Thank you for the opportunity to provide a submission.

I am supporting this application, recognising the benefits that the implementation of this project will bring. However, I would like to request further consideration and revised actions regarding the remedial actions outlined in the SLR Environmental Impact Statement. Specifically, I am concerned about the impacts related to traffic conditions, noise, and dust.

I note from the report under 6.1.2.3 Construction Traffic the project, during construction is expected to generate 20 return light vehicle trips and one return heavy vehicle trip per day, equalling approximately 42 vehicle movements (in and out of the Project site) per day via Mid Western Highway. From the highway, the traffic will be using the internal access road as depicted. As the closest neighbour to this internal access road, I raise the following;

1. Based on the information provided, it appears that the existing traffic on the internal access road, including the movements of the property owners and TransGrid's current vehicles, has not been fully accounted for. I believe these figures need to be more accurately measured. The anticipated increase in traffic has the potential to directly impact my privacy and the overall enjoyment of my land.

   This is also outlined under 6.1.2.1 Construction Noise as "The results above in Table 15 conclude that there is a minor exceedance of 3 dBA predicted at R2 (16 Stewart Street) across all three scenarios, with the noise levels dominated by truck movement on the internal access road" and;

   "Construction traffic is anticipated to peak in Month 6 and Month 7. During this two-month peak period, heavy vehicle movements could be as high as 8 inbound and 8 outbound vehicles per day."

2. As previously mentioned, I am requesting the installation of a vegetative screen half way along the boundary fence line, consisting of mature trees. This screen would significantly enhance privacy and help mitigate any potential visual and/ or environmental impacts including dust from the project.

3. It is important to note that there is a second driveway entrance off the Mid Western Highway, situated back towards Robin Hill, which could serve as an alternative direct route for light traffic to the site, leaving only the heavy traffic for the primary access to to the site. This second entrance has been recently utilised for construction activities over the past two months but is not currently referenced or depicted in the project maps. Utilising this second entrance could alleviate congestion on the single internal access road and provide a more direct route to the site for light vehicles . I recommend considering this alternative access point to reduce traffic on the internal road and to further accommodate the long-term needs of the site facilities.

4. Under 6.4.2.2 Traffic Volumes
   "This right-turn movement will require light vehicles to cross the carriageway in close proximity to the beginning of an overtaking lane, however the arrangement is considered appropriate and safe given negligible delays due to low vehicular volumes (21 inbound light vehicles per day)"

Whilst the report highlights and adequately addresses the safety aspect for a right hand turn into the access driveway from traffic coming from Robin Hill, I believe the increase volume and the locating of this turn, especially in peak periods is worthy of increased concern. It is a 100 km/hr zone and I believe this poses a significant risk for the ability of heavy vehicles to brake and stop in the event of vehicle standing time awaiting a right hand turn.

5. In relation to the use of Evans Plains Road to access the site, I can only comment on the difficulties and frequency of which this road is graded and used. In any wet periods it quickly becomes heavily muddy and extremely slippery even when travelling at low speeds in light vehicles. As is currently the case the speed of numerous vehicles exceeds the 50km/hr limit which also presents a risk for proposed heavy vehicle traffic.

I await the collation and outcome of the review of the application inclusive of the considerations raised in this submission.