

## 6. Outcomes of the Public Display

### 6.1 Introduction

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

A separate detailed report on these activities titled 'Route Options Submissions Report' is publicly available on the Pacific Highway Upgrade website ([www.rta.nsw.gov.au/pacific](http://www.rta.nsw.gov.au/pacific) - click on Oxley Highway to Kempsey).

The issues, comments and concerns raised in responses to the route option display have provided input into the assessment process, assessment criteria and performance measures for the Value Management process held following receipt of public submissions. It also helped provide the framework to assess the options and establish the need for further investigations (where relevant) and potential route modifications at the Value Management Workshop (refer section 7.0).

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

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

### 6.2 Activities Associated with the Route Options Public Display

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

#### 6.2.1 Advertisements, Media Releases and Announcements

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

##### Newspaper Announcements

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

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

Two media releases coincided with the advertisements.

##### Radio Announcements

The Oxley Highway to Kempsey radio announcements were in a combined advertisement to cover the various projects.

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

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

#### 6.2.2 Notifying Potentially Affected Landowners and Businesses

A number of landowners and businesses were identified as being potentially affected by one or more of the route options. The project team notified these stakeholders via letters, telephone calls and meetings.

##### Letters

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

##### Phone Calls

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

##### Meetings

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

Approximately 76 meetings were held with potentially affected landowners and businesses. These meetings were held at the staffed display locations and at individual residences/business premises.

#### 6.2.3 Flyers

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

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

#### 6.2.4 Community Update No. 2 – Route Options Display

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

#### 6.2.5 Feedback Form

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

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

## 6.2.6 Public Displays

### Materials

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

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

### Staffed Displays

Representatives from the RTA and GHD project team were available to discuss the route options at Settlement City Shopping Centre (27 October 2005 and 3 November 2005), Telegraph Point School of Arts (28 October 2005 and 5 November 2005) and Kundabung Community Hall (29 October 2005 and 4 November 2005) during the route options display period.

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

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

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

### Static Displays

Static (unstaffed) displays were provided at Telegraph Point Post Office, Kundabung Post Office, Settlement City Shopping Centre, Port Macquarie Library, RTA Motor Registry West Kempsey, and the RTA's Pacific Highway Office Grafton from 21 October to 2 December 2005.

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

### 6.2.7 Website

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

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

### 6.2.8 Community Liaison Group Meetings

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

Minutes from each of the CLG meetings can be viewed on the project website: [www.rta.nsw.gov.au/pacific](http://www.rta.nsw.gov.au/pacific) (click on Oxley Highway to Kempsey).

### 6.2.9 Ecological Focus Group Meetings

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

The group has met twice since it was formed. At the meeting in October 2005, EFG members also had the opportunity to go on the bus tour with the Community Liaison Group members.

Minutes from each of the EFG meetings can be viewed on the website: [www.rta.nsw.gov.au/pacific](http://www.rta.nsw.gov.au/pacific) (click on Oxley Highway to Kempsey).

### 6.2.10 Council Presentations

Presentations to Councillors and council officers of both Port Macquarie-Hastings Shire Council and Kempsey Council were undertaken during the route options display period.

### 6.2.11 Management of Information Requests

During the display period, the project team received a number of requests for information. This included requests for route options development reports and more detailed maps of the route options from the Geographical Information System. These were distributed upon request.

## 6.3 Overview of Issues

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

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

Please refer to the Oxley Highway to Kempsey Route Options Submissions Report (GHD, 2006) for a record of all the comments made grouped under issues headings.

### 6.3.1 Issues raised in Submissions

#### Access to Highway

The community expressed their expectation that access to the highway will be made safer and easier through the construction of better quality intersections, particularly around the Sancrox Rd, Telegraph Point and Kundabung areas.

#### Access to Properties

Various opinions were raised regarding access to private properties. However, most submissions were strongly in support of using the existing highway as a local service road, particularly around Telegraph Point, to improve safety and functionality for local traffic.

#### Air Quality

A number of submissions expressed the opinion that the Orange Option would keep the pollution away from residential areas. Concerns were also raised regarding other pollutants that could be emitted into the environment.

#### Business Impacts

A number of submissions expressed the opinion that the highway should be routed away from built up areas, although this should not impact upon businesses that rely on passing traffic.

#### Community Severance and Disruption of Community Services

Many submissions raised 'connectivity of towns' as a key issue eg. Crossing one side of the highway to the other, particularly around Kundabung and Telegraph Point, in relation to accessing local services, such as the post office and general store.

#### Compensation and Property Values

Concerns were raised in a number of submissions that adequate compensation should be provided for those affected by the upgrade, including costs to cover re-establishment.

#### Construction Impacts

There was some community support of the Orange Option as it has less construction impacts on both the local community and highway users, compared to other options.

