

Pacific Highway upgrade – Warrell Creek to Nambucca Heads
North Macksville ramps
Submissions report

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Roads and Maritime Services
Pacific Highway upgrade – Warrell Creek to Nambucca Heads
North Macksville ramps

Submissions report
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Prepared by



Arup Aurecon Design Joint Venture

Level 10
207 Kent Street
Sydney, NSW, 2000
Australia



Tel: +61 2 9320 9320
Fax: +61 2 9320 9321



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

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Issue summary

Revision	Date	Issue description	Distribution
01	11-12-2015	First Draft	RMS and AFJV review
02	27-01-2016	Final Draft	RMS and AFJV review
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Executive summary

This submissions report relates to submissions received from the potentially impacted residents and other interested stakeholders following the release of the 'Preferred Option Report' (September 2015) as part of the public display and consultation process for the Warrell Creek to Nambucca Heads North Macksville Ramps, and should be read in conjunction with that document.

The Preferred Option Report was placed on public display at five locations between 16 September to 12 October 2015 and submissions relating to the Pacific Highway Upgrade – Warrell Creek to Nambucca Heads North Macksville Ramps Project Proposal and the report, were received by Roads and Maritime Services (Roads and Maritime). The Submissions Report summarises community and stakeholder feedback on the Project Proposal as described in the 'Preferred Option Report'. The responses received included positive support for the proposed project; community concerns and the Project responses to those concerns (Chapter 2); refinements to the Project Proposal (Chapter 3) and commitments to the community in order to mitigate perceived Project impacts (Chapter 4).

A total of 144 submissions were received in response to the display of the Preferred Option Report. The submissions were comprised of one government agency submission and 143 submissions from the community.

Of the 144 submissions received 137 (95%) were positive submissions written in support of the Project. These included a submission from the Rotary Club of Macksville and a large cross-section of the local business community and individuals. 110 of the positive submissions received were 'form letters' expressing support for the Project.

The following points summarise the content of submissions in support of the Project:

- Quicker access and connections to Macksville
- Reduced commute time for local workers, reducing fuel and maintenance costs
- Opportunities to increase tourism and commerce
- Allows for tourists to access and leave the town quickly, therefore providing incentive as a town to stop and revive in on long trips
- Improved response times for emergency vehicles
- More opportunities for town growth.

Seven of the 144 submissions received raised concerns about the Project. Each of these submissions was considered by Roads and Maritime in order to understand the concerns being raised. The concerns raised in each submission have been extracted and collated, and corresponding responses to the concerns have been provided. Where similar concerns have been raised in different submissions, only one response has been provided.

From the 144 submissions, five main categories were identified regarding the North Macksville Ramps. These include:

- Project development process
- Design change suggestions
- Landscape and visual amenity
- Community consultation
- Noise and vibration.

The comments received were considered by the project team and where appropriate further refinements were made to the design. These refinements include:

- Realignment of Old Coast Road immediately west of the highway upgrade to maximise the distance from private properties, minimise vegetation clearing, and maximise revegetation areas
- The realignment of Letitia Close and relocation of the roundabout to the north to improve road safety and provide space for a visual mound near the south eastern corner of the roundabout
- An additional section of visual screening along the southbound off-ramp to reduce the potential impacts of headlight intrusion
- Addition of a vegetated visual mound on Letitia Close near the south east corner of the roundabout to reduce the potential impacts of headlight intrusion
- Increased shoulder width on Old Coast Road to accommodate cyclists
- Selection of specialised road lighting to reduce potential light spill into adjacent properties
- Relocation of the school bus stop into Letitia Close. This provides a safer location as the bus stop is separated from through traffic on Old Coast Road.
- Refinements to Old Coast Road pavement surface to reduce road traffic noise.
- Upgrading of the existing intersection of the Pacific Highway and Old Coast Road.

A more detailed description of the refinements is available in **Chapter 3**.

The following report explains the rationale for the public display of the Preferred Option Report and sets out the timeframe and locations for the display.

The report describes the methodology used for examining and responding to the submissions. The submissions received are discussed in detail and, where concerns have been raised, responses describing how the Project team intends to mitigate any perceived environmental and social impacts have been provided.

Proposed design refinements and mitigation measures have been identified.

The report concludes with a summary of commitments to the community to address any potential environmental or social impacts.

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1 Introduction and background

1.1 Purpose

This submissions report relates to the 144 submissions received from the Preferred Option Report (September 2015) prepared for the Pacific Highway Upgrade - Warrell Creek to Nambucca Heads North Macksville Ramps, and should be read in conjunction with that document.

The Preferred Option Report was placed on public display between 16 September and 12 October 2015 and submissions relating to the proposal and the Preferred Option Report were received by Roads and Maritime Services (Road and Maritime). This submissions report summarises the concerns raised and provides responses to each concern (**Chapter 2**), refinements made to the design since the display of the Preferred Option Report (**Chapter 3**), and lists the commitments made (**Chapter 4**).

1.2 The Preferred Option

Roads and Maritime completed an environmental assessment of the Warrell Creek to Urunga Pacific Highway upgrade (the Project EA) in January 2010. This project was designated critical infrastructure, under Part 3A of the Environmental Planning and Assessment Act 1979 (EP&A Act) and was formally approved by the Department of Planning and Environment on 19 July 2011.

Roads and Maritime has engaged Pacifico, an Acciona and Ferrovial Joint Venture, to design and build the 20 kilometre Warrell Creek to Nambucca Heads section of the Pacific Highway upgrade (the Approved Project).

In response to representations from Nambucca Shire Council and the Macksville Chamber of Commerce, ramps are proposed at North Macksville. The proposed ramps would include a northbound on-ramp onto the highway, a southbound off-ramp from the highway and a median cross-over facility to enable emergency vehicles (including ambulances stationed at North Macksville) to travel both north and south on the highway.

Since these ramps are not currently included in the Approved Project, planning approval will need to be obtained before being built.

Three options for the layout of the North Macksville Ramps and their connections to the road network were investigated and developed as documented in Preferred Option Report. An Options Assessment workshop was held by Roads and Maritime to compare and assess the three options using a Value Management methodology, from this Option 2 was selected as the Preferred Option.

During the Options Assessment workshop a number of improvement opportunities were identified and refinements were made to the design.

A more detailed description of the Preferred Option and the refinements made to the design is available in the Preferred Option Report.

1.3 Preferred Option Report display

Roads and Maritime prepared a Preferred Option Report to present and describe the three short-listed ramp options, report on potential impacts, compare the options, and outline how the Preferred Option was selected.

The display of the proposal was announced at two regular community information sessions that were held for the Approved Project. The proposal and display period was announced and the Preferred Option was explained and discussed. The first information session was held at the Pacifico Site Office on 16 September 2015 from 6pm to 8.30pm. The second information session was held at the Nambucca Community and Arts Centre on 17 September from 6pm to 8pm.

The Preferred Option Report was displayed between 16 September and 12 October 2015 at five locations, as detailed in **Table 1.1**. The Preferred Option Report and a project Community Update

were placed on the [Roads and Maritime website](http://rms.nsw.gov.au/pacific) (rms.nsw.gov.au/pacific) and made available for download. The exhibition locations and website link were advertised in:

- Bellingen Courier Sun
- Coffs Coast Advocate
- Nambucca Guardian News.

