



Transport
Roads & Maritime
Services

PUBLIC SUBMISSIONS REPORT

Waterfall Way

Pacific Highway to Connells Creek

OCTOBER 2012



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Roads and Maritime Services

Pacific Highway to Connells Creek Upgrade of the Waterfall Way

Route options submissions report - Community and adjoining property owners.

October 2012

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I Introduction

Roads and Maritime Services (RMS) proposes to, improve the alignment and widen approximately 3 km of Waterfall Way east of Bellingen from the Pacific Highway to Connells Creek. This project has included extensive consultation to ensure that all stakeholders concerns are considered as part of the route options development process.

RMS is committed to improving State roads. The objectives of this project are to:

- Upgrade the section to a safer 80 km/hr standard and provide consistency of travel speed and level of service along Waterfall Way.
- Provide 3.5m wide travel lanes and 2m shoulders.
- Upgrade Shortcut Road intersection.
- Minimise impacts on the environment including avoiding construction through the wetland at Cameron's Corner.
- Upgrade the road pavement and improve surface conditions.
- Improve flood immunity.

The project involves two route options that are located within the study area. These route options are identified as Option A and Option B and are shown in **Appendix A**.

Selecting a preferred route will give certainty and allow RMS to progressively upgrade this part of the Waterfall Way consistent with the selection of a preferred route.

I.1 Purpose of this report

This report relates to community consultation undertaken as part of the public exhibition of the concept route options and during individual meetings with property owners within the study area for the upgrade of Waterfall Way from the Pacific Highway to Connells Creek (PH2CC). The concept route options were placed on display from 6 May 2011 to 4 June 2011.

This report identifies, summarises and discusses the submissions received by RMS both during the exhibition period (**Section 2**) and after additional individual meetings with property owners within the study area which were held during March / April 2012 (**Section 3**). It also documents how each of the issues raised in the submissions were considered by RMS (**Section 4**).

I.2 Consultation process

During the public display period the following workshops and information sessions were held to assist Bellingen Shire Council, the community and property owners to understand the project and the proposed route options:

- A meeting with Bellingen Shire Council on the 3 May 2011.
- A workshop with invited residents who own and / or occupy properties that adjoin the study area held on the 4 May 2011.

- A community forum open to all residents with an interest in the proposal held on the 12 May 2011.
- Two staffed public display sessions held on 18 May 2011 and 1 June 2011 open to the community.

The information relating to the proposal was on display at Bellingen Shire Council administration offices, Urunga library, and Dorrigo library. A total of twenty three submissions were received by RMS during and following the display period.

In addition, RMS presented a project update to the Bellingen Shire Council on the 28 February 2012. RMS also held face to face meetings with individual property owners between 28 February and 13 March 2012. The purpose of these meetings was to discuss with property owners the two concept route options and how they could potentially impact on their properties. Each landowner was handed a display plan of the options, as well as strategic concept design plans indicating the impact of each option on their property. This information, specific to each landowner, was also sent to the landowners unable to meet with RMS. A total of nine submissions were subsequently received.

Submissions received during display period

RMS received 23 submissions during the display period. Of these submissions, 18 were received from individuals, three were received from individuals on behalf of a community group and one submission included a petition containing fifty signatures.

All submissions are addressed within this report. **Section 4** provides a summary of all submissions received including the issues raised, suggestions and key issues and impacts that need investigation as part of the environmental assessment process.

To assist members of the public in lodging a submission, a pro forma questionnaire was prepared by RMS and was made available to the public.

A copy of this questionnaire is attached as **Appendix B**.

1.3 Overview of issues raised

Of the 23 submissions received, 12 submissions supported the proposed upgrade, nine were opposed to it and two submissions did not state support or opposition to the proposed upgrade. It should also be noted that three respondents lodged two separate submissions to the proposal (i.e. there were twenty three submissions from twenty respondents). Of the respondents who lodged two submissions one was supportive of the proposal and two were not. Therefore of the twenty respondents, eleven supported the proposed upgrade, seven were against and two did not specify support or otherwise.

Of the submissions received, one included a petition containing fifty signatures, twelve were submitted as individual letters or emails whilst the remaining ten were submitted on the RMS provided questionnaire/pro forma.

The main issues raised in the submissions related to:

- Traffic safety.
- Need for the project.
- Road standards.
- Property impacts.
- Flora and fauna.
- Amenity.
- Raleigh dam.
- Economy and tourism.

As identified previously, there were 12 submissions (11 respondents) that supported the proposed upgrade. A summary of the reasons for the support and the number of the respondents who identified each reason is outlined in **Table 2.1**.

Table 2.1: Respondents in support

Reasons for Support	Number of Respondents
Needs to occur for safety reasons	8
It improves on the current situation	4
Supportive of the options as they avoid the wetland	2
The proposal is long over due	2
Raleigh Dam needs to be filled in as it is redundant	2
Will improve flood Immunity	1
Support for RMS consulting with the community	1
The need for the proposed upgrade to improve cycling along this section of the Waterfall Way	1

As identified previously there were seven submissions (five respondents) that did not support the proposed upgrade. A summary of the reasons for not supporting the upgrade and the number of the respondents who identified each reason is outlined in **Table 2.2**.

Table 2.2: Respondents Against

Reasons for Objection	Number of Respondents
Filling in of Raleigh Dam will cause impacts on fauna and visual amenity and add to the proposal cost	4*
There is no need for the proposal	3
Size, scale and cost of the proposal is considered to be too great	3
Impact on roadside and other vegetation	2
Impact on the Waterfall Way as a tourist drive in terms of visual amenity	1
Impact on individual properties in terms of reduction of land, limiting subdivision potential, decreasing property values and increasing visual and noise impacts on properties	1
Impacts on the wetland (Cameron's Corner)	1
The proposed alignment is too wide	1
It turns the Waterfall Way into an expressway	1
Needs to be a short term option as well as a longer term option	1

* One of these submissions was a petition containing fifty signatures

1.4 Potential impacts and issues

A total of 11 respondents, both in support and against the proposal, raised a number of potential impacts and issues that will require consideration by RMS in the environmental impact assessment of the proposal. These impacts along with the number of respondents that raised them are documented in **Table 2.3**.

Table 2.3: Impacts and issues raised

Issues Raised for Consideration	Number of Respondents
Traffic safety - visibility and sight distances	7
Impacts from the removal of Raleigh Dam on fauna that use it, visual amenity and on fire fighting resources	4*
Impact on roadside and other vegetation	4
Impacts on the wetland (Cameron's Corner)	3
Impact on access arrangements, existing fence lines and property gates	3
Visual impacts	2
Drainage and hydrology impacts	2
Loss of land through resumption therefore limiting the future subdivision potential of affected property owners	1
Decreasing distance between the Waterfall Way and existing dwellings	1
Property devaluation as a result of resumptions	1
Noise impacts	1
Impact on the Waterfall Way's 'Tourist Drive' status	1
Balancing the needs of road users with the safety of residents and the environment	1

* One of these submissions was a petition containing fifty signatures

1.5 Suggestions for the project

A total of 12 respondents provided a range of suggestions to RMS for its consideration. These suggestions along with the number of respondents that raised them are documented in **Table 2.4**.

Table 2.4: Suggestions for the project

Suggestions	Number of Respondents
A safe speed limit should be adopted for the study area	4
Preservation/improvement of drainage throughout the study area	3
Provision of a roundabout at the intersection of Short Cut Road and the Waterfall Way	2

Suggestions	Number of Respondents
Incorporate improvements to bus stops within the study area	2
RMS should use a combination of the options to improve safety and environmental outcomes	2
Measures need to be implemented to reduce speeding within the study area	2
The crest west of Cameron's Corner needs to be eliminated for safety purposes	2
Double lines need to be installed through the study area	2
Provision of a 2.0 metre shoulder provided as a designated cycle path (with road stencilling and signage)	1
Provision of a passing lane needs to be incorporated into the preferred option	1
Cameron's Corner needs to be straightened to improve traffic safety	1
The eastern wall of Raleigh dam can be used as fill for the alignment	1
Part of Raleigh Dam needs to be retained for aesthetics and wildlife that use it	1
Bridge or culvert over watercourse/floodway at Cameron's Corner	1
The small tract of land at Cameron's Corner, previously purchased by the RMS, should be preserved and rehabilitated as part of the proposal	1
The wetland at Cameron's Corner should become a scenic feature on the Waterfall Way	1
Retention of the current alignment by widening the existing road surface on both sides and reconstructing the road where the surface has broken up	1
Investigate imposing load/length limits along the Waterfall Way	1

1.6 Preferred option

There was a broad range of preferences identified from the 20 respondents with regard to a preferred option. A summary of these preferences are contained in **Table 2.5**.

