

6.10 Socio-economic, property and land use

The potential impacts of the proposal on socio-economic values including property and land use are assessed in the *Hexham Straight Widening Land Use, Property And Socio-Economic Assessment* provided in **Appendix Q**. The potential impacts and safeguards to mitigate impacts, are summarised in this section.

6.10.1 Methodology

This assessment has been developed in accordance with the *Environmental Impact Assessment Practice Note – Socio-economic Assessment* (Transport, 2020). Key steps in the assessment process included:

- Scoping the likely range of potential socio-economic, land use and property issues and identifying communities potentially affected by the proposal's construction and operation
- Review of relevant NSW Government and Council plans, policies and strategies relevant to the proposal and land use, property and the socio-economic environment of the study area
- Description of existing land use, property and socio-economic characteristics, conditions, and values in the study area, based on the review and analysis of existing population, land use, social infrastructure, business and features, to provide a baseline from which potential impacts and benefits of the proposal can be assessed
- Identifying, assessing, and evaluating potential impacts and benefits to land use, property and socio-economic values from the proposal's construction and operation
- Identifying measures to avoid, manage or mitigate negative impacts and potential benefits.

6.10.2 Existing environment

Land use

Land uses in the study area comprise mainly industrial and environmental uses, with a small number of residential uses, community facilities and commercial uses.

Industrial uses in the study area comprise a mix of general industry, heavy industry and major manufacturing uses within discrete locations at Hexham and Sandgate.

In addition to industrial uses, some commercials are scattered throughout the study area, including service stations at Hexham and Sandgate, restaurants and takeaway food outlets at Hexham, and small-scale commercial uses at Maitland Road, Sandgate.

Residential uses in the study area are limited and mainly located:

- Along Maitland Road at Sandgate next to the proposal, including on the western side between Sandgate Cemetery and the NICB, and on the eastern side of Maitland Road opposite Sandgate Cemetery and extending to the southbound Maitland Road access to Old Maitland Road and the Calvary St Joseph's Retirement Community
- Along Old Maitland Road, within the Calvary St Joseph's Retirement Community at Sandgate, with the closest residential unit about 165 metres from the proposal at Maitland Road and about 50 metres from the construction area
- Within an area between Maitland Road and the Main North Rail Line at Hexham and include Clarke Street, Merchant Street, Fenwick Street and Shamrock Street, next to the proposal at Maitland Road

- On the western side of Old Maitland Road, north of the Hexham Bowling Club, with the closest residential property being about 145 metres from the proposal at Maitland Road and adjoining the construction area.

Community uses in the study area are generally limited and include sport and recreation uses such as Hexham Oval and Hexham Bowling Club, Calvary St Joseph’s Retirement Community, and Sandgate Cemetery.

Parts of the study area are within the Hunter Wetlands National Park, including Hexham Swamp Nature Reserve to the west of the proposal, Hexham Island, Ash Island and Kooragang Island to the east of the proposal, and parts of the Hunter River floodplain at Hexham. Other important environmental features within the study area include the Hunter River, Hunter River South Channel, and Ironbark Creek.

The REF area is mainly located on land zoned SP2 Special Activities within the existing Maitland Road corridor. The purpose of this zoning is to provide for infrastructure and related uses, and to prevent development that is not compatible with or that may detract from the provision of infrastructure. Land within the Sandgate Cemetery and Main North Rail Line corridor is also zoned SP2 Special Activities. Other land use zones surrounding the proposal comprise environmental protection zones, industrial zones and recreation uses.

Land tenure

Property within the study area comprises privately owned property, land owned by the City of Newcastle, State owned land (rail and road corridors) and Crown Land.

Population and demographics

Table 6.58 provides a summary of the community profile.

Table 6.58 Community profile (*Source: ABS 2016 Census*)