### Consultation Process

Several complaints were received regarding the consultation process, in particular the lack of consultation, inaccuracies in the consultation materials, and the community liaison group not being a true representation of the local community.

### Environmental Impacts

A number of submissions expressed concern about the impact upon habitat for native species. There was some opposition to the Orange and Purple options as it passes through an EEC and recognised Koala habitat.

### Flooding Protection

Concern was raised in relation to the Orange and Purple Options crossing the floodplain and over wetlands, and the damage to properties from flooding and water levels associated with a new highway.

### Highway Design and Layout

A number of submissions were received that related to the highway design and layout. Most of the submissions were in support of the Orange Option for Section B, as this is located further from Telegraph Point than the other option. Some submissions were in support of the Blue / Green Option for Section B as this option has the greatest utilisation of the existing road corridor. There were also many concerns and suggestions regarding overtaking and turning lanes, shoulder widths and the location of interchanges.

### Impacts on Areas of Environmental Significance

Concern was raised over the impacts on Koala habitats and areas of environmental significance during design, construction and operation.

In general, preference was for an option that would increase safety to road users and the community, while at the same time minimising impacts to the Koala habitat and endangered ecological communities respectively.

### Indigenous and Non-Indigenous Heritage

Items of historical significance were raised in submissions as important to the community, including the heritage aspects of the Telegraph Point village.

### Local Agricultural Land

The submissions received regarding local agricultural land expressed concern over the Orange and Purple Options due to the amount of rural land that would need to be acquired for the highway upgrade.

### Noise (Operational)

Most submissions expressed support for the Orange Option, as it would move the highway away from Telegraph Point and therefore potentially reducing noise impact on the village.

### Property Acquisition and Property Impacts

A number of submissions expressed concern regarding the acquisition of private property and the ability of people to relocate within the area.

### Recreational Impacts

Concerns were expressed regarding the impact to community facilities such as the community hall at Telegraph Point and the local picnic areas.

### Safety

Safety for road users and the local community was raised as a priority in many submissions. Using the existing highway as a service road was considered by the community to be a safer option, particularly with respect to the Telegraph Point Primary School.

### Timing of Upgrade

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

### Traffic Concerns

One of the major concerns raised in the submissions was the need to separate through and local traffic. Orange and Purple Options were considered to have the least impact on existing local traffic.

### Travel Time

Many submissions received expressed support for the Orange Option because of the potential to save travel time for highway users. Concern was raised over the potential increase in travel time for the local community to access highway to travel north or south.

### Visual Impact

The visual impact of the upgrade was raised in several submissions. Respondents were divided between whether the new road infrastructure required with the Orange and Purple Options would be worse than the noise mitigation measures that would need to be installed with the Blue and Green Options.

### Water Quality and Wetlands

Respondents highlighted that water quality in surface runoff and local watercourses would be of concern, and that adequate planning would need to take place to prevent damage to sensitive wetland areas.

### Other

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

### 6.3.2 Summary of Issues Raised in Meetings

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

- ▶ Devaluation of property values – concerns over devaluation caused by announcement of the route options and ultimately announcement of the preferred route;
- ▶ Loss of productive land, livelihood and incomes;
- ▶ Loss of investment – some were concerned over investment they had put into their land and/or property;
- ▶ Uncertainty of level of impact – some expressed insecurity of not knowing if, how and when they will be ultimately be affected;
- ▶ Uncertainty about the amount of land to be acquired for the upgrade and the potential that they would not be able to sell land - division of land into small unmarketable parcels;
- ▶ The process, eligibility for and timing of land acquisition;
- ▶ Restriction/modification of access to properties/businesses – concerns over indirect access to the highway and whether they would be consulted over access arrangements;
- ▶ How the options would affect their plans to develop/subdivide their land;
- ▶ Where the service roads would be located and the impact of these on people's lifestyle;
- ▶ Noise, drainage and structural impacts – how these issues would be addressed should highway move closer to their properties; and
- ▶ Loss of exposure to passing trade (businesses) – in particular visibility from the highway and ability to access businesses.

### 6.3.3 Summary of Issues Raised by Statutory Agencies

The following statutory agencies provided feedback on the route options:

- ▶ Department of Environment and Conservation (DEC);
- ▶ Forests NSW;
- ▶ Kempsey Shire Council;
- ▶ Department of Primary Industry; and
- ▶ Port Macquarie-Hastings Shire Council.

Table 6.1 provides a summary of the comments received.

