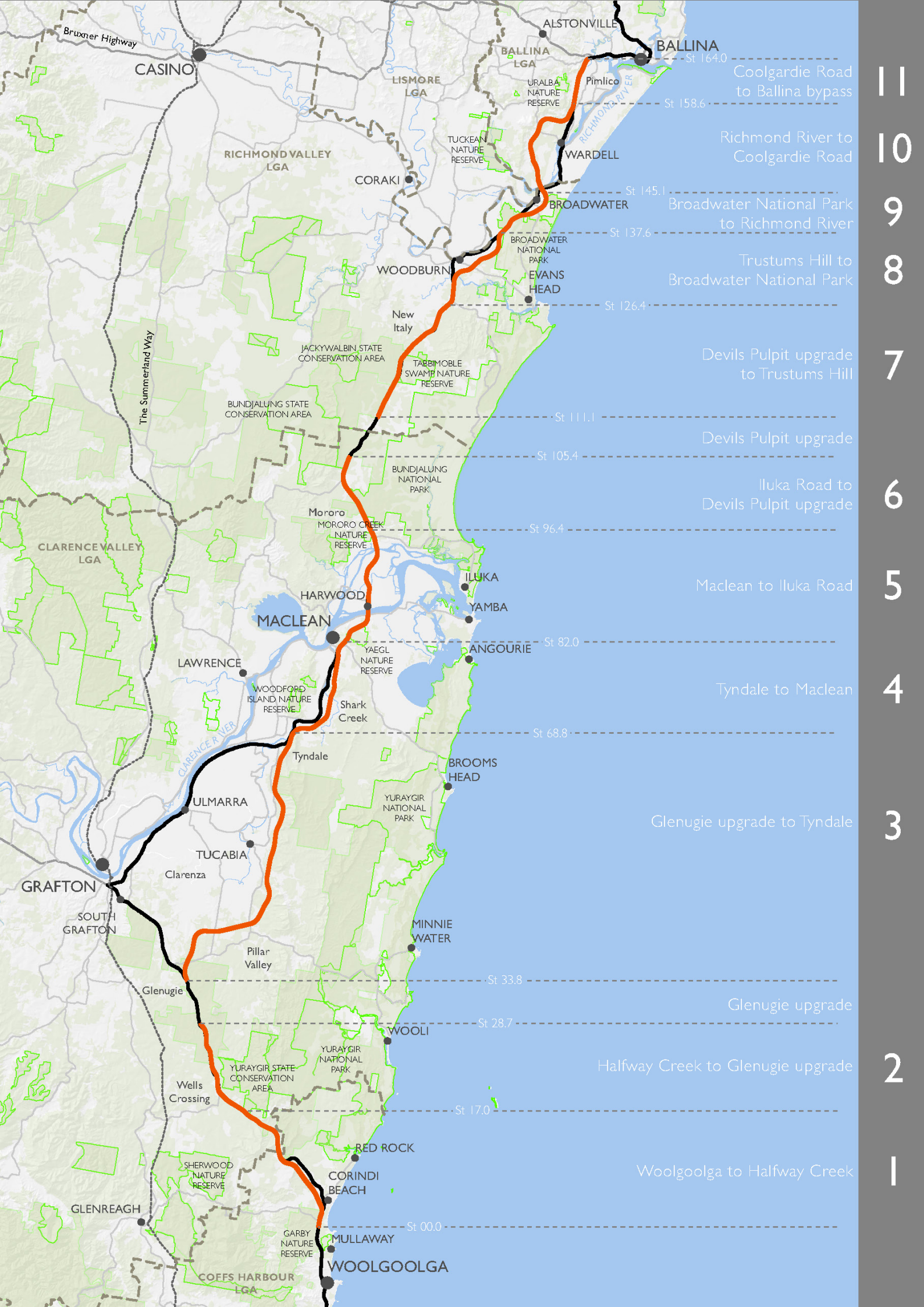


## **NSW Roads and Maritime Services**

# **WOOLGOOLGA TO BALLINA | PACIFIC HIGHWAY UPGRADE SUBMISSIONS / PREFERRED INFRASTRUCTURE REPORT**

**Appendix B Clarifications to the Environmental Impact Statement**

**November 2013**



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# Appendix B Clarifications to the Environmental Impact Statement

## Clarifications to the EIS

A number of errors were identified in the EIS, either by stakeholders or through the submissions received for the EIS, and further review by the project team. These are clarified in Table B-1.