Profile	Description
Population growth and motility	<ul style="list-style-type: none"> • At the 2016 Census, there were 435 people in the study area of which 305 people lived in Sandgate and 130 people lived in Hexham • The study area generally had higher levels of population mobility compared to NSW, with lower proportions of people living at the same address both one year and five years prior to the 2016 Census
Age profile	<ul style="list-style-type: none"> • The study area had an older population compared to NSW, with a higher median age, lower proportion of children aged 14 years or younger, and higher proportion of older people aged 65 years or older.
Cultural diversity	<ul style="list-style-type: none"> • The study area had a high proportion of Aboriginal and/or Torres Strait Islander people (7.8 per cent) compared to NSW (2.9 per cent). • The study area generally had lower levels of diversity in relation to overseas born and non-English speaking people
Households and family	<ul style="list-style-type: none"> • There were 120 households within the study area of which 54.2 per cent comprised family households • Young families with children aged under 15 years represented about 41.4 per cent of total families in the study area • The study area had relatively high proportions of lone person households
Housing	<ul style="list-style-type: none"> • There was a total of 151 dwellings in the study area of which 120 dwellings (79.5 per cent) were occupied • Housing in the study area mainly comprises separate houses, with this dwelling type accounting for 95.8 per cent of occupied dwellings • The study area had relatively high levels of rental housing compared to the City of

Profile	Description
	<p>Newcastle and NSW</p> <ul style="list-style-type: none"> Housing costs in the study area were generally below the City of Newcastle and NSW in relation to both mortgage costs and rental costs
Disadvantage and need for assistance	<ul style="list-style-type: none"> Communities in the study area generally displayed higher levels of relative disadvantage The study area has a high proportion of people (37.9 per cent) reporting a need for assistance, with this well above the proportion of this group in the City of Newcastle LGA and NSW.
Travel behaviour	<ul style="list-style-type: none"> Residents in the study area had proportions of people who travel to work by car, as either driver or passenger, well above NSW, although this was similar to the proportions of this group in the City of Newcastle Households in the study area generally had a high level of access to private vehicle with low proportions of households without a vehicle

Economic profile

Communities in the study area have lower incomes compared to the City of Newcastle and NSW, lower household and personal incomes, higher proportions of low income households (that is, households earning less than \$650 per week), and lower proportions of high income households (that is, households earning more than \$2500 per week).

In 2016, there were 108 people aged 15 years and over in the study area who were either working or looking for work, representing a labour force participation rate of 28.1 per cent. This is substantially lower than the labour force participation rate in the City of Newcastle and NSW.

Local business and industry

A range of businesses at Sandgate and Hexham that have potential to experience impacts from the proposal's construction and operation due to their location near the proposal. They include businesses that service the needs of communities within and surrounding the study area, wider Hunter region and motorists using Maitland Road, such as:

- Large scale manufacturing and heavy industrial uses
- Automotive retailers, including used car sales and truck sales
- Services related businesses, such as automotive repairs and servicing, transport and freight forwarding and auction house
- Service stations, which also include facilities for truck operators (for example, truck refuelling and parking areas)
- Eateries such as cafes, restaurants and takeaway
- Sport and recreation related businesses, including sporting club and golf driving range.

Community values

Values and features likely to be important to communities in the study area for quality of life and wellbeing, based on existing literature, understanding of key features in the study area, and feedback received through consultation for the proposal include:

- Environmental and natural features such as the Hunter Wetlands National Park, Hexham Swamp Nature Reserve and Hunter River offer environmental, education, recreation and landscape amenity values
- Major industrial and manufacturing which contribute to the local and regional economy and providing employment for residents

- Existing recreation areas, particularly the Hexham Bowling Club, although these are currently affected by noise from major arterial roads such as Maitland Road and rail operations from the Main North Rail Line
- Maintaining road safety and provision of a safe, reliable and efficient road network within the study area and surrounding areas.

A desktop internet search identified three roadside tributes located along the proposal including:

- A cross and flowers attached to a power pole, located on the eastern side of the NICB and Maitland Road intersection alongside the southbound lanes of Maitland Road (refer to **Plate 6.3**)
- A free standing cross and flowers, located on the western side of the northbound lanes of Maitland Road, north of the Old Maitland Road, Sandgate intersection near the Calvary St Joseph’s Retirement Community (refer to **Plate 6.4**)
- A cross attached to a tree, located on the eastern side of the southbound lanes of Maitland Road opposite the Sparke Street intersection (refer to **Plate 6.5**).



Source: Google Earth Pro, viewed 4 September 2021



Source: Google Earth Pro, viewed 4 September 2021

Plate 6.3 Roadside tribute located at the NICB and Maitland Road intersection, view looking southeast

Plate 6.4 Roadside tribute located to the north of the Old Maitland Road, Sandgate intersection near the Calvary St Joseph’s Retirement Community, view looking northwest



Source: Google Earth Pro, viewed 4 September 2021

Plate 6.5 Roadside tribute located on the eastern side of Maitland Road opposite the Sparke Street intersection, view looking east

Social infrastructure

The study area accommodates a small number of community facilities and services, including sport and recreational facilities, aged care, and cultural facilities (refer to **Table 6.59**). These cater for residents from surrounding areas within the City of Newcastle LGA and adjoining LGAs.

