

T2E

Clover Hill, Bangalow

Issues to consider:

- Noise
- The Wall
- Bridges
- The construction phase
 - The interchange

Noise

- Decibel levels in Clover Hill exceed RTA's own acceptable levels of highway noise
- 66 'acute' receivers in T2E, even after mitigation measures have been put in place. Of these, 11 are in Clover Hill. Therefore - almost 20% of acute receivers (post mitigation) are Bangalow residents
- Noise study undertaken in Clover Hill was undertaken in 2004 – only 5 houses on the entire estate at that time and only 1 of these was in an 'acute receiver' position
 - Queries with acoustics engineers reveal that solid surfaces (including buildings such as houses) deflect noise. Consequently, decibel readings gathered by RTA in 2004 may be obsolete. More recent studies should have been undertaken, as did happen in 2007 with Newrybar PS.

The Wall

- RTA's own studies recommend an 8m high wall to bring noises to within acceptable decibel range. This 8m wall is deemed both "unfeasible" and "unreasonable" by the RTA
- Alternative proposed by RTA is a 4.5-5.5m high wall along much of the eastern boundary of Clover Hill
- Other alternative is an earth bund or mound, however the height of this is limited by the narrow shelf of land available and the steep incline to the east of this shelf
- Clover Hill residents and Bangalow need to have input into the wall/mound design

New Bridges

- Twin bridge over Bangalow Road
 - 60m long
 - 24m above the floodplain
- Twin bridges over Byron Creek and rail line
 - northbound 190m long / southbound 180m long
 - 24m above the floodplain
 - will require 5 spans to support it
- According to EA, Bangalow is the only localised population along the T2E to experience 'high' visual sensitivity as a result of the construction of such mammoth structures
- Bridges will be most visible to residents in Rankin Drive and those in elevated northern parts of Bangalow

The construction phase

- Vegetation on both the eastern and western sides of the current highway beside Bangalow will be cleared to allow for construction. Revegetation will eventually occur, however, according to the EA, “the cumulative effects of these works would be the complete removal of vegetation along what is currently a densely vegetated [highway] and visually pleasant road corridor”
- The location of ‘batching plants’
 - The RTA’s current position is that they have not yet determined where batching plants will be located
 - Given that a large intersection and massive bridges are planned for the Bangalow component of T2E, it would appear highly likely that batching plants would be located close to these
 - RTA’s own maps indicate the location of ‘sediment basins’ to the east of the proposed interchange
 - Batching plants significantly increase noise and vibrational disturbance, dust and pollution, and visual sensitivity

The interchange

- The half interchange at Bangalow proposes a roundabout on the northbound off-ramp that is comparable in size to the roundabout at Ewingsdale
- The southbound on-ramp is a structure roughly 3 times the size of the current southbound on-ramp
- An interchange of this magnitude will no doubt encourage extra traffic into Bangalow and onto our main road, as well as east towards Byron Bay. Neither of these roads are designed for large volumes of traffic