**Table 6.1 Feedback from Statutory Agencies**

Agency	Issue
<p><b>Department of Environment and Conservation (DEC)</b></p>	<p><b>General</b></p> <ul style="list-style-type: none"> <li>▶ The four proposed route options have the potential to impact on the biodiversity of the study area in different ways and to different levels;</li> <li>▶ The responses of affected biota will be influenced by seasonal factors such as fluctuations in weather and dispersal patterns of native fauna, and the type, duration and location of activities associated with the survey, construction and operation phases of the project; and</li> <li>▶ DEC supports the route option/s that will have the least potential to adversely impact on the ecological integrity, persistence and long-term survival of threatened and protected flora and fauna and their habitat within the local and regional landscape.</li> </ul> <p><b>Biodiversity</b></p> <ul style="list-style-type: none"> <li>▶ Feasibility measures designed to reduce potentially adverse impacts on ecological processes and local and regional biodiversity will need to be assessed against each option to ensure that high standards of environmental performance can be achieved in the survey, construction and operation phases of the project;</li> <li>▶ Temporary measures to ameliorate potential impacts on native flora and fauna and their habitats will need to be agreed upon before construction commences. Proposed works will need to provide underpasses and overpasses to facilitate the movement of terrestrial and arboreal fauna to and from foraging and habitat areas either side of the dual carriageway route; and</li> <li>▶ With the exception of the Orange Option in Sections C &amp; D, the proposed routes bisect parts of three DEC reserves – Kumbatine National Park, Cooperabung Creek Nature Reserve, and Rawdon Creek Nature Reserve.</li> </ul>

Agency	Issue
<p><b>Department of Environment and Conservation (DEC)</b> <b>(cont)</b></p>	<ul style="list-style-type: none"> <li>▶ Design of the selected option will need to avoid allowing easier public access, other than for fire fighting, to the reserves from the highway;</li> <li>▶ Threatened flora and fauna species, populations and ecological communities and their habitat must be protected from the proposed roading activities and habitat restoration measures devised and implemented;</li> <li>▶ In Sections B, C and D, the Blue and Green Options appear likely to have less impact on threatened plants and animals than the Purple and Orange Options;</li> <li>▶ The Orange Option proposes a new carriageway through National Parks and Wildlife Service designated key habitat areas in the south of Section C and part of Rawdon Creek Nature Reserve in Section B;</li> <li>▶ The Purple Option will remove large areas of endangered swamp oak coastal floodplain forest and swamp sclerophyll forest communities in Section B; and</li> <li>▶ The Purple and Orange Options in Section B would pass through or over a SEPP 14 wetland on Dalhunny Island and on the northern bank of the Wilson River.</li> </ul> <p><b>Aboriginal and European cultural heritage</b></p> <ul style="list-style-type: none"> <li>▶ Significant Aboriginal and cultural heritage material occurs in Cooperabung Creek Nature Reserve;</li> <li>▶ Aboriginal sites are recorded in all of the DEC reserves potentially affected by the various route options;</li> <li>▶ Kumbatine National Park contains convict limekilns. These are some of the earliest convict constructions in Australia; and</li> <li>▶ Areas potentially containing evidence of past convict activities are those adjacent to waterways used for transport, together with known convict corduroy in Rawdon Creek Nature Reserve, Kumbatine National Park Line Kilns and associated works in Maria National Park, Maria River State Forest and adjacent lands.</li> </ul> <p><b>Noise</b></p> <ul style="list-style-type: none"> <li>▶ Whilst the Orange and Purple Options impact on fewer receivers in Section B and C, they impact on receivers who currently experience low background and local traffic noise levels.</li> </ul>

Agency	Issue
<p><b>Department of Environment and Conservation (DEC) (cont)</b></p>	<p><b>Water</b></p> <ul style="list-style-type: none"> <li>▶ The Green, Purple and Orange Options require the construction of additional bridges, which can pose a risk to the environment during the construction phase;</li> <li>▶ In Section B the Purple and Orange routes both cross the Wilson River flood plain for a considerable distance requiring several culvert crossings over soft soils requiring significant engineering works during construction; and</li> <li>▶ The Blue Option requires only one new bridge over the Wilson and Hastings River, and is supported by DEC.</li> </ul> <p><b>Space Required for Mitigation Measures</b></p> <ul style="list-style-type: none"> <li>▶ Sufficient corridor width should be allowed for the installation and maintenance of appropriate mitigation measures for noise, water quality and fauna during both the construction and operation phases of the upgrade.</li> </ul>
<p><b>Forests NSW</b></p>	<p><b>General</b></p> <ul style="list-style-type: none"> <li>▶ Route preference is solely determined by the amount of additional encroachment on to state forests, therefore Forests NSW preference is: <ul style="list-style-type: none"> <li>▶ 1st – Blue or Green Options;</li> <li>▶ 2nd – Purple Option;</li> <li>▶ 3rd – Orange Option;</li> </ul> </li> <li>▶ Access to the new highway alignment for vehicles up to the size of B-double semi-trailers will be required for the purposes of timber movements and fire control;</li> <li>▶ From a timber production perspective any additional encroachment on state forests is undesirable. Fragmentation of sections of forest into smaller units may render smaller isolated sections operationally non-economic and hence effectively removed from the resource base; and</li> <li>▶ Further fragmentation of the forest areas will also impact on conservation values, particularly on the movement of Koalas.</li> </ul>