**Table B-1: Clarifications to the EIS**

EIS Reference	EIS Statement	Clarification
Chapter 2, Section 2.3	The Roads Act 1993, in particular Section 175 of the Act, negates the requirement for approvals to be obtained under the <i>Crown Lands Act 1989</i> .	It is acknowledged that approvals under the <i>Crown Lands Act 1989</i> are not required for the project.
Chapter 5, page 5-9	Between Arrawarra Beach Road and Eggins Drive, the project would duplicate the existing highway for about <b>9.6 kilometres</b> .	Between Arrawarra Beach Road and Eggins Drive, the project would duplicate the existing highway for about <b>1.5 kilometres</b> .
Chapter 5, Table 5-8	<b>Paper road</b> along western side of project starting south of Post Office Lane, Corindi Beach, to just north of the Corindi Access Road. A new <b>paper road</b> would be provided to connect properties to the west of the project to the new Corindi Access road. This would then connect to the service road.	A <b>property access</b> road along western side of project starting south of Post Office Lane, Corindi Beach, to just north of the Corindi Access Road. A new <b>property access</b> road would be provided to connect properties to the west of the project to the new Corindi Access road. This would then connect to the service road.
Chapter 5, Figure 5-39	Figure 5-39 identifies Tyndale 2 cane drain as Norleys Lane.	Tyndale 2 cane drain (known as Lees Drain) was incorrectly labelled as Norleys Lane in Figure 5-39 of the EIS (Chapter 5).
Chapter 5, Figures 5-114, 5-115)	Figures 5-114-and Figure 5-115 does not match the figure labelling.	Figure 5-114 and Figure 5-115 (Chapter 5 of the EIS) were incorrectly labelled. Figure 5.114 should have been titled ' <b>Rest area and heavy vehicle checking station at Richmond River</b> ', while Figure 5.115 should have been titled ' <b>Rest area at Pine Brush</b> '.
Chapter 5, Figure 5-75	The figure showing Section 10 in Chapter 5 does not show Bingal Creek tributaries or planned culverts. Old Bagotville Road has been incorrectly titled Montis Road.	It is assumed that the figure being referred to is Figure 5-75 of the EIS. This figure is a representation of the project, and is not intended to show all waterways or drainage structures. Bingal Creek and its tributaries are shown in Figure 9-32 of the EIS and Appendix D of the Working Paper – Water quality. The list of culverts proposed for the project has not been included in the EIS due to the high number proposed. However, bridge structures (including a viaduct to the north of Old Bagotville Road) have been identified on Figure 5-75. Figure 5-75 has correctly labelled Montis Road and Old Bagotville Road.
Chapter 8, Section 8.4.2	The flood impact objectives would be achieved in <b>all</b> areas potentially impacted by the project during its operation.	The flood impact objectives would be achieved in <b>the majority of</b> areas potentially impacted by the project during its operation.

EIS Reference	EIS Statement	Clarification
Chapter 9, Table 9-13, page 9-85	Management measure SSW43 states: "Sizing of sedimentation basins that drain into the Solitary Islands Marine Park would be reviewed to consider the use of 100th percentile sedimentation basins."	Management measure SSW43 should have read "Sizing of sedimentation basins that drain into the Solitary Islands Marine Park would be reviewed to consider the use of 90th percentile sedimentation basins." This has been rectified in Chapter 5 of this report.
Chapter 10, page 10-160	Black Flying fox should not be included as it is no longer listed as a vulnerable species under the TSC Act.	It is acknowledged that the Black Flying fox is no longer listed as vulnerable under the TSC Act, and is correctly referenced as such in the Working Paper - Biodiversity (section 3.9.4).
Chapter 10, page 10-8 and 10-20	There are typographical errors.	Typographical errors are acknowledged
Chapter 10, page 10-203	What is "three successive monitoring periods"? Over what period of time?	Monitoring would be undertaken a minimum of six months prior to construction and for a minimum of up to five consecutive years from opening of the project to traffic. This would vary depending on the individual species targeted and the number of times that these species are monitored.
Chapter 15 (Noise), Section 5.1, 5.2 and 5.11	Receivers previously not identified for mitigation or not identified as a residential dwelling were included in a revised noise impact assessment.	Three residential receivers located in Section 1 (402, 404, 422) were re-assessed, and identified for noise mitigation. Two residential receivers located in Section 2 (584, 597) were re-assessed, and identified for noise mitigation. One receiver located in Section 11 (2084) was incorrectly identified in the EIS as a commercial property. This property was reassessed as a residential receiver; however, no mitigation measures are required. Additional information on the noise assessment undertaken for these receivers are provided in Appendix G.
Chapter 17, Section 17.3.5	Two service stations at Halfway Creek ( <b>including one former service station</b> ) – total acquisition of service station, and potential strip acquisition of land associated with the <b>former service station</b> .	Two service stations <b>at Halfway Creek and Harwood</b> . Total acquisition of the service station at Harwood and potential strip acquisition of land associated with <b>the service station</b> at Halfway Creek. <b>[NOTE: At the time that the EIS studies were undertaken, the property at Kungala Road was not operating as a service station. The service station has since been reopened.]</b>
Chapter 17, Figure 17-14	Benefields Rose Farm and former service station.	Benefields Rose Farm and service station, Kungala Road. <b>[See note above]</b>
Chapter 17, Table 17-7	Section 4: This section would be upgraded to class M standard. This section would initially be upgraded to class A standard.	Table 17-7 incorrectly states that section 4 would be upgraded to class A (arterial standard) initially. As stated in Chapter 5 of the EIS (Section 5.2.4), Section 4 would be directly upgraded to a full motorway standard, as the highway would be constructed away from the existing highway (which would form the service road).
	Rous Water has raised a number of nomenclature statements from the EIS documentation to be noted in future documentation/discussion.	Statements are acknowledged and would be considered further in documentation.