

Lisa Chan - Submission Details for Lorraine Boyd

From: Lorraine Boyd <boyantld@hotmail.com>
To: <lisa.chan@planning.nsw.gov.au>
Date: 5/12/2011 1:09 PM
Subject: Submission Details for Lorraine Boyd
CC: <assessments@planning.nsw.gov.au>
Attachments: LJ Boyd Letter to RTA 19_5_11.pdf



Disclosable Political Donation: no

Name: Lorraine Boyd
Email: boyantld@hotmail.com

Address:
6 Ellem Close

Arrawarra, NSW
2456

Content:

Following my phone discussion with your Lisa Chan 5/11/11, I attach our 19 May 2011 submission to the RTA which expresses our concerns about the Rest Area Env Asst done by Aurecon in April 2011 for the RTA. I ask that you accept our submission and the following additional comments in response to the Modification Request (MP06_0293 MOD6) made by the RTA recently to incorporate a rest area at Arrawarra as part of the Sapphire to Woolgoolga Upgrade.

On 13 & 14 June this year, Arrawarra had >300mms of rain which resulted in Arrawarra Beach Road being inaccessible for about an hour and a half in the area towards the Eggins Drive intersection due to floodwaters over the road. I have lived here for 25 years and to my knowledge, this has not happened to quite this extent previously. The unpredictable wet weather events in recent times look set to continue with the impacts of climate change into the future.

I would like to reiterate our concerns about the potential increased flooding of Arrawarra Village and the potential increase of surface water runoff into the 2 Estuary systems (details of which are in our attached submission) which ultimately flow into the Solitary Island Marine Park and also impact on the SEPP26 Littoral Rainforest remnant which is already being eroded. The Aurecon EA report does not adequately address these issues.

IP Address: c-210-10-169-9.syd.connect.net.au - 210.10.169.9
Submission: Online Submission from Lorraine Boyd (object)
https://majorprojects.affinitylive.com?action=view_diary&id=24179

Submission for Job: #4982 Modification 6 - Arrawarra Rest Area
https://majorprojects.affinitylive.com?action=view_job&id=4982

Site: #1959 Pacific Highway Upgrade - Sapphire to Woolgoolga
https://majorprojects.affinitylive.com?action=view_site&id=1959

Lorraine Boyd

E : boyantld@hotmail.com

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LJ Boyd & DR Bryant
6 Ellem Close
Ararawarra NSW 2456
Email: boyantld@hotmail.com

RTA Project Manager
Mr Chris Clark
Pacific highway Office
21 Prince Street
Grafton NSW 2460

19 May 2011

**Sapphire to Woolgoolga Upgrade
Rest Area Environmental Assessment Report**

Dear Mr Clark

We are writing in response to the recent Environmental Assessment done by Aurecon Aust P/L for the rest area at Ararawarra which we now understand was open for public comment until 9 May 2011 but has now been extended to Friday 20 May due to considerable confusion.

We have done 2 previous submissions on the Ararawarra Interchange/ Rest Area reports and on 4 February 2011, I sent an email to Michelle Thickett enquiring about the status of the Rest Area Assessment Report as we were going away and wanted to ensure that we didn't miss out on the opportunity to comment (refer to attached email enquiry and subsequent response dated 7 Feb 2011 from the Community Team.) Please note that I did not receive a response from the RTA as indicated.

On our return to Ararawarra on 11 April 2011, we each received the RTA CD Rom and accompanying letter dated 1 April 2011 on the Ararawarra Rest Area Environmental Assessment Report which had arrived in our absence. Nowhere in the letter or the CD ROM made mention that the RTA were calling for public comment and from the tone of the report, we understood that this was the final decision and that the RTA would now seek planning approval for the proposed Ararawarra rest area as indicated in para 6 in your letter.

Referring to your earlier Community Update letter dated 5 May 2010, which advised the community that Ararawarra had been selected as the preferred location (following the rest area Assessment Submissions Report), on page 2 under the heading "What Happens Next", it clearly states that **"An environmental Assessment of the Preferred rest area will be prepared and displayed for community comment. Following the display of the EA, the RTA will again consider community submissions. The RTA may modify the proposal further to help reduce impacts on the environment. The RTA will then**

seek approval for the proposed rest area.” We are of the view that this process did not take place therefore was misleading and invalid.

Now to comment on the Rest Area Environmental Assessment Report, a document we found to be thin on detail and certainly not a comprehensive study of the environmental impacts of locating the rest area at Arrawarra. It failed to adequately address many of the issues raised in the Rest Area Assessment Submissions Report. Given that it took 11 months to complete, it was conspicuous in its brevity and lack of substance and relied heavily on the earlier Environmental Assessment and working papers. While the RTA have acknowledged that the environmental impacts on native vegetation and fauna at the Arrawarra site will be extensive, virtually nothing has been done by Aurecon in this recent EA to assess, evaluate and address the full extent of the impacts.

As stated in my Rest Area Assessment Report Submission (Lorraine Boyd) dated 28 October 2009, my foremost concerns about the construction of the rest area at Arrawarra were because of the environmental and ecological consequences of disturbing and fragmenting such a significant amount of native vegetation. In my original submission to the EA dated 1 February 2008, I provided information about the findings of some ecological studies conducted in and around the village of Arrawarra, approximately 1 kilometre from the subject site. In particular, the presence of arboreal marsupial populations including the **Squirrel Glider** was noted by Eco Logical Australia and it is listed as vulnerable under the Threatened Species Conservation Act 1995. Other glider species found here and also in surrounding areas such as Garby Nature Reserve to the south east of the subject site, are the **Sugar Glider** and **Feathertail** and it is feasible that the **Yellow bellied glider**, also listed as vulnerable, would frequent the forested areas on the eastern side of the highway as it was recorded during the field investigations conducted for the 2007 Flora & Fauna Report which was confined to the area for the then proposed interchange.

From my reading on Gliders on the Environment & Heritage website, it says that **“Squirrel gliders and Yellow bellied gliders are in need of special protection because of their vulnerable status. It goes on to say that the greatest threat to these gliders comes from the destruction and alteration of the forest habitats in which they live and that gliders are easy targets in cleared or opened up areas. The future of gliders outside National Parks and other wildlife protection areas is far from certain.”**

If this proposal is allowed to continue in its present form, the Arrawarra Regional Habitat Corridor currently linking the Garby Nature Reserve and Coffs Coast Regional Park (which follows the coastline), to the Wedding Bells state Forest and to the hinterland forests beyond, will be compromised. This point was reinforced in the original Flora & Fauna Report when the importance of wildlife corridors was addressed. It stated **“The study area and adjacent areas of the Wedding Bells State Forest are considered to be key habitat and forms part of a regional corridor intended to link large areas of key habitat”**. This is of particular relevance for the current glider populations in the area as fragmentation of existing glider habitat could lead to a long term decline in glider populations east of the Pacific Highway. At present, arboreal marsupials such as gliders

are able to cross the existing highway accessing the canopy trees now available, particularly near the bridge over Arrawarra Creek. It would also impact significantly on the overall biodiversity values of Garby Nature Reserve if it became isolated from the forested areas to the west. It is critical to retain connectivity of the Garby Reserve to the vegetation on the western side of the highway thereby preserving a most important coast to hinterland corridor link.

Other threatened fauna species that are impacted by the rest area proposal are Grey-headed flying fox, Wallum froglet, Glossy black cockatoo and a number of microbat species including Little bent-wing bat, Large bent-wing bat, East coast freetail bat, Greater broad-nosed bat and the Hoary wattled bat, this area being the southern most limit of its range.

On page 39 of the Rest Area EA Report – 7.7.2 Impacts (Fauna), Aurecon says **“The Arrawarra site has high quality habitat resources to a number of threatened species. Due to the surrounding vegetated land, the site is likely to provide an effective and important corridor function to a broad range of native wildlife. The Arrawarra rest area has been refined to reduce the ecological impacts. The incorporation of space for a potential future service centre within the footprint of the rest area would avoid impacting on the EEC to the north of Arrawarra Beach Road”**. This statement does not explain or elaborate on anything. How is it proposed to maintain connectivity from the eastern side of the highway to the western side to allow safe animal movement. Squirrel gliders and Sugar gliders can cover distances of up to 50 metres in one leap while Yellow bellied gliders can reach up to 140 meters - how can they possibly use this important corridor link to glide across the upgraded 4 lane highway and interchange. Then 7.7.3 talks about mitigation/management measures but unfortunately, this is already after the event when the damage has been done.

We are concerned that the environmental and ecological impacts and measures to mitigate these potential impacts for fauna movement, particularly for the vulnerable glider species, has not been addressed in the Rest Area EA report and it is our view that this needs to be done properly before the rest area proposal proceeds any further.

Another major concern we have which we feel was not addressed in the Rest Area EA relates to 7.8 - Hydrology, water and soil management, on pages 40-42 of the report. As stated in my (Lorraine Boyd) Rest Area Assessment Report submission dated 28 October 2009, Arrawarra Village is on coastal floodplain and consequently is very flat and low lying. In periods of heavy and prolonged rain, Arrawarra Beach Road is subject to flooding approaching the Eggins Drive intersection from the east. The Rest Area EA Report indicates **“The rest area site would be elevated slightly to around the same level of the upgraded highway. This would provide an appropriate level of immunity from flooding of Arrawarra Creek.”**

We are concerned that filling the rest area site which is very low lying and collects stormwater (which presumably drains to the south), that the flood problem in Arrawarra

Beach Road and the adjacent acreages may increase as a result of the hard surface rest area and carpark stormwater runoff (estimated to cover approx 1 HA). The acreages along Arrawarra Beach Road are most susceptible to flooding now and stormwater from those properties eventually drains into Yarrawarra Creek via a gully at the rear of several Ellem Close properties. The two creek systems meet on the north eastern boundary of the Arrawarra Caravan Park where they flow into the Solitary Island Marine Park. There are already significant erosion problems on the southern tip of the Coffs Coast Regional Park (containing SEPP26 Remnant Littoral Rainforest) adjacent to Yarrawarra Creek and areas of inundation at the Caravan Park in the low lying south western corner adjacent to Arrawarra Creek. The potential impacts of increased stormwater runoff has not been addressed fully enough as it relates to these issues.