Agency	Issue
Forests NSW (cont)	<p><b>Section A</b></p> <ul style="list-style-type: none"> <li>▶ Orange Option involves an additional easement through productive state forest and is not favoured by State Forests. Other options appear to be much the same; and</li> <li>▶ Endangered fauna detections in the vicinity of this section of forest include: Koala, Glossy Black Cockatoo, Little Bent-wing Bat &amp; Green Thighed Frog.</li> </ul> <p><b>Section B</b></p> <ul style="list-style-type: none"> <li>▶ The Orange Option cuts through Cairncross State Forest, which would possibly render this section of forest economically unviable. The other options are much the same from a Forests NSW perspective;</li> <li>▶ Two occupation permits for apiary sites in this section of forest would be affected;</li> <li>▶ Parallel fires trails would need to be restored and access for harvesting considered;</li> <li>▶ Endangered fauna in the vicinity of this section of forest include: Koala, Glossy Black Cockatoo, Little Bent-wing Bat &amp; Green Thighed Frog; and</li> <li>▶ If the Orange Option is favoured for the purpose of bypassing Telegraph Point, an alignment east of the forest boundary would have less impact on timber production and conservation values, and less of a fragmentation effect on these values.</li> </ul> <p><b>Section C</b></p> <ul style="list-style-type: none"> <li>▶ The Orange Option is least favoured due to greater incursion into existing state forest. It would be likely that the whole of the effected section of Ballengarra State Forest would be rendered uneconomic;</li> <li>▶ Similar harvesting road and fire trail issues would exist;</li> <li>▶ Several Koala records are present in the vicinity;</li> <li>▶ Parallel fires trails would need to be restored and access for harvesting considered; and</li> <li>▶ If the Orange Option is preferred, it should go entirely to the east of the state forest thus reducing impact on timber production and conservation values.</li> </ul>

Agency	Issue
<p><b>Kempsey Shire Council</b></p>	<p>There is a hard rock gravel resource in this section of Ballengarra State Forest.</p> <p><b>Section D</b></p> <ul style="list-style-type: none"> <li>▶ Parallel fires trails would need to be restored and access for harvesting considered; and</li> <li>▶ Several Koala detection records as well as Brush-tailed Phascogale and Spotted-tailed Quoll.</li> </ul> <p><b>Connectivity</b></p> <ul style="list-style-type: none"> <li>▶ Improve the current connectivity between Kundabung and eliminate the use of staggered T intersections; and</li> <li>▶ An underpass for pedestrian/cycles/local traffic may improve such connectivity.</li> </ul> <p><b>Local Access</b></p> <ul style="list-style-type: none"> <li>▶ Access from adjoining properties and existing access roads needs to be considered and provided; and</li> <li>▶ It is important to maintain a manageable asset for Council.</li> </ul> <p><b>Bus Stops</b></p> <ul style="list-style-type: none"> <li>▶ Future design should examine existing and future needs of public transport in the area, specifically in relation to school bus routes/stops.</li> </ul> <p><b>Ecological Significance</b></p> <ul style="list-style-type: none"> <li>▶ Endangered ecological communities within the study area.</li> </ul> <p><b>Yarrabee Road Quarry</b></p> <ul style="list-style-type: none"> <li>▶ Design of the highway should consider and not detract from available resource material in this area; and</li> <li>▶ Adequate access for quarry related transport should be ensured.</li> </ul>

Agency	Issue
<p><b>Department of Primary Industry (DPI)</b></p>	<ul style="list-style-type: none"> <li>▶ Agricultural issues;</li> <li>▶ There are no obvious impacts for agriculture for the routes following the existing highway, though local property impacts, including access arrangements, will require attention;</li> <li>▶ The Orange and Purple Options will have some localised impacts on better quality agricultural land and property severance as well as potential property management impacts; and</li> <li>▶ The Orange Option could possibly impact on the Tea Tree Plantation in Section B.</li> </ul> <p><b>Fisheries</b></p> <ul style="list-style-type: none"> <li>▶ The DPI Aquatic habitat Protection Unit prefers that the option selected should have the least impact upon fishing activity, fish and aquatic habitat such as wetlands, especially SEPP 14 wetlands, mangroves and seagrass beds.</li> </ul> <p><b>Minerals</b></p> <ul style="list-style-type: none"> <li>▶ Concerned over transport access, resource access and safety issues in relation to the Yarrabee Road Quarry, Sancrox Quarry and Dows Quarry at Telegraph Point; and</li> <li>▶ Recommend against adopting the Orange Option in Section C, as DPI believe it would potentially threaten future quarry operations and could raise issues of public safety.</li> </ul>
<p><b>Port Macquarie-Hastings Shire Council</b></p>	<p><b>Section A</b></p> <ul style="list-style-type: none"> <li>▶ All options to Fernbank Creek are considered compatible with future land use;</li> <li>▶ From Fernbank Creek, the Blue and Purple Options retain existing bridge over Hastings River for southbound traffic; and</li> <li>▶ The Green and Orange Options are likely to result in significant road and bridge assets to Council for future care and control.</li> </ul>