Table 2.5:- Preferred option

Preference	Number of Respondents
Neither Option	7
Either Option	4
Option B	3
Option A	2
Combination of Option A and B	2
No Preference Stated	2*

* One of these submissions was a petition containing fifty signatures

2 Submissions following consultation with property owners (February to March 2012)

In addition to the consultation carried out as part of the public display period of the concept route options, RMS also held face to face meetings with property owners within the project study area. The purpose of these meetings was to discuss with property owners the:

- Results of the initial options assessment workshop.
- Specialist studies and investigations that have been undertaken.
- Potential impacts on your property.
- Property acquisitions that may be required.

This section of the report outlines and considers all comments made in written submissions following the individual face to face meetings with landowners.

2.1 Overview of issues raised

Initial contact was made with all owners of property within the study area to invite them to attend face to face meetings with the RMS project team. Individual meetings were held with a total of 24 land owners between period of 27 February and 13 March 2012. Letters and project information were sent to a further seven property owners who had previously advised that they did not wish to have a face to face meeting with RMS. All property owners were invited to submit a written submission after the face to face meetings. Nine submissions were received from eight property owners who raised queries regarding the following issues:

- Flooding.
- General / existing maintenance.
- Project objectives.
- Noise impact.
- Property access.
- Property acquisition.
- Raleigh dam.
- Road Safety.
- Route options design.
- Road design.
- Visual amenity

Of the eight property owners that lodged a submission, two expressed support for the project, two did not and four did not state whether or not they supported the project. Of the eight property owners who made submissions only one property owner stated support for a particular option (Option A). The remaining submissions stated no preference for a particular option.

2.2 Potential impacts and issues

All of the property owners that made submissions, both in support and against the proposal, raised a number of potential impacts and issues that would require consideration by RMS. These impacts along with the number of respondents that raised them are documented in **Table 3.1**.

Table 3.1: Impacts and issues raised

Issues Raised for Consideration	Number of Respondents
Flooding	1
General/existing maintenance	2
Project objectives	3
Noise Impact	2
Property access	4
Property acquisition	1
Raleigh dam	2
Road safety	1
Route options design	3

2.3 Suggestions for the project

A total of twelve respondents provided a range of suggestions to the RMS for its consideration. These suggestions along with the number of respondents that raised them are documented in **Table 3.2**.

Table 3.2: Suggestions for the project

Suggestions	Number of Respondents
Cameron's Corner should be bridged to mitigated flooding impacts	1
Nuisance and dangerous trees along the Waterfall Way should be removed	1
Retain existing alignment and reshape/straighten dangerous corners	2
An economically modest upgrade would mean money saved could be used elsewhere e.g. Fernmount, Newry Island Bridge	1
Raleigh dam (or part of the dam) should be retained	2
Speed limits should be enforced	2
Amend the existing Short Cut Road intersection to left in/left out scenario to make it safer.	1
Construct a roundabout at Short Cut Road	1

Suggestions	Number of Respondents
A Masterplan be prepared for the Waterfall Way from the Pacific Highway to at least Dorrigo	1

3 Consideration of issues

The RMS project team, including specialists from road design, communications, and environmental services reviewed all submissions including those submissions from the public display period and the meetings with land owners. **Table 4.1** identifies all issues and suggestions made in the submissions and documents how these matters have been considered and addressed by the RMS project team.

Table 4.1 Submissions Summary and RMS responses

SUBMISSION CODES

CS – Community Member Submission

POS – Property Owner Submission

BICYCLE FACILITIES

No / Respondent	Issues raised, comments and suggestions	Outcome/ Comment
CS 1	Would like a two metre shoulder provided as a designated cycle path (with road stencilling and signage).	The project intends to have 2 metre sealed road shoulders which will be incorporated into the detailed design of the preferred option. This shoulder will be available for use by cyclists. A separate, designated cycle way would result in additional impacts on property and the environment and so has not been incorporated into this project.
CS 21	Looking forward to the day that Waterfall Way has a 2 metre shoulder all the way to Bellingen.	
CS 24	Greater attention should be given providing continuous bicycle lane width between the vehicle section and road edges.	
CS 21	The section of road from the roundabout at the Raleigh Interchange (marked in yellow on display posters) be included to widen the shoulders to 2 metres.	RMS will consider the final shoulder width on the approach to the roundabout at the Pacific Highway during the detailed design phase of the preferred route.

DRAINAGE

No / Respondent	Issues raised, comments and suggestions	Outcome/ Comment
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<p>CS 10 CS 11 CS 15</p>	<p>Drainage at various locations including Raleigh Dam, water drains to the east and watercourses.</p>	<p>The detailed design will ensure that an appropriate drainage system is incorporated into the preferred route. Once a preferred route is selected a Review of Environmental Factors (REF) will be developed that assesses the impact of the preferred route on water drains to the east as well as all watercourses.</p> <p>However, RMS is not responsible for the management of watercourses and drains except where they are affected by the Waterfall Way.</p>
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ENVIRONMENTAL IMPACT

No / Respondent	Issues raised, comments and suggestions	Outcome/ Comment
<p>CS 4 CS 17 CS 12 CS 17 CS 16 CS 17</p>	<p>Avoiding the wetland area at Cameron's Corner.</p> <p>Option A is too close to the Cameron's Corner wetlands. Protection of the wetlands from impacts of the project will need careful consideration.</p>	<p>One of the project's objectives is to minimise direct and indirect impacts on the environment including <u>avoiding</u> construction through the wetland at Cameron's Corner. A Preliminary Environmental Investigation (PEI) has been completed that considers the impact of the project on the environment and a Review of Environmental Factors (REF) will be prepared in the detailed design phase following the selection of the preferred route.</p> <p>This wetland has been identified as an endangered ecological community.</p> <p>Further, consultation with the Coffs Harbour Local Aboriginal Land Council (LALC) during preparation of the original Cameron's Corner REF identified that it is likely that the paper bark swamp at the western foot of the hillslope would have provided traditional water, food and material culture resources. For this reason it is</p>

No / Respondent	Issues raised, comments and suggestions	Outcome/ Comment
		<p>assessed by the LALC to be of general Aboriginal heritage value and avoidance or at least minimisation of construction impacts on this feature is recommended.</p> <p>Feedback from earlier consultation with the community and Bellingen Shire Council on the original Cameron's Corner project, which directly impacted the wetland area, resulted in a commitment to the community to preserve this highly valued area.</p>
<p>CS 16</p> <p>CS 20</p> <p>CS 5</p> <p>CS 12</p>	<p>The amount of vegetation to be removed in Option B is unacceptable.</p> <p>Both options have little regard to vegetation or peoples properties.</p> <p>Steps must be taken to avoid vegetation removal as part of the road widening.</p>	<p>One of the project's objectives is to minimise impacts on the environment. RMS will ensure that vegetation removal is minimised for each option and assessed to the fullest extent required in compliance with relevant standards and legislation.</p> <p>A Preliminary Environmental Investigation has been completed that considers impacts on vegetation and a Review of Environmental Factors (REF) will be prepared in the detailed design phase following the selection of the preferred route.</p> <p>The REF will consider vegetation management for the project in detail including environmental mitigation options, such as compensatory revegetation and landscaping, where appropriate.</p>
<p>CS 17</p>	<p>The small tract of land purchased by the RMS should be preserved and rehabilitated as part of the project</p> <p>Wetland at Cameron's Corner should become a scenic feature on Waterfall Way</p>	<p>The future use of the land (owned by RMS at this location) will be considered during the detailed design phase of the preferred route. Opportunities to incorporate stopping areas into the preferred route will be considered during the detailed design phase.</p>
<p>CS 17</p>	<p>Needs of road users must be balanced with the safety of residents and the environment.</p>	<p>RMS recognises this as an important project that must be carefully planned and assessed to ensure all issues raised by the community</p>