Based on what we have seen during the current construction phase near waterways between Arrawarra and Moonee, we are not feeling confident that the mitigation measures identified in the report will prevent contamination and siltation of Arrawarra Creek and in fact will impact on the water quality of Arrawarra Creek which flows into SIMP.

The recently published Coffs Harbour Coastal Processes and Hazard Definition Study identified properties at risk from potential coastal erosion and inundation as required by the State Government. All Arrawarra residents received a letter and maps from CHCC in April showing the likelihood of coastal hazards and coastal erosion occurring in this area at various timelines. While the focus is on potential impacts from coastal processes, including sea level rise to the year 2100, the effects of stormwater flooding/erosion arising from severe weather events, rainfall patterns and reduced drainage of catchment flows (arising from sea level rise) etc also need to be assessed. The impacts on the overall hydrology effects in Arrawarra as a result of the proposed rest area and interchange need to be considered in conjunction with the Coastal study outcomes given that we live in such a low lying area with two tidal creeks in such close proximity to the residences and where flooding is already an issue for some property owners. Effective drainage in Arrawarra is compromised now because of the flat terrain and the issues raised must be properly considered before this proposal goes any further.

To summarise, we are of the view that the Rest Area EA has not addressed several important issues as outlined above in our submission. We feel that the process has not been transparent and that a comprehensive environmental assessment needs to be done. It is disappointing that the EA was on exhibition until the 9 May yet no one knew that there was an opportunity to comment. Thankfully, we have had that opportunity now.

Yours faithfully

Lorraine Boyd

David Bryant

6 Ellem Close
Arrawarra NSW 2456
30 January 2012

Department of Planning
Major Projects Assessment
GPO Box 39
Sydney NSW 2001

Attn: Andrew Beattie

Re: MP 06_0293 MOD 6 – Arrawarra Rest Area

Dear Andrew

Further to my submission made to Lisa Chan in response to the Arrawarra Rest Area EA Report in December 2011, I am writing to you in the hope that the Department is able to intervene in the approval process of the above Proposed Modification of the Project Approval, submissions which are currently being reviewed by the proponent.

On Wed/Thursday 26 January 2012, Arrawarra Village and surrounds received 274 mms of rain over the 2 day period. While that in itself is not unusual, what did occur was an unprecedented level of flooding of residential properties and drains along Arrawarra Beach Road and further up towards the intersection with Eggins Drive, dangerously high, muddy water inundated the entire intersection and Arrawarra Beach Road causing a number of vehicles to have to park on higher ground between the intersection and the Pacific Highway. On 26 January, my husband and I had to take a friend to Coffs Regional Airport for a 4.15pm flight but we decided to leave at approx 1pm as the rain was torrential, the high tide (1.6m) was at around 11.30am and the Arrawarra & Yarrawarra Creek systems were dangerously high and the RTA website had warnings of water crossing the highway at Corindi and between Emerald Beach and Moonee Beach. We managed to get through in our 4WD but approximately 8 vehicles were parked on higher ground unwilling to risk driving through. According to the 27 January 2012 local paper The Advertiser, it reported that “cars were submerged in floodwaters on Eggins Road between Arrawarra & Corindi Beach near Darlington Park”.

I have lived in Arrawarra for 25 years and have never experienced this amount of flooding before in both the residential part of the village and further up Arrawarra Beach Road to the Eggins intersection.

In my additional comments to the Department in December as part of my submission, I mentioned the heavy rain event on 13 & 14 June 2011 in which 312mms of rain fell over 2 days. While Arrawarra Beach Road did flood then, it was not what could be considered a dangerous situation though it did prevent a few small vehicles from being able to get through for approx 1 and a half hours. The residential properties and drainage systems did not flood significantly during that 2 day period.

Work on the highway upgrade had not commenced at Arrawarra in June 2011 and therefore I and many of the residents here can only put the increased and unprecedented flooding levels and fast moving muddy water which occurred on 26 January down to the earthworks/landform modification and extensive tree removal which has taken place in the last few months.

This serious situation needs to be addressed as a matter of urgency before the approvals are granted to begin work on the Rest Area. We have a number of elderly residents living in Arrawarra and the last thing they need is to be faced with major flooding issues in the future after the drama of 26 January.

I look forward to your response. My phone contact number is 0266492825.

Yours faithfully

Lorraine Boyd

PS I note on your Planning website that my 19 May 2011 submission to the RTA objecting to the Rest Area EA Report done by Aurecon Aust P/L which I emailed to Lisa Chan, is shown as an attachment however the document does not open so I am concerned that you didn't get my 4 page submission which I had requested be included along with my additional comments shown on the website. Could you please confirm with me that you did receive the submission as I did have a problem sending it though I do have an email from Lisa dated 5 Dec saying she did receive it in word format. Please advise.

Lisa Chan - Submission Details for greg butler

From: greg butler <butlersremovals@hotmail.com>
To: <lisa.chan@planning.nsw.gov.au>
Date: 5/12/2011 9:21 PM
Subject: Submission Details for greg butler
CC: <assessments@planning.nsw.gov.au>

 Department of Planning

Disclosable Political Donation: no

Name: greg butler
Email: butlersremovals@hotmail.com

Address:
12 elem close arrawarra beach

engadine, NSW
2233

Content:

i think tomatoes r tomatoes potatoes r potatoes so introducing new assets to already existing assets should be the coarse of decision .you have already got green and wild at arrawarra ,and u want to dump a macas and a BP and a KFC at a prestine site , when u already have a commercial site not too far back at woolgoolga i cant understand your thinking , i drive a truck and there is no difference between stopping at woolgoolga and arrawarra accept for the services i may need at woolgoolga when i need to stop and rest ,eg chemist ,doctor, police,etc .instead you choose a lovely hand picked site like arrawarra why ? is it because it has that slight infastucture there, or its too expensive to develope at woolgoo lga . in my estimation it is more practical to have a commercial operation in a commercial area and the more we can keep green lets keep green . thank u for letting me have my say ,and please consider what people already have ,and then aprove a development that people don't want .

IP Address: 172.d.003.ncl.iprimus.net.au - 211.26.155.172
Submission: Online Submission from greg butler (object)
https://majorprojects.affinitylive.com?action=view_diary&id=24206

Submission for Job: #4982 Modification 6 - Arrawarra Rest Area
https://majorprojects.affinitylive.com?action=view_job&id=4982

Site: #1959 Pacific Highway Upgrade - Sapphire to Woolgoolga
https://majorprojects.affinitylive.com?action=view_site&id=1959

greg butler

E : butlersremovals@hotmail.com

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Lisa Chan - Submission Details for greg butler

From: greg butler <butlersremovals@hotmail.com>
To: <lisa.chan@planning.nsw.gov.au>
Date: 5/12/2011 9:35 PM
Subject: Submission Details for greg butler
CC: <assessments@planning.nsw.gov.au>

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Disclosable Political Donation: no

Name: greg butler
Email: butlersremovals@hotmail.com

Address:
12 elem close arrawarra beach

engadine, NSW
2233

Content:
DON'T DO THIS!!!

IP Address: 172.d.003.ncl.iprimus.net.au - 211.26.155.172
Submission: Online Submission from greg butler (comments)
https://majorprojects.affinitylive.com?action=view_diary&id=24208

Submission for Job: #4982 Modification 6 - Arrawarra Rest Area
https://majorprojects.affinitylive.com?action=view_job&id=4982

Site: #1959 Pacific Highway Upgrade - Sapphire to Woolgoolga
https://majorprojects.affinitylive.com?action=view_site&id=1959

greg butler

E : butlersremovals@hotmail.com

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Lisa Chan - Submission Details for David Scotts

From: David Scotts <davescotts@bigpond.com>
To: <lisa.chan@planning.nsw.gov.au>
Date: 7/12/2011 11:05 AM
Subject: Submission Details for David Scotts
CC: <assessments@planning.nsw.gov.au>
Attachments: Arrawarra Rest Area.doc

 Department of Planning

Disclosable Political Donation: no

Name: David Scotts
Email: davescotts@bigpond.com

Address:
40 Oceanview Crescent

Emerald Beach, NSW
2456

Content:
Hello,

I have made two previous submissions regarding this proposal and my position remains unchanged- I am opposed to the imposition of the Arrawarra rest area due to its the acknowledged and widely known impacts it will have on the environment. These impacts include habitat loss for an important population of the threatened Squirrel Glider and further fragmenetation of a habitat corridor linking Garby Nature Reserve to the hinterland. There are alternatives to this proposal with far lesss environmental impact. The Sapphire to Woolgoolga highway upgrade is already an ecological disaster, tghе impact of which, I believe, has been drastically under-stated. I urge you to avoid exacerbating that disaster - do not put the rest area at Arrawarra. Regrads David Scotts

IP Address: cpe-121-217-59-120.lnse1.cht.bigpond.net.au - 121.217.59.120

Submission: Online Submission from David Scotts (object)
https://majorprojects.affinitylive.com?action=view_diary&id=24291

Submission for Job: #4982 Modification 6 - Arrawarra Rest Area
https://majorprojects.affinitylive.com?action=view_job&id=4982

Site: #1959 Pacific Highway Upgrade - Sapphire to Woolgoolga
https://majorprojects.affinitylive.com?action=view_site&id=1959

David Scotts

E : davescotts@bigpond.com

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Sapphire – Woolgoolga Pacific Highway upgrade

Rest area at Arrawarra or South Woolgoolga

Impacts on fauna and habitat corridors

Benchmark (2009) outlined the ecological values of the two alternatives and presented clear evidence that the Arrawarra alternative had far greater environmental impact than the South Woolgoolga alternative. Despite this the RTA has selected the Arrawarra site as its preferred option.

Even though Benchmark (2009) identified important ecological values for the Arrawarra alternative, the site's importance to biodiversity conservation appears not to have been fully grasped. This location is core habitat for threatened forest fauna, including an important population of the Squirrel Glider, and its linking habitat corridor values are vital in a regional conservation context.

