



FIGURE 2
URBAN RELEASE AREAS

South 1 and Inner South 2 options bisect the North Boambee release area, Inner South 2 traversing through the middle of it. Both Inner North 1 and Inner North 2 traverse the West Coffs Urban Release Area, with Inner North 2 bisecting the area.

2.4 Employment and Income

Centrally located between Sydney and Brisbane, Coffs Harbour is designated as a sub-regional centre supported by Woolgoolga and Sawtell as a district centres. The role of a major district centre is to help serve the subregion with outposts of sub-regional services. Linking the three centres is the Pacific Highway which runs adjacent to the coast through the area (CHCC, 1997). Nearly half the workforce was employed in the service industries in Coffs Harbour in 1996, with a further quarter employed in wholesale or retail trade (CHCC, 1999b). The biggest increase in jobs during the last ten years has been in accommodation, cafes and restaurants, cultural, recreational and personal services, reflecting the dominance of the tourism industry.

Growth in employment opportunities has not been proportional to population growth. In 1996, unemployment in Coffs Harbour was almost double that of NSW (CHCC 1997b). Figures from the 1996 Census show that the overall unemployment rate was 16.8%, with the highest unemployment rate in the 15-19 years age group. The unemployment rate is higher for men than for women, reflecting the decline in full time jobs and the greater take-up of part-time positions by women.

Income levels in Coffs Harbour in 1996 were well below the average for the State with 25.1% of households earning less than \$299 per week compared to 19.2% for NSW as a whole. It is also evident from the Department of Social Security that a large proportion of families with children in the region are in receipt of benefits. This indicates that they are on relatively low incomes.

Both Coffs Harbour urban area and Korora have slightly lower than the LGA average rate of unemployment (16.8%), at 15.67% and 10.11% respectively. Over 50% of the labour force in these areas is in full time employment.

A summary of the of the employment/income characteristics of each of the localities is shown below (CHCC, 1997b).

- *Coffs Harbour:* There are slightly fewer than average professional and slightly more than average elementary clerical, sales and service workers located here. The proportion of people employed in the retail trade and finance and insurance is slightly higher than the LGA average.
- *Korora:* This area supports a higher than average proportion of professionals and associated professionals. The locality boasts the highest proportion of full-time employed. The unemployment rate is just over 10%. Korora also has the highest proportion of households on incomes greater than \$1,500 per week.

2.5 Housing and Accommodation

Approximately 90% of the population live within the narrow coastal plain extending 51 km from Bonville in the south to Arrawarra in the north. Of the current population, an estimated 43% live in the township of Coffs Harbour, 20% in Sawtell/Toormina/Bayldon area, 8% in Woolgoolga and 19% in the remaining coastal villages. Only 10% of the population live west of the Coastal Range (CHCC, 1997b).

The number of private dwellings in the Coffs Harbour LGA has increased by 16% between 1991 and 1996 (CHCC, 1997b). This compares to the State average of 9.6%. The proportion of separate houses in Coffs Harbour in 1996 was slightly lower than the State average. Terrace houses, flats and apartments represented 23% of the housing stock in Coffs Harbour, with slightly fewer households purchasing dwellings and slightly more renting in Coffs Harbour in 1996 than in the State overall.

Settlement patterns have wide ramifications for transport planning, economic development and social development. Decreasing home occupancy rates compound increasing pressure from a growing population. This means more dwellings are required per head of population. These two factors of population growth and decreased occupancy rates create a demand for additional housing.

A summary of the housing characteristics of each of the localities is presented below:

- *Coffs Harbour*: This locality has the lowest proportion of separate houses and the highest proportion of flats and townhouses. Flats represent just over 22% of the housing stock. Nearly 30% of households are lone person households and the proportion of group households is higher than the LGA average.
- *Korora*: The proportion of semi-detached houses is higher than the LGA average, as is the proportion of caravans.

2.6 Community Services and Facilities

The North Coast region as a whole is generally well supplied with community services and facilities.

Coffs Harbour is a base for the provision of local and regional community services, with approximately half of all the community services concentrated in the Coffs Harbour Central area. The Local Environmental Study (CHCC, 1997) identified that there is a deficiency in aged accommodation throughout the study area.

Coffs Harbour has a range of educational institutions from pre-school to tertiary level. There are 18 public primary schools; four public secondary schools; six private primary schools and three private secondary schools within the Coffs Harbour LGA. There are also the Institute of TAFE and a University campus.

Recreation facilities in the area are largely associated with the beach, natural environment and hinterland. The most popular recreation activities are visiting clubs or restaurants, picnics and barbecues at public recreation areas; and visiting parks and gardens. The most popular recreation venues are beaches, foreshore reserves and bushland.

2.7 Transport and Access

Settlement patterns and transport are inextricably linked. The linear form of urban settlement together with the low housing density has made it difficult to develop an affordable public transport system within the Coffs Harbour LGA. Cars are the most commonly used form of transport in the study area, representing almost 80% of road travel (CHCC, 2000). This reliance on cars is not only undesirable with respect to the environment, but at odds with Coffs Harbour's social structure which comprises lower household incomes and a higher proportion of elderly than the State average.

The road network consists of a hierarchy of roads, with the Pacific Highway forming the highest function as the main arterial route in the area. In general, the Pacific Highway provides a north-south spine onto which the lower order roads connect.

The major roads in the Coffs Harbour urban area include:

- The Pacific Highway for north/south inter-state and inter-regional trips, and connection of the Coffs Harbour urban area with the northern coastal strip, including Woolgoolga.

- The Lyons Road and Hogbin Drive route, which provides for connection between the Pacific Highway south of Coffs Harbour, the airport, the Sawtell / Toormina area, the educational precinct, and the Coffs Harbour city centre.
- Coramba Road, which links the main Coffs Harbour urban area to western areas of the LGA and then to Grafton.

Other important roads are:

- The Orlando Street, High Street, Gordon Street, Coff Street circuit to the east of the Pacific Highway which provides a loop from the industrial areas on Orlando Street, through the Jetty area and back to the Pacific Highway in the city centre.
- Bray Street, Park Beach Road, Combine Street, Albany Street, Marcia Street and Arthur Street with its interchange on the Pacific Highway, each of which provide access to major facilities, services or residential areas of the Coffs Harbour urban area.

Apart from the above roads, the road network outside the Coffs Harbour urban area is characterised by collector and local roads running directly off the Pacific Highway.

A comprehensive set of traffic surveys were carried out by CHCC during the period 1996 to 1998 on major roads in the Coffs Harbour, Sawtell, Toormina and Boambee urban areas, including along the Pacific Highway. The results of the traffic surveys, and the subsequent modelling forecasts prepared by CHCC at that time, indicated that the majority of traffic on the Pacific Highway within Coffs Harbour LGA was local traffic. At the southern and northern boundaries of the Coffs Harbour LGA, the estimated two-way daily traffic volumes in 2001 were approximately 14,000 vehicles per day (vpd) and 9,000vpd respectively. This compared with an estimated volume in 2001 of more than 38,000vpd at a point to the north of Bray St.

Access to Coffs Harbour by rail is limited to two northbound and two southbound passenger services per day (Sydney-Brisbane route). There are only two passenger railway stations in the general area one at Sawtell and one at Coffs Harbour.

Coffs Harbour Regional Airport, 4km south of the city centre, provides an alternative means of transport, with two airlines currently servicing the airport and connecting the city to other regions.

A number of private bus companies operate within Coffs Harbour and provide school bus services in addition to local route services, although it is considered that there are inadequacies within the existing bus service (CHCC, 1997).

2.8 Business Activity

Within the Coffs Harbour LGA, the main primary sector activities include agriculture (predominantly bananas), fishing, forestry and extractive industries (CHCC, 1997). Land zoned for rural purposes represents 47% of the study area (CHCC, 1999b). Industrial activity within the Coffs Harbour LGA occurs within five main areas including Coffs Harbour, Coffs Harbour South, Coffs Harbour North (Orlando Street), Woolgoolga and Sawtell. The main industrial activities that are major contributors to the economy are building construction and food manufacturing. The contribution of the services sector to the economy within the LGA is expected to continue to increase. The services sector is focused on Coffs Harbour City with economic contributions from wholesale and retail trade, finance, business and professional services and health, community and cultural services.

In 1991-93 the most significant employment industries were found to be the wholesale and retail trade and the building and construction industry, which injected \$344 million and \$302 million respectively

into the sub-regional economy (CHCC, 1997). It is important to note that the wholesale and retail businesses are highly dependent on the seasonal tourist trade. The area maintains a sound agricultural base representing approximately 2.8% of the value of gross production for the Coffs Harbour area. Banana production remains the most significant agricultural activity. Citrus, vegetables and tropical fruit production are also significant in terms of the local economy.

To effectively determine the baseline economic profile, a survey of businesses in the community would need to be undertaken to determine the degree of dependence of local businesses on passing trade and the extent of highway related employment. Such a survey is beyond the scope of this working paper and would be undertaken at the Environmental Impact Assessment (EIA) stage of the project.

Business sectors which could be influenced by changes in passing trade include, accommodation, clubs, food, auto services, service stations, eateries, hotels and retail outlets.

2.9 Tourism Activity

Tourism NSW (2001) has produced data for the North Coast tourism region that provides a range of statistics. These statistics provide a broad overview of patterns and trends in tourism in the region that are also of relevance to the study area. In the year to end June 2000, the North Coast region had 3.2 million overnight visitors. Of these, 94% were domestic visitors and the remainder were overseas visitors. The average stay was approximately three nights.

The major attractions in the region were considered to be nature-based attractions and car touring was an important form of tourism for the region.

More detailed information on tourist activity within the Coffs Harbour LGA was sourced from the Tourism NSW website and is summarised in Table 3.1.

Table 3.1 Tourist Activity in Coffs Harbour LGA

Parameter	1994/1995	1995/1996	1996/1997
Visits (000s)	969	963	990
Visitor nights (000s)	3037	2926	2956
Expenditure (million \$)	195	196	201

The Coffs Harbour Local Environmental Study reached a number of conclusions about tourism in the area. The majority of visitors to the area travel by road with a smaller number using air and to a lesser extent rail and coach. The value of tourism to the local economy is seen as critical and protection and enhancement of the tourist industry is a key objective.

3. Community Attitudes to the Highway Upgrade

3.1 Introduction

Changes to a road network such as constructing a new road, can have both positive and negative effects on people at an individual and at a community level. This section aims to provide a qualitative analysis of the range of potential impacts that could arise as a result of the upgrade options from Coffs Harbour to Korora.

3.2 Background

Since the launch of the project in September 2001, there has been extensive interaction and involvement of a wide range of community groups and individuals through regular public notices and media coverage. There have also been regular meetings. A CFG for this section of the study area was formed in November 2001, with members representing a wide range of interests within the community.

This section documents the range of potential socio-economic impacts for the Existing Highway Upgrade and Inner Corridor Bypass, identified by the CFG.