No / Respondent	Issues raised, comments and suggestions	Outcome/ Comment
		<p>are considered.</p> <p>It is important that these concerns are carefully considered to ensure a balanced outcome that minimises environmental, social and economic impacts and delivers road safety improvements.</p> <p>The project needs to respond to community expectations for road safety, traffic efficiency, infrastructure performance and delivering a cost-effective solution. To achieve a balanced outcome RMS will continue to involve the community at various stages as the project progresses.</p>
<p>CS 20</p> <p>CS 5</p> <p>CS 6</p>	<p>Do not support the filling in of Raleigh Dam as it harbours animal and birdlife.</p> <p>Raleigh Dam should not be filled in as it harbours animal and birdlife and is an important resource in times of bushfire.</p> <p>Filling in of Raleigh Dam will impact on flora and fauna</p>	<p>One of the project's objectives is to minimise impacts on the environment. A Preliminary Environmental Investigation (PEI) has been completed and a Review of Environmental Factors (REF) will be prepared in the detailed design phase following the selection of the preferred route.</p> <p>The initial conclusions of the PEI indicate that Raleigh dam does not hold significant environmental value. Once a preferred route is selected, the REF will consider impacts on the dam in detail and outline environmental management strategies as appropriate.</p> <p>In order to improve the alignment, it will be necessary for there to be some environmental impact, however the project will aim to minimise this impact.</p>
<p>CS 8</p>	<p>Do not support either option as the proposal only minimises impact on the wetland and neither options are supported by the community.</p>	<p>One of the project's objectives is to minimise direct and indirect impacts on the environment including <u>avoiding</u> construction through the wetland at Cameron's Corner.</p>

No / Respondent	Issues raised, comments and suggestions	Outcome/ Comment
CS 6	Cameron's Corner needs to be straightened out over the wetlands to improve traffic safety.	<p>This wetland has been identified as an endangered ecological community.</p> <p>Further, consultation with the Coffs Harbour Local Aboriginal Land Council (LALC) during preparation of the original Cameron's Corner REF identified that it is likely that the paper bark swamp at the western foot of the hillslope would have provided traditional water, food and material culture resources. For this reason it is assessed by the LALC to be of general Aboriginal heritage value and avoidance or at least minimisation of construction impacts on this feature is recommended.</p> <p>Feedback from earlier consultation with the community and Bellingen Shire Council on the original Cameron's Corner project, which directly impacted the wetland area, resulted in a commitment to the community to preserve this highly valued area.</p> <p>A Preliminary Environmental Investigation (PEI) has been completed that considers the impact of both route options on Cameron's Corner and a Review of Environmental Factors (REF) will be prepared following the identification of the preferred route. The REF will assess the full environmental impact of the preferred route and environmental management plans will be developed where appropriate.</p> <p>A wide range of views have been communicated to the project team during all phases of consultation, with many community members indicating support for this upgrade.</p>

FLOODING

No / Respondent	Issues raised, comments and suggestions	Outcome/ Comment
CS 1 CS 21	Supportive of the road being raised out of flood level. Route being above the flood level.	<p>Following assessment of overall flooding impacts on the Waterfall Way between Bellingen to Pacific Highway, RMS decided to improve the flood immunity by raising the carriageway to a 1 in 5 year flood frequency minimum.</p> <p>The flood immunity improvement provided will consider community, environmental and functional factors.</p>
CS 15	Suggest bridge or culvert over watercourse/floodway at Cameron's Corner.	<p>Feedback from earlier consultation with the community and Bellingen Shire Council on the original Cameron's Corner project, which directly impacted the wetland area, resulted in a commitment to the community to preserve this highly valued area.</p> <p>By entirely avoiding the endangered ecological community, neither route option will require construction or ongoing operations/maintenance activity in or over the wetland community. This would result in prolonged environmental impact.</p> <p>Additional culverts will be considered in the detailed design of both route options. The project aims to improve flood immunity in accordance with our strategic approach for this route. The project aims to improve the road alignment and condition while minimising impacts on residents and the environment.</p>

No / Respondent	Issues raised, comments and suggestions	Outcome/ Comment
CS 16	Road flooding further along Waterfall Way occurs, so fixing this section is not going to solve flood access problems.	<p>Cameron's Corner and the straight to the west are subject to flooding from the Bellinger River. The project aims to improve flood immunity in accordance with our strategic approach for this route.</p> <p>Following assessment of overall flooding impacts on the Waterfall Way between Bellingen to Pacific Highway, RMS decided to improve the flood immunity by raising the carriageway to a 1 in 5 year flood frequency minimum. The flood immunity improvement provided will consider community, environmental and functional factors.</p> <p>The recently completed Marx Hill project incorporated flood immunity improvements to a 1 in 5 year standard, and future Waterfall Way projects will investigate flood immunity improvements at other locations.</p>
CS 22 CS 24	<p>Raise the level of the road at Cameron's Corner and install better drainage</p> <p>Cameron's Corner is liable to road closure in heavy rain events. This can be rectified by raising the road level with appropriate under-road pipe to accommodate any flood status</p>	<p>A raised road over Cameron's Corner on the existing alignment would have direct and prolonged impacts on the wetland through construction, operation and ongoing maintenance. One of the project's objectives is to minimise impacts on the environment including <u>avoiding</u> construction through the wetland at Cameron's Corner.</p> <p>Additional culverts will be considered in the detailed design of both route options to improve drainage and flood immunity. The project aims to improve flood immunity in accordance with our approach for this route.</p>
POS 2	Cameron's Corner does flood and a pile supported roadway	A bridge or pile supported roadway over Cameron's Corner on

No / Respondent	Issues raised, comments and suggestions	Outcome/ Comment
	<p>or bridge would solve both the flooding issue and any fears about intruding into the tiny corner of swamp on the inside of Cameron's Corner</p>	<p>the existing alignment would have direct and prolonged impacts on the wetland through construction, operation and ongoing maintenance. One of the project's objectives is to minimise impacts on the environment including <u>avoiding</u> construction through the wetland at Cameron's Corner.</p> <p>A Preliminary Environmental Investigation (PEI) has been conducted, and when a preferred route is identified then a detailed Review of Environmental Factors will be developed that will assess the full impact of the route on Cameron's Corner.</p>
POS 2	<p>What long term plans, regarding the flooding of several places along Waterfall Way, have been considered?</p>	<p>Following assessment of overall flooding impacts on the Waterfall Way between Bellingen to Pacific Highway, RMS decided to improve the flood immunity by raising the carriageway to a 1 in 5 year flood frequency minimum. The flood immunity improvement provided will consider community, environmental and functional factors.</p> <p>When a preferred route is identified, a Review of Environmental Factors will be developed which will include detailed hydrological studies of the upgrade area.</p> <p>The recently completed Marx Hill project incorporated flood immunity improvements to a 1 in 5 year standard, and future Waterfall Way projects will investigate flood immunity improvements at other locations.</p>

GENERAL / EXISTING MAINTENANCE

No / Respondent	Issues raised, comments and suggestions	Outcome/ Comment
POS 6	Some plans show incorrect property owners name.	This has been noted and the project team will ensure correct names on all documentation.
CS 4	Supportive of the RMS's endeavours to consult with the community.	<p>RMS recognises this as an important project that must be carefully planned and assessed to ensure all issues raised by the community are considered.</p> <p>The project needs to respond to community expectations for road safety, traffic efficiency, infrastructure performance and delivering a cost-effective solution. RMS will continue to involve the community at various stages as the project progresses.</p>
CS 19	Private water supply infrastructure within the road alignment needs to be retained.	Any requirements for infrastructure relocation such as public utilities, water, sewerage and fibre optics will be determined as part of the detailed design phase of the preferred route. The final design may result in some relocations, however all existing private water supply would be retained.
CS 19 CS 22	<p>There has been a lack of maintenance on the Waterfall Way between the Pacific Highway and Bellingen.</p> <p>Re-construct the road where the surface has broken up</p>	<p>It is important to have a clear approach to the long-term management of the Waterfall Way so that RMS can invest in pavement renewal and improved safety with confidence. Incremental improvement of the road will ensure it remains suitable for future demands.</p> <p>RMS recently carried out maintenance activities on this section of the Waterfall Way as an interim measure until this project has been constructed. Also, regular maintenance inspections are undertaken to ensure pot holes and other maintenance issues are identified and addressed.</p>

No / Respondent	Issues raised, comments and suggestions	Outcome/ Comment
POS 4	Would like trees removed on Waterfall Way adjacent to property due to safety and nuisance issues.	RMS will assess all trees within the road corridor that may pose a safety concern to motorists and develop an action plan to resolve any safety concerns that are identified.