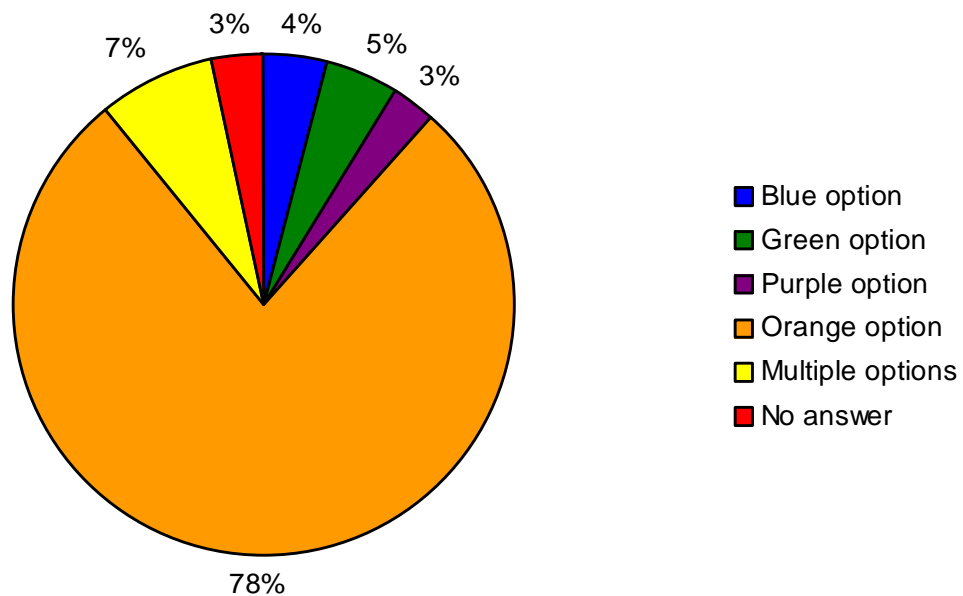
Agency	Issue
<p><b>Port Macquarie-Hastings Shire Council (cont)</b></p>	<p><b>Section B</b></p> <ul style="list-style-type: none"> <li>▶ Construction constraints, property acquisitions and related social impacts associated with the Blue and Green Options;</li> <li>▶ The Purple Option appears to be poorly aligned;</li> <li>▶ The Orange Option is better aligned although is a significant deviation of the existing highway and provides for a bypass of Telegraph Point;</li> <li>▶ The Orange Option impacts on some significant economic developments including Tea Tree plantation and existing businesses off Mooney Street; and</li> <li>▶ The Orange Option has the potential to impact on the biodiversity and visual quality of estuarine environment.</li> </ul> <p><b>Section C</b></p> <ul style="list-style-type: none"> <li>▶ The Blue, Green and Purple Options maximise the use of the existing road reserves; and</li> <li>▶ Possible visual and ecological impacts with the Orange Options.</li> </ul> <p><b>Section D</b></p> <ul style="list-style-type: none"> <li>▶ All options are acceptable at this location.</li> </ul>

## 6.4 Route Preferences Expressed by the Community

### 6.4.1 Preferred Option According to Submissions

As shown in Figure 6.1, 78% of respondents felt that Orange Option best addressed their issues. However, it should be noted that most feedback forms returned were from people who live in Section B. Section B of the Orange Option bypasses Telegraph Point to the east. The majority of respondents selected Section B as their key area of interest as well as selecting Orange as their preferred option.

Figure 6.1 Which Route Best Addresses the Issues?

