

Remediation comes in the form of double glazing and air conditioning, which ultimately diminishes the quality of life for residents who can no longer enjoy the amenity of the sub-tropical climate and the outdoors. The running of air conditioning is at the resident's cost, which over time can expose them to financial stress. This is in terms of power bills and unit repair/replacement/update given the lifespan when operating 24x7 during warmer seasons in particular would not be expected to last beyond 5 years.

The population in Coffs Harbour has progressively moved west so many thousands of properties would be impacted by noise and vibration but the RMS has not quantified this total. Additionally, the RMS has indicated that the council should not have approved western developments. So it is unclear whether properties built subsequent to 2004 will be considered by the RMS from a mitigation standpoint.

Traffic noise will be considerably louder in the west than on the existing highway through Coffs Harbour given the speed limit will be 110kms instead of 60 kms per hour. Trucks will labour up gradients of 4-6% increasing engine noise and then downhill noisy airbrakes will be invoked. A significant proportion of long-haul trucks alongside other motor vehicles have installed non-standard and non-compliant exhaust systems which are typically not legal and are not being policed in the region, causing a major and unnecessary disturbance to residents.

In reference to **Biodiversity**, highly significant and unique remnant bushland and koala habitat rated at the highest level of environmental protections will be destroyed or located in close proximity to high-speed traffic with no indication of any mitigating measures. Remnant bushlands are located along MacKays Road and Bruxner Park Road.

Proposed wildlife crossing corridors cannot link back into remnant bushland given it will be destroyed therefore such mitigations will be rendered ineffective.

Mutton bird migration is at risk with young birds potentially disorientated by head lights shining throughout the night high up on the ridgeline. I live near a Koala Corridor, and I have serious concerns for their habitat, and also the other fauna in this beautiful pristine valley. The Koalas are already on the 'endangered species' list. The area from Roberts Hill to Gateleys Road is a Koala Corridor. The impact of this current concept plan of the ring road is going to be catastrophic to their habitat.

In reference to **Cultural Heritage**, highly significant indigenous heritage landmarks across the ridge will be destroyed in the event of open cuts for the highway which the RMS appears to have proposed without consultation with local indigenous communities.

The Coffs Harbour community has invested a great deal of time and commitment into reconciliation to remedy historical failings of European intervention in this area. and now enjoys a well engaged, valued and respectful relationship between the indigenous and non-indigenous communities. It is inconceivable that this significant progress and cohesive relationship should be threatened by the thoughtless and insensitive construction of a highway through lands that are embedded in indigenous folklore and song lines.

In reference to **Air Quality**, much of the highway location traverses a valley or basin, heavy diesel particulates, many pollutants, dust, etc. are heavier than air and in the absence of wind will fall onto the surrounding properties, farms and water ways. It is not uncommon, particularly at night with the inversion layer that cloud, fog and smoke suspend in the air and form a blanket across the valley. No amount of mitigations can change this, meaning that pollution levels will increase and settle in

the area. This will significantly effect the health and wellbeing of residents, flora and fauna, and the desirability of living in the west of Coffs Harbour.

Residents located along the existing Pacific Highway route in Coffs Harbour experience unacceptable levels of pollution from passing traffic. Trucks are of particular concern such that opening windows, enjoying the outdoors and even washing clothes becomes hazardous. Relocating the highway to the west of Coffs Harbour will transpose the air pollutants to populated residential areas within a valley that does not benefit as greatly from coastal winds to displace pollution. It is therefore reasonable to assert that the pollution will be even worse in the west of Coffs Harbour.

A hospital, respite centre, retirement village, preschools and college are all located within the valley location that will be overshadowed by the Inner Coastal Route exposing frail, weak, ill and children to pollution and health issues that otherwise does not exist in the existing suburban and rural settings. People who are vulnerable to pollutants who reside in west Coffs Harbour to enjoy the healthy lifestyle may be in fact forced to move to preserve their health and wellbeing.

In reference to **Socio-economic, Land Use and Property**, the scale of socio-economic impacts has not been quantified but is reasonably anticipated to negatively affect 1000s of properties and many more residents. There is no justification as to how the socio-economic cost is measured against the project benefits.

Many residents located towards the east of Coffs and in the vicinity of the existing highway experience major negative impacts from the current highway. This serves as a prelude to conditions that will be moved across to the west of Coffs Harbour.

The proposed Inner Coastal Route does not mitigate an unacceptable highway situation but rather relocates it to another area of Coffs Harbour in the west. Thus not resolving a serious problem in Coffs Harbour. In fact, this will introduce another busy road into the city given much of the day-time traffic is local, making traffic noise and pollution ubiquitous to the whole town.