A community drop-in session was held to provide information on the proposed North Macksville Ramps on 6 October 2015 from 4pm to 7pm at the Macksville Senior Citizen Centre. The project team was available at the community drop-in session to answer questions and receive feedback.

Table 1.1 : Display locations

Display location	Address
Pacifico Site Office	124 Albert Drive, Macksville
Macksville Senior Citizen's Centre	39 Princess Street, Macksville
Macksville Library	41 Princess Street, Macksville
Nambucca Heads Library	23 Ridge Street, Nambucca Heads
Nambucca Community and Arts Centre	19 Ridge Street, Nambucca Heads

2 Response to the submissions

Roads and Maritime received 144 submissions, accepted up until 18 October 2015. Of the 144 submissions received 137 (95%) were positive submissions written in support of the Project. These included a submission from the Rotary Club of Macksville. A member of the community took the initiative to design a 'positive form letter' which was circulated for use by the general public; 110 of the positive submissions received by were 'form letters' expressing support for the Project.

Support for the project as described in the submissions pertained to:

- Quicker access and connections to Macksville
- Reduced commute time for local workers, reducing fuel and maintenance costs
- Opportunities to increase tourism and commerce
- Allows for tourists to access and leave the town quickly, therefore providing incentive as a town to stop and revive in on long trips
- Improved response times for emergency vehicles
- More opportunities for town growth.

Seven (5%) of the 144 submissions received raised concerns about the Project. Each of these submissions was considered by suitably qualified staff from Roads and Maritime in order to understand the concerns being raised.

Table 2.1 below lists a summary of the respondents and each respondent's allocated submission number. The table also indicates where the concerns from each submission have been addressed in **Chapter 2** of this report.

Table 2.1 : Summary of respondents

Respondent	Submission No.	Concerns raised / positive feedback	Report section where concern is addressed
Individual /Business	1-2,4-9, 11-21, 23, 25-29, 32-36, 38-47, 49-50, 53-65, 67-72, 74-75, 77, 80, 82, 84-93, 95, 98-102, 104, 107-111, 113-114, 116-120, 122-126, 128-129, 131, 133-134, 138-143	Positive feedback form letter	2.10
Individual	3, 10, 22, 24, 31, 37, 48, 52, 66, 76, 78, 81, 83, 94, 96, 97, 105-106, 115, 121, 132, 137, 144	Positive feedback supporting the project	2.10
Individual	30	Design change suggestions Landscape and visual amenity Community consultation Noise and vibration Land use and property Other concerns	2.3 2.4 2.5 2.6 2.7 2.9
Individual	51	Design change suggestions Positive feedback	2.3 2.10

Respondent	Submission No.	Concerns raised / positive feedback	Report section where concern is addressed
Rotary Club of Macksville	73	Positive feedback supporting the project	2.10
Individual	79	Project development process Design change suggestions Landscape and visual amenity Noise and vibration Safety	2.2 2.3 2.4 2.6 2.8
Individual	103	Project development process Design change suggestions Landscape and visual amenity Noise and vibration Land use and property	2.2 2.3 2.4 2.6 2.7
Individual	112	Project development process Design change suggestions Positive feedback	2.2 2.3 2.10
Individual	127	Design change suggestions	2.3
Individual	130	Design change suggestions	2.3
Individual	135	Project development process Design change suggestions Landscape and visual amenity Community consultation Safety	2.2 2.3 2.4 2.5 2.8
Individual	136	Design change suggestions Positive feedback	2.3 2.10

A full list of the submissions can be found in **Appendix A**.

2.1 Overview of issues raised

A total of 144 submissions were received in response to the display of the Preferred Option Report comprising one government agency and 143 from the community.

Each submission has been examined individually to understand the concerns being raised. The concerns raised in each submission have been extracted and collated, and corresponding responses to the concerns have been provided. Where similar concerns have been raised in different submissions, only one response has been provided. The concerns raised and Roads and Maritime response to these concerns forms the basis of this chapter.

95% supported the Preferred Option, 4% of the submissions received did not support the Preferred Option, 1% did not state an opinion either way.

The main concerns raised about the North Macksville Ramps included:

- Project development process (**Section 2.2**)
- Design change suggestions (**Section 2.3**)
- Landscape and visual amenity (**Section 2.4**)
- Community consultation (**Section 2.5**)
- Noise and vibration (**Section 2.6**).

96% of responses were received via email. 4% were responses received on the day of the community drop-in session or received via post or phone call.

76% of responses received were positive feedback form letters.

The following nine sections describe the concerns raised and provide responses.

2.2 Project development process

2.2.1 Design process

Submission number(s)

79, 103.

Issue description

In summary, the respondent(s) raised the following concerns:

1. Questioned the project design process that led to the location of the ramps options.
2. The respondent disliked all the options and wants to know why options in other locations were not considered and was a cost a factor?
3. Why were the options developed by Pacifico?
4. The respondent would like to see the 100% design.

Response

1. and 2. The ramps are located as close to Macksville as possible to provide effective and efficient access for motorists wishing to travel to or from Macksville. The location of the ramps will reduce the travel distance and time for ambulance access to Macksville District Hospital.

The area near Letitia Close provides the least overall impact for ramps between Nambucca Heads and Macksville. Ramp locations further to the north will also increase impact to residents adjacent to Old Coast Road and Mattick Road, while ramp locations to the south of Letitia Close would require construction of embankments on the flood plain which would increase the flooding impacts in Macksville and have a substantial cost and construction time impact. Other locations for the ramps may have further impacts such as additional property acquisition, additional road construction requirements and additional environmental impacts. When all these issues are balanced, the area near Letitia Close is the best location for the addition of the ramps.

The area near Letitia Close also provides good utilisation of the infrastructure required for the proposed local road network. If the ramps were moved further to the north all vehicles using the ramps would need to pass through the area near Letitia Close and the southern end of Old Coast Road.

Potential interchange options were developed for review, from which three were selected for further investigation. The development of options and the selection of the Preferred Option took into account a broad range of factors including safety, community, noise, visual, other amenity and property impacts, construction staging, cultural heritage, ecological values, flooding and geotechnical conditions.

Estimated costs for the three options were similar. Cost was not a factor in the selection of the Preferred Option.

3. Pacifico are the design and construct contractors appointed by Roads and Maritime to deliver the Warrell Creek to Nambucca Heads section of the Pacific Highway upgrade project. Roads and Maritime engaged Pacifico to assist in the development and assessment of the North Macksville Ramps options.
4. The project team will contact the respondent to provide a copy of the 100% design when it is available. In addition to this, the latest information and construction plans are available at the Warrell Creek to Nambucca Heads project site office at Warrell Creek. Residents may also contact the Project Team on 1800 074 588.

2.2.2 Options development

Submission number(s)

79, 135.

Issue description

In summary, the respondent(s) raised the following concerns:

1. How were community factors considered in the options selection process?
2. What is the dollar value you have placed on the quality of life of the residents of Letitia Close and surrounds?
3. How does Option 2 improve travel time to Macksville?
4. How does Option 2 provide greater traffic efficiency and cater for future growth?
5. No scale drawings were displayed.

Response

1. and 2. The development of options and the selection of the Preferred Option took into account a broad range of factors including safety, community, noise, visual, other amenity and property impacts, construction staging, cultural heritage, ecological values, flooding and geotechnical conditions. The Preferred Option was selected as it was assessed to perform best across a wide range of criteria.