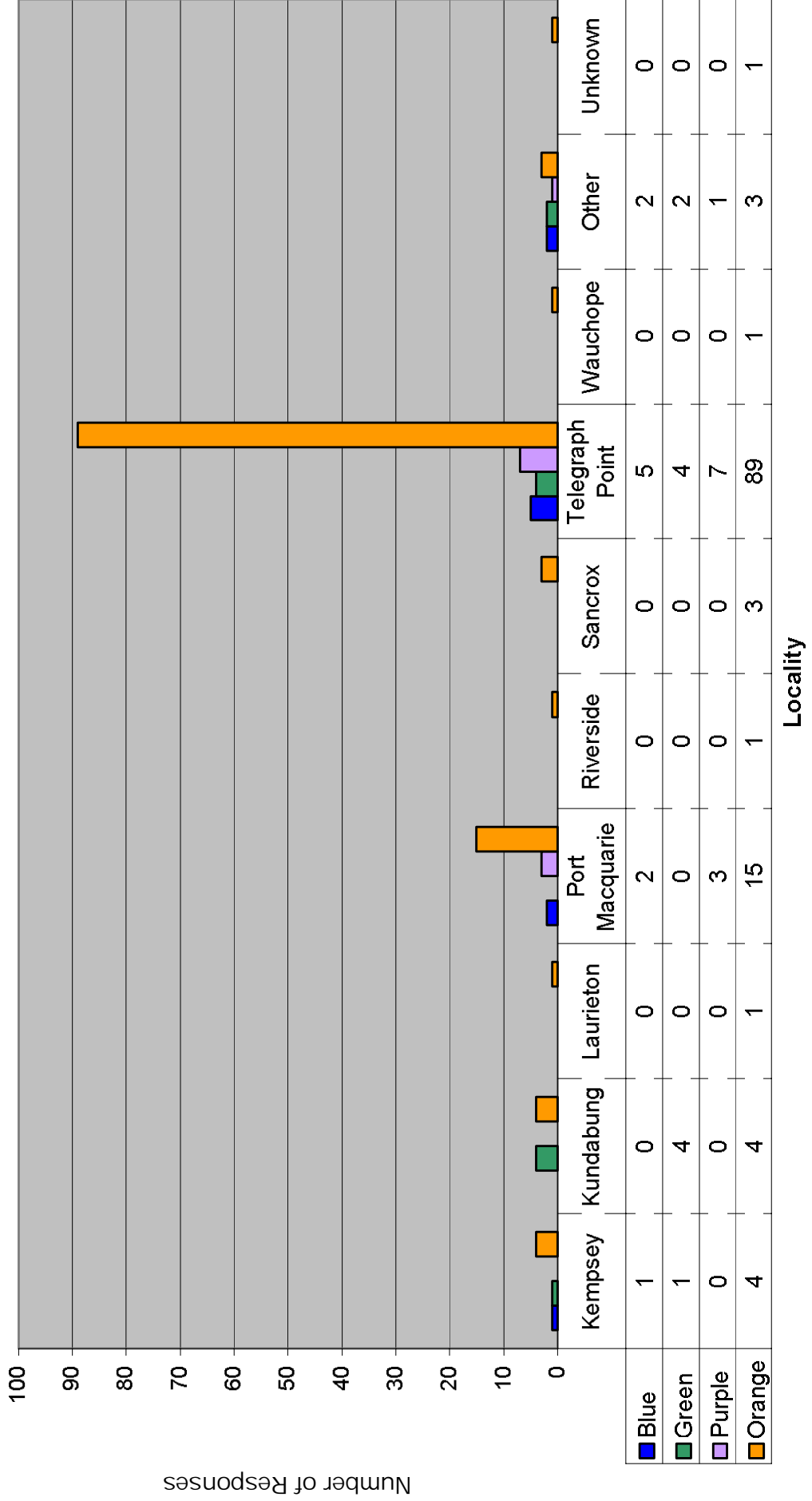


The display materials indicated that different sections of different options could be joined together and people were invited to refer to specific sections of options on the feedback form. However, many respondents just ticked an option colour.