Squirrel Glider

The Arrawarra – Mullaway – Darlington – Garby area supports an important Squirrel Glider population. Recent survey work in the area by Eco Logical Australia and others has revealed the area to support a good population of this arboreal marsupial which is otherwise very rare along the Coffs Coast. While the Koala is often recognized as Coffs Harbour's fauna icon it is uncommon in the northern part of the Coffs Harbour shire where the forests grow on less fertile soils. These forests become correspondingly important for the Squirrel Glider which relies on nectar and other associated foods for its existence. The Arrawarra area provides the Squirrel Glider, and other important fauna, with critical habitat but it will be severely compromised by the imposition of the proposed rest area.

Arrawarra Regional Habitat Corridor

The Arrawarra Regional Habitat Corridor links Garby Nature Reserve and Coffs Coast Regional Park to Wedding Bells State Forest and hinterland forests beyond. The corridor was mapped as part of the Coffs Harbour City Council's Priority Habitats and Corridors Strategy and is regarded as one of the most important coast to hinterland corridor links along the Coffs Coast (D. Scotts personal communication). If it is compromised, through vegetation clearance, fragmentation and general disturbance associated with the proposed Arrawarra Rest Area then long term impacts could be severe for forest fauna of the general area. The known biodiversity values of Garby Nature Reserve could well be compromised if it becomes functionally isolated from large forest areas to its west.

Other threatened fauna values

The proposed Arrawarra Rest Area site is also known to be important as part of a broader habitat core for other threatened fauna species including the Wallum Froglet, Glossy Black-cockatoo and Grey-headed Flying-fox. This habitat core includes Garby Nature Reserve meaning that impacts at the Arrawarra site are likely to have flow on impacts to this important coastal reserve.

By way of contrast the South Woolgoolga rest area option has few ecological constraints.

Lisa Chan - Proposed Arrawarra Rest Area/Service Centre

From: Laurie Mossuto <mossutoart@yahoo.com>
To: "lisa.chan@planning.nsw.gov.au" <lisa.chan@planning.nsw.gov.au>
Date: 8/12/2011 11:28 AM
Subject: Proposed Arrawarra Rest Area/Service Centre

Re: Proposed RTA Rest Area/Service Centre at Arrawarra Beach Road, Arrawarra.

Dear Lisa,

I would again like to lodge my objection to the proposed Rest Area/Truck Stop/Service Centre being placed in the Arrawarra Beach Road, Arrawarra area. Arrawarra Beach Road is a no through road that leads to the small village of Arrawarra...a nil growth area of less than 60 homes; a holiday caravan park, two creeks and a beach.

This small peninsular area is totally unsuitable for any future expansion or development.

It sits within culturally and environmentally sensitive areas of land surrounded by the Yarrawarra and Arrawarra Estuary systems.

Basically, the whole area is surrounded by an extremely fragile and precious estuary system.

The estuary and surrounding land areas abound with a multitude of bird life, natural habitat and a number of documented endangered species of frogs, sugar gliders and a new found species of micro bat previously unseen and as yet unnamed.

The area is coveted by locals for obvious reasons.

Holiday makers are drawn regularly to Arrawarra to enjoy the peace of nature that the area has to offer and for just a few weeks a year they can escape the maddening rat race.

Surely, areas as fragile, precious and spiritually rewarding as this must be vigorously protected and preserved for everybody, not only for the present, but for future generations to come.

When making the decision for the proposed Rest Area/Truck Stop/Service Centre, one must ask one simple question...why must it be placed in such an environmentally fragile area as Arrawarra?

Just 19km north of Arrawarra, a 10 minute drive, is the already established Rest Area/Service Centre at Halfway Creek and only 5km south of Arrawarra, a 2 minute drive, is the township of Woolgoolga. Personally, I cannot see the point nor the sense in the RTA spending the money on this project. Why is there the need to put a Rest Stop/Service Centre when at either side, north and south, of Arrawarra there are far more suitable and already established areas for stopping, resting and using a service centre.

Please...I ask you to give this proposal very serious consideration...leave Arrawarra

unscathed...for the sake of the birds, the animals, the native vegetation, the endangered species and for all those who seek the beauty and solace of an unspoiled and natural environment...today...and for future generations to come.

Sincerely,

Laurie Mossuto

2 Arrawarra Beach Road

Arrawarra NSW 2456

Telephone (02) 6649 1475

Email mossutoart@yahoo.com

Website < www.lauriemossuto.com >

Lisa Chan - Rest area objection

From: Nathan Folkes <nat@mojosurf.com>
To: <lisa.chan@planning.nsw.gov.au>
Date: 8/12/2011 6:12 PM
Subject: Rest area objection

Re: Proposed RTA Rest Area/Service Centre at Arrawarra Beach Road, Arrawarra

Hi Lisa

We are the current operators of the Arrawarra Beach Holiday Park. We are based at 46 Arrawarra Beach Rd Arrawarra, which is about 1 kilometer from the proposed development.

I could think of nothing worse to destroy the pristine, tranquility of this area then a massive Maccas, truck stop, noise, litter, effluent & chemical run off impacting on this small environment and community.

I strongly appose the future plans to gear the interchange up for commercial operators to impose on the ecological processes that occur in this environment, the impact to the community and flora and fauna.

Please reconsider the current plans and let us have more of a say in the options for the future.

Kind regards

Nathan Folkes. AKA NAT/ MD
Mojosurf, Mojosnow, Spotxsurf.
A. P.O. Box 507 Byron Bay NSW 2481
P. 02 66 39 5100 **F.** 02 66 39 5111
E. nat@mojosurf.com
W. www.mojosurf.com



<http://www.youtube.com/user/MojoAustralia>



<http://www.facebook.com/MojoAustralia>



<http://twitter.com/mojosurf>

Mojosurf- Winner of the Best Tour/Activity in New South Wales Golden Backpackers Award 2008 & 2009



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Lisa Chan - Submission Details for Rod McKelvey

From: Rod McKelvey <rodmkelvey@yahoo.com.au>
To: <lisa.chan@planning.nsw.gov.au>
Date: 8/12/2011 6:45 PM
Subject: Submission Details for Rod McKelvey
CC: <assessments@planning.nsw.gov.au>

☒ Department of Planning

Disclosable Political Donation: no

Name: Rod McKelvey
 Email: rodmkelvey@yahoo.com.au

Address:
 10 Ellem Close

Ararawarra , NSW
 2456

Content:
 8 December 2011

RE: Ararawarra Rest Area Environmental Assessment Report

Dear Lisa

I'm writing in response to the Environmental Assessment Report undertaken as part of the Sapphire to Ararawarra Pacific Highway upgrade. I have several areas of concern:

- * Community consultation has been unclear and misleading, to put it politely.
- * The industrial area of Woolgoolga is far more appropriate for a stopping place for commercial vehicles than the Ararawarra forest.
- * The Environmental Assessment has not addressed comments made in previous submissions regarding the Squirrel Gliders and other fauna resident in the area.
- * The EA has not acknowledged the area is an important habitat corridor.
- * Previous designs for fauna crossings have been removed, leaving very long pipes and culverts (often with water lying in them) for animals to crawl through.
- * The current stormwater issues on Ararawarra Beach Road, surrounding low-lying areas and the junction of creeks at Ararawarra Beach Caravan Park will be exacerbated by a raised Rest Area.

Community consultation

In the May 2010 Community Update which came with an accompanying letter dated 5 May, the back page clearly states under "What happens next" that "an environmental assessment of the preferred rest area will be prepared and displayed for community comment. Following the display of the environmental assessment, the RTA will again consider community submissions. The RTA may modify the proposal further to help reduce the impacts on the environment".

It is my view that the exhibition period for the EA Report has been so confusing that even people who got the CD and accompanying letter (dated April 2010) believed the EA to be a fait accompli, especially after reading the following statement, "The RTA will now seek planning approval for the proposed Ararawarra rest area as a modification to the Sapphire to Woolgoolga upgrade project".

I believe it was an important oversight that the letter accompanying the Environmental Assessment Report CD did not mention that an exhibition period was underway, which brings into question whether or not the CD and misleading accompanying letter make the consulting process invalid. People who made earlier submissions are the very people most likely to have been interested in commenting again, but the cover letter indicated that the reporting had now finished.

The newspaper ad looked like a simple announcement of the information I'd received with the CD, so I didn't notice it included an opportunity for another submission. That was my mistake, but others have done the same.

Lack of consultation

I have just been told this week that Ms Danielle Wallace, who for two years has owned #1 Ararawarra Beach Road, (the property closest to the Rest Area), was never notified of the proposal until I sent her some information. She had to contact the RTA herself to ask what was happening almost next door to her entrance. This is another major oversight.

Woolgoolga industrial area more appropriate for commercial use

As expressed in my previous submission, the environmental impact would have been virtually nil in constructing the Rest Area and Service Centre at South Woolgoolga on old banana lands, whilst the environmental impact on Arrawarra and its heavily forested environs will be dramatic.

A Rest Area / Service Centre, by virtue of what it accommodates, is certainly commercial in nature, and building such a complex adjacent to an industrial area is highly compatible, whereas to build the same complex virtually in the middle of the bush will impact on the area greatly.

To suggest this complex was unsuitable for an industrial area is a contradiction of terms. You only have to look at the South Coffs Service Centre, fully integrated within the Isles Drive Industrial Estate, to refute that.

Benchmark (2009) outlined the ecological values of the two alternatives and presented clear evidence that the Arrawarra alternative had far greater environmental impact than the South Woolgoolga alternative. Despite this, the RTA has selected the Arrawarra site as its preferred option. Even though Benchmark (2009) identified important ecological values for the Arrawarra alternative, the site's importance to biodiversity conservation appears not to have been fully grasped. This location is core habitat for threatened forest fauna, including an important population of the Squirrel Glider, and its linking habitat corridor values are vital in a regional conservation context.

Squirrel Gliders

I am disappointed that the EA Report chooses to totally ignore specific comments made by several respondents in their earlier submissions by stating, "These areas were addressed for the whole of the Sapphire to Woolgoolga project in the environmental assessment", chapter 17 (Flora and fauna). There is still no mention of anybody doing anything to address the known presence of arboreal mammals raised in several earlier submissions.

A study undertaken in Nov 2005 by Umwelt, (required by CHCC in respect of a DA that was before Council), mentions Squirrel Glider and Hoary Wattled Bat sightings.