Table 6.59 Social infrastructure

Type	Facility	Location
Sports, recreation and leisure	Newcastle Golf Practice	Off Astra Street, Shortland
	Foreshore Reserve	Old Maitland Road, Hexham
	Hexham Bowling Club	Old Maitland Road, Hexham
	Hexham Park	Old Maitland Road, Hexham
	Rainforest Walk to Riverside Park	Wetlands Place, Shortland
	Kooragang Wetlands Information Centre	Schoolhouse Road, Newcastle
Other facilities	Free Church of Tonga	Old Maitland Road, Hexham
	The Hub Preschool	Rural Drive, Sandgate
	Calvary St Joseph's Retirement Community	Old Maitland Road, Sandgate
	Sandgate Cemetery	Maitland Road, Sandgate

Access and connectivity

A description of the key transport infrastructure and facilities in the study area including roads, rail, bus services, pedestrian and cycle access are discussed in **Section 6.6.2**.

6.10.3 Potential impacts

Construction

Property

Temporary leases would be required over some properties for temporary construction facilities such as site compounds and stockpile sites. Four locations have been identified for proposed temporary construction facilities, and these are described in **Section 1.1.1** and shown in **Figure 1.2**.

The exact sites would be confirmed through the detailed design phase. Use of sites within these areas for temporary construction facilities would generally be consistent with surrounding industrial land uses.

Affected properties would be leased by Transport during the construction phase. Following construction, land occupied by construction works, but not required for ongoing operation of the proposal would be reinstated to its preconstruction use.

Access to private properties near to construction works would also be maintained. Where temporary changes are required to driveway accesses during construction, suitable access arrangements would be implemented in consultation with affected property and business owners. The presence of construction works, changes to local road conditions (for example, lane closures),

and increased traffic on local streets during night-time diversion periods may influence perceptions of road safety for local communities and some motorists, pedestrians and cyclists.

Land use

During construction, potential impacts on land use would mainly result from temporary use of land for construction facilities such as site compounds and stockpiles and changes in amenity for some uses near to construction works and temporary construction facilities.

Areas identified for temporary construction facilities include existing industrial land within industrial areas of Hexham and Sandgate, or vacant land. The use of industrial land would be consistent with the existing land uses and is not expected to impact on industrial land in the study area.

There is a section of vacant land at Sandgate proposed to be used as part of Compound 1 that is zoned SP2 and is within an area of road corridor that is owned by Transport. This area is located at the southern end of the compound area to the north-west of the NICB and Maitland Road intersection and was previously used for the construction of the NICB. Use of this section of land for construction is consistent with its current land use zoning.

Vacant land at Hexham identified for Compound 4 includes an area of cleared land owned by Transport between Maitland Road and the Hunter River and zoned E2 for environmental conservation in the Newcastle LEP. This land is generally highly disturbed and has no or limited vegetation and an existing access track provides access from Maitland Road to grazing land north of Purgatory Creek. Following construction, this land would be rehabilitated to its existing use and temporary use of this site is not expected to impact on the future use of this land for environmental conservation.

Population and demographics

The proposal would not require the acquisition of any residential properties within the study area.

Construction of the proposal is not expected to change population and demography in the study area, including age and gender profiles.

Economic

At its peak, the proposal would create direct employment for about 500 workers, including construction workers and professional and administrative staff. As the construction workforce is expected to be sourced from across the Hunter, where possible, these benefits are likely to be realised by local and regional communities.

The proposal would also support indirect employment opportunities in local, regional and national businesses and industries that support the construction of the proposal, for example businesses that provide goods and services to support the needs of the construction workforce, suppliers of construction materials and equipment, and transport operators.

The implementation of the NSW Government's Aboriginal Participation in Construction policy would provide employment and training opportunities for Aboriginal people.

Local business and industry

During construction, potential impacts on local businesses may result from:

- Increased expenditure by construction workers on local goods and services
- Traffic disruptions and local access changes due to road works
- Increase noise, dust and construction traffic impacting on business amenity.