As outlined in chapter five of the Preferred Option Report (September 2015) community factors were considered during the Options Assessment Workshop. A weighting of 25 per cent was allocated to community impacts for the comparison of the three options. The community factors considered included land acquisition, local enterprise, agribusiness, river/marine activities, emergency events, noise, light impacts, headlight intrusion, visual impacts and severance of land. Further details of this assessment are provided in the Preferred Option Report.

The incremental impacts on social amenity associated with the addition of the ramps are addressed in Section 6 of the Modification Environmental Assessment.

Estimated costs for the three options were similar. Cost was not a factor in the selection of the Preferred Option.

3. All three options developed for further assessment improve travel times, and therefore traffic efficiency, for vehicles travelling between Coffs Harbour and Macksville. The ramps allow traffic to exit directly at Macksville instead of exiting at Nambucca Heads and needing to travel along the existing Pacific Highway through Macksville, including some low speed environments. The upgraded Pacific Highway, with the ramps, is a more direct route than using the existing Pacific Highway.
4. The more direct route to Macksville supports future growth of businesses in the town resulting from additional visitors that might not otherwise visit Macksville. The ramps respond to requests from the Macksville Chamber of Commerce and Nambucca Shire Council.
5. Appendix A of the Preferred Option Report included the design drawings of all three options considered. The project team also had the detailed design plans for viewing at the drop in session that was held in Macksville on 6 October. In addition to this, the latest information and construction plans are available at the Warrell Creek to Nambucca Heads project site office at Warrell Creek. Residents may also contact the Project Team on 1800 074 588.

2.2.3 Approvals

Submission number(s)

79, 135.

Issue description

In summary, the respondent(s) raised the following concerns:

1. Concerned about the decision process and can my letter be passed on to the decision making body?
2. What options do residents have if data used for assessments (eg traffic, noise, lights and air pollution) is incorrect and impacts are greater than planned for?
3. Concerned no cost/benefit study has been undertaken. Concerned these ramps are a waste of public money.

Response

1. The refined concept design and Modification environmental assessment will be submitted to the NSW Department of Planning and Environment for approval.

The environmental assessment documents the potential environmental impacts of the ramps and the measures adopted to mitigate these impacts. The environmental assessment includes a summary of the submissions received in response to the display of the preferred option report and the responses to the issues that were raised.

Roads and Maritime are the proponent for the Warrell Creek to Urunga upgrade. Roads and Maritime have identified the preferred option to meet the requirements for the North Macksville Ramps. As described in the Preferred Option Report, the three options were compared using a Value Management methodology. From this, Option 2 was selected by Roads and Maritime as the preferred option.

Public comments received on the Preferred Option Report have been considered and where appropriate further refinements to the preferred option have been made (**Section 3**).

At its discretion the NSW Department of Planning and Environment may display the environmental assessment for further public comment. If the environmental assessment is displayed, a report on the submissions received would be prepared and the design and environmental assessment may be further refined if required to address feedback.

If approved the ramps are proposed to be built as part of the Warrell Creek to Nambucca Heads upgrade project.

2. Roads and Maritime have endeavoured to ensure that data used for the environmental assessments was relevant and up to date when it was prepared. Roads and Maritime would also consider further design refinements or ameliorative measures if operational impacts are greater than predicted.

The project conditions of approval require Roads and Maritime to undertake operational noise monitoring within 12 months of the opening of the project to highway traffic. In accordance with the Roads and Maritime Environmental Noise Management Manual, should any residence have noise impacts of 2 dB(A) more than the predictions, then Roads and Maritime will consult with affected property owners to determine any reasonable and feasible mitigation measures for any additional operational impacts.

As part of the Approved Project air quality impacts were assessed in Chapter 19 of the environmental assessment. The proposal would not measurably increase these impacts which are well below the National Environment Protection Council goals.

3. North facing ramps are proposed at North Macksville, in response to representations from Nambucca Shire Council and the Macksville Chamber of Commerce.

The addition of the ramps at North Macksville together with the currently approved interchange at Bald Hill Road will allow motorists to take advantage of the facilities at Macksville, in either the northbound or southbound direction. Motorists will be able to rest and take advantage of the shops, service stations and other facilities before travelling on their journey.

2.2.4 Other concerns

Submission number(s)

112, 135.

Issue description

In summary, the respondent(s) raised the following concerns:

1. Suggestion that Australia should have a road policy that includes on and off ramps for every town that is within two kilometres of new highways.
2. States their neighbourhood has been impacted by construction. Concerned they have not been offered compensation.
3. Concerned that their amenity has been destroyed. Wants compensation for this.
4. Clarification required regarding the text "Bridge over the upgraded highway for Old Coast Road".

Response

1. The suggestion is noted. The addition of the ramps at North Macksville together with the currently approved interchange at Bald Hill Road will allow motorists to take advantage of the facilities at Macksville, in either the northbound or southbound direction. Motorists will be able to rest and take advantage of the shops, service stations and other facilities before travelling on their journey.
2. and 3. Roads and Maritime are committed to reducing project impacts through mitigation measures that were identified in the Approved EA and the Submissions and Preferred Project Report for the Approved Project.

The development of options and the selection of the Preferred Option took into account a broad range of factors including safety, community, noise, visual, other amenity and property impacts, construction staging, cultural heritage, ecological values, flooding and geotechnical conditions.

4. An overpass bridge for Old Coast Road is part of the Approved Project. The proposed bridge is required to retain continuity of the local road network. Option 3 did not have a bridge over the proposed highway at Letitia Close and has an additional intersection with the existing Pacific Highway on the western side of the proposed highway alignment to retain access to Old Coast Road.

2.3 Design change suggestions

2.3.1 Location of ramps

Submission number(s)

51, 79, 103, 112, 135, 136.

Issue description

In summary, the respondent(s) raised the following concerns:

1. Why are there no on/off ramps on both southbound and northbound lanes similarly to the Bellingen/Bald Hill one?

2. The respondent does not object to the North Macksville Ramps project but objects to the placement and design.
3. The respondent suggests that a hybrid design, which combines the Option 3 on-ramp with the sound bound version of Option 2, would have better outcomes for noise, headlight intrusion, Vehicle Kilometres Travelled (VKT), pollution and fuel usage.
4. The respondent suggests moving the ramps to River Street/Gumma Road and including both on and off ramps at this location.
5. The respondent suggests moving the ramps 1-2 kilometres north towards Mattick Road.
6. Will ample signage be provided for the location of the ramps?

Response

1. Traffic data analysis that was undertaken for the options development indicates that on and off ramps in both directions (four ramps) are not required. As a result and to reduce impacts to the nearby residents only north facing ramps (two ramps) are proposed.

The Bald Hill interchange has ramps in both directions due to its close access to the Macksville industrial area. This allows access without driving through the Macksville Central Business District.

The North Macksville ramps allow traffic to join or leave the highway directly at Macksville instead of at Nambucca Heads and needing to travel along the existing Pacific Highway to Macksville, in a lower speed environment. The upgraded Pacific Highway, with the ramps, is a more direct route than using the existing Pacific Highway.

The more direct route to Macksville supports future growth of businesses in the town resulting from additional visitors that might not otherwise visit Macksville. The ramps respond to requests from the Macksville Chamber of Commerce and Nambucca Shire Council.

