

Nathan Stringer - Fwd: Attention: Director Infrastructure Projects

From: plan_comment
To: Nathan Stringer
Date: 29/01/2013 9:28 AM
Subject: Fwd: Attention: Director Infrastructure Projects
CC: Michael Young
Attachments: Attention: Director Infrastructure Projects; Pacific Highway upgrade Woolgoolga to Ballina EIS; Submission for Pacific Highway Upgrade EIS; Submission on Woolgoolga to Ballina Pacific Highway Upgrade EIS ; Submission to Pacific Highway Upgrade EIS; Submission Woolgoolga to Ballina; Woolgoolga to Ballina Pacific Highway Upgrade EIS

Attention: Director Infrastructure Projects

Dear Sir/Madam,

My name is David Maloney

Address: 130A Evans Head Broadwater Road

Broadwater

NSW 2472

(nb. item 26-HH41 in section 13 of the EIS)

My submission concerns the Woolgoolga to Ballina upgrade of the Pacific Highway, specifically the Broadwater National Park to Richmond River section (section 9).

The application number is SSI-4963.

Overall I would support the upgrade of the highway but would have questions, comments to make on the impact of the project on my property and the residential house in which I live. I would like to see that these issues are addressed when planning, constructing and operating the upgrade.

The property which I own has had the designated land acquired for the highway upgrade and associated acquisitions.

This acquisition has and will change the shape, size and use of the property to a large degree. The Property will be adversely impacted in two ways, a diminished primary production value and my residence will be approximately 90 metres from the upgraded highway.

Some notes on current noise activity levels at my house.

This house is located in the middle of the property, at least 500 metres from any public road. The closest RTA noise monitoring station for this section of the upgrade was located much closer to the Evans Head Broadwater Road (100 meters approx.). Thus noise levels would be significantly less for my house than those monitored.

Additionally it was noted in "Table 15-13: Summary of noise- sensitive receivers in each section" of the EIS that when sugarcane is harvested noise impacts can occur over a 24 hour period. It is to be noted that the closest sugarcane farm is some distance from my house (approximately 1km) and harvesting would have minimal to zero impact on us currently during any 24 hour period.

Construction and operational impacts of the upgrade.

In Section "15.3 Assessment of impacts 15.3.1 Construction noise and vibration" of the EIS for section 9 it is noted that some "receivers are likely to experience noise above the appropriate noise management level due to site clearing, earthworks and paving. No receivers are likely to be 'highly noise affected'. I would point out the close proximity of my house to the new freeway. There will be the adverse impact of construction works including cutting and filling works carried out on the section next to my house. Thus I would put forward the noise impacts on my property during construction would be significant especially compared to the current situation.

From discussions with Gary McPherson (RTA) providing information from the EIS the post construction noise levels (operational) are predicted to be above acute levels.

From the EIS (15.1.9 Operational road noise impacts) it is noted that "in these instances a detailed assessment of noise mitigation is necessary."

House and property heritage values.

The house and property in which I live has been in the family for over 100 years (since it was first taken up from the government in the 1800's) and the house was built in 1901 (built by my great grandparents). It is a "queenslander" style, being of wood and corrugated iron construction with wide verandas built on three sides (all approximately facing towards the new freeway- with one veranda closed in).

I am concerned that the noise penetration and perception will be significant to this house with its wooden construction (noting that current outside levels are low).

It is also noted that the style of house with large verandas has for over 100 years allowed for a large percentage of living to occur on the verandas.

Given all these factors I would ask that sizable measures be undertaken to mitigate the impacts of the upgraded highway during construction and under operational conditions. These measures should take into consideration the heritage value and construction of the house where appropriate.

I would ask that these measures include mitigating works to the highway form including low noise pavement and no "multiple noise bumps" on sides of the highway. Also noise barriers appropriate to the section of upgraded highway

adjacent to my house and any other appropriate measures.

It is also identified in the EIS 13.4 Management of impacts (item 26-HH41) that "The homestead has been identified for architectural noise treatment to control noise levels from the highway. The noise controls would be developed in consultation with a qualified heritage consultant to minimise impacts on the heritage significance of the item. A more detailed Statement of Heritage Impact (SOHI) would be prepared when the specific architectural noise treatments for the homestead are identified." It notes that this is to be carried out pre-construction.

Thank you for the opportunity to comment on the pacific highway upgrade and I look forward to your response and forthcoming action.

Yours sincerely,

David Maloney