The construction phase may have a positive effect on some businesses within the study area and surrounding suburbs through increased customers and trade in response to the day-to-day needs of construction workers. This includes businesses such as service stations and food outlets near to construction works. Businesses supplying goods and services to construction, for example transport operators and equipment hire, may also experience benefits from increased construction activities locally.

Access to businesses near the proposal would be maintained during construction, although temporary access changes may be required for some businesses that have a frontage to Maitland Road. Generally, any temporary access changes are generally not expected to impact on decisions of customers to visit specific businesses. Where temporary changes are required, these would be determined in consultation with the affected businesses to ensure that any potential impacts on the business are appropriately managed.

Disruptions for motorists and road users during construction due to temporary lane changes and reduced speed limits have potential to cause delays for customers, staff and deliveries accessing businesses in the study area. This may be an inconvenience for some people accessing businesses near the proposal, although this is unlikely to impact on their decision to use a particular business given the nature of businesses in the study area (that is, 'destination businesses' access for specific goods or services).

During construction, increased noise and dust from construction activities may impact on the amenity of some businesses near the proposal. The effect of this impact would depend on such things as the nature and type of business but could impact on ability to interact with customers and changes to general ambience. Businesses in the study area mainly include heavy industry and manufacturing uses that are likely to be less sensitive to amenity changes, although there are some businesses such as café/restaurants and sports clubs that have outdoor areas used by customers and may be more sensitive to amenity impacts.

Community values

During construction, potential impacts on community values would mainly be associated with adverse changes to local amenity due to such things as increase noise, dust and traffic from construction activities and changes to local access and connectivity due to works within the road corridor.

Temporary changes to local amenity would mainly occur for occupants of residential and commercial properties, and users of community facilities near to construction works for road widening, new U-turn facilities and intersection upgrades and temporary construction facilities. This may temporarily impact on individuals' use and enjoyment of these properties, particularly within outdoor areas such as at Hexham Bowling Club, front and back yards of residential uses, and gardens and open space areas within the Calvary St Joseph's Retirement Community.

It is expected that some work would need to be carried out during the evening and at night to minimise potential impacts on regional road networks. Noise and light spill from these works have potential to affect the night-time amenity at residential properties closest to these works. Noise and light impacts are discussed further in **Section 6.9** and **Section 6.11**.

Given the number of sensitive receivers near to construction works (for example, houses, residential care home, commercial uses and sporting facilities) there is potential for short-term health effects due to dust from construction activities. Any effects are likely to be appropriately managed with the implementation of dust mitigation measures. Dust and air quality impacts are discussed further in **Section 6.13**

An increase in construction traffic and heavy vehicles on roads within the study area and changes to local traffic and pedestrian and cycle access during construction may impact on community perceptions relating to road safety. Traffic impacts are discussed further in **Section 6.6**.

Three roadside tributes were identified through desktop research along Maitland Road within the REF area and which are immediately next to or within the construction area of the proposal. The northern most tribute located opposite Sparke Street would be directly impacted, the other two may be impacted by the proposal. A review would be conducted prior to construction to identify the presence of any additional roadside memorials potentially affected by the proposal. Relocation or removal of these roadside tributes would be required, and would be carried out in accordance with *Roads and Maritime Roadside Tribute Guidelines* (Roads and Maritime Services, 2016).

The proposal would not result in any direct impacts on the Hunter Wetlands National Park, Hexham Swamp Nature Reserve, Kooragang Nature Reserve or Shortland Wetlands, although there is potential for indirect impacts on these natural features.

Social infrastructure

Potential impacts on community facilities and services during construction would mainly result from:

- Increased noise, dust and construction traffic impacting on amenity for users and staff of the community services and facilities
- Changes to local access and traffic disruptions and delays, due to road works.

These impacts would mainly affect social infrastructure located closest to construction activities and temporary construction facilities.

Hexham Bowling Club would be impacted by noise, dust and construction traffic associated with the construction of the U-turn facility at Old Maitland Road to the east of the club which would impact amenity. There is potential for temporary disruptions to weekly competitions, particularly if they coincide with construction activities that cause high levels of noise and dust. Access to the bowling club's car parking areas would be maintained during construction, although road works at Maitland Road and Old Maitland Road may temporarily impact on the availability of roadside parking.