The socio-economic issues that have been considered in relation to the upgrade options are as follows (in no order of priority):

- *Community Cohesion:* This issue relates to the potential for upgrade options to introduce a physical or psychological separation between different areas in the community or to reinforce an existing severance. Positive effects associated with this factor include the potential for options to reinforce community cohesion through sympathetic consideration of existing and future land use patterns.
- *Amenity Effects:* This issue relates to both positive and negative effects on the amenity or values of a place and relates to a number of factors with the key ones being noise impacts, visual impacts and air quality impacts.
- *Access and Movement Patterns:* This issue relates to the ease and safety with which members of the community can move both within the community and externally to it. This issue relates to vehicular and pedestrian/cyclist movements.
- *Land Use and Property Impacts:* This issues relates to broad land use impacts that would result directly or indirectly from the upgrade options and includes a more detailed analysis of effects on individual properties or groups of properties as a result of the upgrade options.
- *Effects on Business:* This issue relates to direct and indirect effects on business activity as a result of upgrade options.
- *Effects on Tourism:* This issue could be regarded as a sub-set of the above issues, but given the importance of tourism to the study area's economic prosperity has been considered separately in terms of likely direct and indirect effects.

At the February meeting of Coffs Harbour CFG, members were invited to canvass the groups they represent and identify those socio-economic issues they considered most important.

A summary of the key issues identified by the CFG members is provided within Table 4.1. Full details of the written comments are provided in Appendix A

The following additional issues raised by the CFG members were also considered in relation to the upgrade options include:

- sustainable transport including public transport, cycle and pedestrian ways
- location of bus station and service facilities

Table 4.1 Key Issues arising from Community Consultation Meeting 26/2/03

ADVANTAGES		DISADVANTAGES	
Pacific Highway (PH)	Inner Corridor Bypass	Pacific Highway (PH)	Inner Corridor Bypass
Community Cohesion		Community Cohesion	
<ul style="list-style-type: none"> • already segregated by existing highway • opportunities for public transport/improving community facilities • opportunity for inclusion of pedestrian, cycle, scooter ways 	<ul style="list-style-type: none"> • improved cohesion between Boambee and West Coffs • improved community cohesion and local access to PH 	<ul style="list-style-type: none"> • further division of the east/west sides of town both physically and psychologically • lack of amenities on the west side • isolation of community housing to the west from CBD amenities • domination of centre by vehicular traffic • centre will become increasingly commercial 	<ul style="list-style-type: none"> • community view that the corridor is a short term solution • high volume of transport infrastructure in the region • pollution concerns • increased separation of rural communities from urban facilities • limited access for local traffic • concerns regarding location of service centre
Amenity Effect		Amenity Effect	
<ul style="list-style-type: none"> • commercial properties along PH more tolerant to noise/pollution • existing development along PH acts as a noise barrier • attract new development in old areas of town • potential to tunnel to reduce noise • negligible visual impact 	<ul style="list-style-type: none"> • minimal air pollution due to sea breeze • reduced noise impacts along PH • not visible from key lookouts • improved access to west 	<ul style="list-style-type: none"> • loss of countryside atmosphere • lack of infrastructure on west side • increased vehicles and emissions • construction noise impacts • improvements to CBD may conflict with road installation 	<ul style="list-style-type: none"> • potential increase in noise/air pollution due to topography amplification • cuttings would increase accelerating /braking noise • noise impacts shifted west from PH • visual impacts (road & noise barriers) • rural residents chose not to live in an urban environment
Access and Movement Patterns		Access and movement patterns	
<ul style="list-style-type: none"> • potential for cycleways/pedestrian access • traffic management & parking restrictions will improve flow 	<ul style="list-style-type: none"> • close to town and effective movement around CBD • interchanges will improve access • complements other main roads planned 	<ul style="list-style-type: none"> • side streets will be blocked • less friendly for local users • barrier to east – west movement • direct access to jetty previously 	<ul style="list-style-type: none"> • additional travel time for persons wanting to enter CBD/Sawtell/Sapphire • flyovers, ramps may hinder access to northern beaches

ADVANTAGES		DISADVANTAGES	
Pacific Highway (PH)	Inner Corridor Bypass	Pacific Highway (PH)	Inner Corridor Bypass
<ul style="list-style-type: none"> improved access to local freight depot /educational facilities opportunity for improved access over PH to business/community facilities 	<ul style="list-style-type: none"> could be used by heavy vehicles who need to access CBD swift access for emergency vehicles easy access to airport/ industrial centres PH can become more pedestrian/cyclist, local traffic friendly assist movement during peak/ holiday times potential to improve access/movement for aged/infirm improved access to health and community facilities at Polwarth Drive etc. 	<p>promoted no longer plausible</p> <ul style="list-style-type: none"> issues associated with access for deliveries parking facilities required 	<ul style="list-style-type: none"> minimal access points due to safety issues safety issues with public transport use (getting on/off bus)/ speed etc.
<p>Land Use and Property</p> <ul style="list-style-type: none"> no impacts on agriculture, industry, forestry, national parks, nature reserves route already supports the PH will allow for future development east and west of PH potential for provision of housing for vulnerable groups near the centre potential for re-location of bus terminal 	<ul style="list-style-type: none"> delineate urban expansion potential to reduce acquisition costs by following rail easement potential for development of a super service centre increase in the value of housing due to increased accessibility Will assist development of north Boambee valley, Kororo basin and Bruxner Park Rd 	<p>Land use and Property</p> <ul style="list-style-type: none"> Issues associated with maintaining access to business acquisitions - commercial and residential devaluation of adjacent land loss of tourist/village atmosphere residential development in CBD discouraged damage to older structures (noise/vibration) impact on business due to loss of roadside parking provision of car parking to replace roadside parking is required 	<ul style="list-style-type: none"> mitigation such as insulation of homes/ A/C may be required stability of land behind Shephards Lane quarantines land to the west from further development devaluation of land traverses prime agricultural (banana) lands incompatible with tourist resort high property acquisition costs impacts on Spagnolo's Rd school impact on West Coffs, West Kororo Rd, Bruxner Park release areas concerns regarding multi service station construction

ADVANTAGES		DISADVANTAGES	
Pacific Highway (PH)	Inner Corridor Bypass	Pacific Highway (PH)	Inner Corridor Bypass
Effect on Business Activity		Effect on Business Activity	
<ul style="list-style-type: none"> potential to enhance business activity due to increase in through traffic volume minimise delivery costs opportunity for motel owners/commercial properties along PH development of super service centre increased access for large vehicles to industrial area support tourist infrastructure outside CBD/business south of Coffs Harbour 	<ul style="list-style-type: none"> link business in all direction potential improved business along PH improved access to West Coffs, potential business opportunities support revitalisation of Coramba, Nana Glen, Ulong assist Boambee planned shopping centre opportunity for a super service centre 	<ul style="list-style-type: none"> greatest impact particularly in CBD reduced access may affect business urban freeway not business friendly potential acquisition of businesses design considerations (to complement 'urban motorway') loss of roadside parking construction phase impacts loss of regeneration potential for city centre investment in improving CBD to date may be negated 	<ul style="list-style-type: none"> reduce developable land, building industry impacts impact on banana business impacts on fast food industries along PH loss of entrepreneurs (move out) construction phase impacts limited access points to highway business survival if PH returned to local use
Tourism		Tourism	
<ul style="list-style-type: none"> tourist attractions more easily located potential for increased motel business support for food outlets along PH 	<ul style="list-style-type: none"> no visual impacts from scenic lookouts quicker access to tourist destinations north and south of CH potential to improve motel business along PH no impact on visitors to beaches, big banana, jetty or town tourism increase in west CH 	<ul style="list-style-type: none"> loss of holiday atmosphere heavy traffic reputation Tourists may pass through Coffs, urban motorway will discourage tourists 	<ul style="list-style-type: none"> noise, light, visual impact on eco-tourism @ Bruxner Park etc. visual scarring tourists may bypass the town future private development in Bruxner Park no longer possible

Based on feedback from the CFG meetings, the community see the key advantage of the Pacific Highway upgrade as the facilitation of traffic movement within the City and CBD. This upgrade would provide opportunities for the installation of pedestrian and cycle routes and an upgrade of the under developed public transport system. This could have the effect of revitalising the area, prompting the relocation of the existing bus terminal, and boosting commercial activity.

The key disadvantage of the Pacific Highway upgrade is seen as the fact that the upgrade would provide a barrier to east-west movement. The upgrade could also reduce accessibility by pedestrians and vulnerable groups, such as the elderly and disabled, and a potential reduction in business opportunities through the removal of parking and the increased speed of passing vehicles.

Community responses identified the benefits of the Inner Corridor Bypass as the fact that it provides the potential for effective movement and access to, in and around Coffs Harbour for both local and through traffic. Removing traffic volumes from the Pacific Highway would allow it to remain predominantly for local access, which could potentially increase the attraction of Coffs Harbour as a tourist destination. A further advantage of the Inner Corridor Bypass is seen as the potential to encourage urban development, whilst providing a physical limit to prevent excessive urban expansion.

Despite having the effect of potentially enhancing the conditions within the City Centre, the Inner Bypass Corridor raised concerns regarding the installation of transport infrastructure, with the associated visual impacts, pollution and disturbance, into the rural environment. This is seen to have the potential to impact on eco-tourism, recreation and aesthetic value of the landscape. This corridor may also cause segregation of this rural community, impacting property prices and potentially inhibiting future land release.

Issues raised during community consultation are discussed further within Section 4.

4. Discussion of Impacts on Socio-economic Characteristics

4.1 Community Cohesion

Construction of a major new road has the potential to disrupt the existing patterns of community interaction. This factor relates to the potential of the upgrade to create physical and psychological barriers for neighbourhoods either by dividing contiguous groups or forming barriers between communities and local facilities and/or services.

The potential impact on community cohesion could be positive in terms of providing residents with improved access to community facilities, or improving mobility between communities. The magnitude of impacts on community severance depends on the land use settlement patterns. The current route of the Pacific Highway provides a barrier between a number of communities in Coffs Harbour, in the town of Coffs Harbour itself and rural communities along the route. The issues associated with the two upgrade options are detailed below

Existing Pacific Highway Upgrade

Community consultation highlighted the fact that upgrading this route provides opportunities for vulnerable social groups, such as the elderly or disabled to gain a sense of community as pedestrian facilities and crossings will be upgraded simultaneously. East to west movement will be provided at eleven points along the highway through nine grade-separated interchanges, and two east-west overbridges, in the vicinity of the High Street.

The communities on the west use the Pacific Highway to gain access to the CBD on the east side. There is the potential that increasing the capacity and speed of the Highway may make access to the community and business facilities more difficult from the west side potentially isolating these residents from amenities within the CBD.

Upgrading the Pacific Highway will create the effect of an 'urban motorway', particularly if noise barriers are required around sensitive community or residential receptors to meet Department of Environment and Conservation (DEC) noise standards. The built environment within the city centre would also provide limited opportunities for landscape planting to mitigate negative visual impacts. The overall affect would be to increase the significance of the highway as a physical barrier, and the loss of the countryside/village atmosphere of the town.

Inner Corridor Bypass

The impacts on community cohesion will depend on the density of existing and future urban development. The proposed route skirts around to the west of the key areas of urban development in Coffs Harbour, however, current development at Roselands, Shephards Lane and Cottonwood Close would be impacted by the bypass. The segregation as well as being a physical one is also likely to be psychological with the bypass forming a barrier between the urban and rural areas. Bishop DrUITT College is situated in the vicinity of the Inner South routes, and is currently accessed from North Boambee Road. Issues associated with pedestrians and cyclists gaining easy and safe access to these facilities will need to be addressed. This is also the case with residents from the west side of the bypass needing to gain access to community and business facilities to the east.