PROJECT OBJECTIVES

No / Respondent	Issues raised, comments and suggestions	Outcome/ Comment
CS 5	There is no need for the upgrade and both options are 'futuristic' and ahead of their time	The Waterfall Way is a State Route connecting the seaboard and Coffs Harbour district with the coastal hinterland of the Bellingen area and Dorrigo. It supports the movement of freight and long distance travellers, commuters, tourists as well as supporting local business and community interaction between Bellingen and the coast.
CS 16	Project to grandiose and expensive, do not need road widening.	
CS 22	The options are grandiose and extravagant	The project's objectives aim to upgrade the section to provide a consistent travel speed and level of service, and improved safety whilst minimising the impact on residents and the environment. The project will incorporate improvements to the alignment and road surface and widen the road to achieve these objectives, and is one of a number of projects planned for the Waterfall Way.
POS 2		
CS 16	Both options appear extravagant and unnecessary. Provide a good quality well maintained road surface Project should be scrapped for a less expensive project.	The existing road does not satisfy the necessary standards for safe 80km/h travel speed. With future traffic expected to increase, safety performance on this section of the Waterfall Way will deteriorate without this upgrade. It is important to plan now to address current and future demands on the road.
CS 24	Generally the Waterfall Way could be described as a moderately trafficked 2 lane main road mainly used by daily commuters and vacationers en route between the coast and the west. With appropriate	
		It is also important to have a clear approach to the long-term management of the road so that RMS can invest confidently in pavement renewal and improved safety. Incremental improvement of the road will ensure it remains suitable for future demands.

No / Respondent	Issues raised, comments and suggestions	Outcome/ Comment
	speed limitations this is a safe scenic route which does not warrant extensive upgrade.	
CS 16	If the agenda is linking Pacific Highway to New England Highway – focus on linking the two highways via Grafton.	The Waterfall Way is a State Route connecting the seaboard and Coffs Harbour district with the coastal hinterland of the Bellingen area and Dorrigo. This upgrade will cater for the movement of freight and long distance travellers, commuters, tourists as well as support local business and community interaction between Bellingen and the coast.
CS 19 CS 20	RMS should leave the realignment of Cameron’s Corner and focus on the rest of the Waterfall Way between the Pacific Highway and Bellingen. Waterfall Way should not be turned into a mini express way	The Waterfall Way is a State Route connecting the seaboard and Coffs Harbour district with the coastal hinterland of the Bellingen area and Dorrigo. It supports the movement of freight and long distance travellers, commuters, tourists as well as supporting local business and community interaction between Bellingen and the coast. With future traffic expected to increase, safety performance on this section of the Waterfall Way will deteriorate without this upgrade. It is important to plan now to address current and future demands on the road. RMS is also investigating improving the Waterfall Way at other locations, including improvements through Fernmount, a new bridge at Burdett Park that is now under construction, as well as continuing to plan for improvements in the Dorrigo Mountain area.
CS 22	There are other sections of Waterfall Way that are also in need of urgent attention.	The Waterfall Way is a State Route connecting the seaboard and Coffs Harbour district with the coastal hinterland of the Bellingen area and Dorrigo. It supports the movement of freight and long distance travellers, commuters, tourists as well as supporting local business and community interaction between Bellingen and the coast. This project is one of a number of projects planned for the Waterfall Way. RMS is also focusing on improving the Waterfall Way at other locations, including

No / Respondent	Issues raised, comments and suggestions	Outcome/ Comment
		improvements through Fernmount, a new bridge at Burdett Park that is now under construction, as well as continuing to plan for improvements in the Dorrigo Mountain area.
CS 22 POS 9 POS 2 CS 24	<p>Retention of the current alignment and widen the road surface both sides and provide bus stops.</p> <p>Retain existing alignment and reshape/straighten dangerous corners</p> <p>By adopting an economically modest upgrade, money saved could be used elsewhere e.g. Fernmount, Newry Island Bridge</p> <p>The existing grades and road bends are entirely satisfactory for this section of road and do not require change within the foreseeable future. Likewise the width is generally sufficient for a two lane main road</p>	<p>The project's objectives aim to upgrade the section to provide a consistent travel speed and level of service, and improved safety whilst minimising the impact on residents and the environment. The project will incorporate improvements to the alignment and road surface and widen the road to achieve these objectives, and is one of a number of projects planned for the Waterfall Way.</p> <p>The project objectives would not be achieved by retaining the current alignment within the existing road corridor given current and expected future traffic volumes. The existing road does not satisfy the necessary standards for safer 80km/h travel speed and with future traffic levels expected to increase, safety performance on this section of Waterfall Way will deteriorate further without this upgrade.</p> <p>RMS recently carried out maintenance activities on this section of the Waterfall Way as an interim safety measure until this project has been constructed. Also, regular maintenance inspections are undertaken to ensure pot holes and other maintenance issues are identified and resolved on the existing pavement.</p> <p>The public transport function of the Waterfall Way in the upgrade area, including the need for bus stops, will be considered during the detailed design phase of the project.</p>
CS 23	A petition signed by 50 people stating a strong objection to the proposed plans to re-route Waterfall Way through Raleigh Dam and the unnecessary cost this would occur.	<p>Initial planning for this project considered avoiding Raleigh dam. However, the significant property impacts, technical constraints and excessive costs ruled out the further consideration of this option. RMS consulted with Bellingen Shire Council to seek an in-principle agreement to consider option/s that would remove part of or the entire dam.</p> <p>The existing road alignment does not satisfy the necessary standards for safer 80km/h travel speed and with future traffic levels expected to increase, safety performance on this</p>

No / Respondent	Issues raised, comments and suggestions	Outcome/ Comment
POS 2 POS 2	<p>What is the probable cost of the proposal?</p> <p>Where is the funding coming from?</p>	<p>section of the Waterfall Way will deteriorate further without this upgrade.</p> <p>The NSW Government aims to develop this project which will deliver safety improvements for road users. Currently, there is no funding available in the RMS forward program to construct this project which is dependent on state-wide priorities.</p> <p>The cost of constructing the project has not yet been determined. A concept estimate will be developed as part of the Route Options Development report which is expected to be finalised later this year.</p> <p>However, there is a pressing need to reconstruct the pavement throughout the length of this project. This would be included in the costing of the project.</p>
POS 9	Suggest that a Masterplan be prepared for the Waterfall Way from the Pacific Highway to at least Dorrigo before this type of project is considered	RMS has developed a strategy for the Waterfall Way which was presented to the Dorrigo Chamber of Commerce in 2011. This strategy is available on the project website under 'Presentation to Dorrigo Chamber of Commerce' at www.rta.nsw.gov.au/roadprojects/projects/north_eastern_region/waterfall_way/index.html
CS 18 POS 1	<p>Supportive of the upgrade of the project as is long overdue.</p> <p>Realise it is an important project and are in agreement in it proceeding.</p>	The NSW Government aims to develop this project which will deliver safety and efficiency improvements for road users.
CS 18	RMS should select a route and stick to it.	<p>The NSW Government aims to develop this project which will deliver safety and efficiency improvements for road users.</p> <p>It is important that community concerns are carefully considered to ensure a balanced outcome that minimises environmental, social and economic impacts and delivers road safety benefits.</p> <p>When a preferred route is selected RMS will have a clear basis for proceeding with</p>