2. It is noted that the respondent agrees to the North Macksville Ramps project in principle however objects to the location and design.
3. The hybrid design would increase the length of the bridge over the upgraded highway which would further alter the alignment of Old Coast Road and Letitia Close. This would potentially increase biodiversity, noise, visual amenity and water quality impacts. The hybrid design would also require additional property acquisition and an additional intersection with the existing Pacific Highway, which is not desirable from a road safety viewpoint.
4. A preliminary review of the relocation has determined that due to the proximity of River Street/Gumma Road to the Nambucca River, the flood plain and the upgraded highway bridge, on and off ramps to this area is not feasible.
5. The ramps are located as close to Macksville as possible to provide effective and efficient access for motorists wishing to travel to or from Macksville. The location of the ramps will reduce the travel distance and time for ambulance access to Macksville District Hospital. Ramp locations further to the north will also increase impact to residents adjacent to Old Coast Road and Mattick Road
6. A signage strategy that complies with Roads and Maritime signage guidelines will be developed for the project. Roads and Maritime will consult with key stakeholders in order to maximise the benefits of constructing the ramps.

2.3.2 Bus stop location

Submission number(s)

79, 127, 135.

Issue Description

In summary, the respondent(s) raised the following concerns:

1. The respondent is concerned about the bus stop arrangements for Letitia Close children and sees safety issues for small children walking beside an on/off ramp in close proximity to traffic including trucks.
2. The respondent is concerned about safety in regards to the bus stop and access for drop off and pick up. Also concerned about pedestrian access and local traffic performing illegal U-turns after dropping off and picking up children.
3. Concerns about safety regarding the design of the bus stop, increased traffic and children crossing the upgraded Old Coast Road. Concerned that two lanes of traffic will be accelerating towards the bus stop.
4. Concerned about safety of the current bus stop during construction.

Response

1. to 3. After consultation with residents and the local bus company, the bus stop has been relocated into Letitia Close. This provides a safer location as the bus stop is separated from through traffic on Old Coast Road.
4. The current bus stop for school students living on Letitia Close was relocated to within the cul-de-sac on 17 August 2015. The change of location for the bus pickup area from its previous location on the edge of Old Coast Road was initiated following consultation with local parents and the bus company. Letitia Close was deemed the safest location for school students given that it is not a through road for traffic.

2.3.3 Existing highway intersection

Submission number(s)

130,135.

Issue description

In summary, the respondent(s) raised the following concerns:

1. How will Old Coast Road tie into the existing highway? Concerned about the safety of the intersection. Are the traffic forecasts used in the assessments too low? The respondent suggests that a roundabout would be suitable for this intersection.
2. The respondent is concerned about the safety of the existing design of the Old Coast Road/existing highway intersection and is concerned this will continue to be unsafe.

Response

1. and 2. The Approved Project and proposed ramps comply with the Pacific Highway upgrade design safety standards. The traffic assessment that was undertaken as part of the options assessment indicated that the existing intersection layout is appropriate for the expected traffic volumes and would be retained.

The design of this existing intersection was done in accordance with the appropriate standards and was subject to a Road Safety Audit.

The design of this intersection will be further refined as part of the detailed design of the proposed works.

2.3.4 Other concerns

Submission number(s)

30, 79, 103.

Issue description

In summary, the respondent(s) raised the following issues:

1. Can the powerlines (on the western side of the upgraded highway) be buried underground so that more vegetation can be kept and additional vegetation planted to create a buffer
2. What are the provision for pedestrians and cyclists?
3. Will a low noise pavement be installed?

Response

1. The power line running perpendicular to the Upgraded Highway in an east west direction will be constructed underground. This will minimise clearing of existing vegetation and maximise potential for vegetation regrowth.
2. The design has been refined to provide enhanced pedestrian and cyclist facilities by increasing the width of the shoulder on Old Coast Road, including the overbridge, from one metre to two metres. A pedestrian / cyclist path has been provided on the south western corner of the proposed roundabout to provide connectivity from the two metre wide shoulder on Old Coast Road South to the two metre shoulder along the overbridge.
3. A low noise pavement is proposed for the North Macksville ramps. The spray seal pavement that was assessed as part of the Approved Project has been changed to a dense grade asphalt pavement. This pavement extends north from the intersection of Old Coast Road with the Existing Pacific Highway to the roundabout, on Old Coast Road. The roundabout is proposed to have a concrete surface. Additionally, the dense grade asphalt pavement extends west from the western side of the bridge to the north-bound on-ramp. The ramps pavement remains unchanged with low noise pavement.

2.4 Landscape and visual amenity

2.4.1 Light intrusion

Submission number(s)

30, 79, 103, 135.

Issue description

In summary, the respondent(s) raised the following concerns:

1. Concerned about street light intrusion. Concerned that light spill will impact on amenity and interfere with sleep.
2. Concerned about head light intrusion.
3. What mitigation measures will be implemented to minimise headlight intrusion for residents? Respondents request that blinds be provided to all nearby residences.

Response

1. It is acknowledged that these areas are currently unlit and there will be an increase in night time light levels compared to the Approved Project. Flag lighting is required at the intersection of the realigned Old Coast Road and on-ramp and the roundabout intersection of the realigned Old Coast Road, Letitia Close and off-ramp. The lighting has been designed to minimise light spill into adjacent residences.

2. The design has been refined to minimise headlight intrusion for residents by:
 - Relocating the power line underground to allow regrowth of vegetation
 - Shifting the alignment of Old Coast Road further away from the adjacent properties to the west to maximise the area of retained vegetation and minimise the impact in the areaIf necessary, additional options can be investigated after the opening of the highway for traffic.
3. Modelling has predicted that headlight intrusion may affect one residence closer to the roundabout. Roads and Maritime will consult with the property owner to determine suitable measures to mitigate the increased headlight intrusion.

2.4.2 Amenity

Submission number(s)

30, 79, 135.

Issue description

In summary, the respondent(s) raised the following concerns:

1. The respondent is concerned about the proximity of the Preferred Option to their property. Can protection be provided to minimise impacts on the amenity of residents?
2. Concerned by amenity loss due to closeness of traffic to Letitia Close properties.
3. The respondent is concerned that vegetation clearing and traffic growth will reduce privacy.

Response

1. and 2. The increased volume of traffic and change in rural ambience is acknowledged. Roads and Maritime are committed to minimising the impacts on property owners where practicable.

Detailed measures are outlined in Section 6.5 of the Modification Environmental Assessment. The mitigation measures include visual mounds and tree plantings at various locations.
3. The area of vegetation clearing will be minimised. The increased volume of traffic and change in rural ambience is acknowledged. The landscaping plans for this area will be modified to include a visual screen to the SE of the roundabout which will reduce the impact on amenity.

2.5 Community consultation

Submission number(s)

30, 79, 135.

Issue description

In summary, the respondent(s) raised the following concerns:

1. The respondent is concerned that the Roads and Maritime “Community Charter” has not been followed. Will the Community Charter be adopted?
2. The respondent is concerned that community feedback has no impact and is ignored by Roads and Maritime. The respondent wants to know what their rights are throughout this procedure.
3. The respondent is concerned that Roads and Maritime have not collaborated with residents and concerned that contractors are visiting properties without prior notice.
4. The respondent is concerned by lack of correspondence from Roads and Maritime with the individual. The submission gives a specific example.

5. The respondent is concerned that Roads and Maritime has not listened to the community about the location of the school bus and has failed to take action.
6. Will Roads and Maritime make any changes to the design because of community consultation?
7. The way in which the Preferred Option was presented at a meeting on the 16 September at the Project Office was not clear or helpful.
8. The respondent wants to be kept informed as project progresses.