The benefits of the Inner Corridor Bypass include the fact that this route would allow more efficient access to facilities and other communities west of Coffs Harbour and could potentially lead to increased community cohesion for Red Hill, Karangi, Coramba and Nana Glen. This route could contribute to increasing community cohesion along the Pacific Highway through removal of heavy vehicles and through traffic in the town.

4.2 Amenity Effects

Amenity can be simply regarded as what people hear, see and smell and how this affects a sense of well being. It can be measured by the visual impact and changes in proximity (noise and air quality) caused by a new road structure and associated traffic.

Visual changes include alterations to the existing landscape environment. Hassell (2004) has undertaken a comparative assessment of visual, landscape and urban attributes of the two options. In terms of visual amenity, the three factors that have been considered are as follows:

- Visual impact, which is greatest in areas where there is a significant change to the homogeneity of the landscape.
- Visual sensitivity, which is a measure of the road's visibility and the concern this causes adjacent land users.
- Scenic quality, which is a measure of the visual variety and interest from the road users' point of view.

In addition to visual amenity, proximity effects resulting from new exposure to traffic and resultant noise and/or air pollution, can create real and/or perceived diminution of the amenity of an area and can be regarded as a social effect. Traffic noise needs to be related to background noise conditions and is influenced by many factors including the road surface, speed of the vehicle, type of vehicle and volume of traffic. Potential noise impacts caused by introducing a new highway into a rural environment are particularly significant and are addressed in a separate Working Paper (Wilkinson Murray, 2004). Air quality constraints for the roadway locations have been examined by Holmes Air Sciences, attached as Appendix C to the Strategy Report (Connell Wagner, 2004c).

Existing Pacific Highway Upgrade

In terms of visual amenity, the upgrade of the existing Pacific Highway would have a high impact. Although the impacts are associated with an increased scale of existing infrastructure the number of people likely to be affected by the upgrade would be high. There would also be limited opportunities to absorb the impact of the highway in locations such as the CBD in particular, resulting in a major change in the surrounding character (Hassell, 2004).

Whilst increasing the speed and volume of traffic using the Highway could increase the background noise levels, removing the requirement for frequent accelerating/braking through removal of traffic lights could mitigate potential additional noise volume. The majority of the development alongside the highway is commercial, and typically more tolerant to noise and air pollution. These structures also act as a noise shield to residential properties behind, although the effectiveness depends on the weather conditions. In areas of mixed residential/commercial development along the highway from Thompsons Road to Park Avenue and Marcia Street to Arthur Street, amenity impacts may be more significant, requiring the use of noise mitigation measures.

The impacts associated with air quality will depend on the volume of traffic and the improvements in traffic movement associated with better roadway design. Upgrading the Pacific Highway will increase its capacity, which may concentrate air pollution. Road widening would also bring it closer to sensitive receptors along the corridor.

Inner Corridor Bypass

There are potentially significant noise and air quality impacts associated with shifting the traffic associated with the existing Pacific Highway further west and the introduction of new transport infrastructure into an essentially rural environment. In relation to air quality, it is possible that the hollows within the mountains will cause air pollution resulting from the traffic to stagnate, on the other

hand the area may be close enough to the coast to be flushed by the prevailing north easterly sea breeze.

Further impacts can arise in terms of poor dispersion of air pollutants within cuttings, which could be an issue for nearby receptors, whilst the installation of tunnels may require venting. The bypass is likely to reduce air pollution along the Pacific Highway, although it will introduce exhaust emissions into this rural area. The significance of the emissions will depend on the locality and sensitivity of nearby receptors.

The introduction of the bypass has the potential for significant visual impacts due to the rural nature of the existing environment and the fact that the area provides a scenic backdrop to Coffs Harbour. Routing the road through tunnels and maximising topography to shield the road would lessen the visual impact of the Inner Bypass (Hassell, 2004).

4.3 Access and Movement Patterns

Changes to access and egress including safety effects and the creation of alternative linkages for regularly used travel paths can result in social impacts for a local community as they have to change their movement patterns. The discussion contained in the following sections relates to physical movement and access patterns and the effects of the upgrade options on these. Community cohesion and connectivity, which focus on the non-physical connections within the communities is discussed in Section 4.1.

Existing Pacific Highway Upgrade

The proposed upgrade has been designed to provide a dual carriageway, through-town highway with nine grade-separated interchanges for east-west movements and service roads to provide access to businesses, services and facilities. Given the number of interchanges and mix of local and through traffic, it is likely that the speed limit through the built-up area would need to be restricted to 80kph, compared with a 100-110kph speed limit on the Inner Bypass. The location of the interchanges shown in **Figure 1** are listed below:

- Englands Road / Stadium Drive
- North Boambee Road / Cook Drive
- Thompsons Road / Halls Road/
- Combine Street / Albany Street
- North of Coffs Creek near Beryl Street
- Bray Street/Orlando Street
- Arthur Street / Mastrocolas Road
- Bruxner Park Road / James Small Drive south
- Old Coast Road / James Small Drive north

In addition there are two east-west overbridges across the highway at High Street/Harbour Drive and Park Avenue. The highway upgrade has the potential to inhibit east to west movement as local traffic moving from east to west across the highway would need to find their way to these interchanges to make the crossing, potentially increasing journey time. Safe pedestrian access would be via underpasses or overbridges.

One issue raised by the community that requires consideration, is the planning of evacuation routes in the event of a hazardous material spill. The proposed 500m tunnel at Macauleys Headland would need to incorporate the appropriate safety features to allow use by vehicles carrying dangerous goods.

Removal of roadside parking and traffic lights on the highway will aid movement around the CBD, improving access to a range of facilities including the local education resources. Maintaining good access to tourist attractions would also need to be incorporated in the detailed design.

Community consultation has highlighted the need to incorporate pedestrian and cycling facilities along with the new highway to make the area more accessible for these user groups. Introduction of traffic management measures on service and access roads including roundabouts, entry/exit lanes and cycle paths has the potential to allow incorporation of such facilities. Consideration must also be given to access for the disabled and scooters used by the elderly.

Inner Corridor Bypass

This route is considered to provide a very effective and efficient method of movement around the CBD for both local residents and through traffic, complementing the other road network improvements planned for the town. Heavy vehicles would have the opportunity of using this bypass to make deliveries to businesses such as Homebase or Park Beach Plaza, exiting the same way they enter. This route will also allow easy access to the Hospital, Coffs Harbour Education Campus, schools, sporting facilities in town and on Hogbin Drive, the crematorium and Karangi Drive from all directions.

It is anticipated that the construction of a bypass, could discourage travellers from visiting the city centre. Concerns have been raised associated with the expected growth and access to and from the Northern Beaches and current tourist traffic in and out of the resorts. Some travellers may find it inconvenient to make the detour into the city centre unless they have a known destination.

Construction of the Inner Corridor Bypass would remove through traffic from the Pacific Highway, making it more user-friendly for local traffic, pedestrians and cyclists.

4.4 Land Use and Property Impacts

This section focuses on the effects of the options on land use and property within the study area. For the purposes of the assessment land use has been categorised into rural land use (including forestry, agricultural production and rural residential development) and urban land use (including commercial and residential land use).

This section provides documentation of the generic impacts which could be anticipated along the two route options.

Existing Pacific Highway

The surface route of the proposed upgrade will occur within the existing road corridor. The upgrade is likely to require acquisitions of commercial and residential properties, and the loss of the on-street parking and standing zones which are used by local shoppers.

The southern section from England Road to Thompsons Road is predominantly lower density industrial/commercial land use, with the Coffs Harbour Health Campus on the east side. The land use changes to residential/commercial from Thompsons Road to Park Avenue. The main Civic Centre/CBD precinct is situated between Park Avenue and Marcia Street comprising mixed commercial/retail uses. Residential/commercial land use is seen between Marcia Street and Arthur Street. A tunnel would be constructed to avoid the topographical constraints associated with Macauleys Headland between Arthur Street and West Korora Road. Development further to the north up to Sapphire is scattered.

The main areas of property acquisition will be from Halls Road/Thompsons Road to Orlando Street. Development within this area occurs up to the highway boundary and will require total or partial acquisition of a number of commercial and residential properties from both sides of the road. Further

acquisitions will be required for the development of service roads and parking facilities which will need to be provided to replace those lost.

The existence of an urban motorway may also reduce the opportunities for the creation of a tourist/holiday or village atmosphere in the main urban area, with potential devaluation of land adjacent to the highway.

There are opportunities associated with the highway upgrade in terms of urban development. The upgrade has the potential to allow future residential, industrial, and commercial development east and west of the highway without detracting from the existing development. The upgrade could allow areas presently zoned as medium to high density residential, near the city centre, to fulfill the accommodation needs of more vulnerable groups such as single parent families, retired or aged persons. Areas falling into this category include Azalea Ave, Hill St and Raleigh St. These areas would provide easy access to the city centre, transport and community events.

Inner Corridor Bypass

This corridor would complement other transport corridors planned for the town. However, installation of the Inner Corridor Bypass would traverse land under a range of uses. These are shown in Table 4.1.

Table 4.1: Land use traversed by the Inner Bypass Corridor

Land use	Length traversed by Inner Bypass (m)			
	IS1	IS2	IN1	IN2
Rural Agricultural	2293	1672	5660	6110
Rural Residential	-	392	-	-
Industrial	503	503	-	-
Railway	-	-	82	163
Road	550	550	295	307
Open Space Recreation	399	-	-	*
Environmental Protection	657	778	440	359
Special Use School	229	-	-	-
Tunnel	-	650	-	-

Agricultural land is the main land use traversed by the Inner Bypass Corridor. Wilkie Fleming & Associates carried out an assessment of the potential impact of the Inner Corridor route options (see Appendix D of the Strategy Report (Connell Wagner, 2004c)). This report states that bananas are grown predominantly on the steep slopes above the small valley basins where the slopes are protected from strong cold winds. Banana plantations are favoured where neighbouring properties are also involved in banana growing to prevent interface effects with non-compatible land uses. The number of individual agricultural land lots along the route of the proposed Inner Bypass Corridor as identified by Wilkie Fleming & Associates (2004) from airphoto mosaic interpretation include:

- Inner South 1 – From Coramba Road the route passes through a consolidated banana growing area on favourable north facing slopes. Six banana and horticulture properties would be affected, with the impact increased by creation of a cut at the top of the ridge, altering temperature and wind patterns.
- Inner South 2 – From Coramba Road the route passes through a consolidated banana growing area on favourable northern slopes with banana farm packing sheds and water supplies down the slope. The route would affect three banana and horticulture properties.
- Inner North 1 – Up to twelve banana growing and mixed horticulture properties would be affected by this route alignment, which traverses banana growing properties around the base of the ridge in the northern section, leaving most of the plantings on the upper slopes unaffected.

- Inner North 2 – six banana plantations are crossed south of the railway line, north of which the agriculture turns to grazing with small areas of avocado on steeply terraced slopes.

This preliminary agricultural investigation identified the most important facet of land management for the banana industry as maintaining contiguous plantings on the slopes. A combination of the Inner South 2 (the tunnel through Roberts Ridge reduces the number of properties affected) and Inner North 1 corridors would minimise impacts on bananas and other horticultural activities which would leave more of the consolidated areas of plantings intact.