As a result of the judgement, the Land and Environment Court requested a further comprehensive Species Impact Statement be undertaken. Eco-Logical were contracted by Astoria, the owners of Arrawarra Caravan Park, between the 5th and 9th of February, 2007, to undertake the study. It involved set-trapping, calling and spotlighting. The study found five microbat species, including one unnamed species, and several sightings of Squirrel Gliders.

The Arrawarra, Mullaway, Darlington, Garby area supports an important Squirrel Glider population which is otherwise very rare along the Coffs Coast. While the Koala is often recognized as Coffs Harbour's fauna icon, it is uncommon in the northern part of the Coffs Harbour shire where the forests grow on less fertile soils.

These forests become correspondingly important for the Squirrel Glider, which relies on nectar and other associated foods for its existence. The Arrawarra area provides the Squirrel Glider and other important fauna with critical habitat which will be severely compromised by the imposition of the proposed rest area.

Arrawarra Regional Habitat Corridor

The Arrawarra Regional Habitat Corridor links Garby Nature Reserve and Coffs Coast Regional Park to Wedding Bells State Forest and hinterland forests beyond. The corridor was mapped as part of the Coffs Harbour City Council's Priority Habitats and Corridors Strategy and is regarded as one of the most important coast to hinterland corridor links along the Coffs Coast.

If it is compromised through vegetation clearance, fragmentation and general disturbance associated with the proposed Arrawarra Rest Area, then long-term impacts could be severe for the area's forest fauna. The known biodiversity values of Garby Nature Reserve could well be compromised if it becomes functionally isolated from large forest areas to its west.

The state government has recognised this area as a State Significant Corridor under the Biodiversity Conservation Lands layer endorsed by the then Department of Planning. Local environmental planning also shows this area to be Category 2 - High Conservation Lands - under Coffs Harbour City Council's draft Priority Habitats and Corridors Strategy.

Lack of fauna crossings

The proposed Arrawarra Rest Area site is also known to be important as part of a broader habitat core for other threatened fauna species including the Wallum Froglet, Glossy Black-cockatoo and Grey-headed Flying-fox. This habitat core includes Garby Nature Reserve, meaning that impacts at the Arrawarra site are likely to have flow-on impacts to this important coastal reserve. The construction of the interchange, Rest Area and extensive highway system at Arrawarra will impact adversely on the free movement of all the native fauna.

As a result, it's very, very disappointing to note that no consideration has been given to providing appropriate safe crossings (as provided during construction of other sections of the highway upgrade - Bonville for example) for free and uninterrupted fauna movement, as these were removed from the original plans for the rest of the Highway Upgrade Sapphire to Woolgoolga.

Running water in the culverts, pipes and bridge underpasses will prevent animals from being able to cross under the highway safely. That's saying nothing in regard to the expectation that animals may, in desperation, try making their

way through long, severely confined drainage pipes with possible dire consequences. I can't imagine there will be adequate headroom for kangaroos to jump through pipes even when they are dry.

Native animals currently access a natural, uninterrupted vegetation corridor between Arrawarra Creek and Arrawarra Beach Road, the proposed entrance to this Rest Area. This corridor also enables these species to travel freely between the vegetation located east and west of the highway, linking the Garby Reserve to the Wedding Bells Forest, and vice versa. This is of significance to some of the arboreal mammals, such as Squirrel Gliders, Yellow Bellied Gliders and Sugar Gliders that are currently able to cross the existing highway by accessing the canopy trees now available near the Arrawarra Creek Bridge.

What is of even more concern now other parts of the upgrade Sapphire to Woolgoolga are well underway it's now quite apparent the RTA has no intention of making a serious attempt to protect wildlife and motorists from one another. For the most part they have simply constructed a 5 line barbed wire fence separating people and wildlife from the road corridor they are creating.

Now our Eastern Greys Kangaroos will run the gauntlet of the equivalent of 8 lanes (4x100kph and 2x80kph plus the bit in the middle of the highway left for future expansion) as they make their way east to west, that situation will do nothing to prevent the slaughter witnessed daily by road users I guess until we manage to wipe out our Eastern Grey population altogether.

Stormwater and Climate Change

I also have concerns as to whether the stormwater issue has been adequately addressed, especially in relation to increased run-off from the hard surfaced area of the Rest Area and finished highway. There is bound to be an increased, detrimental impact on water levels at the junction of Arrawarra and Yarrawarra Creeks where the Arrawarra Caravan Park already faces an increasing problem of areas of inundation and erosion on the southern tip of the Coffs Coast Regional Park, (adjacent to Yarrawarra Creek), which contains SEPP 26 Remnant Littoral Rainforest.

In times of heavy rain, water already backs up on the low-lying acreages in the area around Arrawarra Beach Road and Eggins Drive. The raising of the Rest Area with fill will most certainly exacerbate this problem, even without taking into consideration the expected impacts climate change will have on sea levels and rainfall patterns and densities into the future (Coffs Harbour Coastal Processes and Hazards Definition Study and DECC Floodplain Risk Management Guideline, Practical Consideration of Climate Change).

In Summary

In summary I do not consider this latest Rest Area Environmental Assessment Report to be an open, genuine attempt to address the real impact of locating such a facility at Arrawarra. Sadly, the report even goes as far as to mislead the reader when referring to the same mature forested area by stating "mature forest to be protected and retained" (figure 6.1 EA Report Landscape Strategy) when clearly protecting and retaining the mature forest will be impossible, because the report reveals earlier the real intention was to only "retain existing vegetation until required for future highway service centre" (figure 1.1 EA Report Proposed Layout for Arrawarra Service Centre). Which raises another interesting issue. Investigation reveals that at least one license has changed hands for a fast food outlet on the "proposed" site which will eventually accommodate a BP Service Station, Kentucky Fried Chicken, Subway and MacDonalds hardly worthy of the terminology "proposed"

It is disappointing, to say the least, that the Environmental Assessment Report has done nothing to address the advice given in several previous submissions. I believe this Environmental Assessment falls way short of the detail required and as such has provided a totally inadequate level of survey. Therefore it should be rejected and a completely new study be commissioned that properly addresses the very real issues present in the area.

thank you for the opportunity to comment

IP Address: ppp121-45-165-46.lns20.syd6.internode.on.net - 121.45.165.46

Submission: Online Submission from Rod McKelvey (object)

https://majorprojects.affinitylive.com?action=view_diary&id=24363

Submission for Job: #4982 Modification 6 - Arrawarra Rest Area

https://majorprojects.affinitylive.com?action=view_job&id=4982

Site: #1959 Pacific Highway Upgrade - Sapphire to Woolgoolga

https://majorprojects.affinitylive.com?action=view_site&id=1959

Rod McKelvey

E : rodmcKelvey@yahoo.com.au

Andrew Beattie - FW: Serious flooding Arrawarra

From: "Rod +/- Pat McKelvey" <mckelvey@internode.on.net>
To: <andrew.beattie@planning.nsw.gov.au>
Date: 1/31/2012 10:50 PM
Subject: FW: Serious flooding Arrawarra
Attachments: 2012-01-29 DoP Arrawarra Rest Area EA Further Info Rod McKelvey.docx

This has bounced twice using my Yahoo address so perhaps this one will work.

From: Rod McKelvey [mailto:rodmcKelvey@yahoo.com.au]
Sent: Monday, 30 January 2012 10:02 PM
To: 'andrew.beattie@planning.nsw.gov.au'
Subject: Serious flooding Arrawarra

Hello

Attached is a letter describing the flooding event experienced here at Arrawarra Thursday January 26. Weather conditions at the time were not extreme as has been suggested, and in fact you'll read that just 7 months ago we experienced more rain in the same period that didn't result in flooding that could in any way be described as being even close to that which we experienced last Thursday.

Residents of Arrawarra feel their ongoing discussions and comment about possible flooding once the S2W Upgrade got underway have never been adequately addressed. Their worst fears were realised Thursday and the work has only just begun... heaven knows what we can expect when all the planned hard surfacing is completed in a couple of years.

Regards
Rod McKelvey

10 Ellem Close
Arrawarra, NSW 2456
Australia

Phone: (02) 6649 2549

Mobile: 0429 457 138

Email: rodmckelvey@yahoo.com.au

Mr. Andrew Beattie
Department of Planning & Infrastructure
GPO Box 39,
Sydney NSW 2001

29 January 2012

RE: Arrawarra Rest Area further important information

Dear Mr Beattie,

In the light of our recent flooding event, we would ask that you please urgently take this information into consideration before completing the assessment of the Arrawarra Rest Area EA, because we don't believe localised flooding issues have ever been adequately addressed.

Several of us who made submissions referenced the risk of additional flooding in the area as the result of the Highway Upgrade.

The flooding that occurred in Arrawarra on Thursday, January 26, was quite extreme when compared to anything previously experienced here. The rainfall recorded locally over two days was 274mm, resulting in water levels reaching dangerous levels for residents in the village and making Arrawarra Beach Rd and Eggins Drive trafficable by only the bravest residents in 4WD vehicles for several hours. A number of vehicles were stranded. The water reached up to 600cm deep and covered 100's meters of Arrawarra Beach Rd, Eggins Drive and surrounds for as far as the eye could see.

Danielle Wallace at No 1 Arrawarra Beach Rd had contacted Leighton several times recently after locals noticed changes in the last couple of months in the frequency and volumes of very turbid water from relatively minor rainfall events, causing numerous small floods to overtop Arrawarra Beach Road and additional flows their properties. Leighton's representative was rather dismissive, claiming nothing had changed.

In spite of those claims, recent history proves there has been considerable change, and the timing coincides with S2W Upgrade work starting in earnest locally. A similar rainfall event over the same 2 day time-span graphically demonstrates our concerns. On 13 & 14th June 2011 we had two days of heavy rain with a total of 312mm being recorded in Arrawarra.

At that time we experienced a small amount of water over Arrawarra Beach Road up near Eggins Drive, (approximately 50m of road overtopped by less than 100/150mm of water) preventing some drivers especially in smaller cars from being able to drive through for a very short time. The dish drains in the residential area filled, but no houses were under threat from floodwaters. But that was the normal outcome after experiencing high rainfall totals like those of just 7 months ago.