No / Respondent	Issues raised, comments and suggestions	Outcome/ Comment
		construction when funding is available.
CS 2	Existing road can be easily negotiated at 80 km per hour upgrade should be scaled back and funds used to upgrade the remainder of the Waterfall Way between Pacific Highway and Bellingen	<p>The existing road does not satisfy the standards for safer 80km/h travel speed. With future traffic expected to increase, safety performance on this section of the Waterfall Way will deteriorate without this upgrade.</p> <p>RMS has already undertaken significant work on other parts of the Waterfall Way including bridge replacements, realignment and pavement strengthening, and will continue to consider all needs on a priority basis.</p>

NOISE IMPACT

No / Respondent	Issues raised, comments and suggestions	Outcome/ Comment
CS 6 POS 2	<p>There will be noise impacts from the proposal.</p> <p>What are the current and predicted noise volume figures?</p>	<p>The preliminary noise investigations report is currently being finalised and the outcomes will be included in the Route Options Development Report, which is expected to be available later this year.</p> <p>Once a preferred route has been selected further detailed noise modelling will be carried out during the detailed design phase. Residential noise receivers considered in the assessment will include completed dwellings and dwellings approved at the time of announcement of the route options.</p>
POS 5 POS 3	<p>Traffic and associated noise will increase as a result of the proposed Pacific Highway upgrade which will mean more traffic on this section of Waterfall Way</p> <p>Traffic and associated noise will increase as a result of the</p>	<p>Noise impacts on properties will be assessed as part of this project. RMS is considering the impacts of the Pacific Highway Upgrade on the Waterfall Way as part of the Warrell Creek to Urunga project.</p>

	proposed Pacific Highway upgrade which will mean more traffic on this section of Waterfall Way	Once a preferred route for the Waterfall Way has been selected further detailed noise modelling will be carried out during the detailed design phase. Residential noise receivers considered in the assessment will include completed dwellings and dwellings approved at the time of announcement of the route options.
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PROPERTY ACCESS

No / Respondent	Issues raised, comments and suggestions	Outcome/ Comment
CS 8	Would like a site meeting with RMS to discuss truck movements onto and from his property.	RMS arranged a site meeting with the respondent to discuss property access requirements and other issues specific to their property to ensure they are considered as part of the detailed design.
CS 8	Suggests a one way exit lane from his property at the end of the service road (has supplied a diagram)	RMS arranged a site meeting with the respondent to discuss property access requirements and other issues specific to their property to ensure they are considered as part of the detailed design.
CS 10	Road upgrade should allow for residents to safely ingress and egress their property especially the access on the northern side of Cameron's Corner.	Both options include a widened sealed road shoulder at the property access. This provides for safer vehicle entry and exit. The property owner will be involved in discussions to finalise the design as it relates to the property.
CS 8	Would like to discuss suggestions on improving my access with an RMS Engineer.	RMS arranged a site meeting with the respondent to discuss property access requirements and other issues specific to their property to ensure they are considered as part of the detailed design.

No / Respondent	Issues raised, comments and suggestions	Outcome/ Comment
POS 1	<p>Would like the proposed new driveway to be bitumen sealed with a 'w' shaped guard rail and batters gently sloped and vegetated</p> <p>Work will significantly change access to property.</p>	<p>The project team is to consider these issues as part of the detailed design. Once a preferred route is selected, the details will be refined within the detailed design in consultation with individual property owners.</p> <p>Existing property accesses will be retained, though some accesses may require realignment. Both options include a widened sealed road shoulder at the property accesses. This provides for safer vehicle entry and exit. Each property owner will be involved in discussions to finalise the design regarding specific issues that relate to their property.</p>
POS 7	<p>Cannot accept the proposed change in row. Want the current arrangement (or very similar) to remain.</p>	<p>RMS has investigated possible changes that will be incorporated to improve the Right of Way access arrangements. Once a preferred route is selected, the details will be refined within the detailed design in consultation with individual property owners.</p>
CS 7	<p>Traffic access to and from my property needs to be retained Gates and fence lines must not be removed or impacted on</p>	<p>All existing property accesses will be retained though some accesses may require realignment. Both options include a widened sealed road shoulder at the property access. This provides for safer vehicle entry and exit. Once a preferred route is selected, the details will be refined within the detailed design in consultation with individual property owners.</p> <p>This will include the management of fences and/or gates during construction to ensure their integrity is maintained.</p>
POS 4	<p>Concerned about change in levels and access to property especially when towing a caravan</p>	<p>All existing property accesses will be retained though some accesses may require realignment. Both options include a widened sealed road shoulder at the property access. This provides for safer vehicle entry and exit. Once a preferred route is selected,</p>

No / Respondent	Issues raised, comments and suggestions	Outcome/ Comment
		the details will be refined within the detailed design in consultation with individual property owners.
POS 6	Concern with proposed access design	<p>All existing property accesses will be retained though some accesses may require realignment. Both options include a widened sealed road shoulder at the property access. This provides for safer vehicle entry and exit.</p> <p>RMS arranged a site meeting with the respondent to discuss property access requirements specific to their property to ensure they are considered as part of the detailed design. Once a preferred route is selected, the details will be refined within the detailed design in consultation with individual property owners.</p>

ASSETS ACQUISITION

No / Respondent	Issues raised, comments and suggestions	Outcome/ Comment
CS 6	<p>The proposal will reduce available land limiting future subdivision potential.</p> <p>The proposal will devalue property because of reduced land and reduced setback from road.</p> <p>.</p>	<p>Social impacts, such as property impacts, will be taken into consideration when determining a recommended preferred route. The preferred route will be selected by assessing which option represents the most appropriate balance between social, environmental, technical and cost factors.</p> <p>Once a preferred route is selected, further discussions will be held with affected property owners as part of any acquisition process.</p> <p>Property acquisition and negotiations would be undertaken in accordance with the Land Acquisition (Just Terms Compensation) Act 1991. The aims of the Act include 'to guarantee that,</p>

No / Respondent	Issues raised, comments and suggestions	Outcome/ Comment
		<p>when land affected by a Proposal for acquisition by an authority of the State is eventually acquired, the amount of compensation would be not less than the market value of the land (unaffected by the Proposal) at the date of acquisition'. Factors such as existing land use, building assets and other improvements are taken into consideration when assessing compensation.</p> <p>Fact sheets explaining the property acquisition process are available on the RMS website at http://www.rta.nsw.gov.au/roadprojects/resources/documents/rms_land_acquisition_info_guide.pdf</p>
POS I	Had hoped to subdivide property in the future to create another allotment for a family member and the areas affected by the new access works is the only location to build a house.	<p>Once a preferred route is selected, further discussions with be held with affected property owners as part of any acquisition process.</p> <p>Property acquisition and negotiations would be undertaken in accordance with the Land Acquisition (Just Terms Compensation) Act 1991. The aims of the Act include 'to guarantee that, when land affected by a Proposal for acquisition by an authority of the State is eventually acquired, the amount of compensation would be not less than the market value of the land (unaffected by the Proposal) at the date of acquisition'. Factors such as existing land use, building assets and other improvements are taken into consideration when assessing compensation.</p> <p>Fact sheets explaining the property acquisition process are available on the RMS website at http://www.rta.nsw.gov.au/roadprojects/resources/documents/rms_land_acquisition_info_guide.pdf</p>
POS I	Want adequate compensation for loss of land.	<p>Once a preferred route is selected, further discussions with be held with affected property owners as part of any acquisition process.</p> <p>Property acquisition and negotiations would be undertaken in accordance with the Land Acquisition (Just Terms Compensation) Act 1991. The aims of the Act include 'to guarantee that, when land affected by a Proposal for acquisition by an authority of the State is eventually acquired, the amount of compensation would be not less than the market value of the land (unaffected by the Proposal) at the date of acquisition'. Factors such as existing land use, building assets and other improvements are taken into consideration when assessing compensation.</p>

