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As the Princes Highway increases in width and moves onto part of the existing farm at "Glenvale" CH12250-CH13900, impacts such those that follow need to be considered.

- Water has flooded the present highway 3 times in the 10 years we have lived here. The creek will break its banks and rise rapidly after heavy rain and it has been very close to both houses on the property.

To build a bank of the proposed length & height it must be ensured that adequate flow capacity is provided and a safety overflow must at least be considered.

As discussed at a meeting in November 2012 with the property owner Phill Bragg and Senior Project Manager, Ron de Rooy and I a vehicle sized underpass at approximately present highway floor height would have many benefits and seems feasible since it addresses the following.

- Safety flood overflow
- Fauna access/crossing
- Consolidated vehicle access for 3 households (2 at Glenvale & 1 at Gembrook) into 1
- Emergency vehicle U-turn option
- Improved left-out access and reduced travel time for 3 households

Currently, any maintenance required of the box culverts for the creek as well as that of the verge to give clear southern visibility to traffic is carried out by the property owner and residents. **This would have to be addressed in future by regular scheduling of RMS maintenance crews**.

Present access has restricted vision to the South and narrow shoulders both North and South. Although narrow, these shoulders are often used as rest stops or mobile phone stops thus blocking access to the property. Signage on pavement surface or other roadside signage may help to address this problem.

As the driver of a slower moving medium truck, trailer combination, wider longer shoulders and possible underpass (as previously mentioned) together with long acceleration and deceleration lanes would considerably improve safety issues for similar vehicles as mine.

The present farm access gate at the site of the present speed camera CH13400 needs to be retained & built into the final design for emergency access, as it has been needed to be used by rural fire service to my knowledge.

Water is currently harvested on the property by way of spring/rain fed dam and tanks. Both catchments may be affected during construction and the roof catchment of our house which is closest to the highway will most likely be affected after completion when the upgrade is operational.

The present outlook towards the east reaches beyond the highway, out across farmland and natural bush leading down to Broughton Creek and beyond. The proposed embankment will completely block this entire eastern aspect/view.

As the visible length and height of highway in relation to our house is increased, along with the volumes of traffic using it, the noise levels will also be increased - most noticeably at our house (which is closest to the highway). Replacement bush must be established to help screen the house/farm and also to soften the visual impact of the 6 metre high embankment. **What noise mitigation measures are proposed** other than a concrete wall which will further encroach on our view and further reduce our amenity?

As an arborist I consider your stated Mitigation and management measures to avoid, minimise or manage landscape character and visual amenity impacts as set out in Section 7.6.4 Table 7-59 to be largely adequate **but I wish to stress that fast growing species such as wattle are only considered as nurse trees and they will need to be interspersed with more permanent species for effective long term vegetative screening. The wattles will need to be removed at a later date.**

I agree with the key actions stated in the table on page 9 Chapter 10 that

1. '*a simulated BioBanking assessment undertaken for the project determined that native vegetation removed would be offset at an average ratio of 5.3:1 in order to achieve the 'improve or maintain standard*'

(And I would add that it is essential in order to provide aeration and maintain water quality.)

2. 'permanent and temporary waterway crossings should be designed and constructed in accordance the fish habitat classification of each waterway & minimise alterations to natural flow regime and impacts on fish passage'

(Particularly since native bass travel up at least to Foxground.)

In summary

Again as an arborist my observations and recommendations would have to be that since a percentage of the farm that has been retained as natural bushland is being removed then at least double that area should have to be replaced on completion as a minimum, with native species endemic to the area.

The location is home to a wide range of species as an example many rain forest trees, palms and ferns. Many of these would be considered suitable replacement species planted with other s to restore some of the natural bushland.

Some of the benefits to the farm that this bushland offers are as follows:-

- A natural piece of bushland at your doorstep with vehicle & walking access
- Real flora & fauna protection
- A sustainable resource of timber for building, fencing, firewood and wood craft
- A shelter belt for livestock in extreme weather conditions
- A storage area for some of the resources it contains
- The last real natural bush buffer remaining between mainly cleared farms between it and Berry
  The value and very real benefits that this buffer offers to the farm need to be considered.

Yours sincerely

Paul Gillen & Alana James