In June 2011, the Highway Upgrade had barely started in our area. Activity was limited to surveying and some test drilling only. It wasn't until around October/November that vegetation removal and landform modification started seriously, the melaleuca forest was mulched and the existing wetlands were back-filled. That's when locals noticed changes in the amount and quality (turbidity) of water following rain events.

Feeling as though she had not been given a fair hearing by Leighton's representative, Ms Wallace finally contacted the Grafton office of the RTA to voice her concerns and report the changes in the number of times minor flooding was evident since the S2W Upgrade work started in the area.

The Grafton office said they would pass the message onto operational staff involved in the S2W Upgrade. On Friday January 27, Matthew Francisco visited Ms Wallace's property to hear her concerns and have a look around. He left saying he would have a look at the worksite and get back to her.

Arrawarra resident Bob Piper is a veteran member of the RFS and past member of the SES for 30 years. He wrote a report of the flooding events, some of which follows below.

Some notes and Observations, Arrawarra Flooding Thursday January 26, 2012

I agree with older locals many of these events were normal weather patterns that have occurred over the past 25/30 years, but unlike this time little flooding has been experienced.

Arrawarra Village was flooded, Arrawarra Beach Road (ABR) was impassable due to depth of water over it (a first time), water then continued east overflowing drains within the village causing local flooding to houses.

After a thorough inspection of the highway [S2W Roadwork] with only a portion of the construction carried out (and no action on the rest area) it is so blatantly obvious the works to date are directing huge quantities of water to the village and surrounds.

Water from construction on west of present hwy is directed through 3 culverts.

1. Into Arrawarra creek greatly raising its level to overflowing (at full tide creek is a banker)
2. Culvert approx. 200 mtrs south of ABR. (As can be seen by water gush and debris) ran 3 ways, some to creek some through native forest area eastward and to ABR. and some directly to ABR.
3. Culvert approx 100 mtrs north of ABR Volume directed 2 ways through flooding of rural allotments and homes in Ellem Cl. plus again to ABR.

From item 2 (above) water overflowed the creek area and drains in front of homes in ABR. This backup of water from 2 angles created major flooding in the APZ and rose to people's back doors (flooding some garages) and prevented any drainage taking place.

These levels of water have never previously been experienced (It was high tide but that cannot be an excuse).

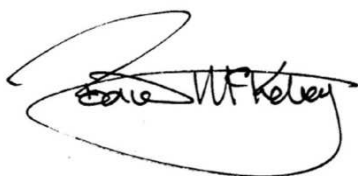
Bob Piper

I realise it's unusual to wish to add information to submissions that have closed back in December, but we feel in this instance it is warranted, and that further investigations and consultation take place with the residents affected by last week's flooding.

Given that recent upgrade works at Blackadder Creek, Corindi, failed, resulting in Corindi Park Estate being flooded and leading to RTA acknowledging responsibility to residents, we want to avoid a repetition of that situation. With the amount of hard surface planned in the area, we are concerned for the future when all major works are completed.

Unless a review is taken now to properly address the flooding issues, the future for Arrawarra residents will be very bleak indeed.

Regards

A handwritten signature in black ink, appearing to read 'Rod W McKelvey', enclosed within a large, loopy, handwritten oval or circle.

Rod W McKelvey

Lisa Chan - Proposed Arrawarra Rest Area/Service Centre

From: PAT JOHNSON <pjsnowat@gmail.com>
To: <lisa.chan@planning.nsw.gov.au>
Date: 9/12/2011 9:44 AM
Subject: Proposed Arrawarra Rest Area/Service Centre

Subject: Proposed Arrawarra Rest Area/Service Centre

Re: Proposed RTA Rest Area/Service Centre at Arrawarra Beach Road, Arrawarra.

Dear Lisa,

I would again like to lodge my objection to the proposed Rest Area/Truck Stop/Service Centre being placed in the Arrawarra Beach Road, Arrawarra area. Arrawarra Beach Road is a no through road that leads to the small village of Arrawarra...a nil growth area of less than 60 homes, a holiday caravan park, two creeks and a beach.

This small peninsular area is totally unsuitable for any future expansion or development.

It sits within culturally and environmentally sensitive areas of land surrounded by the Yarrawarra and Arrawarra Estuary systems.

Basically, the whole area is surrounded by an extremely fragile and precious estuary system.

The estuary and surrounding land areas abound with a multitude of bird life, natural habitat and a number of documented endangered species of frogs, sugar gliders and a new found species of micro bat previously unseen and as yet un named.

The area is coveted by locals for obvious reasons.

Holiday makers are drawn regularly to Arrawarra to enjoy the peace of nature that the area has to offer and for just a few weeks a year they can escape the maddening rat race.

Surely, areas as fragile, precious and spiritually rewarding as this must be vigorously protected and preserved for everybody, not only for the present, but for future generations to come.

When making the decision for the proposed Rest Area/Truck Stop/Service Centre, one must ask one simple question...why must it be placed in such an environmentally fragile area as Arrawarra?

Just 19km north of Arrawarra, a 10 minute drive, is the already established Rest Area/Service Centre at Halfway Creek and only 5km south of Arrawarra, a 2 minute drive, is the township of Woolgoolga. Personally, I cannot see the point nor the sense in the RTA spending the money on this project. Why is there the need to put a Rest Stop/Service Centre when at either side, north and south, of Arrawarra there are far more suitable and already established areas for stopping, resting and using a service centre.

Please...I ask you to give this proposal very serious consideration...leave Arrawarra unscathed...for the sake of the birds, the animals, the native vegetation, the endangered species and for all those who seek the beauty and solace of an unspoiled and natural environment...today...and for future generations to come.

Sincerely,
Pat and Gary Johnson
14 Arrawarra Beach Road
Arrawarra NSW 2456

Lisa Chan - Submission Details for [REDACTED]

From: [REDACTED]
To: <lisa.chan@planning.nsw.gov.au>
Date: 12/12/2011 10:47 AM
Subject: Submission Details for [REDACTED]
CC: <assessments@planning.nsw.gov.au>

X Department of Planning

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:
[REDACTED]
[REDACTED]

Content:

The location of the proposed the Rest Area and Service Centre is wrong - it would be better located in the Woolgoolga industrial area. Placing it in the middle of a heavily forested corridor at Arrawarra, in an area renowned for its populations of arboreal mammals (including squirrel gliders) will lead to many more environmental and social impacts. In contrast the environmental impact would have been virtually nil if this proposed facility were constructed at South Woolgoolga on old banana lands.

The location does not make sense as it duplicates the service centre and rest area recently constructed at Halfway Creek which is located only 10 km to the north of Arrawarra. There obviously needs to be a more holistic view taken to the planning of the Pacific Motorway's construction, rather than this piecemeal approach of each small sector.

[REDACTED]
Submission: Online Submission from [REDACTED] (object)
https://majorprojects.affinitylive.com?action=view_diary&id=24422

Submission for Job: #4982 Modification 6 - Arrawarra Rest Area
https://majorprojects.affinitylive.com?action=view_job&id=4982

Site: #1959 Pacific Highway Upgrade - Sapphire to Woolgoolga
https://majorprojects.affinitylive.com?action=view_site&id=1959

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Lisa Chan - Submission Details for elizabeth dray

From: elizabeth dray <elizabethdray@westnet.com.au>
To: <lisa.chan@planning.nsw.gov.au>
Date: 13/12/2011 3:13 AM
Subject: Submission Details for elizabeth dray
CC: <assessments@planning.nsw.gov.au>

 Department of Planning

Disclosable Political Donation: no

Name: elizabeth dray
Email: elizabethdray@westnet.com.au

Address:
30 Maple Road

Sandy Beach, NSW
2456

Content:
13 December 2011

RE: Arrawarra Rest Area Environmental Assessment Report

Dear Sir

I'm writing in response to the Environmental Assessment Report undertaken as part of the Sapphire to Arrawarra Pacific Highway upgrade. I do not support the current proposal for the Rest Stop. I believe the location to be inappropriate on environmental grounds and the current Environmental Assessment to be inadequate.

Potential Flooding of Local Communal and residential area

The Arrawarra area already experiences problems with regard to stormwater run-off and consequent erosion particularly on the southern tip of the Coffs Coast Regional Park, (adjacent to Yarrawarra Creek), which contains SEPP 26 Remnant Littoral Rainforest. In times of heavy rain, water already backs up on the low-lying acreages in the area around Arrawarra Beach Road and Eggins Drive.

No scientific evidence is necessary to determine that raising the height of land at the Rest Area (by filling) will increase the fast flowing stormwater run-off to create major pooling in slow flowing flood prone low lying areas.

Coffs Harbour Coastal Processes and Hazards Definition Study and DECC Floodplain Risk Management Guideline, Practical Consideration of Climate Change - flag more significant impacts.

Habitat Corridor

In my experience some of the most reliably accurate information about flora and fauna activities in an area can be gleaned from local residents. First hand recounts from residents observing the current road works and effect on residential wildlife with homes in hollow bearing trees which are removed in a moment are embarrassingly inhumane.

Submissions have been presented about the effect this interchange will have on various populations. Notwithstanding the suggestion that such concerns have been addressed for the whole of the Sapphire to Woolgoolga project, the real effect on sensitive wildlife populations specific to smaller locations within this broader context remains inadequate.

The Arrawarra, Mullaway, Darlington, Garby area supports an important Squirrel Glider population which is otherwise very rare along the Coffs Coast. As well these forests link with the broader coastal reserve which provide other important fauna (Wallum Froglet, Glossy Black-cockatoo and Grey-headed Flying-fox) with critical habitat.

The Arrawarra Regional Habitat Corridor links Garby Nature Reserve and Coffs Coast Regional Park to Wedding Bells State Forest and hinterland forests beyond. The corridor was mapped as part of the Coffs Harbour City Council's Priority Habitats and Corridors Strategy and is regarded as one of the most important coast to hinterland corridor links along the Coffs Coast. Fragmentation and general disturbance could well compromise this Reserve if it becomes functionally isolated from large forest areas to its west.

The state government has recognised this area as a State Significant Corridor under the Biodiversity Conservation Lands layer endorsed by the then Department of Planning. Local environmental planning also shows this area to be Category 2 - High Conservation Lands - under Coffs Harbour City Council's draft Priority Habitats and Corridors Strategy.

