

Refer to CBAG Submission Section 1 Introduction for context and related content

Residents of North Korora Estate
C/O Paul Sparke
22 Fernleigh Ave
KORORA NSW 2450

24 October 2019

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

SUBMISSION COFFS HARBOUR HIGHWAY BYPASS (SS1_7666)

I am writing on behalf of 46 residents of Coachmans Close and Fernleigh Ave and Pinebrush Crescent to express our disappointment and concern about the woefully inadequate design of the road carriageway alignment that runs adjacent to Coachmans Close in Korora.

Back in October 2018, the residents of Coachmans Close and Fernleigh Ave (North Korora Estate) made a formal submission (which was signed by 46 residents) relating to the RMS Preferred Concept Design.

The submission outlined with diagrams how the residents wanted the October 2018 road alignment altered by shifting its southbound carriageway slightly (approx 10m to the northwest) so that it was further away from Coachmans Close and the North Korora Residents houses.

This would achieve two aims, namely

- 1) Retaining a treed reserve adjacent to Coachmans Close
- AND
- 2) Slightly shifting the southbound freeway carriageway further away from the North Korora Estates residents' houses to improve amenity and reduce noise levels to residences.

Therefore, it was with alarm that on release of the recent EIS in October 2019, the residents find that the RMS has amended its 2018 design to have the Southbound carriageway sited approximately 18m CLOSER to Coachmans Close and North Korora Estate Residences.

One would think the purpose for the RMS in calling the public submission process back in 2018 would be for the RMS to use it as an opportunity to improve their designs for community acceptance and change their poor reputation. The RMS however have treated North Korora Estate residents with contempt by altering their design to locate the Southbound roadway closer to residences, against and in direct

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opposition to what the estate residents had called for in their submission. Their altered design increases traffic noise and reduces amenity for residents.

The lack of community consultation by the RMS with residents or resident representatives of the October 2018 submission has been non-existent and disgraceful. For your consideration I have outlined further details concerning their lack of meaningful consultation in an appendix to this letter.

As the submission previously made by North Korora residents relating to the RMS 2018 Preferred Concept Design has not been addressed adequately, it is still relevant, and we want it properly considered now. Refer Appendix A Past Submission below.

Secondly, we want it made a condition of approval that the RMS initiate meaningful engagement with the North Korora Estate community and provide the opportunity for a onsite consultation meeting to be held with the residents, resident representatives, with experienced and skilled technical designers in order to identify possible design alternatives that can satisfy the concerns of the residents and also places the freeways southbound roadway further away to the northwest than the October 2018 preferred concept design.

Regards

Paul Sparke

(On behalf of the residents of North Korora Estate, including Coachmans Close, Pinebrush Crescent and Fernleigh Ave.)

Declaration: I have made no political donations in the past two years

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APPENDIX A PAST SUBMISSION

Refer to an attached electronic file *2.6 Submission Attachment A 2018 Submission* which is the 2018 submission made by the North Korora residents on the RMS 2018 Preferred Concept Design and continues to be relevant to the TfNSW 2019 Refined Concept Design.

APPENDIX B

FURTHER DETAILS CONCERNING LACK OF CONSULTATION BY RMS

The RMS made no attempt to contact the North Korora Residents about our submission and engage with us to enable a revised concept design to be developed that addresses the resident's concerns.

The only feeble communication attempt made by RMS was to email a generic form response (possibly automated) to us that is outlined below;

Dear Ms Powell

Thank you for your submission on the preferred concept design for the Coffs Harbour bypass project.

Your feedback is important and has been passed to the project team to be considered as we develop the design of the project.

We will be preparing a submission report which will include responses to the submissions received during the display period for the preferred concept design. Submissions will remain anonymous in the report and the report will be made available to the community after the display.

Thankyou for your interest in the Coffs Harbour bypass project and we appreciate your feedback.

Regards

Coffs Harbour Bypass Project team

Pacific Highway Upgrade Program

We suspect the RMS put little thought into how to best improve the design near the North Korora Estate, given that just days prior to the release of the September 2019 Project Update - Environmental Impact Statement, a survey crew was only first seen

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working for the RMS in the North Korora Estate Area to capture survey data. (confirmed during discussion with crew member).

Secondly in the area around the Big Banana just prior to the release of the September Coffs Harbour bypass EIS project update, their commissioned survey crews were blatantly working dangerously close to moving traffic, without appropriate delineation cones and Traffic Control Plan signage on a 30,000 vehicle per day highway, which suggests the RMS appeared to be conducting a last minute rush job to collect survey data and pump out an EIS as quickly as possible, at the expense of proper consultation with North Korora Estate residents.

Thirdly the RMS indicated in their proforma response that they would provide a formal response to the North Korora residents via a submission report. We don't see a submissions report within the EIS addressing our concerns. This failure to deliver on what they say they will do, although not surprising, shows a complete lack of respect to the 42 residents of the North Korora Estate that signed the submission.

Hopefully the RMS can initiate some meaningful engagement with the North Korora Estate Residents in the future to come up with a better design and put their past track record of lip service consultation behind them.