The area of agricultural land directly or indirectly affected by the Inner Bypass is shown in Table 4.2.

Table 4.2 Impact on Agricultural Land

Agricultural land	Source	Class	Area (ha)			
Agricultural Land Directly Affected (Acquired)			IS1	IS2	IN1	IN2
Banana land classification	Dept of Agriculture	B1	3.52	1.28	6.69	6.48
	Dept of Agriculture	B2	3.42	0.60	4.44	5.29
	Dept of Agriculture	B3			19.10	29.78
	Dept of Agriculture	B4				0.01
Other cultivation classification	Dept of Agriculture	V2	21.00	20.18	15.30	10.16
Total		<i>All Classes</i>	27.94	22.06	45.53	51.72
Current banana land	Aerial photo		4.46	1.23	31.92	42.29
Agricultural land within 300m			IS1	IS2	IN1	IN2
Banana land classification	Dept of Agriculture	B1	46.06	15.32	53.49	50.61
	Dept of Agriculture	B2	30.70	26.65	42.16	39.49
	Dept of Agriculture	B3	3.88		171.8	244.7
	Dept of Agriculture	B4			1.47	5.34
Other cultivation classification	Dept of Agriculture	V2	225.5	222.5	150.8	106.1
Total		<i>All Classes</i>	306.5	264.5	419.7	446.2
Current banana land	Aerial photo		51.55	17.42	199.8	261.8

It is possible that in the twenty or so year period before the programmed date for construction of a bypass, that rural areas may have been replaced by the urban expansion, thus eliminating impacts on agriculture. Impacts would also be reduced if the evaluation took into account those groups of lots with common ownership. As development currently stands the assessment on an individual lot basis found the Inner South 1 section would require total or partial acquisition of approximately 10 properties, while for Inner South 2 the figure would be around 16. The Inner North 2 corridor would require total or partial acquisition of approximately 30 properties, with Inner North 1 slightly fewer at 24. Additional acquisitions along the sections common to all of the options total approximately 30.

The installation of this transport infrastructure would have the benefit of helping to delineate the urban area. On the other hand there are concerns that the Inner Corridor Bypass could isolate the land to the west from future development. Property prices for residences along the bypass could be affected, with those in the vicinity of the Inner Corridor Bypass and in West Coffs experiencing devaluation, due to loss of views and disturbance, or conversely could experience an increase due to improved accessibility, as could those along the existing Pacific Highway.

4.5 Effect on Business Activity

Substantial research has been undertaken into the effects of highway upgrade proposals on business activity (RTA, 1996). The direct impacts of such proposals depend on the nature of the upgrade and can include property acquisition requiring closure of business, changes to access to a site or changes

to the operation which alters its income or viability. These issues have been addressed in Section 4.4 in terms of property and land use effects.

This Section focuses on indirect impacts on businesses that can occur including diversion of traffic and reduction in passing trade, and loss of exposure, which can result in a decrease in trading and consequent economic loss. In some instances, these impacts are beneficial when heavy traffic is removed and local access and amenity improved. Reduction in business resulting from passing trade would also have consequences for local employment levels.

Potential impact on agribusiness is generic in nature and included in the Wilkie Fleming Agricultural Assessment (attached as Appendix D to the Strategy Report (Connell Wagner, 2004c)). This assessment of the effect on business activity does not consider the impacts of altered transport patterns on tourism, which is addressed within Section 4.6.

Existing Pacific Highway Upgrade

Depending on the ultimate design, the highway upgrade has the potential to increase and decrease business development within the area. The greater traffic volumes can mean that business will be enhanced if adequate provision is made for parking and access to commercial facilities. Businesses which stand to benefit include the motels along the route. Conversely the upgrade which could result in acquisition of local businesses, may encourage road users to travel through the town without stopping if access and parking facilities are not readily apparent or accessible. The Highway upgrade would mean that businesses lining the route could not be accessed directly from the Pacific Highway, but access would be via the service roads. This may require structural alterations to these business facilities in order to 'face' the service road rather than the highway.

The direct route that the Pacific Highway provides to business in the CBD would minimise costs associated with deliveries to major shopping centres, whilst the upgrade would support tourist infrastructure and business at the Marina, Coffs Harbour Jetty, Park Beach and the caravan park. This option would also provide support for businesses in the industrial areas with the installation of service roads/interchanges.

Construction stage access and impacts will need to be managed effectively to minimise the potential negative impacts on business.

Inner Corridor Bypass

Research has shown that the diversion of a large part of through traffic following the opening of a bypass road will usually result in a reduction in the value of highway generated trade and a consequential impact directly and indirectly on the economic and social wellbeing of the affected community. Specific initiatives, of an economic nature, are generally required to address the range of likely adverse impacts. However, the marked reduction in levels of congestion, noise and air pollution together with improved safety for pedestrians and easier parking, has been shown to progressively enhance the quality of town centres for local residents as places for shopping and service provision as well as making them more attractive as places for motorists to stop (RTA, 1996). This Inner Bypass route would link business activity in all directions, and open up access to the businesses, bed and breakfast facilities, restaurants and other attractions in West Coffs Harbour. The northern exit is not far from the Big Banana and the beaches and resorts north of Coffs Harbour.

Should the Inner Corridor Bypass inhibit urban expansion there could be a negative knock-on effect to the building industry, whilst introduction of transport infrastructure, associated land take, air pollution and potential climatic changes could negatively impact on the banana plantations.

Concerns were raised during community consultation regarding the loss of many of the high profile 'entrepreneurs' living in the Korora and Sapphire area. Should the conditions resulting from the bypass cause these residents to move from the area, there is the potential for economic loss through the relocation/loss of the associated small to medium enterprises.

4.6 Effects on Tourism

As previously discussed, economic activity generated by tourism forms an important part of the local economy in the study area. The main tourist attractions in the study area are associated with the hinterland and beaches.

It is assumed that access to a number of tourist attractions including the Big Banana, Coffs Harbour Jetty and the beaches would be improved by both options. The effect of the bypass on eco-tourism and recreational visitors will depend on access to individual facilities, and the scale of disturbance.

The importance of vehicle transport for tourists visiting the area is vital providing ease of access to and within the study area. Upgrading of the Pacific Highway will have the benefit of improving travel times and performance between Coffs Harbour and Korora and beyond, which would have the potential to enhance the attractiveness of these areas for day trips to and from Coffs Harbour. In this regard, the aim of upgrading of the Pacific Highway is an important infrastructure initiative that would be of broad benefit to the tourism sector.

It is noted that the viability or success of tourist operations in the future will be dependent on a wide range of factors and would not be solely limited to the upgrade of the highway. Such factors include the broad macro-economic issues such as health of the domestic and international tourist markets and broad economic activity, as well as local issues including signage and competition from/to other tourist areas. Notwithstanding, the discussion in the following sections will seek to analyse the upgrade options as far as they influence tourist activity in the study area.

Existing Highway Upgrade

There are numerous motels along the Pacific Highway which cater for tourists. The majority of tourists visit Coffs Harbour for the beaches and rural setting, with many staying in the town centre. The benefits of upgrading the road system ensures that the attractions within the town are not bypassed. In addition the installation of appropriate traffic management and signage will allow easy access to tourist attractions and destinations. The potential disadvantages are the presence of an urban freeway and the associated high traffic volumes may deter visitors particularly if the upgrade causes the loss of the rural atmosphere within the town.

Inner Corridor Bypass

Diverting traffic from the existing Pacific Highway may provide benefits in terms of tourism, and would provide swift access to the beaches, the Big Banana, cafes on the jetty strip and the town centre itself. The freeway would make travelling to destinations to the north and south of Coffs Harbour quicker and safer and has the potential to increase tourist trade in the smaller villages to the west of Coffs Harbour. Conversely it may encourage tourists to make a detour and not stop in the area.

One of the key features attracting visitors to Coffs Harbour is the fact that this is one of the few towns where the Great Dividing Range meets the sea. Any visual scarring would detract from the area's appeal. Detailed design would need to ensure that visual impacts of the road corridor were minimised by using the topography to shield the highway from critical viewing points. Urban design and visual impacts have been addressed in a separate working paper (Hassell, 2004).

5. Summary and Conclusions

An assessment of the Highway upgrade and bypass options between Englands Road and Korora on a range of socio-economic issues has been undertaken as an input to the option development and evaluation process. This section summarises the overall impact of the upgrade options on each of the socio-economic issues assessed. In doing so it is recognised that the route options would have adverse impacts in some locations and beneficial impacts at other. This assessment considers all impacts and provides an overall ranking.

Issue	Pacific Highway Upgrade	Inner Bypass Corridor Option (IS1)	Inner Bypass Corridor Option (IS2)	Inner Bypass Corridor Option (IN1)	Inner Bypass Corridor Option (IN2)
Community Cohesion	High Adverse	Low Adverse	Low Adverse	Low Adverse	Low Adverse
Amenity Effects	High Adverse	High Adverse	Moderate Adverse	High Adverse	Moderate Adverse
Access and Movement Patterns local traffic	Moderate Adverse	High Beneficial	High Beneficial	High Beneficial	High Beneficial
Access and Movement patterns through traffic	Moderate Beneficial	High Beneficial	High Beneficial	High Beneficial	High Beneficial
Rural Land Use and Property	No effect	Moderate Adverse	Moderate Adverse	Moderate Adverse	High Adverse
Urban Land Use and Property	High Adverse	Low Beneficial	Low Beneficial	Low Beneficial	Low Beneficial
Business Activity	Moderate Adverse	Low Beneficial	Low Beneficial	Low Beneficial	Low Beneficial
Tourism	Low Beneficial	Low Beneficial	Low Beneficial	Low Beneficial	Low Beneficial

5.1 Existing Pacific Highway Upgrade

There is likely to be a high adverse impact in terms of community cohesion along the Pacific Highway, with a significant loss of amenity value due to increased dominance of this main road through the city centre.

There would be moderate adverse impacts in terms of access and movement along the Pacific Highway for both local and through traffic. East to west access across the highway will be altered, configuration of access points and installation of overpasses will need to consider use by vulnerable groups such as children, the elderly and disabled. On the other hand, there is the potential to improve the transport to a number of facilities to the north and south of the Coffs Harbour. Inclusion of cycle and pedestrian ways has the potential to greatly enhance access and movement for a range of users.

It is anticipated that there would be high adverse impacts on urban land use. Upgrading the highway will require acquisition of a considerable number of properties, predominantly commercial. Access

configurations to those that remain will alter, possibly requiring relocation of front/delivery entrances to allow access from the new service roads etc.

A moderate adverse impact on businesses is anticipated, particularly in the short term when readjustment is required to take advantage of the altered access etc.

The impacts on tourism are considered to be low beneficial. Increasing the speed and volumes of traffic along the highway will increase the number of potential customers, which will be of particular benefit to motel owners, and businesses reliant on tourism. Adequate signage is important so as not to discourage travellers passing through from stopping within the centre itself.

5.2 Inner Corridor Bypass

The four alignment options associated with the Inner Corridor Bypass traverse a rural environment. There would be a low adverse impact on community cohesion for the local population. The amenity impacts would however be moderate to high adverse due to the introduction of infrastructure and associated disturbance into this rural area. There are however, greater opportunities along Inner North 2 and Inner South 2 for incorporation of noise and visual mitigation measures in future planning decisions within the urban release areas.