The construction of the interchange, Rest Area and extensive highway system at Arrawarra will impact adversely on the free movement of all the native fauna.

Little consideration has been given to providing appropriate safe crossings (as provided during construction of other sections of the highway upgrade - Bonville for example) for free and uninterrupted fauna movement. Current wildlife carnage from road traffic is significant.

Woolgoolga industrial area more appropriate for commercial use

Is it true that licences for fast food outlets for this proposed rest stop have already been awarded before community consultation is finalised? If so it seems to suggest a fait accompli over this matter and presents this whole process as farcical. I hope this information does not turn out to be accurate.

Submissions have been presented suggesting Woolgoolga industrial area as a more appropriate site for this Rest Area. I concur. It could not be more suitable given the current infrastructure in immediate surrounds similar to the Southern Service Centre in Isles Drive Industrial Estate.

Yours sincerely
Elizabeth Dray

IP Address: 58-6-47-96.dyn.iinet.net.au - 58.6.47.96
Submission: Online Submission from elizabeth dray (object)
https://majorprojects.affinitylive.com?action=view_diary&id=24441

Submission for Job: #4982 Modification 6 - Arrawarra Rest Area
https://majorprojects.affinitylive.com?action=view_job&id=4982

Site: #1959 Pacific Highway Upgrade - Sapphire to Woolgoolga
https://majorprojects.affinitylive.com?action=view_site&id=1959

elizabeth dray

E: elizabethdray@westnet.com.au

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Lisa Chan - Arrawarra/Rest Area.

From: "enidwalter.ene@bigpond.com" <enidwalter.ene@bigpond.com>
To: <undisclosed-recipients>
Date: 13/12/2011 6:49 PM
Subject: Arrawarra/Rest Area.

Subject: From Enid Walter. Objection from 3Arrawarra Beach Road Arrawarra.

Hi Lisa,

I would like to lodge my objection to the Rest Stop/Service

Center at the end of our street, I live the closest to the proposed site.

A few detail's you may not be aware of are=

Who is going to check on this site, with all kind's of people using it

24 hour's 7 day's a week. 80% of the people that live in our street and

Darlington park are aged and retired, that's why we live here, for peace and quiet. We are surrounded by bush if you look at a map, people stopping light camp fire's, and leave them, we only have a voluntary fire

Brigade, we have no Police after 10 PM at Woolgoolga, the closest is 35 kilometer's at Coffs Harbour, 50 kilometer's at Grafton, who is going to control this area?

The noise is going to be horrific from truck's slowing down with their exshaust brake's on, all the traffic on Eggin's road (that Flood's in heavy rain) going to Red Rock and Corindi. The corner of Eggin's Road and

Arrawarra Beach Road goes under water in heavy rain, ask any person in our street.

Why do we need a Rest Stop/Service center here when there is a Petrol Station/Service center at Halfway Creek 10 kilometer's north of here, that has no body any where living anywhere near it, and plenty of area for expansion.

The RTA seem to think a couple sound mound's are going to fix the Noise problem, well they must be joking I am sure, if they think that will work. And that any problem's that happen at the Rest Stop it (God Help Us) will magically go away. The more sensible idea would be to put the service center at Woolgoolga in a built up area where every one can use, not just tourist's.

Your's Sincerely, Enid Walter.



ENVIRONMENT PROTECTION AUTHORITY

Our reference: Doc11/56845

Michael Young
 Roads Infrastructure Projects
 Department of Planning and Infrastructure
 GPO Box 39
 Sydney NSW 2001

Dear Michael

Thank you for the opportunity to provide a submission on the Arrawarra Rest Area Environmental Assessment Report - Revised Modification Report December 2011. The EPA has considered the report and notes that it appears to be identical to the document submitted by the Roads and Maritime Services in April 2011. For consistency the EPA reiterates its previous comments and also provides additional comments on the Aboriginal Cultural Heritage component of the report.

Section 1.2 of the modifications report states that the environmental assessment provides an overview of the preferred layout, an assessment of potential impacts and proposed mitigation measures. For ease of discussion EPA has provided comments in relation to biodiversity and water quality matters under those three generalised headings, as outlined below.

1. Preferred layout

- EPA supports this layout in preference to the original plan to locate the service centre on the north side of Arrawarra Beach Road. As discussed in the Modification Report this new layout results in a clearing reduction of 1.41 ha of Swamp Sclerophyll EEC and Squirrel Glider habitat.

2. Potential impacts

- EPA considers that the Modification Environmental Assessment Report does not adequately assess impacts to the local Squirrel Glider population. As noted previously the assessment does not adequately address the numerous NSW Wildlife Atlas records and abundance of Squirrel Gliders recorded in the vicinity of the proposal, nor the presence of contiguous habitat adjacent to the site.
- A similar comment to the above is made for the Hoary Wattled Bat which was recorded near the site in 2002 (Wildlife Atlas) but is only recorded as possibly occurring at the site. If it is confirmed that this species is present on the site further consideration will need to be given to mitigation measures.
- In **Section 7.8.2 Potential impacts of the rest area hydrology and hydraulics** it is claimed that the rest area...*"would potentially increase the volume of stormwater runoff"*. The Modification Report should provide clarification as to what extent will runoff increase from current levels and what is the nature of the potential pollutant in the runoff.

3. Mitigation

- The Modification Report states in section 7.7.2 *"the site is likely to provide an effective and important corridor function to a broad range of native wildlife"*, including known glider records in suitable habitat on both sides of the existing and new highway in this location. EPA recommends the corridor function can be enhanced in an east west direction by the inclusion of a glider crossing structure within the general location of the rest area. For example, connectivity could be achieved

by placement of a pole in the bridge median over Arrawarra Creek. Additionally the aerial corridor function could be maintained by the retention of vegetation in the median and on road verges north of the Arrawarra interchange. Additionally Arrawarra Beach Road could be designed to the absolute minimum width to reduce the barrier impact for fauna moving in the north and south corridor.

- Wallum Froglet and Giant Barred Frog threatened species are recorded within or adjacent to the site. The Modification Report requires further clarification on what specific mitigation measures are planned to manage impacts to this species during construction and operation. EPA recommends this would include but not be limited to fencing and water quality management.
- **Sections 5.5 and 7.8.2** highlights the inclusion of a 700m² of stormwater detention basin and stormwater quality control ponds and also discusses implementing Water Sensitive Urban Design (WSUD). While these mitigation structures and principles are generally supported, the Modification Report should be amended to demonstrate that the proposed controls will capture and / or treat any pollution (in particular hydrocarbons and gross pollutants) from the site and provide an appropriate level of protection for Arrawarra Creek. It is important that the Modification Report provides a high degree of confidence that any pollution will be effectively managed to protect the sensitive receiving environment, which forms part of the Solitary Island Marine Park and is an intermittently closed and open lagoon.

Management of Aboriginal cultural heritage

The EPA notes the existence of numerous registered Aboriginal sites in the immediate vicinity of the project area. The EPA also acknowledges that the project area contains landforms which have yielded a significant volume of evidence of Aboriginal occupation in the immediate local area. This is important as additional, currently undetected, cultural heritage may be present within the project area in those areas where Aboriginal objects have not been previously identified. It is noted that the proponent acknowledges this likelihood. Accordingly, the EPA highlights the possibility that Aboriginal objects maybe located within the project area and it is expected that the proponent will develop appropriate management strategies to address this possibility.

If Aboriginal objects or sites are uncovered due to development activities any approval, if issued, should require that all works halt in the immediate area to prevent any further impacts to the objects. The proponent will then be required to manage the site(s) in accordance with the conditions of their development consent.

The EPA also understands that any cultural material recovered from the project area during the proposed construction activities is to be collected by the project archaeologist and then temporarily cared for by the Coffs Harbour and District Local Aboriginal Land Council (CH&DLALC), prior to being redeposited in an area to be conserved within the project area. The EPA supports this process and notes that any proposed custodial arrangements comply with the provisions of Section 85A of the NPW Act.

Local Aboriginal community consultation

Consultation with Aboriginal people is an integral part of the process of investigating and assessing Aboriginal cultural heritage. Effective consultation requires a commitment by all parties to work in the spirit of co-operation, mutual understanding and respect. Consultation with local Aboriginal people is important and needs to be sustained throughout the heritage assessment/ planning process to ensure cultural perspectives, views and concerns are taken into account. The EPA acknowledges the consultation process undertaken by the proponent and encourages the applicant to continue to engage with the local Aboriginal community in developing appropriate cultural heritage outcomes for the life of the proposed development.

Legislative Requirements

The EPA reminds the proponent that the importance of protecting Aboriginal cultural heritage is reflected in the provisions of the NPW Act. The NPW Act has been amended recently and the proponent is also reminded to ensure they are familiar with the new requirements as they relate to the development and any subsequent assessment processes. Further advice regarding Aboriginal cultural heritage can be found on the EPA's web-site at: <http://www.environment.nsw.gov.au/cultureandheritage.htm>.

If you have any further queries regarding these comments please contact Craig Harré on 66598223.

Yours sincerely

A handwritten signature in black ink, appearing to read 'B. Nudd', with a stylized flourish at the end.

BRETT NUDD
Manager North Coast
Environment Protection Authority

Lisa Chan - Submission Details for [REDACTED]

From: [REDACTED]
<lisa.chan@planning.nsw.gov.au>
To: 16/12/2011 12:42 PM
Date: Submission Details for [REDACTED]
Subject: <assessments@planning.nsw.gov.au>
CC:
Attachments: arrawarra rest area.pdf

☒ Department of Planning

Disclosable Political Donation: no

Name: [REDACTED]
Email: [REDACTED]

Address:
[REDACTED]

Content:
Please see attached.

[REDACTED]
Submission: Online Submission from [REDACTED] (object)
https://majorprojects.affinitylive.com?action=view_diary&id=24583

Submission for Job: #4982 Modification 6 - Arrawarra Rest Area
https://majorprojects.affinitylive.com?action=view_job&id=4982

Site: #1959 Pacific Highway Upgrade - Sapphire to Woolgoolga
https://majorprojects.affinitylive.com?action=view_site&id=1959

Powered by [AffinityLive](#): Work. Smarter.

