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SUBMISSION COFFS HARBOUR HIGHWAY BYPASS (SS1_7666)

Noise, traffic and the Highlands Estate Residential Subdivision:

I live in Highlands Estate, we built in 2015 and we will be severely impacted by the Bypass, increased traffic as a result of the Coffs Harbour Bypass and excessive dust and noise during construction stage.

In July 2004 representatives of Council, DIPNR (now DPI&E) and RTA (now RMS) met to discuss Councils and RTA's objectives in regards Coffs Harbour Highway Planning Strategy, to develop an agreed position paper including that for residential development. The West Coffs DCP had been 4 years in the making, when that meeting took place

Post meeting, the RTA prepared a map and provided it to CHCC. The map identified a 400metre corridor which was used by CHCC to identify any DA that needed to be referred to the RTA for comment and concurrence. The 149 Title Certificate for these properties would be burdened by a statement requiring them to install at-property noise mitigation as a DA Condition of Approval.

The RMS are now saying Highlands Estate have adequate at-property treatment according to the DA Consent Conditions.

Consequently, property within those subdivisions have been excluded from the number of at-property treatments resulting from the Coffs Bypass project.

Where-as the other 3 subdivisions, The Lakes Estate, Sunset Ridge Estate and Korora Residential Subdivisions have been considered for at-property treatment, on the proviso they have been built to a stage that allows the installation of at-property treatment before project completion.

Why? We know the DA Conditions of Approval are different, but the question is how were home owners and developers to know with any certainty other than working to the advice of both RMS and Council RMS (as per the 2004 agreement): also the speed, the type of pavement, the traffic were only known with any certainty when the EIS was released. We're still waiting for final designs for the interchanges which will also affect what some people are required to do.

Does that mean RMS got 50% of their recommendations to Council for the Conditions of Approval wrong?

What does that mean? Why are they, why are we being treated differently than the other residential subdivisions that adjoin the Bypass?

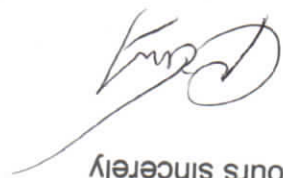
There are 7 (not 6) Subdivisions that will be severely impacted by the Bypasses, increased traffic and noise, they all should have pre-construction noise assessments done and if post-construction noise exceeds agreed levels then they surely have a right to at-property treatments.

Finally, Construction Noise levels are very high, and that noise may go on for years. This appears grossly unfair because at no time homeowners and developers were warned about or required to treat their houses for excessive Construction Noise as part of the DA Conditions of Approval.

There is provision for at-property treatment for Construction Noise, those identified for such should be prioritized and work commenced as a matter of urgency, to afford them some relief when Construction finally does get underway.

There are so many questions regarding noise CBAG feels there needs to be an independent audit made of assessments made that assumes some subdivisions will have adequate at property treatment and some don't, why Roselands Estate seems left out of the equation altogether and ensures that at-property treatment should get underway ASAP after prioritizing those effected by Construction Noise.

Thank you for the opportunity to comment
Yours sincerely



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