No / Respondent	Issues raised, comments and suggestions	Outcome/ Comment
		Fact sheets explaining the property acquisition process are available on the RMS website at http://www.rta.nsw.gov.au/roadprojects/resources/documents/rms_land_acquisition_info_guide.pdf
CS 4	Supportive of Option B as it has less impact on Short Cut Road and adjoining properties.	<p>Social impacts, such as impacts on property, will be taken into consideration when determining a recommended preferred option. The preferred route will be selected by assessing which option represents the most appropriate balance between social, environmental, technical and cost factors.</p> <p>One of the project's objectives is to upgrade the intersection with Short Cut Road to improve safety and sight distances.</p>
CS 5	Both options have little regard to people's properties.	Social impacts, such as the amenity of nearby properties, will be taken into consideration when identifying a preferred route. The preferred route will be selected by assessing which option represents the most appropriate balance between social, environmental, technical and cost factors.
CS 13	Wants only minimal impact to the property.	<p>Social impacts, such as impacts on property, will be taken into consideration when identifying a preferred route. The preferred route will be selected by assessing which option represents the most appropriate balance between social, environmental, technical and cost factors.</p> <p>Once a preferred route is selected, further discussions will be held with affected property owners as part of any acquisition process.</p>
CS 13	Wants no excavation to occur on the property.	<p>Social impacts, such as impacts on property, will be taken into consideration when identifying a preferred route. The preferred route will be selected by assessing which option represents the most appropriate balance between social, environmental, technical and cost factors.</p> <p>Once a preferred route is selected, further discussions will be held with affected property owners as part of any acquisition process.</p>

RALEIGH DAM

No / Respondent	Issues raised, comments and suggestions	Outcome/ Comment
CS 2 CS 16 POS 9 CS 5	Filling in of Raleigh Dam will add significant cost to the project. Dam should not be filled in. Raleigh Dam should be retained as a recreation area	Early investigations looked at options to avoid Raleigh dam completely. However, the significant property impacts, technical constraints and excessive costs ruled out the further consideration of this option. RMS consulted with Bellingen Shire Council to seek in-principle agreement to consider option/s that would remove the entire dam. The future use of any land not required as part of the project will be considered as part of the detailed design of the preferred route. However, Raleigh dam is not used as a recreational area and it is not available for access by the community.
CS 20	Raleigh Dam should not be filled in as it is an important resource in times of bushfire	Due to engineering and cost considerations, it is not feasible to retain the dam. Neither route option proposes to retain any portion of the dam. However, during the detailed design phase of the preferred route, opportunities to incorporate visual amenity treatments to the dam area will be considered in accordance with RMS' <i>Beyond the Pavement</i> strategy. Further, the Rural Fire Service has advised RMS that Raleigh dam is not used for any fire fighting purpose.
CS 10 CS 15	The dam should be filled in and property should be acquired as needed. Support removal of the Raleigh Dam	Due to engineering and cost considerations, it is not feasible to retain the dam. Neither route option proposes to retain any portion of the dam. However, during the detailed design phase of the preferred route, opportunities to incorporate visual amenity treatments to the dam area will be considered in accordance with RMS' <i>Beyond the</i>

No / Respondent	Issues raised, comments and suggestions	Outcome/ Comment
		<p><i>Pavement strategy.</i></p> <p>The preferred route will be selected by assessing which option represents the most appropriate balance between social, environmental, technical and cost factors.</p>
CS 12	Part of the Raleigh dam be retained for aesthetics and wildlife that use it.	<p>Due to engineering and cost considerations, it is not feasible to retain the dam. Neither route option proposes to retain any portion of the dam. However, during the detailed design phase of the preferred route, opportunities to incorporate visual amenity treatments to the dam area will be considered in accordance with RMS' <i>Beyond the Pavement strategy.</i></p> <p>The preferred route will be selected by assessing which option represents the most appropriate balance between social, environmental, technical and cost factors.</p>
POS 1	Would like to see retention of part of the dam but understand that this may not be possible.	
CS 10	The eastern dam wall can be used as fill for the alignment.	

ROAD SAFETY

No / Respondent	Issues raised, comments and suggestions	Outcome/ Comment
CS 4	The crest west of Cameron's Corner needs to be eliminated for safety.	Both route options propose to improve the vertical alignment which will be achieved by raising the road on either side of the crest.

No / Respondent	Issues raised, comments and suggestions	Outcome/ Comment
CS 22	Reduce the level of the steep crest west of Cameron's Corner and use material to raise road at Cameron's Corner.	Improving the vertical alignment of the road has been achieved by raising the eastern and western approaches. Cutting the crest is unfeasible as it will involve a more extensive foundation treatment compared to raising the east and west approach levels. This will expand the project footprint, resulting in further property, environmental and traffic management impacts during construction.
CS 5 CS 14	Traffic accidents in this locality are caused by drivers not driving to the limitations of the road. Key issues to be considered are traffic management and wet weather (road safety)	Recognising that some drivers do not drive to road conditions at all times, RMS adopt a 'Safe Systems' approach to road design. As a result this upgrade will incorporate measures such as 2 metre wide road shoulders and 3.5 metre wide travel lanes to improve safety. This project will deliver an improved road environment to cater for changed conditions and all levels of drivers, such as wet weather, night driving, younger and older drivers. This includes upgrades to the road pavement and surface conditions as well as an improved alignment which will improve safety for all road users.
CS 6 CS 16 CS 9 CS 14	60 km per hour speed limit should be adopted for the study area 60 or 70 km per hour speed limit to Connells Creek. Supportive of a simple speed reduction to 60 km per hour and a resurfacing of Waterfall Way east of the Raleigh Dam. Retain 60km per hour speed limit from Waterfall Way to Short Cut Road Intersection	The project aims to provide a safer 80km/h standard, consistent travel speed and level of service along this length of the Waterfall Way with 3.5 metre wide travel lanes and 2 metre wide shoulders in accordance with our approach for this route in line with current design guides and practices. Roads and Maritime Services (RMS) is responsible for setting speed limits in NSW under the <i>Road Transport (Safety and Traffic Management) Act 1999</i> . The NSW Speed Zoning Guidelines have been developed to make roads and the roadside environment safer for all road users and to provide a consistent state-wide approach to speed limits. RMS regularly reviews speed limits based on road usage, adjacent development, vehicle

No / Respondent	Issues raised, comments and suggestions	Outcome/ Comment
		type and volumes, crash history, access and the speed limit perceived by motorists.
CS 14 CS 15	Improved school bus stop facilities. Road, shoulder and verge width needs consideration and pull over areas and bus stops.	As part of the detailed design, the project team will consider the location and type of facilities required in consultation with key stakeholders. Improvements to the road alignment and 2 metre wide shoulders will be a feature incorporated into the design of both options.
CS 15	Resident accesses need to be safe.	Property access improvements will be incorporated into the detailed design of the preferred route option. Once a preferred route is selected, further discussions will be held with affected property owners.
CS 15	Provision of adequate signage.	Once a preferred route is selected, road signage will be incorporated into the detailed design in accordance with RMS guidelines.
CS 16	Traffic needs to be slowed. Upgrade should focus on slowing down visitors.	The Waterfall Way is a State Route connecting the seaboard and Coffs Harbour district with the coastal hinterland of the Bellingen area and Dorrigo. It supports the movement of freight and long distance travellers, commuters, tourists as well as supporting local business and community interaction between Bellingen and the coast. As such, the project aims to provide a safer 80km/h standard, consistent travel speed and level of service along this length of the Waterfall Way with 3.5 metre wide travel lanes and 2 metre wide shoulders to improve road safety for all road users.
CS 16 CS 7	Double white lines installed along the route. The double lines retained in the current position /configuration.	Once a preferred route is selected, appropriate line marking will be incorporated into the detailed design in accordance with RMS guidelines.