Response

1. The Roads and Maritime Customer Charter (as outlined by the submission) was developed in 2011 and articulates the commitments made by the Roads and Maritime to ensure that customers and stakeholders are considered at the centre of every service provided.

Community consultation is taken very seriously during the project development process and the Customer Charter was further refined for undertaking community and stakeholder engagement activities. The Roads and Maritime community and stakeholder engagement goals are to:

- Enhance its transparency and public accountability
- Ensure that its decision-making is inclusive of diverse community ideas and opinions
- Ensure that its strategic planning, project development, and service delivery meets the balance of community needs and expectations
- Create a more efficient Roads and Maritime based on collaborative decision-making and enhanced public trust.

The Approved Project Community Involvement Plan (CIP), available on the Approved Project website, describes how community and stakeholder involvement will be managed during the construction of the project.

Building on Roads and Maritime policies, the CIP recognises and will endeavour to meet all reasonable needs and desires of the community and stakeholders. Its principles in relation to community involvement are:

- The CIP acknowledges the project team members are visitors to the community for the duration of the works. Personnel will be required and encouraged to respect the needs and workings of the local residents and business community
- The CIP acknowledges the community should receive early advice of activities and that early notification will ensure progress of works minimises uncertainty and disruption and fosters confidence among community members
- Personal and targeted consultation with local residents, landowners, businesses and stakeholders will enable relationships to be built between all parties, thus providing the foundation for good working relationships and resolution of matters of concern
- Proactive management of design (where applicable), construction, traffic management or other emerging issues will build on these foundations, maximising a reputation of reliability through prompt resolution of issues and minimising escalation of issues
- Support for the safe and efficient delivery of the project with minimal disruption to the community.

2. Roads and Maritime Services is committed to actively engaging with community members and other stakeholders. The Approved Project has shown commitment to this by developing its community and stakeholder engagement goals and the Approved Project Community Involvement Plan. The proposal has also adopted these commitments.

Roads and Maritime have made refinements to the concept design as a result of community consultation. During detailed design further refinements would be investigated and made if appropriate. Refinements include:

- Realignment of Old Coast Road bridge approach and the road immediately west of the upgraded highway to maximise the distance from private properties, minimise vegetation clearance, and maximise revegetation areas
 - The realignment of Letitia Close to improve the safety at the roundabout
 - An additional section of visual screening along the southbound off-ramp to reduce the impacts of headlight intrusion
 - Addition of a vegetated visual mound on Letitia Close near the south east corner of the roundabout to reduce the impacts of headlight intrusion
 - Increased shoulder width on Old Coast Road to accommodate cyclists
 - Selection of specialised road lighting to reduce light spillage into adjacent properties
 - Relocation of the school bus stop into Letitia Close
 - Refinements to Old Coast Road pavement surface to reduce noise.
3. Roads and Maritime and its contractor has had ongoing consultation with local residents regarding the proposal and the Approved Project. The specific examples given by the respondent have been previously investigated and discussed with the resident.
4. Roads and Maritime consults with the community using a variety of means. Project updates are provided at every community information session. Project communications include letterbox drops and media releases, traffic, SMS and email alerts, community updates and responses to phone calls and meetings with residents. The needs of the community in relation to the amount of consultation vary, however there are many opportunities to discuss issues with the project team including by phoning the community line on 1800 074 588, by email at community@afjv.com.au or by visiting the Community Display Centre at Albert Drive, Warrell Creek. The letter referred to in the submission was forwarded to the respondent on 30 September 2015.
5. Following consultation with residents and the local bus company during the construction phase of the project, arrangements were made as of 17 August 2015 to pick up and set down children in Letitia Close.
- After further consultation with residents and the local bus company, arrangements have been made as part of the design refinement process to permanently relocate the bus stop into Letitia Close. This provides a safer location as the bus stop is separated from through-traffic on Old Coast Road.
6. Roads and Maritime are committed to undertaking community and stakeholder engagement and the project has followed the community and stakeholder engagement goals of:
- Enhance its transparency and public accountability
 - Ensure that its decision-making is inclusive of diverse community ideas and opinions
 - Ensure that its strategic planning, project development, and service delivery meets the balance of community needs and expectations
 - Create a more efficient Roads and Maritime based on collaborative decision-making and enhanced public trust.

As identified in this report Roads and Maritime have made refinements to the concept design as a result of community consultation, Refinements include:

- Realignment of Old Coast Road immediately west of the highway upgrade to maximise the distance from private properties, minimise vegetation clearance, and maximise revegetation areas
 - The realignment of Letitia Close to improve the safety at the roundabout
 - An additional section of visual screening along the southbound off-ramp to reduce the impacts of headlight intrusion
 - Addition of a vegetated visual mound on Letitia Close near the south east corner of the roundabout to reduce the impacts of headlight intrusion
 - Increased shoulder width on Old Coast Road to accommodate cyclists
 - Selection of specialised road lighting to reduce light spillage into adjacent properties
 - Relocation of the school bus stop into Letitia Close
 - Refinements to Old Coast Road pavement surface to reduce noise.
7. This community consultation feedback has been noted and lessons learnt will be discussed and actioned by project staff.
- The display of the Preferred Option Report was briefly announced at the regular community information session held for the Approved Project at the Pacifico Site Office on 16 September. During the community information session the arrangements for a community drop-in session, to discuss the ramp options in detail, were advised to the community. Alternate arrangements for providing information and receiving feedback were made with individuals who were not able to attend the community drop-in session. Roads and Maritime met with the respondent prior to the community drop-in session on 6 October.
8. The project team will contact the respondent to provide regular updates. The respondent has been included on the project contact database. In addition to this, the latest information and construction plans are available at the Warrell Creek to Nambucca Heads project site office at Warrell Creek. Residents may also contact the Project Team on 1800 074 588.

2.6 Noise and vibration

Submission number(s)

30, 79.

Issue description

In summary, the respondent(s) raised the following concerns:

1. Concerned about an increase in traffic noise will have an effect on local properties. Is the data accurate and valid? Has an increased volume of traffic been looked at? Has the emotional impacts been considered
2. Concerned about noise by heavy vehicles
3. The respondent has indicated that properties near the Macksville Bridge have suffered for years with traffic noise and accidents. The respondent feels that this will move to the North Macksville Ramps and with increased traffic volumes causing noise, fumes, and potential loss of life and destruction of property.
4. Concerned that gradient of ramps will increase noise.
5. What impacts will the ramps and roundabout have on the noise for the resident? How does this impact the model that was undertaken for the upgraded highway?
6. What noise mitigation will we receive to restore amenity to levels prior to the upgraded highway?

