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135 Mackays Road
Coffs Harbour
NSW
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21 October 2019
Director - Transport Assessments
Department of Planning
GPO Box 39
Sydney NSW 2001

**Mackay family submission regarding Coffs Harbour Bypass Environmental Impact
Statement (SSI_7666) 2019**



Photo Mackay Property 22/10/19

We are a 5th generation family who have lived and worked on the Property at Lots 11,30 and 162 which combine to make 135 Mackay's Road which will be acquired by the RMS for the

proposed Bypass of Coffs Harbour. We are most concerned and far greatly impacted by this project which will take a large portion of our property.

The location of "local roads" for access to other private properties is unacceptable. A number of these properties were subdivided from our property by us. Access to these properties was also provided and planned by us intentionally using the outskirts of the property to minimise the impact of vehicle movements on the residence. Other properties with current access via Mackays road along the railway corridor will also be given access through and across the front of our property and residence (within 30m) which we think is totally unacceptable. The provided access to our residence on the design is also of inconvenience as it is much longer than the existing access.

We have been farming the property because we have been precluded from development of the property because of the proposed bypass. Our intentions have always been to develop part of the property and continue farming on the remainder for the short term and in the long term eventually develop the entire property. But for the bypass we would have been able to do this, however as a result of the proposed bypass our family's financial security has been severely compromised.

This road, and a large compound during construction, will be in very close proximity to our current farming operation. We farm Blueberries which are a produce that is supplied to consumers unwashed. We are greatly concerned that pollution from vehicles and dust from heavy machinery will have the potential to settle on the unharvested fruit thus contaminating it. Also the residence captures rainwater from the roof in addition to the bore for domestic use which will also be contaminated by vehicle emissions and other pollutants. What provisions will be made to combat pollution from vehicle emissions? This road severs the property in half with no provisions for the movement of livestock, general farming maintenance or services ie irrigation lines, movement of tractors and other equipment. There is also a lack of provision for future developments ie sewer, water, telecommunications and any other service that may be required. Our property was included in past studies by Coffs Harbour City Council to be rezoned into rural residential zoning and possibly residential zoning but after advice from the NSW Planning department it was removed to minimise the cost of acquiring the property. We believe that but for the Bypass of Coffs Harbour these rezonings would have taken place.

The rainforest that surrounds the upper reaches of Treefern creek which is on our property will be totally removed. This rainforest was part of the original native vegetation that was abundant on our property before it became a farm. It was left there by our ancestors on purpose to help maintain the health of the water course and is of significance to the Mackay family and its destruction will mean the loss of Mackay family heritage.

The impact to water supply for both irrigation and for domestic uses is significant. Our current farming operation consisting of 8000 Blueberry plants will be completely cut off from our water supply which is extracted from 2 points of Treefern creek that runs through the lower part of the property. As one of these points is directly in the path of the road it will virtually cease to exist as

a water supply for our farming production. The bore which provides water to the residence is on land that will be acquired to provide an access road for private properties as previously mentioned in this submission. Changes to boundaries will result in complications with the current water license which will need to be rectified to abide by water extraction laws which will be costly. This as a whole brings into question the viability of the remaining land for current farming activities.

Noise and pollution impacting the residence from the motorway being a concern with no provisions given in this design to combat it. The valley is a quiet and peaceful place with a mountainous backdrop. Our concern is that the mountain will act as a wall bouncing the motorway noise and pollution back onto the residence and surrounding areas. What provisions will be made to make the residence livable and who will pay for the running costs and upkeep of ie airconditioners etc of any such provisions?

Our family has concerns about noise because the modelled baseline measurements in some areas seem much higher than the actual traffic and ambient noise (especially the night time figures) we have experienced in the area. We consider that the placing of the noise monitoring equipment used during the study directly beside the machinery shed on our property, which is one of the noisiest parts on the property, has given a completely false reading of the actual noise levels normally experienced on other parts of our property. We believe an independent audit should be undertaken.

In summary our family is greatly concerned about the impacts this design will have on us and the community. This project has greatly affected our future plans for the property's farming operations and the potential for rezonings which were taken off the agenda because of the proposed highway, long before the proposal was made public.

While we understand that a bypass of Coffs Harbour is something that the community needs we do not accept that the use of extra land at the expense of our family's livelihood, lifestyle and well being is justified. The guidelines that have been used to select the route as outlined in Pacific Highway Upgrade Coffs Harbour Bypass State significant infrastructure application report May 2015 pages 8-9 have been disregarded in terms of the design ie

- Providing the most effective physical separation from existing residential communities
- Least impact on planned urban development areas
- Least traffic noise implications
- Lowest visual and landscape impacts and provide greatest opportunity to mitigate adverse effects

This project as it would stand on our property blatantly disregards the criteria that was used to select the route. We feel that it is unacceptable to our family and the wider community that the true nature of these guidelines are being overlooked purely because of their greater cost.

We realise that many of the points raised in this submission have been raised in our previous submission in 2018 but as we did not receive any feedback from that submission we think it necessary to make these points again.

Thank you

Kevin, Cathie, Ben, Sam, Kylie, Cathy Mackay

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