The community has become deeply divided by RMS's drawn out process and general disregard for their concerns, regarding the proposition presented by the RMS and government of this Inner coastal Route otherwise identified as a ring road.

Many farms in Coffs Harbour are long established and are on relatively small land allocations that will cease to be viable in the event of highway encroachment resulting in loss of livelihoods. The uniqueness of the Coffs Harbour region, the sheltered valleys and respective specialised farming techniques with the benefit of the close proximity to infrastructure does not exist anywhere else beyond the Inner Coastal Route path or otherwise established farms in the region. There are no opportunities with commensurate conditions for displaced farmers to pursue their livelihoods in alternative locations in this region, given the demand for residential developments on available land. This will force the farmers to either relocate far afield or start a new career.

Many farms have existed within the same family for generations and older farmers, in particular, will experience significant disadvantage and psychological hardship. They may not be in a position to restart their lives in a new location and industry. Many farmers lives are tied to their work which cannot be mollified by financial compensation for their loss.

Farming is a valuable economic contributor and is in fact iconic in the region celebrated by the landmark Big Banana complex. The Inner Coastal Route is detrimental to the success of farming in the region. Apart from reducing the availability of viable farm land, pollution in the form of diesel particulates and other pollutants associated with highways, as well as risk of damage to the water

table during construction and ongoing road vibration, may undermine the value, reputation and productivity of Coffs Harbour farms and their produce.

The rural amenity enjoyed in the west of Coffs Harbour that serves to make this a desirable place to live and that attracts real estate value and development will be compromised irrevocably under the shadow of a high-speed motorway. The potential for optimised property values in what is currently prime real estate in a growth corridor with mountain and ocean views will be diminished significantly and permanently. Many residents in the west of Coffs Harbour have moved from urban city areas to enjoy the amenity and lifestyle that is now under threat.

As concerns are raised about the impacts of the highway, concerned residents in west Coffs Harbour are increasingly preparing to list their homes for sale with property values either not growing or dropping as fears mount. Real estate agents, conveyancers and the council are not forthcoming in terms of buyer awareness of the Inner Coastal Route and potential impacts to surrounding residents. Property buyers from further afield who are not being adequately served by duty of care from the property industry and council are particularly vulnerable in their property acquisitions. Many established residents are not familiar with the Coastal Inner Route location so outsiders are particularly disadvantaged.

In regards to **'construct only'** the advantages of this term means there is minimal risk to the contractor whose role is to construct in line with the design completed by the principal, architects and engineers. Advantages are that the design cannot be greatly modified during the building process, unless defects of design are noted. **In this option, if tunnels are planned, its tunnels the community gets.**

The primary risk **'re Design and Construct'** contracts mean that the principal has minimal input during the construction. Often referred as 'package deal' contracts. Whereby the principal has minimal input throughout the entire process, and when construction is complete turns up to use the works for intended purpose.

Also, because of the higher risks for the contractor, as is responsible for design and construct, not just construct, they require **higher costs to compensate**. The contractor assumes the time and cost risks associated with modifying a design which may be impractical or employing a different method of working which becomes necessary to achieve completion.

In relation to the current WestConnex project in Sydney, there have been some unexpected 'modifications' for the final stage of the project, which has left the community outraged. Instead of an underpass at Rozelle, they are getting an overpass! The contract is a 'design and construct' contract.

If the Community, the Coffs City Council, and the Coffs Bypass Action Group do not demand a 'Construct only' Contract, at any time throughout the project, those tunnels that the Community, the Council, and Coffs Bypass Action Group fought so hard for, could become cuttings. Which is what the Government and RMS want – the cheap option. **'Design and Construct' should not be an option.**

(It would be advantageous for people in the community to see on the Facebook 'RTA-RMS bypass upgrade victims', especially in relation to the Ballina and Toowoomba bypasses to see the effects of changes made, of which the community were misinformed).

The current plan of the ring road is unworkable in real life and is detrimental to humans, flora and fauna for an eternity. The Coastal Inner Route will redefine the boundaries of Coffs Harbour, constraining development and growth into the future and compromising highly desirable prime real estate. This prime real estate will either become part of the motorway or so impacted by its proximity that it will be diminished in value and appeal.

Throughout this long battle with the RMS and Government in fighting for what is best for the community, I don't have much trust in the RMS or government. Transparency is not something they seem to be familiar with. I fully support the Coastal Ridge Way Bypass with tunnels, and I do not support this Inner Coastal Ring Road. I would also like to add that I support the 'Construct only' option, so as the community voices will keep being heard throughout the entire project.

Yours faithfully