Response

1. Noise modelling predicts that the addition of the north facing ramps will not change the predicted noise levels of the Approved Project by more than one decibel compared to the Approved Project at all residences. These predictions use the 2026 forecast traffic data from the updated traffic modelling that was developed as part of the ramp options assessment. It is acknowledged that the Approved Project as well as the increased traffic on Old Coast Road will change the amenity in the immediate vicinity. Residences that are eligible for noise treatment will be offered at residence treatments to reduce the impact of road traffic noise. The usual treatments offered are air conditioning and/or improved glazing, doors and seals.
2. The effect of heavy vehicles has been considered in the noise predictions. Where the ramps are closer to residents the down-grade of the northbound on ramp will assist acceleration while the climbing grade of the southbound off ramp will assist with deceleration and therefore reduce noise. The proposed highway speed limit in this area will be 110km/hr for light vehicles; however the heavy vehicles will be limited to 100km/hr as per the current speed limit legislation.
3. The highway upgrade, including the proposed North Macksville Ramps, has been designed to increase the safety of road users. Independent road safety audits are carried out during the design development of the ramp designs. The designers must consider and address all safety issues and requirements relating to safety during construction, operation and maintenance in the development and production of the Design Documentation. The highway upgrade and North Macksville Ramps will be designed to current standards which are much safer than the standards that applied when the Macksville Bridge was designed.

The adjacent resident's safety is considered during the detailed design development. Where errant vehicles are a concern, appropriate means of controlling these vehicles within the road corridor are incorporated in the design, e.g. safety barriers.

A noise assessment has been undertaken for the potential noise impacts from the three ramp options. This assessment was undertaken to assist in the selection of the preferred option for the ramps. The maximum increase in noise compared to the approved layout for the surrounding properties is 1dB(A). This is not considered a significant variation in noise level, since changes in noise level of 2dB(A) or less are not able to be detected by most people.

The ramps are generally located within the previously acquired highway corridor. Additional acquisition was limited to one property.

The inclusion of the North Macksville Ramps is supported by sections of the community including Nambucca Shire Council and the Macksville Chamber of Commerce.

4. Where the ramps are closer to residents the down-grade of the northbound on ramp will assist acceleration while the climbing grade of the southbound off ramp will assist with deceleration and therefore reduce noise.
5. Noise modelling predicts that the addition of the North Macksville Ramps will not change the predicted noise levels of the Approved Project by more than one decibel compared to the Approved Project at all residences. These predictions use the 2026 forecast traffic data from the updated traffic modelling that was developed as part of the ramp options assessment.
6. The project team is currently working with eligible residents, including the respondent, to develop at-house noise treatments for their residences. The usual treatments offered are air conditioning and/or improved glazing, doors and seals.

2.7 Land use and property

Submission number(s)

30, 103.

Issue description

In summary, the respondent(s) raised the following concerns:

1. Has the proposal considered the future population growth of the area?
2. Concerned that access will impact on trees and the environment. The respondent requests minimal vegetation clearing.
3. Respondents have asked for that sufficient level area be provided next to the property access for letter boxes and bins.
4. Can the respondents new property access be moved towards the east so that more mature trees can be retained.

Response

1. The future expansion of the population is not expected to be affected negatively by the addition of the North Macksville Ramps. The addition of the ramps will better cater for traffic growth for any increased development in the area. A traffic capacity analysis has been carried out and based on the expected traffic volumes all intersections associated with the ramps have the highest level of service (Level of Service A). This means that the ramps and the associated intersections have a significant capacity for additional traffic that may be generated from residential development in the surrounding area.
2. It is expected that some trees will need to be cleared as part of the works to construct the access.
3. The project team will consult with the affected property owners to agree on a suitable area for letter boxes and bins that meets the requirements of relevant service providers.
4. It is expected that some trees will need to be cleared as part of the works to construct the access. The proposed access design has been refined to minimise the clearing of trees as much as possible while still providing a safe access.

2.8 Safety

Submission number(s)

79, 135.

Issue description

In summary, the respondent(s) raised the following concerns:

1. Concerned that the same safety issues that occurred at Macksville Bridge will occur at the North Macksville Ramps.
2. Concerned about safety in regards to speeding vehicles on local roads.
3. Concerned that there will be an increase in risk for accidents due to increase in vehicles and the proposed roundabout.
4. Concerns about the current construction activities and safety with accessing their property

Response

1. The Approved Project, including the proposed North Macksville Ramps has been designed to meet the road safety requirements that apply to Pacific Highway Upgrade projects. The road is designed to comply with the standards and guidelines adopted by the project. The design

process includes review by independent consultants who are specialised in the area of road design including safety in design. Independent road safety audits were carried out during the design development.

The adjacent residents' safety is considered during the detailed design development. Intersection designs and driveway accesses that intersect with the local roads are checked during the design to ensure that they comply with the design guidelines. The safety of motorists and surrounding residents is considered with the alignments selected. Where necessary, road safety barriers are installed to provide improved safety outcomes for both motorists and adjacent residents.

2. The Approved Project and proposed ramps comply with stringent design safety standards. Letitia Close and Old Coast Road South are to be signposted at 50 km/h and 60 km/h, respectively. These speed limits are enforceable in the same manner as speed limits at any other location on the project.
3. The Approved Project, including the proposed North Macksville Ramps has been designed to increase the safety of road users. Independent road safety audits are carried out during the design development of the ramp designs. The designer must consider and address all safety issues and requirements relating to safety during construction, operation and maintenance in the development and production of the Design Documentation.
4. The issues raised in this submission are not related to the proposal.
The current construction activities are part of the Approved Project and the issues raised have been investigated and actioned by the project team.

2.9 Other concerns

Submission number(s)

30, 79.

Issue description

In summary, the respondent(s) raised the following issues:

1. The respondent is concerned about an increase in exhaust fumes.
2. The respondent is concerned about bush restoration.
3. The respondent is concerned about safety with increased snake sightings on their property. How is this addressed and by who? Has the Red-bellied black snake been considered like endangered grasses?

Response

1. As part of the Approved Project air quality impacts were assessed in Chapter 19 of the Approved EA. The proposal would not measurably increase these impacts which are well below the National Environment Protection Council goals.
2. The design of the ramps has been refined to minimise the area of vegetation clearing. The landscaping plans for this area will be modified to include suitable revegetation and landscaping for the area affected by the addition of the ramps.
3. Increased snake sightings generally occur during the spring and summer months as the temperature increases. Snakes seen on properties should not be approached. WIRES or your local vet can be contacted for further advice.

Roads and Maritime endeavours to minimise the impacts of the project on native plants and animals. Many native animals are protected by legislation however as the Red-bellied black snake (*Pseudechis porphyriacus*) is not currently listed as threatened or endangered in State

or Federal legislation No specific management provisions have been made for it in the proposal or Approved Project.

2.10 Positive feedback

Submission number(s)

Positive submissions numbers: 3, 10, 22, 24, 31, 37, 48, 52, 66, 76, 78, 81, 83, 94, 96, 97, 105-106, 115, 121, 132, 137, 144.

Positive form letter submissions numbers: 1-2,4-9, 11-21, 23, 25-29, 32-36, 38-47, 49-50, 53, 55-65, 67-72, 74-75, 77, 80, 82, 84-93, 95, 98-102, 104, 107-111, 113-114, 116-120, 122-126, 128-129, 131, 133-134, 138-143.

Issue description

1. Different respondent(s) raised different reasons for their support. The following issues were raised:
 - Quicker access and connections to Macksville
 - Reduced commute time for local workers, reducing fuel and maintenance costs
 - Opportunities to increase tourism and commerce
 - Allows for tourists to access and leave the town quickly, therefore providing incentive as a town to stop and revive in on long trips
 - Improved response times for emergency vehicles
 - More opportunities for town growth.

