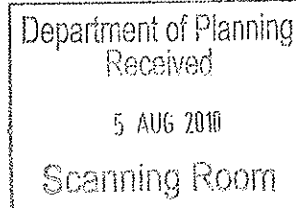


Ref:M2638
Bob_Page@rta.nsw.gov.au



Daniel Keary
Major Infrastructure Assessments
Department of Planning
GPO Box 39
Sydney, NSW 2001



Attention: Kylie Seretis

**HIGHWAY NO 10 – COOPERNOOK TO HERONS CREEK PACIFIC HIGHWAY
UPGRADE, OPERATIONAL NOISE MONITORING, COOPERNOOK TO
MOORLAND MCoA 53, MOORLAND TO HERONS CREEK MCoA 31.**

Dear Kylie,

I refer to meeting between RTA Pacific Highway Office and Department of Planning on 3 June 2010 where RTA advised that it would like to advance the operational noise monitoring from the approval condition of between six months and one year after opening. The Coopernook to Moorland project was opened on 28 May 2010 whilst the Moorland to Herons Creek project opened on the 23 July 2010.

Operational road traffic noise is a substantial issue for residences adjacent to newly opened projects and there have been a number of enquiries from the local community concerned about road traffic noise impacts. The current Ministers Condition of Approval requires noise monitoring to be undertaken between 6 months and 1 year after opening the project to traffic. The RTA proposes to conduct operational noise monitoring for both projects in August or September 2010 to assess as soon as possible after project opening, the adequacy of the implemented traffic noise mitigation measures and accordingly provide timely response to community enquiries.

The RTA believes that the traffic patterns along the highway upgrade will be established relatively quickly after project opening as the Pacific Highway is the major transport corridor in a largely rural/rural residential environment and there is no advantage in delaying the operational noise monitoring to match the period nominated in the Ministers Conditions of Approval. Delaying the monitoring by 6 to 12 months will create additional anxiety and stress to local community members wanting to get an early resolution to noise issues.

Could you please consider this request to alter the requirements of Coopernook to Moorland MCoA 53 and Moorland to Herons Creek MCoA 31 to allow noise monitoring to occur within 12 months of opening both Coopernook to Moorland and Moorland to Herrons Creek

Projects. A modification application form has been completed for each of these projects and is enclosed.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'R. Higgins', with a horizontal line extending to the right.

Robert (Bob) Higgins 30/7/10
General Manager, Pacific Highway



Department of Planning
Received
24 AUG 2010
Scanning Room

Daniel Keary
Director
Major Infrastructure Assessments
23-33 Bridge Street
SYDNEY 2000

Attention: Michael Young

**HIGHWAY NO 10 – COOPERNOOK TO HERONS CREEK PACIFIC HIGHWAY
UPGRADE. OPERATIONAL NOISE MONITORING. COOPERNOOK TO
MOORLAND MCoA 53. MOORLAND TO HERONS CREEK MCoA 31.**

Dear Michael,

Please find the attached responses to your e-mail to Mr Scott Lawrence dated 10 August 2010, in regard to RTA's modification request to bring forward operational noise monitoring to be within 6 months of opening the full length of the Coopernook to Herrons Creek project.

If you have any questions on this matter please contact Mr Scott Lawrence on (02) 6640 1375.

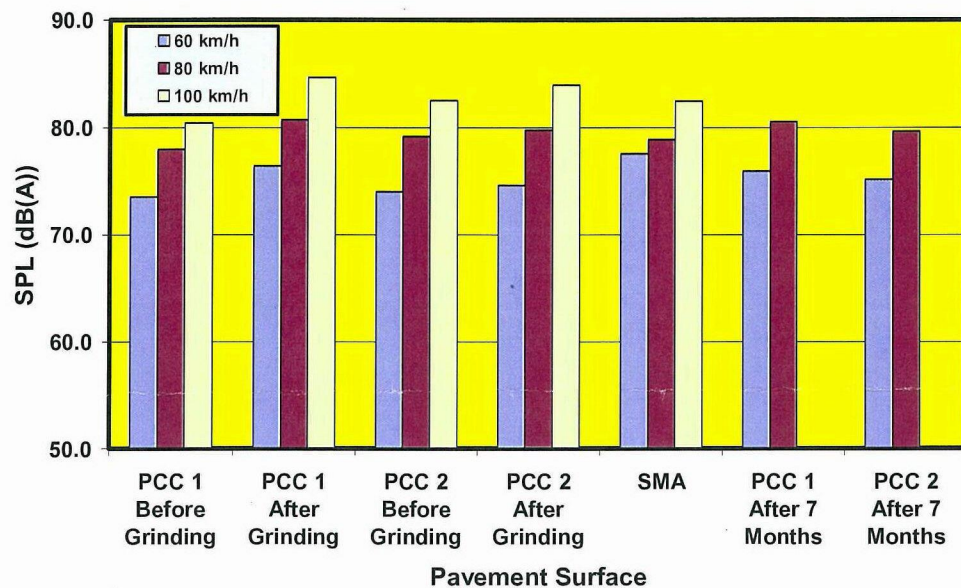
Yours faithfully,


Robert (Bob) Higgins
General Manager, Pacific Highway 18/8/10

Encl.

