

Objection to Proposal.

INTRINSIC DESIGN OF THE PROPERTY at LOT 12

The dwelling on “Lot 12” is set back from the highway. After entering through the front gate the road immediately meanders through a lightly wooded section that opens out revealing seasonally changing plants both left and right of the straight road, continuing on through another wooded section that opens to the homes landscaped area, where the dwelling is finally revealed.

This journey from the front gate to the dwelling is a part of the actual and intentional design of the property. The road serves to “ground” and refresh the traveller after travelling along the fast and straight Hume Highway. The bends in the road and plantings along the way are not arbitrary. They are central to the property and the experience of arriving there. I know this because my grandfather explained the significance and importance of it, and I have experienced it all of my life

The impact of encroaching the property and redefining the access point and journey to the dwelling will be one of significance to the design and experience of the property.

As below:

Entry to Lot 12



Driveway for Lot 12 between front gate and dwelling.



SAFETY

The subjecting of drivers of standard commuting vehicles to negotiate ingress and egress to a property alongside loaded and empty heavy vehicles on a *principle haulage route* facilitating the flow of Class 2 and/or Class 3 heavy vehicles servicing the plant presents an alarming and significant safety concern.

Particularly exiting the property from a standing still position. At some point there will be a turn crossing the path of oncoming empty heavy vehicles and into the flow of fully laden Class 2 and/or Class 3 heavy vehicles.

Whilst the hazard of vehicle impact exists on *all* roads, this will not be a “normal” road. The day to day driver of a standard passenger vehicle cannot be expected to

The proposed overpass is in part an acknowledgement that there is a need to manage the risk associated with the crossover of heavy vehicles and normal traffic. Simply: big trucks don't stop quick. One can assume that the heavy vehicles traversing the proposed road would be either prime mover/B double arrangement or a rigid truck/Dog trailer arrangements. On our roads, these trucks share with commuter vehicles that make up the vast majority. In this proposal, commuter vehicles would be sharing with the trucks

Sharing roads with trucks and cars are cyclists. How will redefining the property's access point and the forced sharing of the road with heavy vehicles impact the safety of cyclists?

Here is an image of an empty B Double that ran over a utility traveling in the same direction in slow moving traffic on March 17. (The driver of the utility died instantly)

One can accurately imagine the outcome of any other passenger vehicle, motorbike or cyclist in this scenario.



I would consider that the impact of creating an hazardous traffic environment where cars share a service road with fully loaded Class 2 or 3 heavy vehicles is significant.

I refer to the NSW Road Noise Policy (attached)

POLLUTION

The plans for a construction of wall/sound barrier is an acknowledgement and recognition of pollution, both visual pollution of the ~300 trucks per day and sound pollution of same.

Sound:

Loaded trucks – Engine/Compression brake noise is a long standing issue both in Australia and overseas with it being generally accepted that it is the character of this noise rather than its loudness that leads to most complaints.

Empty trucks - An empty B Double makes more noise than a laden B Double. As the empty trailers bounce along the road on the trucks suspension, the empty vessel acts as a hollow reverberating shell.

It is important to note that this is a new road development. Whilst gazetted for a road, this strip and immediate surrounds has *never* experienced traffic noises of *any* kind. A sound barrier will of course limit *some* sound, but “some” is more than the “none” that is there presently.

Further, a proposal for a new sub-arterial road to connect to a new development that would benefit the many to inhabit a land release would carry a stronger argument.

The proposed road and the associated noise generated is purely for private industry, and motivated by financial gain, not the benefit of the community for say, affordable housing options.

I am unsure if the road will be categorised as a “local road” or a “private road”. However, whilst it is certain there will be a detailed study of the road noise on the proposed principle haulage route by SME’s that take into consideration the NSW Road Noise Policy or the NSW Industrial Noise Policy developed by the NSW EPA and other key agencies and industry, the impact of newly introduced noise from empty and laden heavy vehicles will be one of significance to the residents of the properties adjacent to the proposed principle haulage route.

Aesthetics:

As the contours on the maps suggest, the property, and most importantly the dwelling enjoys distant rural views through a strip of lightly wooded land, which is the proposed mine service road.

Construction of a 4m sound barrier 70 metres away from the dwelling would not only inhibit this view, but be unsightly and ill-fitting with the surrounding natural environment.