Response

1. We thank you for your comments and your support for the proposal is acknowledged.

3 Refinements to the Preferred Option

As identified in this report, Roads and Maritime have made refinements to the concept design as a result of community consultation. These refinements include:

- Realignment of Old Coast Road bridge approach and the road immediately west of the upgraded highway to maximise the distance from private properties, minimise vegetation clearing, and maximise revegetation areas
- The realignment of Letitia Close to improve the safety at the roundabout
- An additional section of visual screening along the southbound off-ramp to reduce the impacts of headlight intrusion
- Addition of a vegetated visual mound on Letitia Close near the south east corner of the roundabout to reduce the impacts of headlight intrusion
- Increased shoulder width on Old Coast Road to accommodate cyclists
- Selection of specialised road lighting to reduce light spillage into adjacent properties
- Relocation of the school bus stop into Letitia Close
- Refinements to Old Coast Road pavement surface to reduce noise.

3.1 Realignment of Old Coast Road and overbridge

The Old Coast Road overbridge was realigned and straightened across the upgraded highway to:

- Improve safety by reducing the need for curve widening of the overbridge and improving the site line on approach to the overbridge from the south
- Reduce the cost of the overbridge by reducing the span of the girders and reducing the total overbridge deck area.

The changes to the overbridge allowed for the realignment of Old Coast Road on the western side of the Upgraded Highway. The realignment was refined to maximise the distance of the road from private properties, reduce the vegetation clearing required for the Moist Open Forest vegetation community and to maximise areas for revegetation.

3.2 Realignment of Letitia Close

The currently approved T-intersection of the Old Coast Road and Letitia Close would be modified to a roundabout. The minor realignment of Letitia Close where it joins the roundabout would improve the sight distance and approach angle for traffic entering the roundabout.

Four additional lights (one light is currently approved) and signage relating to the roundabout and ramps would also be installed at the intersection. Current pedestrian and cyclist facilities would be upgraded to provide access for crossing Old Coast Road on the southern side of the roundabout and Letitia Close.

3.3 Visual screening

Two additional visual barriers would be included to reduce headlight intrusion.

This proposal modifies about 200 meters of the vegetated visual mound on the east side of the Upgraded Highway that is north of Letitia Close between chainage 53,435 and 53,650 that was described in the Approved Project. This modification lifts the mound at the southern end to provide two metre screening. An additional visual barrier would connect to the southern end of the modified vegetated visual mound to provide continuous two metre screening along the entirety of the eastern side of the off-ramp. This additional visual barrier may allow for vegetation to be planted on top in some areas to increase the height of the visual barrier.

A second vegetated visual mound would be included on the southern side of the roundabout on the corner of Letitia Close and Old Coast Road to reduce the impacts of headlight intrusion.

3.4 Increased shoulder width

The design has been refined to provide enhanced cyclist facilities by increasing the width of the shoulder on Old Coast Road, including the overbridge, from one metre to two metres. A pedestrian / cyclist path has been provided on the south western corner of the proposed roundabout to provide connectivity from the two metre wide shoulder on Old Coast Road South to the two metre shoulder along the overbridge.

3.5 Lighting

Flag lighting is required at the intersection of the realigned Old Coast Road and on-ramp and the roundabout intersection of the realigned Old Coast Road, Letitia Close and off-ramp. The lighting has been designed to minimise light spill into adjacent residences.

One mast light is required at the intersection of the realigned Old Coast Road and on-ramp. Four mast lights (in addition to the one currently approved) are required at the roundabout. Aeroscreen luminaires will be installed to minimise light spill into the adjacent properties.

The design has been refined to minimise headlight intrusion for residents by:

- Relocating the power underground to allow regrowth of vegetation
- Shifting the alignment of Old Coast Road further away from the adjacent properties to the west to maximise the area of retained vegetation and minimise the impact in the area.

Headlight intrusion for residents to the east of the Upgraded Highway would be minimised by:

- An additional vegetated visual mound on the southern side of the roundabout at the corner of Letitia Close and Old Coast Road
- Extension of an approved vegetated visual mound by addition of a visual barrier along the southbound off-ramp.

Modelling has predicted that headlight intrusion may affect one residence closer to the roundabout. Roads and Maritime will consult with the property owner to determine suitable measures to mitigate the increased headlight intrusion.

3.6 Bus stop relocation

The current bus stop for school students living on Letitia Close was relocated to within the cul-de-sac on 17 August 2015. The change of location for the bus pickup area from its previous location on the edge of Old Coast Road was initiated following consultation with local parents and the bus company. Letitia Close was deemed the safest location for school students given that it is not a through road.

After consultation with residents and the local bus company, it has been agreed to permanently locate the bus stop in Letitia Close. This provides a safer location as the bus stop is separated from through traffic on Old Coast Road.

3.7 Old Coast Road Pavement

A low noise pavement is proposed for the North Macksville ramps. The spray seal pavement that was assessed as part of the Approved Project has been changed to a dense grade asphalt pavement. This pavement extends north from the intersection of Old Coast Road with the Existing Pacific Highway to the roundabout, on Old Coast Road. The

roundabout is proposed to have a concrete surface. Additionally, the dense grade asphalt pavement extends west from the western side of the bridge to the north-bound on-ramp. The ramps pavement remains unchanged with low noise pavement.

4 Commitments

After consideration of the concerns raised in the submissions and changes to the proposal, refinements have been made to the design and a number of management and mitigation measures have been revised.

A number of commitments have been identified in order to minimise adverse environmental impacts, including amenity impacts, which could potentially arise as a result of the proposal. Should the proposal proceed, these commitments would be incorporated into the detailed design and applied during the construction and operation of the proposal.

The Construction Environmental Management Plan (CEMP) would be updated to describe commitments identified. These plans will provide a framework for establishing how environmental measures will be implemented and the party with which the responsibility lies for their implementation.

4.1 Summary of commitments

These commitments would minimise any potential adverse impacts arising from the proposed works on the surrounding environment. The commitments are summarised in **Table 4.1**.

Table 4.1 : Summary of commitments

No.	Impact	Commitment	Timing
1	Community Consultation	The project team will contact the resident to provide regular updates. The respondent has been included on the project contact database.	Pre-construction
2	Land use and Property	The project team will consult with the affected property owners to agree on a suitable area for letter boxes and bins that meets the requirements of relevant service providers.	Pre-construction
3	Project development process	A signage strategy that complies with Roads and Maritime signage guidelines will be developed for the project. Roads and Maritime will consult with key stakeholders in order to maximise the benefits of constructing the ramps.	Detailed Design
4	Project development process	The project team will contact the resident to provide a copy of the 100% design when it is available.	After completion of detailed design. Pre-construction
5	Project Design	The local bus stop would be moved and permanently located in Letitia Close.	Pre-construction
6	Project Design	Visual screening provided includes: <ul style="list-style-type: none"> • An additional vegetated visual mound on the southern side of the roundabout at the corner of Letitia Close and Old Coast Road • Extension of an approved vegetated visual mound by addition of a visual barrier along the southbound off-ramp (chainage 53,425 to 53,650). 	Detailed Design
7	Project Design	Increase shoulder width on Old Coast Road and overbridge from 1m to 2m.	Detailed Design
8	Project Design	The lighting designs will be directional to minimise light pollution. Lighting will be located and designed to not shine directly into any residences. Aeroscreen luminaires will be installed to minimise light spillage into the adjacent properties.	Detailed Design
9	Project Design	Sections of pavement on Old Coast Road will be changed from a spray seal pavement to a dense grade asphalt pavement.	Detailed Design
10	Project Design	The power line running perpendicular to the Upgraded Highway in an east west direction will be replaced with an underground powerline.	Detailed Design
11	Project Design	Areas of vegetation clearing will be minimised if possible. The landscaping plans will be modified, if required, to include suitable revegetation and landscaping	Detailed Design
12	Project Design	Property access designs would be refined to minimise vegetation clearing and tree removal.	Detailed Design
13	Noise and Vibration	The project team will continue to work with eligible residents to develop at-house noise treatments for their residences.	Pre-construction

5 References

Roads and Maritime Services 2010, *Warrell Creek to Urunga Pacific Highway upgrade Environmental Assessment*, January, Sydney.