Calvary St Joseph's Retirement Community would experience increased noise, vibration, dust and construction traffic from construction works for the widening of Maitland Road and the operation of a temporary construction facility at Sandgate (Construction Compound 1). This may temporarily impact on the use and enjoyment of some areas within the retirement community, such as outdoor areas and gardens used as meeting or gathering places or areas used for quiet relaxation. Noise from night works have potential to result in adverse changes to the night-time amenity and disruptions to sleeping patterns for some residents of the retirement community. Access to the retirement community, including to independent living units at Old Maitland Road, would be maintained during construction

A detailed summary of the potential impacts of the REF area on specific social infrastructure is provided in Table 6.1 of **Appendix Q**.

Emergency services

During construction, potential impacts on emergency services would mainly be associated with temporary road changes including lane closures, speed restrictions and night works through the REF area. The nearest emergency services near the proposal include NSW Fire and Rescue at Mayfield West and Tarro, and NSW Ambulance at Wallsend and Beresfield.

Operation

Land use

The proposal would mainly be located within the existing road corridor for Maitland Road and is not expected to directly impact on land use in the study area. Adjustments would be required to three existing driveway accesses at some properties located next to the proposal. These adjustments would occur within the road corridor and would be finalised in consultation with the affected property owners and are not anticipated to impact on the ongoing use and functioning of existing land uses. Further discussion provided below and in **Section 6.6.3**.

The proposal is recognised in the Greater Newcastle Metropolitan Plan and would support future land use and development within the study area and surrounding suburbs. The proposal would also support improved connectivity between strategic centres and growth areas within the City of Newcastle and adjoining LGAs, supporting efficiencies in freight movements and future growth, and making it easier for people to get to work, recreation facilities and services.

Property acquisition

The proposal would mainly be within the existing road corridor for Maitland Road, with direct property impacts requiring property acquisition (refer to **Section 3.6**) that is limited to partial property impacts on:

- About 424 square metres of private land (Lot 1, DP623278) located on Shamrock Street, which forms part of the larger Shell service station property and is used for commercial uses
- About 628 square metres of vacant Crown land (Lot 7002, DP1052280) located to the east of Old Maitland Road to the north of the Hexham Bowling Club.

In addition, the proposal would impact on land within the Main North Rail Line corridor owned by Transport and maintained by ARTC (Lot 1013, DP1193512), and vacant land owned by Transport next to the A1 Pacific Highway and Maitland Road intersection to the west of Hexham Bridge (Lot 100, DP1034798).

The two properties requiring acquisition for the proposal would be acquired by Transport prior to construction in accordance with the provisions of the *NSW Land Acquisition (Just Terms Compensation) Act 1991* and the Land Acquisition Reform 2016 process (<https://www.propertyacquisition.nsw.gov.au/>). The Act provides the basis for an appropriate valuation process and the fair assessment of compensation.

Where private property is only partly affected by the proposal, Transport would carry out a partial acquisition of the directly affected portion. The partial acquisition of the one private property that is used for commercial uses would not impact on the operation of the business.

Other property impacts

The proposal would not require the demolition of any buildings or structures on directly impacted properties. The proposal would not require any property adjustments and any driveway accesses affected by the proposal would be reinstated. Access to three properties at (15 to 19) Maitland Road, Hexham to the south of Shamrock Street, is currently provided via an informal side road that runs parallel to Maitland Road. This would be changed as part of the proposal so that the driveways to each of the three properties connect directly to Maitland Road (refer further to **Section 6.6.3**). Any adjustments to properties required for the proposal would be carried out in consultation with the property owner.

Potential impacts may occur for properties near to the proposal due to changes in local amenity and road traffic noise. These issues are discussed in more detail in **Section 6.11** and **Section 6.9** respectively.

Population and demographics

The proposal would not require the removal of any dwellings or relocation of residents within the study area and consequently would not directly cause changes to population and demography in the study area. Indirectly, operation of the proposal would support future population growth of strategic centres and growth areas within the study area and wider Hunter region.

Economic

Operation of the proposal would not result in any direct impacts on employment and training. Indirectly, the proposal would support improved access, travel times and connectivity to key employment areas in the study area and Hunter region, including at Hexham, Thornton, Beresfield, Black Hill, Tomago, Raymond Terrace and Port of Newcastle.

Local business and industry

The partial acquisition of one private commercial property would not directly impact any commercial functions or change existing commercial operations on this property.