All alignment options within the Inner Corridor Bypass would be highly beneficial in terms of movement and access, providing a route around and into Coffs Harbour which would be suitable for through and local traffic. It would also remove through traffic from the Pacific Highway.

The Inner North 1 corridor minimises acquisitions, and impacts fewer horticultural properties than Inner North 2, as it follows the railway line easement. It would also have a lesser impact on the West Coffs Urban Release area, as it passes through a relatively small area at the south east edge, whereas the Inner North 2 traverses it more centrally, and for a longer distance. Inner South 2 passes through the centre of the North Boambee Urban Release area, property acquisitions along Inner South 2 are reduced due to the tunnel through Roberts Ridge. Inner South 1 traverses the release area for a shorter distance, affecting a smaller section along the eastern side

Removal of through traffic from the Pacific Highway is likely to have a low beneficial impact on business activity through appropriate planning and management. It should be possible to enhance business activity along the Pacific Highway, and potentially create opportunities in West Coffs Harbour. Low beneficial impacts on tourism are anticipated through potentially improving access. However, the impacts could be adverse if tourists use the bypass to avoid Coffs Harbour. In addition the introduction of urban infrastructure within this rural environment has the potential to negatively impact on local eco-tourism activities.

5.3 Conclusions

In terms of providing accessibility and facilitating movement in and around Coffs Harbour, the Inner Bypass has an advantage over an upgrade of the existing highway. Increasing the capacity of the Pacific Highway would result in the city centre being further divided and dominated by the increased scale of this major spine road. The Inner Bypass would also have reduced impacts in terms of community cohesion due to the lower adjacent population concentration. It would provide benefits by removing through traffic from the city centre and providing better access to rural properties and facilities.

Both options would have negative impacts in terms of amenity, which commonly result from the visual and pollution impacts associated with major highways, particularly those near residential areas. This may be offset to some extent as a result of improving access to, and movement in the city centre.

The main disadvantage associated with the Inner Bypass is the impact on rural communities who have chosen to live within a rural environment. The planned urban expansion area at North Boambee would also be affected. Tourism and eco-tourism facilities within the area may also be affected by the introduction of infrastructure and the associated disturbance. Providing the negative impacts associated with amenity and tourism are appropriately identified and managed the Inner Bypass would provide the greatest benefits in terms of socio-economic considerations, with fewer adverse impacts on the wider community.

6. References

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Appendix A

Feedback from Community Focus Group

INTRODUCTION

At the CFG meeting on 26/02/03 a list of socio-economic factors were shown to the group and discussion was held in relation to some of the potential impacts which need to be considered. It was decided to seek more input from CFG members before the next meeting on the range of potential impacts each of the three options may incur. ie 1. Existing Highway (EH) 2. Inner Corridor (IC) 3. Coastal Ridgeway (CR)

In the table provided, CFG members were asked to comment on any of the socio-economic factors listed below (or add others they felt were not covered) as they relate to the different options.

The list of socio-economic factors presented to the group was as follows:

SOCIO-ECONOMIC CHARACTERISTICS – RANGE OF POTENTIAL IMPACTS

- | | | |
|----|------------------------------|-------------------------------------------------------------------------------------------------|
| A. | Community Cohesion | - physical or psychological separation |
| B. | Amenity effects | - noise, visual and air quality impacts |
| C. | Access and movement patterns | - vehicular, pedestrian, cyclist |
| D. | Land use and property | - broad and individual levels |
| E. | Effects on business activity | - direct and indirect effects |
| F. | Effects on tourism | - subset of business, but warrants separate consideration given its importance to local economy |

In covering sheets to their inputs, two CFG members indicated the feedback was the result of meetings held with the communities they represent.

Other members wanted to record introductory or concluding statements with their feedback.

The comments received are listed in Table1.

The introductory or concluding statements received are shown in Attachment A.

Table 1: **SOCIO-ECONOMIC CHARACTERISTICS – RANGE OF POTENTIAL IMPACTS**

Socio-economic characteristic	EXISTING HIGHWAY UPGRADE	INNER CORRIDOR	COASTAL RIDGEWAY
<i>Community cohesion</i>	<p>The upgrade of the existing hwy between Lyons Rd & Englands Rd made it safer and easier to get from one side of the hwy to the other via the overpasses.</p>	<p>The bypass on the Gold Coast and others like it have not stopped the spread of urban development or caused a barrier between one community and another. People travel up, down and across major roads to go to work and school, do the shopping and participate in sports and other community activities.</p> <p>The upgrade of the existing hwy between Lyons Rd & Englands Rd has not stopped children from travelling across the overpass to go to their schools or participate in sport. In fact every week hundreds of people travel to the soccer fields and swim school in Boambee West – mixing with the locals.</p> <p>Since there are no shops in Boambee West residents have always travelled across the hwy to do their shopping.</p> <p>If people choose to build on the other side of the Bypass they will be aware of it's existence and the need to across it on a daily basis just like those who now live along the existing hwy. Or other major roads.</p> <p>In a community that has just been through a similar process those who are not happy with the changes will sell and move on and other move in.</p>	<p>I feel a Bypass through bush and rural land can appear to be more of a barrier because there are few other signes of development. Maybe the stark contrast between trees and concrete makes it look like a barrier.</p> <p>But there are many rural communities where this has happened. As the RTA or other bodies ever studied the Community cohesion before and after the construction of a major road.</p>
	<ul style="list-style-type: none"> • Dangerous pedestrian access with freeway speed cars travelling through the centre of town (80-90kph advised by 	<ul style="list-style-type: none"> • What makes Coffs Harbour attractive to people? Where do people live: flight path, north coast rail, eastern 	<ul style="list-style-type: none"> • Away from hospital, nursing home, schools and residential areas • Minimal 'people' and disturbance.

	<p>Connell Wagner and RTA at the last CFG meeting).</p> <ul style="list-style-type: none"> • Doesn't segregate local and through traffic including trucks, especially B Doubles • Would divide the town east and west of the highway. • Difficulty of accessing from the west of highway to go to work, shop and visit family or friends. • Lack of amenities and infrastructure on west of highway – may need duplicating because of access difficulties. • Most social and leisure activities are east of highway. • Would lose country atmosphere that the City Council has tried so hard to create. • Speed of especially through traffic and particularly trucks. • We are an aging population and attracting more and more retirees to the area. With the popularity of motorised scooters with the elderly how will the negotiate traffic. • People live close to the highway. 	<p>distributor, highway, proposed link roads and proposed inner corridor – will become a grid of transport</p> <ul style="list-style-type: none"> • Too much emphasis on the environment – what about people! • People moved from capital cities to get away from pollution and noise – that was what attracted them to Coffs Harbour • Concern there is the potential for a multi service centre (petrol and fast food outlet) to be built near residential areas. • Would be more like a ring road. • What about all the housing development currently occurring in west Coffs Harbour e.g. Shephards Lane - 3 developments; Coriedale Drive – 2 developments; Roseland's Estate, Cottonwood Close. All these people would be affected directly or indirectly. • Health problems from pollution. 	<ul style="list-style-type: none"> • Would not divide the town. • The highway would be for local traffic which would ensure people did not have difficulty accessing social and leisure activities.
	<p>Should not make much difference as already separated physically by Highway through city centre.</p> <p>The physical needs of the young, the disabled and the elderly need to be considered. Safe access to places where these groups can gain some sense of community is paramount from a psychological view point.</p>	<p>Present outline of route around Roselands while development further West is not active, should not impact too heavily, no real sense of community in the newly developed areas as yet.</p> <p>Route options through North Boambee, West Kororo, Shepherds Lane should not have severe impact as rural res. Properties already isolated from each other by surrounding land, road access or</p>	<p>Severely impact on community cohesion as is still a developing rural residential area with friendship and interest groups being established Mardells Rd, Forest Glen and Bucca areas e.g. tennis, horse riding, walking groups, bicycling, church.</p> <p>Present use of forestry access to Moonee, Gaudrons Rd, Old Coast Rd, Forest Glen and Forest Heights and</p>

	<p>Many aged or infirm are using motorised scooters as transport to clubs, shopping and social activities. Need to make it easier for isolated people to catch buses/community transport to places where community activities are held. – As above.</p> <p>If urban development allowed to proceed in City Centre then those urban dwellers will be an “island unto themselves” because they will be predominantly living in a commercial, not urban area and will form own groups.</p> <p>Psychologically, most residents feel that wherever they live their address is “Coffs Harbour”.</p>	<p>topography.</p> <p>Will improve community cohesion with those living Red Hill, Karangi, Coramba, Nana Glen) to link with friends and family north, south and east of Coffs Harbour.</p> <p>Additionally it will be easier to attend city functions such as sport (Olympic Stadium and Marshall’s Estate), ceremonial occasions e.g. Anzac Day, New Year’s eve/Jetty celebrations, Expo’s, the Show as well as entertainment venues.</p> <p>Similar exchange of traffic is envisaged to the villages of Coramba (new plans for area) and Nana Glen to take advantage of rural hinterland.</p> <p>Will assist locals to show tourists local attractions. Should improve cohesion among New Dev. in Boambee and West Coffs areas</p>	<p>Maccues Rd assists cohesion west and east of Hwy.</p> <p>Will split properties, therefore the community.</p> <p>Car-pooling for Pre-school, school, work, sport, social and recreational activities exists among rural residents – brings community into close contact.</p> <p>Church near route provides opportunity for community activities and meeting venue.</p>
	<ul style="list-style-type: none"> • An “urban motorway” through the centre of Coffs Harbour will separate the community between the West and East making it difficult to cross between the two, ie between residencies, work, school, shopping, visiting friends, accessing leisure activities. Many of the commercial and business premises West of the Highway will not be able to access the shops or cafes easily to the East, which will require satellite shopping centres and associated infrastructure east of the highway. • An “urban motorway” through the centre of Coffs Harbour will result in the 	<ul style="list-style-type: none"> • The habitable coastal strip between the Great Dividing Range and the Pacific Ocean is limited to only a few kilometres. Existing infrastructure running parallel to the coast in this strip (ie rail line and current highway) already segregates the Community. The addition of a new bypass with limited access points and built through residential/rural residential areas will result in Coffs Harbour being dominated by transport infrastructure with limited crossing of communities East to West, “wastelands” between the transport corridors and loss of a 	<ul style="list-style-type: none"> • Accessibility to and from the hinterland of Coffs Harbour will be considerably improved allowing the inland communities to become more viable ie for commuters, tourists, access for rural residents to Coffs Harbour leisure activities etc. • A bypass slightly to the West of the Coastal Ridge will ensure that the community cohesion will not be negatively impacted with the removal of through traffic on the highway, local traffic flows West/East will even improve.