No / Respondent	Issues raised, comments and suggestions	Outcome/ Comment												
CS 17	Traffic safety will need careful consideration in the final design.	<p>A project objective is to provide a safer 80km/h standard, consistent travel speed and level of service along this length of the Waterfall Way with 3.5 metre wide travel lanes and 2 metre wide shoulders to improve road safety for all road users.</p> <p>A road safety audit has been conducted as part of the planning for this project. Issues identified by the Road Safety Audit will be considered during the detailed design of the preferred route. Further road safety audits will be undertaken as the project progresses in accordance with RMS guidelines.</p>												
POS 2	Is the upgrade intended to give greater access to B-doubles and other larger trucks and will this be unrestricted or restricted access?	<p>The Waterfall Way supports the movement of freight, long distance travellers, commuters between Bellingen and the coast as well as providing a local access purpose. As a state road, it is important to provide access for freight vehicles which play an important role in local, state and national economies.</p> <p>As a result, the Waterfall Way from the Pacific Highway to Thora is already a designated B-double route. This designation is in accordance with the Government's integrated transport plan <i>Action For Transport 2010</i> which facilitates the safe and efficient movement of freight by road throughout NSW.</p>												
POS 2	Where can we see the Basis of Design information including figures on current traffic volumes and predicted traffic volume?	<p>Traffic count data collected from 1992 to 2010 between Short Cut Road and Fernmount indicated an annual growth rate of 2.4%. This growth rate was used to calculate the following projections beyond 2010.</p> <table data-bbox="929 1133 1131 1324"> <thead> <tr> <th>Year</th> <th>AADT</th> </tr> </thead> <tbody> <tr> <td>2010</td> <td>7306</td> </tr> <tr> <td colspan="2"><i>Future projections based on a 2.4% annual growth rate;</i></td> </tr> <tr> <td>2015</td> <td>8170</td> </tr> <tr> <td>2025</td> <td>9890</td> </tr> <tr> <td>2035</td> <td>11610</td> </tr> </tbody> </table>	Year	AADT	2010	7306	<i>Future projections based on a 2.4% annual growth rate;</i>		2015	8170	2025	9890	2035	11610
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No / Respon dent	Issues raised, comments and suggestions	Outcome/ Comment
		<p>AADT refers to 'Annual Average Daily Traffic'. AADT volumes are collected during a 24-hour period and averaged over a year, depicting the average amount of vehicles that pass through the section each day.</p> <p>AADT volumes measure the total number of axle pairs that pass the traffic counter. A typical car is represented by one axle pair, a three-axle truck by one and a half axle pairs and a six-axle semi-trailer as three axle pairs. As this data measures the total amount of axle pairs, the specific ratios of different vehicle types (such as heavy vehicles) are not depicted.</p> <p>Other publicly available documents related to this project can be viewed online at www.rta.nsw.gov.au/roadprojects/projects/north_eastern_region/waterfall_way/index.html</p>
CS 9	A speed camera needs to be installed.	<p>Fixed speed cameras are installed at sites based on criteria developed by RMS in consultation with the NRMA and the NSW Police force to reduce crashes and speeding in high risk areas with a poor safety record. Site assessments are carried out to determine suitability for fixed speed cameras with installation approved by RMS.</p> <p>Once a preferred route is selected, a site assessment may be carried out to determine if there is a need for a fixed speed camera to be installed.</p> <p>In accordance with the NSW Transport Speed Camera Strategy and relevant legislation, speed limits on this section of the Waterfall Way can also be enforced by the NSW Police Force through other methods including mobile, vehicle-mounted and hand-held speed cameras as required.</p>
CS 11	Key Issues should be traffic safety and retention of the 80 km per hour speed	A project objective is to provide a safer 80km/h standard, consistent travel speed and level of service along this length of the Waterfall Way with 3.5 metre wide travel lanes

No / Respondent	Issues raised, comments and suggestions	Outcome/ Comment
CS 24	<p>limit</p> <p>This section of road warrants a maximum overall speed limit of 80kph combined with the suggested lower speeds at appropriate bends etc. Safety would be improved further if Waterfall Way in its entirety was to be adjusted to an 80kph maximum speed limit passageway.</p>	<p>and 2 metre wide shoulders which will improve safety for all road users. This is in accordance with our approach for this route in line with current design guides and practices</p>
CS 11	<p>Visibility – better sight distances, profile and curves.</p>	<p>To achieve the project objectives, the road alignment will be improved which will also improve sight distances and curves. The upgrade to this section of the Waterfall Way will also improve the road pavement and surface conditions.</p>
CS 21	<p>80 km per hour speed limit.</p>	<p>A project objective is to provide a safer 80km/h standard, consistent travel speed and level of service along this length of the Waterfall Way with 3.5 metre wide travel lanes and 2 metre wide shoulders. The project will also upgrade the road pavement and improve surface conditions with both route options designed to meet this objective.</p> <p>However, the Option A design complies with the 80 km/hr design speed except for the curve at Cameron’s Corner and the curve east of Short Cut Road. In an effort to minimise impact on the community and the environment these curves have been designed with a smaller radius curve that achieves a design speed of 70km/hr. All other design parameters for these curves comply with the 80km/hr design speed requirements.</p> <p>Option A complies with the 80 km/hr speed requirements providing advisory speed signs are installed in accordance with current guidelines on the approaches to</p>

No / Respon dent	Issues raised, comments and suggestions	Outcome/ Comment
		these curves. These signs advise drivers of the appropriate speed to negotiate the curves at Cameron Corner and east of Short Cut Road.
CS 22	Investigate imposing load/length limits along Waterfall Way.	The Waterfall Way from the Pacific Highway to Thora is already a designated B-double route. The Waterfall Way supports the movement of freight, long distance travellers, commuters between Bellingen and the coast. As freight transportation underpins the national, state and local economies, it is important when planning a State road to provide access to freight vehicles.
POS 2 CS 22	Enforce and review speed limits, A safer road can be achieved immediately with more effective policing and enforcement of speed	RMS liaises directly with the NSW Police force to increase the level of visible police enforcement activity targeted at key road safety behaviours, including speeding. This relationship seeks to reduce road trauma through deterring drivers and other road users from unsafe road user behaviours or detecting those engaged in unsafe behaviours. In accordance with the NSW Transport Speed Camera Strategy and relevant legislation, speed limits on this section of the Waterfall Way can be enforced by the NSW Police Force through non-fixed methods including mobile, vehicle-mounted and hand-held cameras as required.
POS 2	Was a Road Safety Audit prepared for the project and is a copy available?	A road safety audit has been conducted as part of the planning for this project. Issues identified by the Road Safety Audit will be considered and incorporated into the final design of the preferred route option. Publicly available documents can be viewed online at www.rta.nsw.gov.au/roadprojects/projects/north_eastern_region/waterfall_way/index.html
POS 2	What safety railings and barriers are	Once a preferred route is selected safety railings and barriers will be incorporated into

No / Respondent	Issues raised, comments and suggestions	Outcome/ Comment
	intended?	the detailed design as appropriate in each location. This may include wire rope and/or W-beam barriers in accordance with RMS guidelines.
POS 2	What are the proposed design speeds?	<p>A project objective is to provide a safe 80km/h standard, consistent travel speed and level of service along this length of the Waterfall Way with 3.5 metre wide traffic lanes and 2 metre wide shoulders. Both route options are designed to meet this objective.</p> <p>However, the Option A design complies with the 80 km/hr design speed except for the curve at Cameron's Corner and the curve east of Short Cut Road. In an effort to minimise impact on the community and the environment these curves have been designed with a smaller radius curve that achieves a design speed of 70km/hr. All other design parameters for these curves comply with the 80km/hr design speed requirements.</p> <p>Option A complies with the 80 km/hr speed requirements providing advisory speed signs are installed in accordance with current guidelines on the approaches to these curves. These signs advise drivers of the appropriate speed to negotiate the curves at Cameron Corner and east of Short Cut Road.</p>

ROUTE OPTIONS - DESIGN

No / Respondent	Issues raised, comments and suggestions	Outcome/ Comment
CS 3	Suggest a roundabout at Short cut Road and straighten the proposed road.	Roundabouts are a very effective traffic facility in the right environment. However, an intersection study on this location has indicated that a roundabout will not effectively manage traffic at the Short Cut Road intersection as traffic volumes vary significantly between each of the three approaches to the intersection. A roundabout functions best with similar traffic
CS 10	A roundabout needs to be installed at the Short Cut Road intersection.	