### 6.4.2 Preferred Option by Locality of Residence

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

Figure 6.2 Preferred Option by Locality of Residence

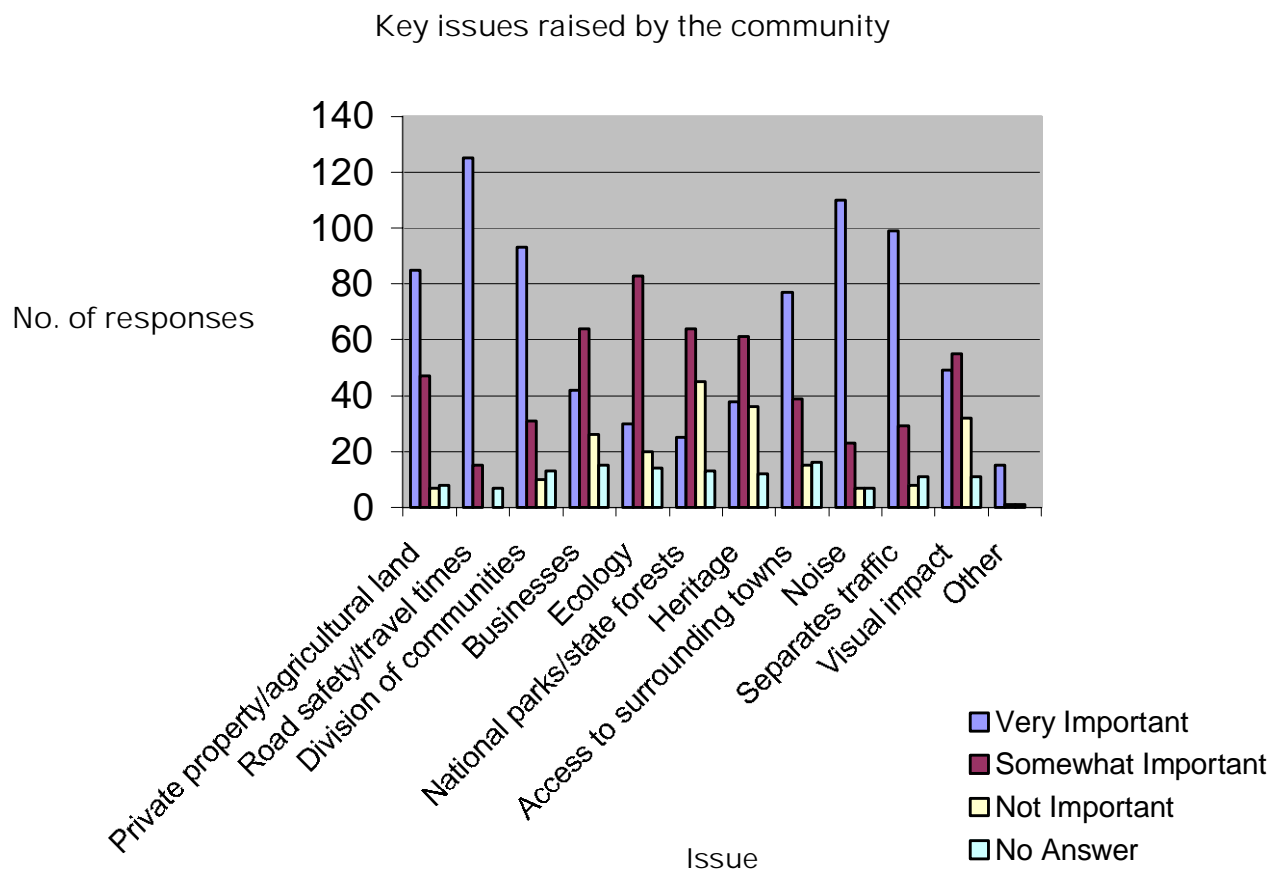


### 6.4.3 Feedback on Issues to be Considered in the Selection of the Preferred Route

As shown in Figure 6.33, the top five issues considered most important by the community when deciding the preferred route are:

1. Road safety and travel times;
2. Noise;
3. Separates traffic;
4. Division of communities; and
5. Impact to private property / agricultural land.

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



Issues raised under the category 'other' included: completion cost and timeframe for completion; property acquisition and compensation; impact on lifestyle and families; loss of land; drainage; and pollution.

## 6.5 Alternative Route Suggested by the Community

### 6.5.1 Background

The Nature Conservation Council of NSW, with the support of a number of community representatives, proposed the investigation of a “fifth option” for the highway upgrade from the Hastings River (Dennis bridge) to north of Telegraph Point, running further east than the purple and orange options in Sections A and B.

Based on the submissions received the perceived advantages and disadvantages would include:

- ▶ Advantages – an increase in safety, provide for the amenity and well-being of the Telegraph Point community, and remove environmental threats of the purple and orange options to the koala habitat and endangered ecological communities in Cairncross State Forest and on the Wilson River floodplain; and
- ▶ Disadvantages – possible impact on wetlands, increased construction in soft soils on the floodplain, and increased construction costs.

The submissions also stated that if this option was not considered, then widening and improving the current highway was recommended to provide the best outcome for both the environment and the community.

### 6.5.2 Description of the Alternative Route Corridor

Based on the submissions received the proposed corridor for this option would deviate to the east of the existing highway south of Blackmans Point Road, run parallel with the eastern boundary of Cairncross State Forest, and then travel almost directly north and rejoin the Orange option alignment just south of the Wilson River.

The presence of a 132kV transmission line constrains this corridor to the east. The presence of significant businesses at the Hastings River also constrain this corridor.