	<p>CBD being dominated by vehicular traffic rather encouraging pedestrian access through the recent Mall development.</p> <ul style="list-style-type: none"> • The community housing next to or close to the highway on the West will be isolated from amenities in the CBD – severely impacting the elderly and disabled residents. 	<p>quality lifestyle. In addition, the local Council proposes finishing off Hogbin Drive and building Mastracolas Road (resulting in 5 major transport routes running north to south!)</p> <ul style="list-style-type: none"> • Both the Upgrade of the Highway and Inner Corridor would not only create a physical barrier but property around the “urban motorway” would deteriorate and lose value. This would create sub-cultures in the community of “have” and “have nots” ie areas close to the coast will increase in value and those to the West or around the highway will become urban style estates with lower house values and socio-economic problems. Whilst Coffs Harbour has one of the highest unemployment rates in the Country, those dependent on social benefits are currently distributed in pockets throughout the community. 	<ul style="list-style-type: none"> • Currently the majority of the community is united. They see that an upgrade to the existing highway or an inner corridor is a short term solution only. The choice of these corridors will result in significant deterioration of community cohesion. The community want a true bypass serving short term and long term needs, ie the Coastal Ridge Way.
	<p>From a community cohesion point of view this is perhaps the worst option. The creation of an Urban Freeway through Coffs Harbour would markedly increase the separation effect of the existing highway. Community access from East to West would be degraded and current travel patterns disrupted.</p>	<p>Upgrading the existing highway to freeway standard North of Coffs Harbour will undoubtedly create an increased separation between people living on the East and West side of the Highways. A freeway, with limited access to local traffic and service roads will increase the complexity and difficulty for local drivers and tourists to navigate around the community. Some journeys will be via counter-intuitive routes.</p> <p>The Inner Corridor, it could be argued, will reduce the separation effect through the main urban area of town since it will reduce the truck and through traffic on the existing highway. However, the</p>	<p>This option would remove the truck and through traffic from the existing highway both through the main urban area and North of Coffs Harbour. As such it would make the existing highway a more local user-friendly road, especially if the speed limit was reduced North of Coffs Harbour and roundabouts introduced where appropriate. This would improve local cohesion.</p> <p>The Coastal Ridge Way itself would create very little, if any, separation effect. While all other options will have a negative impact on community cohesion.</p>

		<p>community will be faced with having two major roads in close proximity to each other. This combined with the Eastern distributor, Mastrocolas Drive extension and the North Coast Railway means that the area will be dominated by transport infrastructure. Not a people-friendly environment!</p>	
	<p>This essential. - Bi pass or - No Bi pass! Major changes to encompass highway as well as local traffic would cause major psychological separation. Physical separation of local and highway traffic essential. Could it be done successfully – I doubt it.</p>	<p>Physical separation: no problems, as is psychological separation.</p>	<p>Psychological: No real problems other than those associated with proximity to rural lands. Can cost be justified?</p>

Table 1: **SOCIO-ECONOMIC CHARACTERISTICS – RANGE OF POTENTIAL IMPACTS**

Socio-economic characteristic	EXISTING HIGHWAY UPGRADE	INNER CORRIDOR	COASTAL RIDGEWAY
<p><i>Amenity effects</i></p>	<p>The upgrade of the existing hwy between Lyons Rd & Englands Rd saw the constructions of noise walls and mounts which have also acted and visual barriers.</p> <p>I'm am not sure if they work but I am not aware of any people close to the hwy on the western side selling since the upgrade.</p>	<p>If people choose to build on the western side of the Inner Bypass they will be aware of it's existence and the problems that come with living close to a main road. Those on the eastern side may wish to stay and see what effects it has and weigh it up against the positive things of living there. If they choose to move they will have plenty of time (20 yrs) to sell.</p> <p>In a community that has just been through a similar process those who are not happy with the changes will sell and move on and other move in.</p> <p>Given that we don't have heavy industrial areas and live close to the coast I feel the effect of pollution from trucks would be limited but I am not and expert in this area.</p>	<p>As previously mentioned the stark contrast between rural land and a concrete bypass has quite a visual impact.</p> <p>Noise caused by trucks and cars in such quiet open areas can also have a significant impact. In contrast to urban areas that have a constant background noise of traffic.</p>
	<ul style="list-style-type: none"> • City Council has spent a lot of rate payers money improving the CBD, and promoting the area. This would be destroyed. • Lack of amenities and infrastructure on west of highway – may need duplicating • Most social and leisure activities are east of highway • Access for deliveries. • Pollution and noise – it is happening now – what will it be like in another 20 years 	<ul style="list-style-type: none"> • HAZMAT spills - what is buffer if evacuation was necessary. Baringa Private Hospital, nursing homes, Tyalla and Narranga Primary Schools, Orara High School, hundreds of homes and thousands of people would be a huge percentage of residents living in West Coffs would be affected. • West Coffs if not the whole of Coffs Harbour is like a bowl or amphitheatre – this would have the affect of the noise bouncing off the hills and pollution being trapped in the bowl. Examples of noise are: 	<ul style="list-style-type: none"> • Very minimal affect on such a less populated area such as pollution and noise. • No visual scarring of the landscape from the city. • The route travels through 5 state forest compartments which all have either been recently logged or are currently being logged. • Minimal insulation, air conditioning and double glazing of windows. • Noise barriers would not be required. • Trucks could travel through which would result in less noise from their

		<p>*An example is one resident has a small hill immediately behind her property. If music is higher than 4 on the stereo dial, the noise can be heard louder in the next door neighbour's property where the hill is not so high.</p> <p>*fireworks at the showground or jetty can be heard quite loudly in West Coffs as far as Roselands Estate.</p>	brakes and stopping and starting.
	<p>Noise and air pollution may increase from heavy vehicle emissions</p> <p>With appropriate noise mitigation to separate Pacific Highway from residential areas it is possible that older areas of CH town area, could be "GENTRIFIED" and become attractive to new forms of development.</p> <p>Noise could be reduced Sth town using tunnel under MacAuleys/Big Banana hill.</p> <p>Visual – the highway is already there so visual impact will be negligible. Vegetation planting and attractive walls could mitigate effects.</p> <p>People have chosen to live along, conduct business from the Pacific Highway</p> <p>Air & Noise - should improve if vehicles do not have to stop and start at traffic lights and traffic can flow through town.</p>	<p>Noise – if kept to the flattest terrain with appropriate use of tunnels to overcome steep gradients, noise should not be any worse than that when the Mastracolas link is established.</p> <p>West Kororo Rd and Shepherds Ln currently experience noise from the Pacific Highway because of the elevation so that views can be obtained.</p> <p>Air – this area is open to sea air therefore air pollution should be minimal.</p> <p>Visual – will not be seen from CH – lookouts at Beacon Hill or from Muttonbird Is.</p> <p>Will not be seen from Sealy Lookout or Mt. Coramba due to topography and vegetation. .</p>	<p>Noise – amplification of noise for CH because it follows ridge lines – cuts will amplify while grades will increase noise from heavy vehicles.</p> <p>The Bucca end of the CRW will bring noise to receivers Old Coast Rd. Gaudrons Rd, the Kororo Valley, Kororo, Bruxner Park, Bucca, Sapphire, Moonee and Forest Glen residents as it traverses Polyosma Rd. and Settles Forest Rd.</p> <p>Noise from the interchange at Bucca will impact heavily on Heritage Pk, Bucca, Forest Glen as well as Moonee East as heavy vehicles slow for interchange.</p> <p>Rural residents presently have no significant noise therefore will spoil the amenity of living in these areas.</p> <p>NPWS – Discovery tours rely on quiet to hear and spot wildlife – educational and supports eco-tourism.</p> <p>Water – part of 22, 266 sq km water catchment. Construction or road,</p>

			<p>bridges and culverts will contribute to sedimentation and disturbance to aquatic life as well as wildlife who use the waterways for drinking.</p> <p>Rural residents use the creeks to supplement domestic water supply as well as to support farm animals.</p> <p>Light – NPWS rely on absence of light to “spot” wildlife during night stalks. Severe impact on migratory avi-fauna, marsupials, mammals, amphibians and reptiles.</p> <p>Lights from spreading CH urban area already visible from Bucca area, increasing glow annually.</p> <p>Air – passes too close to areas of sensitivity for flora and fauna – will impact on national parks, flora reserves, forestry and adjacent rural holdings.</p> <p>Will negate the benefits of forested hinterland to provide clean air for CH because it is over the ridges from easterly sea breezes that assist to clear pollution.</p> <p>Will blight otherwise scenic area.</p>
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	<ul style="list-style-type: none"> • The Existing Highway in the Centre of town is mainly lined by commercial premises or by some residential dwellings, which are increasingly being converted to home businesses. These owners or tenants have purchased or rent next to the existing highway and are therefore more tolerant of noise, air quality and less attractive outlooks. • Noise and pollution during construction will be significant for residents living or working along the existing highway. This will not only impact on residents' health but will cause customers to stay away. Already commercial premises on Grafton Street shake as trucks go past and any conversation outside the front door is impossible. <p>Note: The recent influx of trucks (on average an extra 250 trucks a day) since the opening of the bypass north of Coffs Harbour, has significantly increased noise and air quality pollution. The community needs a solution to this problem before the proposed bypass in 20 years.</p>	<ul style="list-style-type: none"> • A bypass through or close to prime residential and rural residential areas, schools and resorts will significantly impact residents, students and tourists from a noise, visual and air quality point of view. These residents and tourists have chosen to live in these areas away from the existing highway. They are not tolerant of traffic noise, treasure their rural outlook and enjoy what nature has to offer (incl. a less polluted environment). • The mountains behind Coffs Harbour act as a natural amphitheatre with the noise of one car, motorbike or lawnmower travelling great distances. A social event at the Pavilion can be heard across West Coffs to the foothills as (particularly at night) the noise travels and is reflected back off the mountains. No noise barriers will be sufficient to combat this effect. • Coffs Harbour has experienced significant growth with many new residents leaving the cities of Sydney and Melbourne looking for a better quality of rural life. This growth is expected to continue. The building of a major motorway around Coffs Harbour will no longer make the destination attractive to those looking to leave behind urban life and associated amenity problems. • Last year Coffs Harbour won "The Most Liveable City" award from other communities worldwide – the 	<ul style="list-style-type: none"> • This route represents the only true bypass with negligible negative impact on the community with regard to amenity effects (eg noise, air quality and visual scarring) as the route is through less populated areas (mainly in ex logged State forest, away from the from the villages of Coramba and Nana Glen and has no impact on the cities of Coffs Harbour and Woolgoolga). • As a true bypass it does not require the construction and installation of noise barriers, insulation of residential premises, does not scar views from Coffs Harbour and results in less truck noise through the use of airbrakes or stop / start. • Visually this route will prove more attractive to through traffic and tourists than travelling on an "urban motorway" through the CBD or inner suburbs.
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		<p>building of an additional major arterial route through Coffs will see this award well and truly buried beneath the concrete.</p> <ul style="list-style-type: none">• The hollows in the mountains behind Coffs Harbour and in West Coffs often result in pockets of downward or stagnant air (hence the low clouds and rainforest). This, combined with diesel fumes, will cause severe smog problems in the community. In addition the natural topography of Coffs Harbour sees warm air rise off the ocean as it rises over the mountain. This rain will be polluted, impacting the health of residents, most of whom rely on tank water.• Diesel pollution is a known carcinogenic. Around residential areas and near schools such as Korora and Bishop Druitt, this is a particular concern.• The use of the bypass by trucks carrying "Dangerous Goods" would threaten the health of thousands of residents in Coffs Harbour should an accident and spillage occur.• Whilst the Coastal Ridge Way may have a steeper gradient in some areas, the Inner Corridor has at least 3 major cuttings or tunnels with many spurs along the route. The use of air brakes by trucks (particularly at night when the largest volume of trucks use this section of the highway) will significantly add to the noise problem and (without insulation of thousands	
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		<p>of homes) could cause sleep problems to many more people, greater even than the existing highway. The RTA Working Document presented in Woolgoolga detailed the area that will be affected by noise ... this will be even greater in Coffs.</p>	
	<p>The existing highway through the urban area already creates noise, visual and air quality impacts. However, many commercial buildings provide some noise and visual barriers for the community away from the highway. Their effectiveness in controlling noise is variable at best and highly dependent on weather conditions. Any elimination of traffic lights would reduce braking noise but increased tyre noise will result from higher speed limits. Not a good option in the short or long term for the urban area of Coffs Harbour.</p>	<p>Noise is already a major issue along the existing highway. Dealing with noise using traditional methods such as noise barriers is inappropriate and probably ineffective in much of the Coffs Harbour area. Extensive use of noise barriers would have an extremely negative visual impact both from the perspective of the community and the travelling public. The steeply sloping backdrop to much of the proposed alignment makes the effectiveness of sound barriers problematic. The local population is looking for relief from existing noise impacts, not to have them entrenched - the perceived likely outcome if this option were adopted.</p> <p>Guarantees, backed by convincing evidence that EPA noise standards would be met are the minimum prerequisites to proceeding with further investigation of this option.</p> <p>The visual scarring of the green backdrop to Coffs Harbour is a major negative for this option since it directly degrades one of our main assets. Freeways with service roads either side</p>	<p>Noise impacts on existing closely settled areas would be minimal. Because the major climb to Red Hill is largely unsettled, zoning and planning measures can be adopted to minimise any future noise, visual or air quality impacts. In most other areas, rises in land and treed areas would provide effective visual and noise barriers. Populated areas are generally well away from this alignment.</p>