Roads and Maritime Services 2012 *Pacific Highway Upgrade, Warrell Creek to Urunga, Traffic Modelling Final Report*, May, Sydney.

Roads and Maritime Services 2015 *Warrell Creek to Nambucca Heads Operational noise modelling and assessment*, March Sydney.

Roads and Maritime Services 2015 *Warrell Creek to Nambucca Heads North Facing Ramps at North Macksville – Preferred option report*, September, Sydney.

Appendix A

List of submissions

Table 5.1 : Full list of submissions

Respondent	Submission No.	Issues raised
Individual	1	Positive feedback form letter
Individual	2	Positive feedback form letter
Individual	3	Positive feedback supporting the project
Business	4	Positive feedback form letter
Individual	5	Positive feedback form letter
Business	6	Positive feedback form letter
Individual	7	Positive feedback form letter
Individual	8	Positive feedback form letter
Individual	9	Positive feedback form letter
Individual	10	Positive feedback supporting the project
Individual	11	Positive feedback form letter
Individual	12	Positive feedback form letter
Individual	13	Positive feedback form letter
Business	14	Positive feedback form letter
Individual	15	Positive feedback form letter
Business	16	Positive feedback form letter
Business	17	Positive feedback form letter
Individual	18	Positive feedback form letter
Business	19	Positive feedback form letter
Business	20	Positive feedback form letter
Business	21	Positive feedback form letter
Individual	22	Positive feedback supporting the project
Individual	23	Positive feedback form letter
Individual	24	Positive feedback supporting the project
Business	25	Positive feedback form letter
Business	26	Positive feedback form letter
Business	27	Positive feedback form letter
Business	28	Positive feedback form letter
Business	29	Positive feedback form letter
Individual	30	Landscape and visual amenity, Noise and vibration, Air quality, Design change, Land use and property, Community consultation
Individual	31	Positive feedback supporting the project
Business	32	Positive feedback form letter
Individual	33	Positive feedback form letter
Individual	34	Positive feedback form letter
Business	35	Positive feedback form letter

Respondent	Submission No.	Issues raised
Individual	36	Positive feedback form letter
Individual	37	Positive feedback supporting the project
Individual	38	Positive feedback form letter
Individual	39	Positive feedback form letter
Individual	40	Positive feedback form letter
Individual	41	Positive feedback form letter
Business	42	Positive feedback form letter
Individual	43	Positive feedback form letter
Business	44	Positive feedback form letter
Individual	45	Positive feedback form letter
Business	46	Positive feedback form letter
Individual	47	Positive feedback form letter
Individual	48	Positive feedback supporting the project
Individual	49	Positive feedback form letter
Business	50	Positive feedback form letter
Individual	51	Positive feedback Design change
Individual	52	Positive feedback supporting the project
Business	53	Positive feedback form letter
Individual	54	Positive feedback supporting the project
Individual	55	Positive feedback form letter
Individual	56	Positive feedback form letter
Individual	57	Positive feedback form letter
Business	58	Positive feedback form letter
Individual	59	Positive feedback form letter
Individual	60	Positive feedback form letter
Individual	61	Positive feedback form letter
Individual	62	Positive feedback form letter
Business	63	Positive feedback form letter
Individual	64	Positive feedback form letter
Individual	65	Positive feedback form letter
Individual	66	Positive feedback supporting the project
Individual	67	Positive feedback form letter
Individual	68	Positive feedback form letter
Individual	69	Positive feedback form letter
Business	70	Positive feedback form letter
Individual	71	Positive feedback form letter
Individual	72	Positive feedback form letter
Rotary Club of Macksville	73	Positive feedback supporting the project
Business	74	Positive feedback form letter
Business	75	Positive feedback form letter
Individual	76	Positive feedback supporting the project

Respondent	Submission No.	Issues raised
Individual	77	Positive feedback form letter
Individual	78	Positive feedback supporting the project
Individual	79	Biodiversity, Landscape and visual amenity, Noise and vibration, Design change, Community consultation, Safety, Project development
Business	80	Positive feedback form letter
Individual	81	Positive feedback supporting the project
Individual	82	Positive feedback form letter
Business	83	Positive feedback supporting the project
Business	84	Positive feedback form letter
Individual	85	Positive feedback form letter
Individual	86	Positive feedback form letter
Business	87	Positive feedback form letter
Business	88	Positive feedback form letter
Individual	89	Positive feedback form letter
Individual	90	Positive feedback form letter
Individual	91	Positive feedback form letter
Individual	92	Positive feedback form letter
Individual	93	Positive feedback form letter
Business	94	Positive feedback supporting the project
Individual	95	Positive feedback form letter
Individual	96	Positive feedback supporting the project
Individual	97	Positive feedback supporting the project
Individual	98	Positive feedback form letter
Business	99	Positive feedback form letter
Business	100	Positive feedback form letter
Business	101	Positive feedback form letter
Business	102	Positive feedback form letter
Individual	103	Landscape and visual amenity, Design change, Land use and property
Individual	104	Positive feedback form letter
Individual	105	Positive feedback supporting the project
Individual	106	Positive feedback supporting the project
Business	107	Positive feedback form letter
Business	108	Positive feedback form letter
Individual	109	Positive feedback form letter
Individual	110	Positive feedback form letter
Individual	111	Positive feedback form letter
Individual	112	Design change, Project development
Individual	113	Positive feedback form letter
Business	114	Positive feedback form letter
Business	115	Positive feedback supporting the project

Respondent	Submission No.	Issues raised
Individual	116	Positive feedback form letter
Individual	117	Positive feedback form letter
Business	118	Positive feedback form letter
Business	119	Positive feedback form letter
Individual	120	Positive feedback form letter
Business	121	Positive feedback supporting the project
Business	122	Positive feedback form letter
Business	123	Positive feedback form letter
Individual	124	Positive feedback form letter
Individual	125	Positive feedback form letter
Business	126	Positive feedback form letter
Individual	127	Design change
Individual	128	Positive feedback form letter
Individual	129	Positive feedback form letter
Individual	130	Design change
Individual	131	Positive feedback form letter
Business	132	Positive feedback supporting the project
Business	133	Positive feedback form letter
Business	134	Positive feedback form letter
Individual	135	Landscape and visual amenity, Noise and vibration, Design change, Community consultation, Safety, Project development
Individual	136	Positive feedback, Traffic and transport
Individual	137	Positive feedback supporting the project
Business	138	Positive feedback form letter
Individual	139	Positive feedback form letter
Individual	140	Positive feedback form letter
Individual	141	Positive feedback form letter
Business	142	Positive feedback form letter
Individual	143	Positive feedback form letter
Individual	144	Positive feedback supporting the project



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Customer feedback
Roads and Maritime
Locked Bag 928,
North Sydney NSW 2059

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