DOP QUESTION	RTA RESPONSE
<p>Tuesday, 10 August 2010 From : Michael Young To : Scott Lawrence</p>	<p>Wednesday 11/08/2010 From : Scott Lawrence To : Michael Young</p>
<p>1) Traffic patterns – Do these reflect likely future patterns/have traffic flows stabilised to a level which would make the monitoring results meaningful and indicative of likely future noise levels.</p>	<p>As the Pacific Highway is the major traffic route in the subject area, there are no advantages in waiting for 6 months to allow traffic patterns to establish. In essence they already are established as there are no alternate routes that have similar travel times before and after the project were opened. Additionally, classified traffic counts will be undertaken simultaneously with noise monitoring activities and converted to Annual Average Daily Traffic figures (AADT) which will take into account any seasonality issues. The opening AADT would then be predicted for timeframe 10 years after opening. The main change to road traffic noise will occur after opening when traffic is travelling at higher speeds compared to reduced traffic speeds imposed during the construction phase.</p>
<p>2) Technical requirements such as the integrity/structure of the road pavement and whether the road pavement condition may change as the volume of traffic stabilises to normal traffic flow conditions.</p>	<p>The difference between road generated noises as a result of pavement condition 6 months after opening compared to 2 months after opening would be insignificant. This has been previously demonstrated on studies undertaken by or on behalf of the RTA (ie research undertaken by Dr Stephen Samuels).</p> <p>Dr Stephen Samuels was commissioned by the RTA to investigate noise performance of diamond ground pavements in which part of the works involved measuring noise levels from un-trafficked concrete pavements (PCC) and comparing noise performance of the same pavement 7 months after pavement had been exposed to normal traffic flow/volumes.</p> <p>The attached figure taken from Dr Samuels report shows the insignificant difference between transverse tyned concrete pavements (PCC) 7 months after the initial test were undertaken on new (un-trafficked) pavements.</p>

3) Information on current RTA practice for the timing of operational noise monitoring, particularly for projects approved under a REF.	For the reasons stated in response to 1) above in rural/ rural residential environment such as the Coopernook to Herons Creek Project it is standard practice for operational noise monitoring undertaken within 6 months of opening the project to traffic.
4) Consistency with recent Pacific Highway projects – timing for operational noise auditing.	Recent Pacific Highway projects have undertaken operational noise monitoring within 6 months of opening to traffic. Projects include Brunswick to Yelgun, Yelgun to Chinderah, Bonville Bypass, and Karuah to Bulahdelah Sections 2 & 3), Coopernook Bypass etc. It is also worth noting that the modification request to bring forward operational noise monitoring would be consistent with recent Conditions of Approval issued by the Department of Planning in relation to operational noise monitoring.
5) Is the road operating under design speed limits and conditions?	Noise monitoring would only be conducted under normal operating conditions ie posted speed limit 100km/hr with all traffic lanes in operation.
6) Community feedback - is this project generating a level of interest higher than for other recently opened roads.	Since opening the full length of the project the RTA have received an increased number of complaints in relation traffic noise on the Coopernook to Herons creek section of the Pacific Highway. Complaints have been received through the 1800 Pacific Highway phone number, letters to the RTA and through Ministerial correspondence. Accordingly, the RTA wants to move forward noise monitoring to address community expectation of resolving noise issues sooner rather than later. All noise monitoring would be undertaken by suitably qualified and experienced acousticians and in accordance with the relevant Australian Standards and DECCW/RTA guidelines.
7) Results of consultation with DECCW.	The RTA has outlined in general terms the nature of the revised monitoring proposal and DECCW has signalled its in principle support to have operational noise monitoring undertaken within 6 months of the project being opened to traffic, on the understanding that the local community is complaining about the noise impacts and that it is preferential for the monitoring to be completed ASAP, that traffic patterns have normalised and the monitoring program will accurately determine noise impacts from the upgrade and that the monitoring programs assesses the ultimate operational configuration of the highway (Brett Nudd, Manager North Coast Region, Pers.comm.)



Exert taken from: Samuels. S (Feb 2010) *The Acoustic Attributes of Diamond Ground PCC Pavement Surfaces on the c2HC Section of the Pacific Highway 7 Months After Grinding*. Unpublished. Prepared by TEF Consulting for Roads and Traffic Authority of NSW