		<p>do not look good. If examples where this arrangement is visually appealing exist, we are yet to see them. There are invariably areas which are hard to maintain and subject to disputes with local councils on who maintains what.</p> <p>The same landforms, which are beautiful but make it hard to control noise, will effectively trap air pollutants in the Coffs Harbour Basin. There is increasing evidence of the negative health impacts from fine particles emitted by diesel engines. It is irresponsible to deliberately ignore this evidence on the basis that we have little if any legislation controlling the location of freeways to minimise human health impacts from diesel emissions.</p>	
	<p>Would <u>noise</u> be any different?</p> <p><u>Air</u>: Any different?</p>	<p>Noise shifted West. Care with gradients to ensure even speed.</p> <p>Any difference?</p> <p>Construction methods <u>must</u> ensure maximum considerations given to highway noise (surface) and to gradients:</p> <ul style="list-style-type: none"> ○ gear changes ○ exhaust brakes ○ continuous speeds etc <p>and also visual vandalism. Ideal is for traffic on highway to see Coffs but those in Coffs not to see highway.</p>	<p>Could be more than both previous – noise.</p> <p>Noise shifted further West – gears, brakes, speed changes.</p> <p>Air taken West.</p> <p>Huge cuttings.</p>

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Socio-economic characteristic	EXISTING HIGHWAY UPGRADE	INNER CORRIDOR	COASTAL RIDGEWAY
<p><i>Access and movement patterns</i></p>	<p>The upgrade of the existing hwy between Lyons Rd & Englands Rd made it safer and easier to get from one side of the hwy to the other via the overpasses.</p> <p>Wide divided road, roundabouts, entry and exit lanes and overpasses have made travel on this stretch of road quick and relatively stress free. There is also a separate cycle way, which can be used by pedestrians.</p>	<p>I think it would provide a very effective and efficient way to get around the CBD for both local residents and interstate travellers and complement the other main roads planned for the town.</p>	<p>If the existing Hwy through Coffs was not significantly improved /upgraded I think the interstate trucks would use the CRW & Option A, but this may vary depending in the time of day / night.</p> <p>Has anyone ask the truckies and their companies if they would use it?</p>
	<ul style="list-style-type: none"> • A freeway through the centre of the city would block off access from many side streets. This would also hinder pedestrians trying to access the highway from east to west and vice versa. • through and local traffic (with an increasing aged population) would be mixed together. • City Council has spent a lot of rate payers money improving the CBD, and promoting the area as direct access to the jetty area. This would be destroyed. • Concern if there was a HAZMAT spill – thousands would have to be evacuated. 	<ul style="list-style-type: none"> • Would there be additional travel time for people wanting to access the CBD? • The danger of people entering at interchanges when through traffic is travelling at high speed. This situation already occurs on Hogbin Drive with traffic existing the road from the airport. 	<ul style="list-style-type: none"> • Through traffic would travel a longer distance in a shorter period of time due to the huge reduction in the number of interchanges as it would not have to allow for local traffic. It is a real bypass that allows for through traffic. • In the case of a HAZMAT spill, less people to be evacuated e.g. hospital, nursing homes, schools and residential areas. • Would provide access to emergency fire vehicles in cases of bush fires.

	<p>With envisaged local road infrastructure improvements e.g. Hogbin Drive link, Mastracolas road, perhaps link from Coramba rd to Englands road via Boambee, internal service roads around industrial estates linked to Boambee interchange, possible tunnel under Big Banana Hill; movement patterns and traffic volumes will be improved and reduced respectively along Pacific Highway.</p> <p>Similarly, left in/left out, over and or underpasses, transit/bus lanes, reduced traffic lights, no standing or parking along Pacific Highway in City Centre are obvious aids to access and movement patterns for through and local traffic.</p> <p>Trucks will still have to enter city centre for deliveries to supermarkets and commercial ventures, therefore will use Pacific Highway.</p> <p>Couriers, Freight and trucks using local depots will also still use Pacific Highway.</p> <p>Transit lanes – slot configuration for through vehicles e.g. trucks, intra and interstate buses, as well as local through traffic not wishing to access city centre.</p> <p>School buses transporting students to the Uni. and schools south CH will have better access and faster trip times</p>	<p>Will improve local access from South, West, North, East of CH – all areas will be able to avoid traffic lights and congestion in the City Centre.</p> <p>Local traffic and through likely to use this option thereby increasing the BCR.</p> <p>Will relieve through traffic volumes from Pacific Highway – likely to use the closest and shortest by-pass.</p> <p>Will provide an option for heavy vehicles to use the by-pass then the interchange at Korora and come back in from that direction to make deliveries to Homebase or PB Plaza, exit same way.</p> <p>This option will be of use in emergency situations – ambulance, SES, fire brigade as will allow unchallenged access on by-pass with faster moving traffic.</p> <p>Will allow easier access to the Hospital, the CHEC campus, Schools, Sporting facilities in town and on Hogbin Drive, Crematoriums, Karangi and Hogbin Drive from ALL directions, but particularly Nth and West CH.</p> <p>Will be of major benefit because it will split the traffic between the Nth and Sth legs of by-pass at Coramba Road.</p> <p>Will assist development of Nth Boambee Valley, Kororo Basin and Bruxner Pk.Rd.</p>	<p>This option will not assist areas of proposed urban development at Boambee, West Kororo Rd, East of Pacific Highway, Kororo Basin, Sapphire, West of Highway at Moonee who need to travel on the Pacific Highway to get to recreation, shops, doctors etc, schools, sporting and recreational events in town.</p> <p>Unlikely that local traffic (80%) from as far as Woolgoolga will use this option as it will not pass near their daily destinations.</p> <p>It is unlikely that heavy vehicles (through traffic) will use this route due to increased operating vehicle per km costs (grade), distance and time.</p> <p>It is unlikely that heavy vehicles servicing Coffs Harbour City from interstate /intrastate will use this option as it totally by-passes the city centre and PBP / homebase. These places still have to be serviced.</p> <p>Heavy and medium weight delivery vehicles servicing CH and who have depots Sth of CH will not use this route.</p> <p>Not seen as a solution to CH traffic problems as too far west and will not assist local road users due to distance, cost and time.</p> <p>Cause extra strain on Bucca Rd at the</p>
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	<p>Must have cycleways and pedestrian access in plan.</p>	<p>Will allow easy access to Airport from Nth and West for bus, cab, freight and private vehicles</p> <p>Will allow easy movement for local traffic during peak holiday times.</p>	<p>interchange.</p>
	<ul style="list-style-type: none"> • An “urban motorway” acts as an immediate barrier to vehicle, cyclist and pedestrian access to the CBD shopping area, the Jetty, business houses and beaches (NB East / West movement patterns). • Pedestrian access will be hindered in the centre of town detracting from the village atmosphere created with the old Mall re-development. • Of particular concern, the existing plans for an upgrade of the highway does not fully segregate local and through traffic increasing congestion and reducing safety. This will need to be addressed. 	<ul style="list-style-type: none"> • Existing plans for a bypass in Coffs South and in Woolgoolga linked by an upgrade of the existing highway between Sapphire and Woolgoolga will result in through traffic driving in a loop through Coffs and Woolgoolga in a “B” shape. This will not improve existing traffic problems on the highway between Sapphire and Woolgoolga nor be enticing for through traffic to use a longer route than the existing highway. • With the expected growth of the Northern Beaches and current tourist traffic in and out of the resorts, this route will be inconvenient to travellers and will result in decreased access with increased construction of flyovers / on-off ramps. • No safe transition is provided for bus passengers travelling north and south and needing to cross the highway. 	<ul style="list-style-type: none"> • This route will remove heavy and through traffic away from most local traffic making the existing highway and local roads in the CBD and suburbs safer for residents (car and cyclists – a priority for Council) and quicker for emergency vehicles. • Whilst this route may be longer than the existing highway and inner corridors (with a steeper gradient in some sections) this could be overcome by changing the gradient of the road marginally (thus improving truck speeds significantly). By reducing the intersections for local traffic, the route will be more attractive to long distance travellers incl. commercial freight. • As a true bypass, this is the only route that facilitates through and local traffic movements. • These benefits need to be considered in the BCR rating (ie benefits of building new road plus benefits of providing a safer and less congested existing highway for local traffic). It was also questioned if (when measuring the cost of petrol consumption), over what

			<p>period is the study made (ie results during peak day traffic or holiday periods would be different to other times)?</p> <ul style="list-style-type: none"> • The trucking industry would favour a route with the least amount of local traffic coming on and off. This would improve safety for the truck drivers and provide greater fuel consumption for trucks due to more constant speeds. • The Coastal Ridge Way will better link the New England Highway and provide easier vehicular access to the hinterland and tablelands.
	<p>This option has many negative outcomes from a local users perspective. For vehicles, access points will be reduced and many journeys will be more circuitous. For pedestrians and cyclists crossing the highway will be difficult. Cycling along the highway would be suicidal.</p>	<p>The number of access points to a freeway standard road should be kept to a minimum for safety reasons. Urban traffic entering a freeway creates a slowing section of freeway traffic and increases the likelihood of accidents. Some of the intersections proposed on the Inner Corridor to “sell” the idea to the Local Council will probably be eliminated at a later stage. To the North of Coffs Harbour, access to the highway will be more difficult and via service roads. People traveling by bus will find it difficult to cross the highway once they alight from the bus.</p> <p>The existing highway in the urban area of Coffs Harbour should become more friendly to local traffic, cyclists and pedestrians.</p>	<p>Truck and through traffic will be diverted onto the Coastal Ridge Way. As a result the existing highway, both in the urban area of Coffs Harbour and to the North, should become more friendly to local traffic, cyclists and pedestrians.</p> <p>Traffic from Moonee and points North will use the Coastal Ridge Way if traveling to the South or West of Coffs Harbour. Traffic from Moonee and South will use it if travelling North of Woolgooga.</p> <p>Much has been made of the “BCR”, with increasing local use delivering a better BCR. We find the logic behind this less than compelling. To cater for local traffic on the upgraded highway, service roads are required. In other words the service roads plus the</p>