The proposal would improve road safety and accessibility, including through reduced congestion, travel time savings and improved travel reliability for staff, customers and deliveries. This would impact positively on businesses, supporting general improvements to local business and industry within the study area and surrounding suburbs. Changes to existing U-turn facilities and removal of some right turn movements would require changes in access routes for staff, customers and deliveries of some businesses, increasing the distance required for some people to travel.

A summary of potential impacts on specific businesses near the proposal from the operation of the proposal are outlined in Table 6.2 of **Appendix Q**.

Community values

The proposal would support improved travel and accessibility to work, business and leisure activities in the study area and surrounding suburbs. More efficient travel and connectivity for motorists and public transport users provided by the proposal would have positive impacts on community cohesion. Improved access and connectivity to employment areas in the study area and surrounding LGAs would also support enhanced access to employment opportunities.

Potential adverse impacts of the proposal's operation on community values would mainly be associated with changes in traffic noise and increased traffic on local roads such as Shamrock Street at Hexham. Elsewhere, operation of the proposal is not expected to adversely impact on community values, although the proposal would require changes to local access routes. Further details on the impacts of changes to local access routes is provided in **Section 6.6**.

Social infrastructure

The proposal would contribute to improved access and connectivity to services and facilities such as the University of Newcastle, schools, sport and recreation facilities, and cultural uses that service residents in the study area and surrounding suburbs. This would have long-term positive impacts for local and regional communities.

Access routes for most social infrastructure in the study area would remain the same as those currently used. However, access changes would be required for facilities on Ash Island (for example, the Rainforest Walk to Riverside Park and Kooragang Wetlands Information Centre) due to the closure of the central median and right turn from Maitland Road (northbound) onto Millams Road and the Ash Island bridge. Users of these facilities would be required to use the new U-turn facilities at Shamrock Street and Sparke Street.

6.10.4 Safeguards and management measures

The environmental management measures that will be implemented to minimise socio-economic, land use and property impacts of the proposal within the REF area, along with the responsibility and timing for those measures, are presented in **Table 6.60**.

Table 6.60 Safeguards and management measures – socio-economic, land use and property impacts

Impact	Environmental safeguards	Responsibility	Timing
Community consultation	<p>A Community Communication Strategy (CCS) will be prepared for the REF area to facilitate communication with the local community including relevant Government agencies, Councils, adjoining affected landowners and businesses, residents, motorists and other relevant stakeholders that may be affected by the proposal. The strategy will:</p> <ul style="list-style-type: none"> Identify people, businesses and organisations to be consulted during the delivery of the proposal Set out procedures and mechanisms for the regular engagement with local businesses and organisations (for example, around local events) and distribution of information about the proposal Outline mechanisms to keep relevant stakeholders updated on site construction activities, schedules and milestones Outline avenues for the community to provide feedback (including a 24-hour, toll free project information and complaints line) or to register complaints and through which Transport will respond to community feedback Outline a process to resolve complaints and issues raised. 	Transport/ Contractor	Prior to construction
Property acquisition	All partial and full acquisitions and associated property adjustments will be carried out in accordance with the requirements of the <i>Land Acquisition (Just Terms Compensation) Act 1991</i> and the Land acquisition reform 2016 in consultation with landowners. This will include the provision of monetary compensation determined in accordance with the provisions of the Act.	Transport	Prior to construction
	Property adjustments will be completed in consultation with property owners/business managers.	Transport/ contractor	Prior to construction/ construction
Business impacts	Access will be maintained to local businesses near to construction work. Where temporary access changes are proposed, these will be agreed with the affected business owner.	Contractor	Construction
Social infrastructure	Communication will be undertaken with local communities and recreational fishers about changes to the area near Ironbark Creek that is	Transport	Prior to construction

Impact	Environmental safeguards	Responsibility	Timing
	used informally for recreational fishing, including temporary restrictions during construction and permanent removal of the informal vehicle access road.		
Emergency vehicle access	Access for emergency vehicles will be maintained at all times during construction. Any site-specific requirements will be determined in consultation with the relevant emergency services agency.	Contractor	Construction
Roadside tributes	A review will be undertaken of the corridor prior to construction to confirm the presence of roadside memorials.	Contractor	Prior to construction
	Relocation or removal of roadside tributes will be carried out in accordance with <i>Roads and Maritime Roadside Tribute Guidelines</i> (September 2016).	Contractor	Construction