

Heather Taylor

North Boambee Valley

NSW 2450

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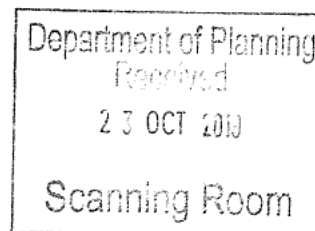


Director – Transport Assessments

Department of Planning, Industry and Environment

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SUBMISSION COFFS HARBOUR HIGHWAY BYPASS (SS1_7666)

I currently live at the address above but my husband and I had originally purchased a vacant plot (Lot 117 (now no.17) in Highlands Estate in April 2010, intending to build there. At the time we were made aware of the general location of the proposed bypass route, but all diagrams that we saw were marked 'PROPOSED MOTORWAY' and 'FOR ILLUSTRATION PURPOSE ONLY', indicating to us that there were no firm measurements and the exact location would be determined at a later date, (if indeed it would ever be built, was the feeling of many locals).

We were made aware and received copies of the Bushfire Risk Management Plan dated 18 October 2006, and the Bush Fire Plan of Management dated 5 December 2006. As well we received Heggies Road Traffic Noise Impact Assessment (Report 30-1619-R1) showing the base noise levels as at 15 December 2006. Consulting with our builder, designs for our new house incorporated all the recommendations to build to the bush fire risks identified and mandated in the Assessments, but I don't recall any special provisions for noise reduction – though many of the requirements for bush-fire protection incidentally would have helped with noise reduction.

Unfortunately we were unable to proceed with that build as we couldn't sell our then current home, and lacking any potential buyers, we sold Lot 117 in 2013.

In late 2015, we finally had a buyer for our property at Brierfield and our buyer wanted a quick settlement, so when we found 4 Highlander Drive was for sale, we were able to purchase and move in Feb 1st 2016. We knew the background of the bypass plan but there was still no indication of how close it would be at that stage. Maybe RMS (RTA) knew but it didn't seem to be public knowledge.

In fact in August and September 2016 we were given the opportunity to comment on the Preliminary Concept Design. Our feedback was submitted; our preference of two alternate routes for the area from North Boambee Road where the proposed highway would cross the local road, up to the cutting/tunnel at Red Hill. The more westerly of these two routes was our preferred option as it was further away from our estate. It turns out the chosen route is the more easterly of the two options.

How can we believe RMS telling us the route was fixed from 2010, when decisions still had not been finalised yet as late as 2016.

I refer back to original DP 1163313 which mentions terms of restriction numbered 11 in the plan where reference is made "to traffic noise impacts from North Boambee Road and the future Pacific Highway". Being aware of the likelihood of increased noise levels after the Highway is completed does not give us any notion of how much these levels are likely to have increased nor any redress

against the impact these levels may have. Further there is no provision against the impact of noise, air quality etc during the construction phase of the Bypass build.

Referring to the EIS volume 1B, Chapter 9, section 9.2.4 a number of subdivisions are mentioned to be impacted by the bypass including Lakes Estate, Sunset Ridge and Korora Residential, these having been named in their DA conditions. The Lakes Estate has been built quite some time before Highlander Estate. Why then did the DA for Highlands Estate fail to be included as properties to be assessed for at-property treatment.? A greater part of the Highlands Estate will be closer to the Bypass than the smaller close section of the Lakes estate as yet not built.

Having had noise assessed before the bypass is built, is only useful to us as residents if there is a follow-up of noise assessment

- A) During construction and
- B) On completion.

It is totally inequitable to agree to at-property treatment for only three of the six identified estates affected by the bypass route when each estate has equal claim to this consideration.

It seems unjust that some DAs were written to protect future purchasers, and that Coffs Harbour Council did not impose these requirements upon all developers in the same manner. As purchasers of vacant land we are not usually privy to knowing what is "the norm" in situations such as we now find ourselves.

Please consider giving us the protection that has been afforded to the Lakes Estate, Sunset Ridge Estate and Korora Residential should we find noise and/or air quality to become problematic.

Predictions as to future noise levels are only based on probable traffic usage, and computer modelling perhaps, but we shall have to see what reality brings.

I should add that it is pleasing to see fauna crossings included and noise barriers in the sections adjacent to Highlands estate and the use of road surface products that reduce noise levels as used in various other sections of the recently completed Pacific Highway upgrades.

If the section to the north of where the bypass crosses over North Boambee Road could contain only two bridges, rather than three, that would also be a welcome outcome.

Thanking for the opportunity to comment

Yours sincerely

A black rectangular box redacting the signature of Heather Taylor.

Heather Taylor

PS Our previous submission was sent by my husband on our behalf, but unfortunately he died earlier this year.