Department of Planning
Major Projects

To Whom It May Concern,

RE: Comment on the light and heavy vehicle rest area proposed for the Arrawarra Interchange

I note that the Department of Planning (DoP) had previously rejected the rest area site at the Arrawarra Interchange during the initial Sapphire to Woolgoolga assessment process. This was based on many factors including social and environmental issues. I do not believe that the RTA has appropriately addressed the concerns raised by the DoP, especially when there appears to be a more appropriate site at the southern Woolgoolga Interchange.

The Environmental Assessment (EA) references a workshop held on 5 February 2010 (following the public display of the rest area assessment report) with senior regional representatives of DoP, Department of Environment, Climate Change and Water (DECCW) and Coffs Harbour City Council (CHCC). This workshop discussed the results of the rest area options in the rest area assessment report and the submissions received from the public display of the report.

The Workshop found (Page 10):

“on balance, based on non-cost considerations, south Woolgoolga was the preferred location for a rest area/highway service centre facility”.

How can the site selection process in the EA rely on the Rest Area Assessment Report that was released in October 2009 (Page 13)? The EA claims that the rest area should be at the Arrawarra Interchange despite a Workshop with stakeholders held after the release of the Rest Area Assessment Report, finding that the Woolgoolga site is preferred over the Arrawarra site.

Given the workshop would have assessed the Social, Economic and Environmental impacts of a proposed rest area, how can the RTA claim that Arrawarra is the preferred site as it will:

- Have less noise and other amenity impacts;
- Have less impact on existing agricultural properties;
- Have less impact on properties proposed to be re-zoned for industrial purposes; and
- Be less expensive to build.

The EA admits there is a greater impact on the environment at the Arrawarra site and that stakeholder involvement suggested that the Woolgoolga site would be the best. It appears that there was a public consultation process and several meetings held with the relevant stakeholders to decide on the best site for a rest area/service centre that have been ignored or disregarded by the RTA based on cost alone. The other examples listed in the EA to support the Arrawarra location appear to have been conveniently recorded to support a decision made entirely by the RTA. These issues, along with others, would have been considered by the agency workshop participants when reviewing the options, and obviously were not considered to be significant

enough to discount the Woolgoolga site as a viable option. Rather, the independent review culminated in a clear preference, on balance, for the Woolgoolga site.

Given the loss of an already significant area of forest classed as an Endangered Ecological Community (EEC) from the Arrawarra location for the new highway alignment, the retention of EEC areas in this locality should be given even greater importance.

The Rest Area Assessment Report (October 2009) should have been provided as an Appendix with the EA as there is a heavy reliance on it for justifying the site selection in the EA.

The EA for the rest area does not adequately discuss impacts associated with the future development of a service centre. Although a separate approval process is required for the service centre, the cumulative impacts on the environment should be appropriately assessed in the current EA. More consideration should be given to the future use of the site as the site selection process also considered the best location for a future service centre. This is especially important given the site contains the Swamp Sclerophyll Forest EEC.

The owner of land in the area of the Woolgoolga interchange has expressed interest (through media) to develop his land for commercial purposes such as a service centre. The southern Woolgoolga site would provide a more viable business opportunity given the larger volume of traffic and potential clientele. The EA discusses that one factor with the site at Bark Hut Road that lead to its exclusion from the final site selection process as it was considered that a service centre would not be viable due to low traffic volumes (page 12). How is the proposed location at the Arrawarra Interchange a more viable option compared to Bark Hut Road or Woolgoolga?

The RTA needs to provide further justification of their decision to locate the rest area at the Arrawarra Interchange, given workshops considering public submission found that the best site (non-cost) would be at the southern Woolgoolga Interchange.

There is no consideration of noise impacts on the wider community, especially the noise associated with heavy vehicles decelerating (air braking and downshifting) to exit the highway and enter the rest area or accelerating (up shifting) when leaving the rest area and re-entering the highway. This noise impact is considered far more disruptive than general highway traffic noise associated with normal highway flow or travel at low speeds within the rest area. The noise assessment undertaken is not considered adequate in this regard.

Noise assessments should be undertaken across a broader impact area to fully ascertain the potential impact on the wider community. These noise assessments should also take into account disruption to enjoyment of home life during waking hours.

The mitigation measures proposed for the operational stage are also not considered adequate in this regard. In the event that the proposed development proceeds at Arrawarra, noise walls and/or mounds should be extended to mitigate these noise impacts over the wider Arrawarra Headland/Mullaway area.

The site at the Arrawarra interchange is located in heavily vegetated land and is relatively undeveloped, whereas the Woolgoolga site is largely developed and already subject to lighting impacts. I am concerned about potential impacts to the

visual amenity in the Arrawarra Headland area from lighting associated with the rest area and any potential future service centre.

In conclusion, I would like to register my objection to the rest area and potential future service centre being located at the Arrawarra interchange. The South Woolgoolga interchange is clearly the most appropriate location due to less social and environmental impacts, as also concluded through the public consultation process and the agency workshops.

I look forward to your reply.

Lisa Chan - Sapphire to Woolgoolga upgrade - selection of Arrawarra for service centre - objection

From: "Prue Mitchell" <prudence.mitchell@westnet.com.au>
To: <lisa.chan@planning.nsw.gov.au>
Date: 16/12/2011 4:33 PM
Subject: Sapphire to Woolgoolga upgrade - selection of Arrawarra for service centre - objection
CC: "Peter Murphy" <peter.murphy@westnet.com.au>
Attachments: Further objection to truck stop at Arrawarra.docx

I attach a copy of another objection to the selection of the above site for a service centre. Please acknowledge receipt of this by return.

Yours sincerely,

Prue Mitchell

16 December 2011

Dear Sir/Madam,

Woolgoolga to Sapphire upgrade of the Pacific Highway – “proposed” service centre at Arrawarra

I am writing to object to the selection of Arrawarra as the preferred site of the truck stop and to comment on the EA as belatedly invited to do by the RTA. I strongly object to the site being selected at all and the insidious plan of the RTA to pave paradise and put up a parking lot. The bases for that objection include the following:

- There is no need to have a truck stop or any facilities of that nature in the location at all. There is already one at Half Way creek, and plenty of like facilities at Woolgoolga (x2) and a ready made industrial estate where another could be put, if necessary and many in Coffs Harbour. All existing facilities are within 40 mins of each other and Arrawarra would be yet another stop within that 40 minute zone. I do not think that truckies or anyone else will be having their 3 meals a day at 5 locations (minimum) within a 40 minute driving zone.
- The environmental impact on endangered species, too numerous to mention, such as the squirrel glider, feathertail, yellow bellied glider and bird and other fauna corridors is such as to wipe out their habitat completely. These have all been adequately described in previous submissions by other objectors and you can take it that they are repeated here. Unbelievably, fauna corridor crossings have been removed from the plans for the Sapphire to Woolgoolga upgrade. No crossings are proposed for the established site, despite an acknowledgement that the environmental impacts on native vegetation and fauna at this site will be extensive. This is nothing short of environmental vandalism.
- Hydrology and soil management –the area is on a creek. It is on the junction of a number of creeks and rivulets. Arrawarra is regularly flooded which will only be exacerbated by the proposed truck stop. Again this has all been dealt with in previous submissions and the problem is well known. Many parts of Arrawarra are not curbed or guttered and there is nowhere for run off to go. Council, if requested, may come and suck the water out from the ditches in front of out houses, if they feel like it. Even if the additional run-off created by the truck stop was to be run out to sea, this would pollute the Solitary Islands Marine park and jeopardise aquatic life in the park and surrounding areas. Especially as it would contain contaminants from the highway and truck stop such as petrol and other by-products. Building the truck stop site will simply ensure that Arrawarra becomes a swimming pool or sink for the run-off from the highway and the truck stop. The Aurecon report addresses none of these issues adequately, if at all. Again, there is absolutely no need for a truck stop at this location at all, let alone one that compromises the environment and the value of our houses as a result of the natural hydrology of the area. No adequate consideration of this is in the Aurecon report. Any diminution in the value of our properties as a result of increased inundation of our land will be the direct result

of the RTA's clear decision to build an unnecessary truck stop in an area of outstanding natural beauty, when so many other sites are more appropriate, already cleared and proffer a better drainage outcome.

- Noise – the Aurecon report does not adequately address this issue. There is no protection whatsoever for the ingress and egress to the "proposed" site. Already, truck noise and decompression of their brakes can be heard at night, particularly of trucks proceeding south from Grafton past Arrawarra. The noise will only be compounded by stopping at a truck stop. A small mound restricted to around the site is hardly going to deal with that issue in any sensible way.

In summary, the RTA has clearly made a decision to select this site for the service centre, although they are coy about admitting to have done so. This no doubt is so that they do not have list the reasons for the basis of their decision so that no application can be made to challenge the so-called process under administrative law or under any other law dealing with the environmental implications of the decision, which they are reluctant to admit has been made. The entire process has been one of deliberate obfuscation and a strategy of exhausting the objectors so that we give up at some critical moment of which we are not aware.

I request that the RTA state categorically, when they made the decision to select Arrawarra as the service centre and provide copies of the documents that were generated to document that decision. I also request that the reasons for that decision be categorically stated and again, provide me with copies of the documents that were generated to evidence such reasoning. I expect a written response in a timely fashion to these requests.

I am tired of RTA's pretence of consultation when it has already made up it's mind. It is a waste of everybody's time and energy about something that is so important to the environment, the value of our houses and our lives. It is effectively a compulsory acquisition of our community without any, let alone fair or reasonable compensation. What for? So that the RTA can make a few more bucks from renting the site to the well known gourmands of Kentucky Fried Chicken, MacDonalds and the like. Again, there is no need for a service centre here at all or anywhere near here. It is only a 40 min drive from Half Way Creek to Coffs Harbour. Let alone Woolgoolga or Moonee Beach which sites are already developed and provide numerous and adequate facilities.

I look forward to receiving the information in bold requested in the penultimate paragraph of this letter.

Yours faithfully,

Prudence Mitchell and Peter Murphy

47 Arrawarra Beach Rd, Arrawarra.

Lisa Chan - Re proposed RTA Rest area and Service Centre

From: Alexandra Townsend <alextownsenddesign@yahoo.com.au>
To: "lisa.chan@planning.nsw.gov.au" <lisa.chan@planning.nsw.gov.au>
Date: 16/12/2011 7:26 PM
Subject: Re proposed RTA Rest area and Service Centre

Re: Proposed RTA Rest Area/Service Centre at Arrawarra Beach Road, Arrawarra.

Dear Lisa,

I would like to lodge my objection to the proposed Rest Area/Truck Stop/Service Centre being placed in the Arrawarra Beach Road, Arrawarra area.

In regard to the Service Centre, which as I am to understand, will include Fast Food outlets of the McDonalds / Kentucky Fried variety. It seems ludicrous to locate a business of this nature just 6kms north of a town which is devoid of such facilities and whose population both permanent and transient would most likely enjoy. Surely this facility should be located at the southern end of Woolgoolga where the locals and travellers alike will be able to enjoy as they are currently able to at the southern end of Coffs Harbour 42kms from here.

My main concern of course is for our local children, whose population increases greatly every holiday period . They will be attracted up to this new service centre, we already have issues of safety as you must fully realise we have no footpaths in Arrawarra and our road is an unofficial "shared zone". One child has already been hit by a car with the added attraction of a service centre up on the highway within in close walking proximity the chances are going to be greatly increased. We have tried previously to have the speed limit reduced to 40kms to no avail.

If this service centre goes ahead you are giving more reason for the children to head towards the highway and also be in the proximity of the rest area which in itself opens up another can of worms in regarding the childrens safety. Children and visitors here are already skate boarding on our one street and the rest area will be another place for them to pursue this activity. This area will then in turn attract paedophiles and in this more lonely locale where our children currently alight from the school bus within metres of the area is another "Daniel Morecombe" tragedy waiting to happen.

Arrawarra Beach Road is a no through road that leads to the small village of Arrawarra...a nil growth area of less than 60 homes, a holiday caravan park, two creeks and a beach.

This small peninsular area is totally unsuitable for any future expansion or development.

It sits within culturally and environmentally sensitive areas of land surrounded by the Yarrawarra and Arrawarra Estuary systems.

Basically, the whole area is surrounded by an extremely fragile and precious estuary system.

The estuary and surrounding land areas abound with a multitude of bird life, natural habitat and a number of documented endangered species of frogs, sugar gliders and a new found species of micro bat previously unseen and as yet unnamed.

The area is coveted by locals for obvious reasons.

Holiday makers are drawn regularly to Arrawarra to enjoy the peace of nature that the area has to offer and for just a few weeks a year they can escape the maddening rat race.

Surely, areas as fragile, precious and spiritually rewarding as this must be vigorously protected and preserved for everybody, not only for the present, but for future generations to come.

When making the decision for the proposed Rest Area/Truck Stop/Service Centre, one must ask one simple question...why must it be placed in such an environmentally fragile area as Arrawarra?

Just 19km north of Arrawarra, a 10 minute drive, is the already established Rest Area/Service Centre at Halfway Creek and only 5km south of Arrawarra, a 2 minute drive, is the township of Woolgoolga. Personally, I cannot see the point nor the sense in the RTA spending the money on this project. Why is there the need to put a Rest Stop/Service Centre when at either side, north and south, of Arrawarra there are far more suitable and already established areas for stopping, resting and using a service centre.

Please...I ask you to give this proposal very serious consideration...leave Arrawarra unscathed...for the sake of the birds, the animals, the native vegetation, the endangered species and for all those who seek the beauty and solace of an unspoiled and natural environment...today...and for future generations to come.

Your's Sincerely,

Alexandra Townsend
2 Arrawarra Beach Road
Arrawarra NSW 2456



Your ref: PHO M2799
Our ref: 2955723

15 December 2011

NSW Transport (Roads and Maritime Services)
Attention: Ms J Bancroft
Pacific Highway Office
PO Box 546
GRAFTON NSW 2460

Dear Ms Bancroft

Pacific Highway Upgrade- Sapphire to Woolgoolga Project Proposed Modification of the Project Approval

In relation to the modified Arrawarra rest stop for light and heavy vehicles, Council's relevant sections have assessed the documentation accompanying the proposed modification and with consideration to the site a range of key matters need to be incorporated in the project, including:

6.2.1 Water quality

- Stormwater treatment to include consideration of treatment required for animal refuse as a provision for stock truck stopover.
- Provision of water connection for use by stock trucks and rainwater tanks for flushing amenities or reuse of harvested stormwater from detention ponds.
- The design of stormwater control systems to cater for the potential future development of a service centre should be provided.
- Note 5 on Figure 6.1 refers to "possible stormwater detention basins"; what alternatives are proposed if these are not possible?
- Council's WSUD Policy has specific water quality control requirements, this proposal should meet these.
- What are the identified receiving water objectives, and therefore what control measures will be in place to maintain these? No detail is provided in the supplied documentation.

7.8.2 Infiltration rates

- Fill of 33,000m³- Council acknowledge that most is to be for earth noise mounds, however the proponent is required to provide geotech to confirm use of fill will not impact infiltration rates of WSUD treatments post development and to demonstrate- how will this be achieved?
- Landscaping design to incorporate WSUD treatments such as street pits to provide additional water quality treatment.
- Amenities to be water efficient (use of rainwater tanks and stormwater reuse on site for flushing and other non-potable uses may be required).

...2

• Communications to: The General Manager, Locked Bag 155, Coffs Harbour 2450 • Administration Building,
2 Castle Street, Coffs Harbour • Tel: (02) 6648 4000
• Fax: (02) 6648 4199 • DX: 7559 • ABN 79 126 214 487
• Email: coffs.council@chcc.nsw.gov.au
• Website: www.coffsharbour.nsw.gov.au



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7.7.3 Nest boxes

- Nest boxes should be mandatory replacement for removed hollows at ratio one hollow removed equals four nest boxes replaced where hollow cannot be otherwise restrung. This should not be a feasible/reasonable scenario, this should be a must achieve replacement ratio as removal of hollows is a key threatening process.

7.8.2 Potential impact of the rest area- hydrology and hydraulics

- What are the impacts of the proposed fauna crossing culvert?
- The runoff from carpark and hardstand areas will most certainly be increased with a one hectare (10,000m²) increase in impervious area, to an otherwise natural pervious ground site. Provide detail of ponds.
- The document states "*the configuration of the rest area provides opportunities to implement water sensitive urban design (WSUD) techniques to treat and control stormwater run off. Conventional road drainage would be provided to internal rest area roads*". This does not indicate commitment to provision of WSUD treatments as it states "...Provides opportunities to implement...". The proponent is to provide detail on what WSUD treatments are proposed and what water quality parameters will then be met.
- Operation phase seems to indicate final and future use as opposed to construction phase? This document refers to construction phase activities. What are the plans for ongoing stormwater treatment and control?
- "*Opportunities to include water management methods such as bio-retention swales between the internal roads would also be investigated to treat and control stormwater runoff*". Again, WSUD controls are to be investigated – this does not provide solid commitment. The proponent needs to provide future detail.

Biodiversity

- The Rest Area Environmental Assessment contains no comprehensive flora or fauna assessment report. Therefore, no conclusions regarding the impact on threatened species can be substantiated. There are some general statements regarding the dominant flora species of each stratum and statements drawn from the larger Environmental Assessment regarding fauna, but no comprehensive study has been undertaken on the site. Accordingly, the minimum requirements to determine the impact on threatened, populations and communities have not been met.
- The initial Sapphire to Woolgoolga Environmental Assessment gave only cursory consideration to flora and fauna values of the subject area because it was not considered as part of proposed site of direct impact.
- The proposed Rest area falls within the only Coffs Harbour City Council identified Regional wildlife corridor (NR3) between Red Rock and Emerald Beach which links consolidated coastal habitat with Wedding Bells State Forest (Coffs Harbour Corridors Footprint).
- The state government has also recognised this area as a State Significant Corridor under the Biodiversity Conservation Lands layer. Similarly, Council has identified this area to be Category 2 – High Conservation Lands under Coffs Harbour City Council's *draft Priority Habitats and Corridors Strategy 2010* as exhibited.

Ms J Bancroft

15 December 2011

- The proposal will further fragment important coastal habitat. A number of planning reports and strategies have identified the critical importance of retaining large consolidated coastal remnants along the northern beaches. The Little Arrawarra area is one of those important habitat areas and its significance further reinforced through recognition of its corridor value.
- The rest area sits within a very low relief floodplain whose catchment feeds Little Arrawarra Creek, part of the Solitary Marine Park at its high water mark. Hard surfaces associated with the Rest area are likely to increase discharge rates and water contaminates into the creek and estuary which feed into the Marine Park.
- Minor hydrological changes and flooding have already resulted in significant erosion of the banks of the two creeks which feed Little Arrawarra estuary to the point where major works are now required to protect the Little Arrawarra Caravan Park at its entrance. This situation is likely to be further exacerbated by reducing vegetated cover and increasing hard surfaces in the sub-catchment.
- The 2.47 hectare is not considered mature forest, however in future years it will provide an important resource for arboreal species such as the squirrel glider which has a population stronghold in the Arrawarra – Garby Nature Reserve area.

Other Matters:

- Council is concerned that pavement integrity of Eggins Close would not cater for additional vehicle movements. Any use of Eggins Close resulting from the proposal would require NSW Transport to upgrade and rehabilitate the Eggins Close pavement.
- Council has had representations from the Woolgoolga Chamber of Commerce about the potential impact of the rest area service centre and in general the Pacific Highway upgrade bypassing Woolgoolga. The Chamber and Council request an Economic and Social Impact Assessment be carried out by NSW Transport with regard to the Woolgoolga Township.
- Appropriate directional, tourist information and advertorial signs at the rest stop area may be appropriate. Council would invite further consultation on the style and location of these signs.
- Council would encourage the provision of bike stands at the rest area.

Should you wish to discuss this correspondence, I can be contacted on 6648 4650, or alternatively George Stulle can be contacted on 6648 4425.

Yours faithfully



Clyde Treadwell
Manager, Land Use Planning