

6 Coachman's Close

Korora NSW 2450

21st October 2019

Director – Transport Assessments
Department of Planning
GPO Box 39
Sydney NSW 2001

Dear Sir,

Submission Coffs Harbour Bypass (SSI_7666)

We have concerns with the proposed local road and tunnel under the Pacific Highway feeding onto Coachmans Close Korora for the following reasons:

1. The location of the noise monitoring validation #10 located at 1 Coachman's Close Sapphire Beach NSW 2450 has been picked to give the highest possible reading, beside the current Pacific Highway. This will clearly not provide a balanced result of the noise levels currently experienced by residents further along Coachman's Close where the highway is up an embankment and has a 5 meter noise barrier plus vegetation. The location could only have been chosen to have been chosen to obtain exaggerated baseline readings to mitigate RMS responsibility to local residents. To be clear we believe the current sound testing has been deliberately misrepresented.
2. Coachman's Close currently services a limited number of local residents in a closed estate. The future road will be connected via a tunnel under the highway and will change from a "local Road to a "significant service road" servicing a far great residential area and an area that is set to grow rapidly in the near future with new residential land releases earmarked. The increased traffic will significantly increase current road noise and disruption; therefore, we believe it is reasonable to be protected from this by the inclusion of a noise barrier and, vegetation protecting the properties from the service road plus and mitigation works within the property (sound proofing ceiling and floor space, double glazed windows, Air Conditioning to avoid having to open windows etc).
3. We have major concerns as to the "local road" categorisation. With traffic levels only going to increase as subdivisions occur and force more cars onto the "local roads' to avoid using the Pacific Highway, Coachman's Close will become a "significant service road" and no longer a Close. Our houses, our largest investments, will be significantly devalued due to the disruptive nature (noise, traffic volume, starting/stopping at the intersection of the tunnel, lights from vehicles turning onto the new thoroughfare. Real estate agents have advised that the proposed road and noise will make it a challenge to sell, even if significantly reduced.
4. The works being undertaken to widen the existing Highway, build the form of the new Service Road and the creation of the tunnel will be major and very disruptive with heavy machinery including vibrating rollers and machinery with safety alarms / horns will be

overwhelming in such close proximity of our houses. This phase will be much closer and on the same level as our home. The RMS declined any responsibility for the cracking and other damage incurred last time to a number of homes on Coachman's Close and Fernleigh Avenue. We and our fellow neighbours want guarantee of:

- noise mitigation works to our properties to allow for a reasonable standard of living
- reparation of any cosmetic or structural damages incurred throughout this phase of construction.

We are not opposed to progress and fully support the need for the upgrade of the Pacific Highway to meet not only the current but future traffic. However, it is fair and reasonable to expect our quality of life and assets to be protected from immediate and future damage both structurally and in devaluation, given the incredibly close proximity of these works to our property.

In Good Faith

Sincerely

Tania & Lorenz Beckett