			<p>upgraded highway will carry 100% of the traffic.</p> <p>Similarly with the Coastal Ridge Way, this road plus the existing highway will carry 100% of the highway traffic. In addition greater safety benefits are delivered to local users on the existing highway since they will not have to contend with heavy truck and through traffic. So in assessing overall benefit, both roads should be considered together. Each part of this solution can be designed in a way that is appropriate for its use. Local traffic will not be forced to travel at high speed under freeway conditions.</p>
	<p>Has to happen anyway. Would greatly increase access and local traffic movements.</p>	<p>Close to town.</p> <p>Excellent increase in access and traffic movements.</p> <p>Access from highway to industrial centres and town – untroubled by intersections, hills etc.</p>	<p>Long way from town! Costs to transports over time.</p> <p>Doubt very much if it would have any access improvements at all or help local traffic mess.</p> <p>Physical: Major problems with – access to town – gradients, gear changes, speed changes. Trucks would still use highway preference?</p>

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Socio-economic characteristic	EXISTING HIGHWAY UPGRADE	INNER CORRIDOR	COASTAL RIDGEWAY
<p><i>Land use and property</i></p>	<p>I see the CBD as the most difficult section to get around / through and still have it accessible to those who work or visit there for shopping or other business.</p> <p>I believe the RTA already owns land along the Hwy but they would have to buy many more properties and compensate many residents living close to the existing road.</p>	<p>I think it would provide a very effective and efficient way to get around the CBD for both local residents and interstate travellers and complement the other main roads planned for the town.</p>	<p>If the existing Hwy through Coffs was not significantly improved /upgraded I think the interstate trucks would use the CRW &Option A, but this may vary depending in the time of day / night.</p> <p>Has anyone ask the truckies and their companies if they would use it?</p>
	<ul style="list-style-type: none"> • Possible acquisition of residential and commercial properties. 	<ul style="list-style-type: none"> • People paid more for affordable, quality real estate, close to town, in west Coffs Harbour than in other housing estates like Thompsons Road area, Toormina and Boambee East to enjoy the tranquil surroundings in the hills and away from the highway and flight path • Too much emphasis on the environment – what about people’s homes! • Homes need to be insulated and air conditioned, windows double glazed? • Concern there is the potential for a multi service centre (petrol and fast food outlet) to be built near residential areas. • Concern there is the potential for a multi service centre (petrol and fast food outlet) to be built near residential areas. 	<ul style="list-style-type: none"> • Minimal residential property acquisition. • Minimal insulation, air conditioning and double glazing of windows. • Will allow for the future planned growth of West Coffs.

		<ul style="list-style-type: none"> • What guarantee is there that the hills backing on to homes in the Shephards Lane area will not experience further mud slides to those that occurred during the November 1996 floods. Will this be factored into costs – re stability. 	
	<p>May impact on businesses Combine St. to Bray St. if rely on on-street parking and standing zones that will be eliminated under envisaged up-grade plans.</p> <p>Affected businesses may have to keep street access for pedestrians and allow greater access from laneways etc for pick ups and deliveries. main eto access Potential impact on desirability of CHCC's plans for Central CH development over city centre.</p> <p>Noise and vibration may cause damage to older structures.</p> <p>Would require "strip" or total property acquisition.</p> <p>Hopefully cause re-location of Bus terminal Pacific highway/Elizabeth St (should take little effort to pull it down)</p> <p>Will allow for development of a "super-centre" to service through traffic for food, fuel at England's Rd and a good location for a decent bus terminal to be included. Safety factor for driver revival.</p>	<p>Will allow for development of a "super-centre" to service through traffic for food, fuel at England's Rd. and a good location for a decent bus terminal to be included.- Safety factor for driver revival.</p> <p>Will impact on school site Spagnolo's Rd.</p> <p>Potential impact on Agric. Bananas, Red Hill Shephards Lane BUT in 20 years time urban and rural res. developments may have spread through these areas anyway with decline in banana industry locally and pressure for urban land release near CH.</p> <p>Should not impact on urban dev. in Boambee (already in plan) but will impact on release West Coffs, West Kororo rd Bruxner Pk.</p> <p>Remove uncertainty re CH urban limit. Allow CHCC to plan for necessary infrastructure to steep land.</p> <p>Route should follow rail easement where possible to reduce acquisition costs.</p>	<p>Will affect several rural properties – bananas, avocados, mangoes, tomatoes, flower growing, horse and cattle studs – Boambee to Bucca.</p> <p>Severe impact on eco-tourism planned for Swans Rd, Mt Coramba Rd also existing eco-tourism Poperaperin Ck Rd. (cabin accom)</p> <p>Impact on Nature Reserve Red Hill Impact on commercial business Red Hill</p> <p>Will impair recreational use Bruxner Park, Ulidarra NP Polyosma Rd – 4-WD tours forestry tracks.</p> <p>Impact on Heritage tours – Beacon Mines and Aboriginal sites (Bucca).</p> <p>Impact on forestry ops including plantation timbers.</p> <p>Impact on CH water quality – creek crossings – potential sedimentation and pollution.</p> <p>Very wide footprint due to geology and topography = increased land take.</p>

	<p>Will allow for future urban, industrial, commercial development East and West of Highway without detracting from existing developments.</p> <p>No impact on bananas or agric. Industries/ Forestry, National Parks, Nature Reserves.</p> <p>Allow areas presently zoned as medium to high density near city centre e.g. Azalea Ave. Hill St. Raleigh Sts to become attractive to changes in housing/accom needs for single-parent families, retired and aged persons. Will allow them easy access to city centre, transport/community events.</p> <p>The route follows an urban area so should not have overly significant effect through CH</p>	<p>Will maximise use of Polwarth Drive sporting fields for people from North and South. Ditto for child care facilities and private hospital.</p> <p>Can help delimit urban area – CH West</p> <p>Will assist local traffic to move in City Centre during peak holiday times.</p> <p>Newly established areas, people in CH should find access to shops, beaches, entertainment and sporting events easier.</p> <p>May improve the situation for aged, infirm and young people to access greater CH more easily.</p>	<p>Impacts on quarry operations Taylor's Ck rd, Red Hill, Boambee.</p> <p>Will remove too much vegetation incl. Threatened species of plants remove habitat for birds, animals.</p> <p>Can impact of Draft Rural Res. subdivision plans for CH area.</p> <p>Rural residents have paid big money for land where they have chosen to live away from urban areas – associated light and noise to live in natural surroundings and pursue a rural lifestyle.</p>
	<ul style="list-style-type: none"> Property along the existing highway in the centre of Coffs Harbour is mainly commercial, whose saleable value will be affected by locals being unable to park. Should the existing highway be upgraded, adequate parking to encourage locals to shop in the centre of town is essential. Whilst existing motels say they rely on passing traffic, rooms rates are one of the lowest in Australia and occupancy is restricted to one night. These motel owners may be able to command higher prices and occupancies by becoming a 	<ul style="list-style-type: none"> The Inner Corridor goes through prime rural residential areas in West Coffs, Korora and Northern Beaches. With the Coastal Strip limited, where will future growth come whilst still maintaining our quality lifestyle (ie not becoming a city of urban units)? The above area has seen significant growth in land values. A bypass would impact on the "upper end" of the building industry or on the RTA buyout price due to higher property values in the past year. Many residents in the rural 	<ul style="list-style-type: none"> The route was chosen as it had minimal impact to individual land owners. It transverses much ex logged State Forest, for which compensation will be sought for the bypass corridor (as in many other cases Australia wide). Other properties include much marginal agricultural land with minimal or no residences immediately impacted. Acquisition costs should be much lower than other routes on a per km basis and possibly on a project basis. Farmers will not be forced to relocate or close due to unviable

	<p>destination, such as Port Macquarie, if a true bypass was build.</p> <ul style="list-style-type: none"> • The recent investment by business owners and Council in the CBD to create a “village atmosphere” and increase commercial viability will be negated. • Planned residential development in the CBD will be discouraged. 	<p>residential and Northern Beach areas have invested in properties for retirement or future development. How will this lost opportunity cost be measured and what impact will it have on people’s financial security?</p> <ul style="list-style-type: none"> • The Inner Corridor goes through prime banana lands (limited already by the topography and climate to north facing slopes on the coastal strip). The Banana Industry Council has invested significant money in marketing the sub-tropical banana to restore a financial return and “living” to growers. Cuttings or tunnels will affect the microclimate of these areas, making the recent marketing investment a waste of money and adversely impacting income for farmers and our community (ie if agricultural production is reduced and Coffs no longer has a back-drop of bananas). Any reduction in size of banana plantations (either through construction or aerial misting restrictions) will result in banana plantations becoming unviable. Any decline in the banana industry has a flow on effect to the community. How will this, the BIC investment and decline of the sub-tropical banana industry be measured? 	<p>farms.</p> <ul style="list-style-type: none"> • From past experience, currently isolated communities in the hinterland of Coffs Harbour will see property values rise significantly with increased access for locals and tourists (eg increased business for Glenreagh Railway, Georges Goldmine). This will support the Rural Residential strategy.
	<p>Many opportunities to develop a tourist atmosphere in the main urban area along the existing highway would</p>	<p>The Inner Corridor quarantines the land to the West of it from future development. Where developable</p>	<p>Again in contrast to the other options there would be very few limitations on future land use either in macro terms</p>

	<p>be lost. The land adjacent to the freeway would be devalued and undesirable for most normal commercial and residential uses. Most roadside parking would also be lost, requiring alternative parking to be provided elsewhere.</p>	<p>land is at a premium, as in Coffs Harbour, this is an act of stupidity or gross indifference to the future of the city. Urban concentration is both desirable, from a planning point of view, and necessary to develop a viable public transport system.</p> <p>The loss of land for its highest value use, because of freeway construction, has a definite and measurable cost. This cost also has a multiplier effect in economic terms. The sum being called lost opportunity cost.</p> <p>Within the coastal area, property adjacent to the freeway will be devalued relative to properties away from the freeway. In contrast, if the area had a proper bypass, those properties on the existing highway would appreciate, since the major negative impact of noisy truck traffic would be eliminated.</p> <p>In the long run the compatibility of tourist resorts with a major freeway is questionable. Nobody wants to holiday next to a freeway.</p> <p>Banana growers would be severely affected on the Inner Corridor because of climatic changes but also from the requirement to limit aerial crop spraying to no closer than 300 metres from the highway. This creates a large footprint on banana grower's property making them</p>	<p>or on an individual level. The potential of the City could be fully realized as could the coastal strip to the North. Land would ultimately be used for its highest value, within evolving planning constraints. Property in settlements to the West of the Coastal Ridge Way would generally appreciate because of easier access to and from the highway.</p>
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		<p>nonviable.</p> <p>Early estimates allowed less than ten million dollars for property acquisition for the Inner Corridor. