



Department of Planning and Infrastructure
Major Projects Assessment
GPO Box 39, Sydney 2001

18 Macdougall Street
Corindi Beach 2456
12th February, 201

Woolgoolga to Ballina Pacific Highway SSI-4963

I have several concerns with the Environmental Impact Statement in relation to the following:

The Environmental Impact Statement should not have been released over the January holiday period at a time when many residents are away. The staffed displays at Corindi Beach were originally scheduled for the middle of the day on 2 Wednesdays in January when many residents would have been away at either at work or on holidays. However after contacting staff, they did reschedule one of these to a Saturday and due to the floods the period for comment was extended.

The population statistics for Corindi Beach were taken from the 2006 census even though the 2011 statistics were available by June 2012. The EIS shows that in 2006 Corindi Beach had a population of 834, however the 2011 statistics for Corindi Beach showed the population had nearly doubled to 1453. Also similarly with Red Rock, the population had grown from 274 to 310. Corindi Beach is a rapidly growing village and a large number of houses are being built, in the 18 months since 2011 the area on the southern end of the village east of Tasman Street has gained another 15 newly occupied houses with another 4 under construction. The main area of construction has been in the centre section bounded by Pacific and Coral Streets, it also has had a large number of completed houses since the 2011 census.

NOISE:

Corindi Beach residents experience a large degree of discomfort to their everyday lives from the ever increasing traffic noise from the Highway, mainly at night when trucks rule supreme. Once the noise from the highway would die down between the hours 11pm to 4 am, but not now they go all night and the volume is increasing. Apparently for every kilometre of highway completed another 2 trucks join the queue, with the threat that eventually B Triples will be allowed which would be a nightmare. When the westerly wind blows and as with temperature inversion nights, the highway noise becomes a dissonance invading residents sleeping patterns and interrupting social activities. Residents in the middle section have told me some nights they have to get up and shut their windows. They should not have to do this as we live in a subtropical climate closing windows is not an option just to get some peace, having to endure a stuffy atmosphere to achieve this should also not have to be a consideration. We are told that the highway will be further away, however it is being raised up to 5 metres above the existing level over a series of bridges and embankments across the Corindi River, Blackadder Creek and Casson Creek floodplain. From experience in the past once the roadway is elevated the noise increases. There is this mythical 600m line either side of the highway where the noise is supposed to die like magic, having lived over a kilometre away from a similar structure I can tell you this does not happen. It has also been shown that there are noise reflections off the underside of elevated bridge structures as well

Studies have shown that in rural areas people notice traffic noise over greater distances. All of the visitors to my home have remarked about the noise of the highway, many of them reside in either Brisbane or Sydney, it is however quieter than here and many of the areas adjacent to major motorways have noise barriers. I have attached a petition requesting sound reduction surfacing. At the meeting we were told we would not get this, that it would only be put down opposite Darlington and Rainbow Lorikeet Caravan Parks and that it would not be necessary past Corindi Beach as we would be further away from the highway. I have noted that this noise reduction surfacing is being laid all the way along past Moonee Beach to Emerald Beach to the north of Coffs Harbour in the previous upgrade section. The section of highway from the Hoys Road intersection and Bucca Road intersection would not have anywhere near the number of residents in the vicinity and would be further from a suburban area, but they are still being given the noise reduction surface, there are also many trees and no raised bridges in that area. The residents of Corindi Beach should be afforded the same degree of comfort as the traffic will be increasing. There seems to be very little limit to the noise emanating from the truck engines and brake systems and it is common occurrence to see nose to tail trucks as many as 9 or 10 in a row. The speed on highway past Corindi Beach is also being increased to 110kph, this will also have a detrimental effect on noise levels as engine noise levels roar to maintain this higher speed, 25% of vehicles at present using this section of road are heavy vehicles and this is set to increase. Once again the residents of Corindi Beach request the same degree of amenity as other areas further south with noise reduction surfacing and noise barriers on bridges of the Corindi River floodplain.

ACCESS FOR CORINDI BEACH AND RED ROCK RESIDENTS: EGGINS DRIVE

* We were informed at the first meeting that our access would be via Eggins Drive to the south. Eggins Drive floods regularly when there is heavy rain especially the northern end and we have seen as much as half a metre in some parts. We were told Eggins drive would be raised to a one in 20 year flood level and that over this we would have to drive through water flowing over the road. Advertisements etc on TV and mass media tell us that the SES and Police advise that you do not drive through flowing water. At the moment access to the south via the present Pacific Highway is well above flood level. Many residents either work or have businesses in Coffs Harbour they should be able to get to their place of business and a level of access similar to the current situation should not be compromised. Eggins Drive should be raised to the level of the current Pacific Highway.

There has been no flood management study only computer modelling which is a doubtful science. An attached "Coastal Process Hazard Definitions study shows parts of Eggins Drive an "Almost Certain Hazard by 2050" time goes quickly and this is not far away. This area is subject to periods of heavy rain when flooding already occurs and this can also be compounded by heavy seas which hold back tides in Arrawarra Creek and will not allow it to empty.

Attached is a petition requesting an all weather access along Eggins Drive.

FLOODING AT BLACKADDER CREEK

In 2011 the RMS built the road up at Blackadder Creek on the present Pacific Highway. Immediately following this on Australia Day long weekend 2012 in a severe rainfall event the water backed up behind this structure, when it broke through

* There is now apparently an \$800 FINE FOR DRIVING
Through water flowing over the road.

a wall of water flooded residents in Corindi Park Drive. This has never occurred before. The water still backs up in a large lake behind this structure. Planning for bridges and embankments over the Corindi River floodplain Blackadder and Cassons Creeks need to take this serious situation into consideration to ensure this does not affect the flooding either upstream or downstream. Engineering skills are not necessarily perfect and we do not want another compounding of a situation already serious which the RMS will not answer for.
See attached newspaper article.

THREATENED ECOLOGICAL COMMUNITIES AND COASTAL EMUS

This concern is with the 48 kilometres from Glenugie to Maclean through relatively undisturbed forest. Large swathes of vegetation have already been cleared for this highway. There will be the loss of about another 948 hectares of remnant vegetation from low to high condition. About 337 hectares consists of listed endangered ecological communities. For example it would be unlikely that the offset for the 56ha of lowland Sub tropical Rainforest could be duplicated with an offset. That is why it is an Endangered Ecological Community because there is so little of it. No more vegetation should be cleared than absolutely necessary and the road should be rerouted onto the floodplain.

The potential impact on Coastal Emus is of concern, studies with trackers should have started 5 years ago and to suggest that the RMS will build land bridges post construction if emus do not use the flood mitigation underpasses, is bordering on the ridiculous. There needs to be true cost comparisons of both routes so that the preferred less ecologically destructive route option can be compared accurately.

We have already experienced major extinctions in Australia and the warnings are that we are about to go through another period when extinctions will again occur. The major cause of this has been habitat destruction, the fact that the coastal emus are down to about 100 individual birds gives testament to this.

Yours Sincerely



JENNIFER KENNA

Action group searches for answers on torrent

MORE than 12 months on and residents of Corindi Park Dr are still fighting for Roads and Maritime Services to acknowledge the extent of horrific flooding that tore through the suburb on Australia Day, 2012.

Despite countless meetings and a full report being undertaken by the RMS, residents say they are no closer to the organisation acknowledging that works on the Pacific Highway at Blackadder Creek had anything to do with an unprecedented "mini-tsunami" that hit the suburb that day.

Residents claim the wall of water, which washed away livestock and many belongings, was a direct result of inadequate drainage at the Pacific Highway Blackadder

Creek site.

They have now formed the Corindi Park Action Group in a bid to get the answers they are searching for.

"We're sick of having meetings and being told the same thing over and over," said group spokeswoman Danielle Holland.

"We were told there would be consultation with all of us - there was none. Not one person came to see any of us and ask where the water levels were or how fast it came in.

"There's been a complete lack of consultation and we certainly feel the RMS is not working in line with the pledge on their website that states they promise to 'listen, act and report'."

She said because of the flooding, property prices in the area had dropped, insurance

premiums had risen and people were genuinely scared when it rained, petrified it would happen again.

"We won't be giving up any time soon."

Despite the group's claims, RMS stands by its report.

"RMS engaged an external contractor to carry out an independent flood impact review which found the road safety improvement work carried out by RMS in June at Blackadder Creek did not impact on water levels downstream and in the Corindi Park Dr area during a flood incident on Australia Day last year," a spokeswoman said.

"RMS is investigating some properties upstream and is consulting with property owners to discuss the findings of the investigation."

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KEY PLAN



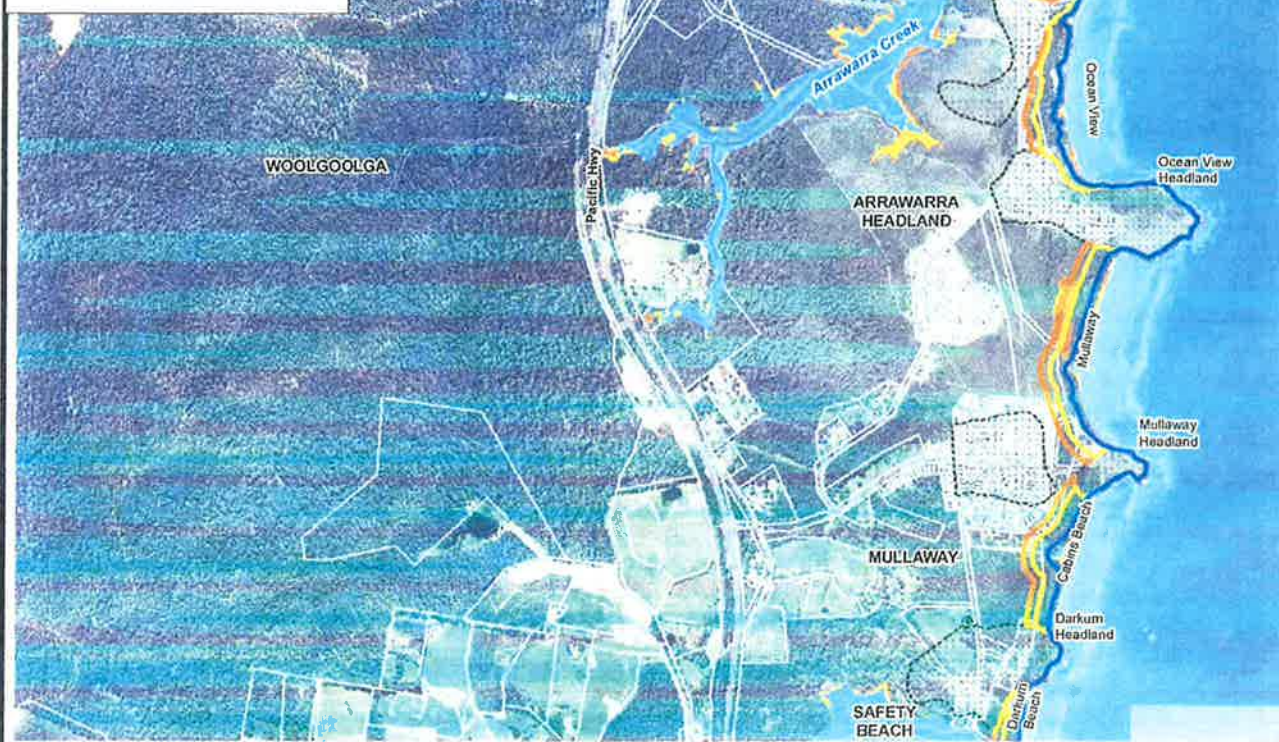
Legend

Coastal Inundation Hazard Definition

- Almost Certain 2050 Hazard
- Unlikely 2050 Hazard
- Rare 2050 Hazard

Beach Erosion and Shoreline Recession Hazard Definition

- Almost Certain 2050 Hazard
- Unlikely 2050 Hazard
- Rare 2050 Hazard
- Approximate Extent of Bedrock Control



Title:

Coastal Process Hazard Definitions 2050 Planning Horizon - Arrawarra Creek

Drawing:

K-11

Rev:

A

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Source Data
BMT WBM - Coastal Process Hazard Data



Approx. Scale



Coffs Harbour City Council
GIS Section
18/03/2011