No / Respondent	Issues raised, comments and suggestions	Outcome/ Comment
POS 6	Suggest a Roundabout at Short Cut Road and straighten the proposed road.	volumes on each approach. Also, a roundabout at this location would result in additional environmental and property impacts.
CS 4	A passing lane option needs to be incorporated into the preferred option.	<p>An overtaking lane in this location would have a greater impact on adjoining properties and the surrounding environment and is not planned to be incorporated into the design of either option.</p> <p>However, future Waterfall Way projects will consider the need for and location of overtaking lanes in other locations.</p>
CS 5 CS 24	<p>Project should involve selective repairs to current road and retention of the existing alignment.</p> <p>From Pacific Highway to Short cut road the surface needs attention because it has probably been patched up beyond normal procedure</p>	<p>The Waterfall Way is a State Route connecting the seaboard and Coffs Harbour district with the coastal hinterland of the Bellingen area and Dorrigo. As such it supports the movement not only of freight and long distance travellers but also commuters, tourists and local business and community interaction between Bellingen and the coast.</p> <p>An objective of this project is to make improvements to the road pavement and surface conditions, however to achieve a safe 80km/h standard, consistent travel speed and level of service along this length of the Waterfall Way a new alignment with 3.5 metre wide travel lanes and 2 metre wide shoulders is necessary. Selective repairs to the existing road surface on the current road alignment would not meet this objective.</p> <p>The existing road does not satisfy the necessary standards for safe 80km/h travel speed. With future traffic expected to increase, safety performance on this section of the Waterfall Way will deteriorate without this upgrade.</p>

No / Respondent	Issues raised, comments and suggestions	Outcome/ Comment
CS 15	Prefer a combination of the options being Option B - Highway to Short Cut Road intersection then Option A - from Short Cut Road to Connells Creek.	Once the preferred route has been selected, the project team will assess the possibility of incorporating different aspects of each route option during the detailed design phase.
CS 15	Straightening and levelling of the road needs consideration.	Both route options deliver improvements to both vertical and horizontal alignment, which will improve road safety.
CS 20	Only selective repairs to current road are needed.	<p>Making selective repairs to the current road would not achieve the objectives of this project, which are to provide a safe, consistent 80km/h travel speed and consistent level of service along the Waterfall Way.</p> <p>The existing road does not satisfy the necessary standards for safe 80km/h travel speed. With future traffic expected to increase, safety performance on this section of the Waterfall Way will deteriorate without this upgrade.</p>
POS 9	Amend the existing Short Cut Road intersection to left in/left out scenario to make it safer.	Traffic analysis carried out in the planning for this project indicated the major movement at this intersection is the eastbound right turn into Short Cut Road, and the smallest turning movement is westbound left into Short Cut Road. A left in/ left out only arrangement will not adequately serve traffic demands in this section of the project.
CS 11	Supportive of Option A with Option B's Short Cut Road Intersection as it would provide better site distances and curvature through the dam and make better use of land already acquired by the RMS.	<p>Options A and B differ significantly in the Short Cut Road region and due to technical constraints resulting in excessive cost, it is not feasible to incorporate aspects of different options at both the eastern and western approaches to Short Cut Road.</p> <p>RMS will continue to consider all community feedback in relation to the detailed design of both route options as the project progresses.</p>

No / Respondent	Issues raised, comments and suggestions	Outcome/ Comment
CS 20	RMS could easily improve the curve of the road by moving the road north to the North of the existing alignment.	<p>Modifying either route option to a more northerly alignment would result in very high social and environmental impacts and would be technically and cost prohibitive.</p> <p>The preferred route option will be selected by assessing which represents the most appropriate balance between functional, social, environmental, engineering and cost factors.</p>
CS 21	Provide wide shoulders.	This upgrade will provide 2 metre wide sealed road shoulders which will be incorporated into the preferred route option. This shoulder will be available for use by cyclists.
POS 2	Cutting the corner on the inside of Cameron's Corner, using some land owned by RMS, is an obvious option but not mentioned, why?	<p>One of the project's objectives is to minimise direct and indirect impacts on the environment including <u>avoiding</u> construction through the wetland at Cameron's Corner.</p> <p>Feedback from earlier consultation with the community and Bellingen Shire Council on the original Cameron's Corner project, which directly impacted the wetland area, resulted in a commitment to the community to preserve this highly valued area. This wetland has been identified as an endangered ecological community.</p> <p>Further, consultation with the Coffs Harbour Local Aboriginal Land Council (LALC) during preparation of the original Cameron's Corner REF identified that it is likely that the paper bark swamp at the western foot of the hillslope would have provided traditional</p>

No / Respondent	Issues raised, comments and suggestions	Outcome/ Comment
		<p>water, food and material culture resources. For this reason it is assessed by the LALC to be of general Aboriginal heritage value and avoidance or at least minimisation of construction impacts on this feature is recommended.</p> <p>A Preliminary Environmental Investigation has been conducted and once a preferred route is selected, a Review of Environmental Factors will be completed as part of the next phase of planning assessing the full impact of the preferred route in this area.</p>
<p>POS 2</p> <p>CS 22</p>	<p>A more economic and effective improvement to improve the road surface, widen the road, and enforce traffic restrictions should be a further option.</p> <p>Needs to be a short term option as well as a long term option</p>	<p>The Waterfall Way is a State Route connecting the seaboard and Coffs Harbour district with the coastal hinterland of the Bellingen area and Dorrigo. As such it supports the movement not only of freight and long distance travellers but also commuters, tourists and local business and community interaction between Bellingen and the coast.</p> <p>All options, including a 'do nothing' option, will be considered when selecting a route. However, without this upgrade the road safety and efficiency objectives of the project will not be achieved.</p>
<p>CS 12</p>	<p>Prefer Option A as it would generally use the current Short Cut Road alignment.</p>	<p>Option A largely maintains the existing Short Cut Rd alignment, however the Short Cut Rd-Waterfall Way intersection will be upgraded resulting in some improvements at this location.</p>

VISUAL IMPACT

No / Respondent	Issues raised, comments and suggestions	Outcome/ Comment
CS 5	Both options will impact on Waterfall Way's tourist drive status.	Social impacts, such as the visual and aural amenity of nearby properties, will be taken into consideration when determining a preferred route. The route option that presents the most appropriate balance between functional, social, environmental, engineering and cost factors will be selected for this upgrade.
CS 20	Both options impact on Waterfall Ways Tourist Drive status.	
CS 6	There will be visual impacts from the proposal.	In accordance with the <i>Beyond the Pavement</i> strategy for visual amenity management, RMS will incorporate landscape management provisions into the final design of the preferred route.

4 Conclusion

This submissions report has considered all written comments received by RMS following the display of the Pacific Highway to Connells Creek route options and individual meetings with property owners within the study area. A total of 23 submissions were received after the display period and a further nine submissions were received following meetings with property owners. Numerous issues, comments and suggestions were made in the submissions. These matters have been divided into the following categories to allow for ease of discussion:

- Bicycle facilities.
- Drainage.
- Environmental impact.
- Flooding.
- General / Existing maintenance.
- Project objectives.
- Noise impact.
- Property access.
- Property acquisition.
- Raleigh dam.
- Road safety.
- Route options Design.
- Visual impact.

All of the issues comments and suggestions made by the community and property owners have been comprehensively considered by the RMS project team and will be taken into account in determining the preferred route and its final design.

Appendix A

Route Options

Appendix B

Copy of Questionnaire