blue, Green and Purple Options were to go ahead, the proposed interchange at Corindi Beach would direct more traffic through the village. People trying to access Red Rock will put pressure on this little community, not to mention endanger the many families and children in the village.	The location of an interchange has not yet been determined. The location of an interchange would be finalised after a preferred route is determined and a detailed traffic study is complete.
105	Orange Option in Section B would separate the local traffic from through traffic on their mission, which would be a great advantage to all.	Support noted.



Submission ID	Issue	Response
V	Travel time	
114	The Orange Option (in Section B) would provide a clearer run for the trucks and through traffic hence reducing travelling time.	One advantage of the Orange Option in Section B is that it would result in lower travel times compared to all other options.
130	Concerned that Corindi / Red Rock residents may have access via Arrawarra which if travelling north, would add considerable travel time.	Access to Corindi Beach, Red Rock and Corindi would be maintained and / or modified for all options to ensure connectivity to the highway. The proposed upgrade is not expected to add considerable travel time to residents of these areas.

Submission ID	Issue	Response
W	Visual impact	
123	Orange Section B would create major visual pollution.	<p>The RTA recognises that the route options under consideration do have varying degrees of visual impact, and would affect individuals differently depending on where they live, work or go for recreation. Selection of the preferred route would consider the potential visual impacts in addition to a range of other constraints.</p> <p>When the preferred route is selected, further detailed assessment and consultation with appropriate stakeholders would be undertaken, to identify ways to minimise the potential visual impact. The preferred route would be designed to highway geometric standards, enable connection with other roads, optimise earthworks balance and follow the local terrain as much as possible. Subject to the findings of this assessment landscaping would take place to blend the highway into the surroundings whilst providing an interesting and rewarding journey for road users.</p>
132	Orange Section B addresses the issue of visual impact in Corindi Beach and Corindi Village.	
143	Blue Option impacts on Corindi Village, as there will be increased visual disturbance.	Refer to submission 123 (Visual impact).



Submission ID	Issue	Response
X	Other	
15	The Orange Option would be the best option as it will be cheaper to build because of less time in construction with interruptions to through traffic, additional staff and time with traffic control.	Initial strategic cost estimates indicate that the Orange Option in Section B would cost less to construct than the Blue, Green and Purple Options. In Section C, initial strategic cost estimates indicate that the Orange and Purple options would cost less to construct than the Blue and Green Options. In Section E, initial strategic cost estimates indicate that the Orange, Purple and Green options would cost less to construct than the Blue Option.
36	Green Option is cost effective.	
51	Troublemakers can just drop in to Corindi Beach on their way, because it is so close to the highway. The further away the better.	Regardless of which option is selected access to Corindi Beach would be maintained.
54	Coffs Harbour is a tourist retreat; why not separate trucks and tourists? Draw a 'straight line' between Raleigh/Urunga area to the Grafton area and everyone in 100 years time will commend you.	One of the aims of the Pacific Highway Upgrade Program is to maximise the use of the existing road reserve. Whilst bypasses of individual towns are often appropriate, the complete realignment of the highway is not economically viable (cost effective). The project is limited at the northern and southern extents by the location of the Sapphire to Woolgoolga and Wells Crossing to Iluka Road projects.
70	Total completion cost and time frame for completion is a key issue.	Noted. The overall cost is one of the factors that will be considered in the route selection process. Construction works would start as State and Commonwealth funding permits
77	The Orange Option is a waste of money.	Issue noted. See also response to submissions 15 and 36 (Other).
77	A Newcastle type freeway built away from coastal towns is preferred, bypassing Coffs Harbour around the back connecting through Glenreagh and ending in Grafton the straight to Brisbane.	Issue noted. See also response to submission 54 (Other).



Submission ID	Issue	Response
X	Other	
79	From south of Coffs, build the western bypass to near Falconers Lane, go through Newfoundland State forest and Yuraygir National Park to link up with the Woolli roads to Tyndale or go from Halfway Creek or near Franklins road to Pillar Valley, close to Tucabia and on to Tyndale. Bypass Coffs Harbour, Woolgoolga, Corindi, Grafton and Ulmarra.	Issue noted.
96	The existing highway was to be a 4 lane highway when the land was originally acquired and now it is being re-evaluated again. Residents have a 'once bitten twice shy' apprehensive view. Orange Option will not cause as many problems as was the case last time. It can be difficult to get departments to agree or make a decision after the road goes through eg. RTA and Council requirements.	Issue noted. See also response to submissions 15 and 36 (Other).
102	The Orange Option in Section B would be more cost efficient.	Issue noted - See also response to submission 54 (Other).
105	Orange Option Section B is preferred (as long as it is moved a little further west of the respondent's properties). Take the highway from the coastal strip and have less influence on a coastal village and the type of lifestyle that comes with living near the ocean and less impact on private or rural property. Vehicles on a mission are not about to view the scenery, there are no stop overs on this Section of the highway but the tourists would be delighted to take time out in this small village.	<p>The development of route options is complex with many competing constraints, which need to be identified and assessed. These constraints are broadly grouped into social, economic, environmental and engineering. The options that have been developed have varying degrees of impact. The route selection process includes an assessment of the relative importance of the constraints and the identification of the route option that provides the best balance across them.</p> <p>The impact a route option has on a local township is part of the assessment criteria used in the route options assessment.</p>
107	Coastal tourism is the number one industry and would improve dramatically if the highway is totally separated as in the Orange Option.	See response to submission 105 (Other).



Submission ID	Issue	Response
X	Other	
113	The existing highway should be upgraded and/or duplicated (Blue Option) wherever possible as it will reduce construction costs.	The reuse of the existing asset is a major consideration in the selection of a preferred route. Benefits associated with the Blue Option in terms of construction cost will be assessed against all other criteria in the route selection process prior to determining a preferred route. See also response to submissions 15 and 36 (Other).
115	The RTA is strongly urged to consider all the options and take a very hard look at the information on the proposed highway and the land acquisitions 30 years ago. The option you seek was made 3 decades ago - look into the archives. The Orange Option will be very expensive for the RTA and is not required in order to build a bigger and safer highway.	The Blue Option is a duplication of the existing highway, maximising the use of the existing road corridor. See also response to submissions 15 and 36 (Other).
120	Disagree with Orange because of the high construction costs for roading.	Objection noted. See also response to submissions 15 and 36 (Other) above.
143	Has the RTA and NSW Government investigated the railway system as an option to move interstate freight that is currently causing much of the congestion on the Pacific Highway? As by the time this section is upgraded the growth of the coastal fringe will most likely cause the demand to rise again. The highway will require another upgrade by the time this upgrade is complete. A rail/road option should be seriously considered otherwise the community will be forever dealing with regular highway upgrades.	Issues noted. Upgrading the railway is outside the scope of the RTA's project. However, the RTA's current understanding is that the Federal Government is investing in the rail line between Sydney and Brisbane at the same time as investing in the Pacific Highway Upgrade. It is projected that the rail sector will increase its market share of freight between Sydney and Brisbane from 19% to over 30%.

- Notes:**
1. Submissions have been summarised and comments are not verbatim.
 2. Some respondents just ranked the issues and indicated which option best addressed them. These results are discussed in Section 4.3. As these submissions contained no other comments, no text appears in the table above against the submission numbers.
 3. Upon request, the contents of 25 submissions were withheld from publication.