Based on these noted significant constraints two possible corridors have been identified by the project team within the wider area identified in the submission (Figure 6.4), these being:

- ▶ Corridor A would deviate from the Orange option immediately south of Blackmans Point Road, crosses Blackmans Point Road and then travels along the eastern boundary of Cairncross State Forest, and rejoining the Orange option just south of the Wilson River; and
- ▶ Corridor B would deviate from the Orange option approximately one kilometre south of Blackmans Point Road, traverses the south eastern portion of Cairncross State Forest, crosses Blackmans Point Road, then travels directly north rejoining the Orange option just south of the Wilson River.

### 6.5.3 Discussion of Key Advantages and Disadvantages of the Alternative Route

Based on extension of existing knowledge of the study area in this vicinity and limited desktop investigations the key advantages and disadvantages of these corridors relative to the Orange option are listed below. Where there is likely to be no change in the relative impact these are also noted as being neutral.

The alternative route has not been compared to the Blue, Green or Purple options, as the relative advantages and disadvantages of deviating to the east of Telegraph Point are discussed elsewhere in this report.

Key Advantages (relative to the Orange option)

- ▶ Both Corridor A and B would have the shortest length in Section B, being approximately 300 to 500 metres shorter than the Orange option;
- ▶ Both Corridor A and B would remove severance of the portion of Cairncross State Forest located north of Blackmans Point Road;
- ▶ Corridor B would involve less overall vegetation and habitat clearing, with clearing limited to vegetated properties on the northern side of Blackmans Point Road;
- ▶ Both Corridor A and B would result in less noise impact to residences in Moorside Drive; and
- ▶ Both Corridor A and B would potentially minimise any barriers to koala movements north of Blackmans Point Road between the portions of Cairncross State Forest either side of the existing highway and Rawdon Creek Nature Reserve.

Key Disadvantages (relative to the Orange option)

- ▶ Corridor A would result in minor severance of the portion of Cairncross State Forest located south east of Blackmans Point Road;
- ▶ Corridor B would result in major severance of the portion of Cairncross State Forest located south east of Blackmans Point Road;
- ▶ Both Corridor A and B would result in substantially greater noise impact to the residence located on the north eastern corner of Cairncross State Forest (which may need to be acquired by Corridor A), and would be located closer to residences along Blackmans Point Road and The Hatch Road (parallel to the Wilson River);
- ▶ Both Corridor A and B would require increased length of construction on soft soils, and increased length of floodplain crossing (approximately 2 to 2.5 kilometres longer) requiring additional drainage structures;
- ▶ Corridor B would need to traverse a large area of wetland to the east of Cairncross State Forest requiring further additional drainage structures, and possibly the addition of bridges;
- ▶ Corridor A would traverse a greater area of floodplain vegetation communities within Cairncross State Forest, the majority of which are considered likely to be endangered ecological communities;
- ▶ Corridor B would traverse extensive wetland habitat to the east of Cairncross State Forest, which could qualify as an endangered ecological community;
- ▶ Corridor B would also traverse large areas of vegetation considered likely to be endangered ecological communities;
- ▶ Corridor A is considered likely to result in greater clearing of high value habitat, including potential koala habitat;
- ▶ Both Corridor A and B would potentially maintain a barrier to koala movements east of Cairncross State Forest;
- ▶ Corridor A may result in impacts to the tea tree plantation located immediately east of Cairncross State Forest;

- ▶ Both Corridor A and B would result in severance to the extensive tea tree plantation located north of Cairncross State Forest, and its adjacent large agricultural holding to the north possibly rendering these operations unviable;
- ▶ Both Corridor A and B would require an additional two bridges to pass over Blackmans Point Road
- ▶ Corridor B would result in an additional six properties being subject to acquisition;
- ▶ Both Corridors A and B would limit staging opportunities as they would require construction for the entire length of Section B; and
- ▶ Both Corridors A and B would require an estimated additional \$20M to \$30M in construction costs, resulting in these corridors being the most expensive by approximately 10%.

Neutral (relative to the Orange option)

- ▶ Corridor A would result in similar area of vegetation clearing;
- ▶ Corridor A would result in similar number of properties possibly affected by acquisition;
- ▶ Corridor B is considered likely to result in similar clearing of high value habitat, including potential koala habitat, both north and south of Blackmans Point Road;
- ▶ Both Corridor A and B would have a similar impact to major utilities (eg. Optic fibre cables); and
- ▶ Both Corridor A and B would have a similar level of operational safety (i.e. interfaces with local traffic, design specifications).

#### 6.5.4 Assessment of the Alternative Route

Based on the key advantages and disadvantages listed above, the alternative route suggested during the submissions period was not considered feasible to progress to the value management workshop or for further assessment by the study team, as on balance, and relative to the publicly displayed options, it:

- ▶ Results in significant additional engineering risk;
- ▶ Does not provide significant environmental benefits;
- ▶ Does not provide significant benefits for the local community; and
- ▶ Represents the most expensive option.



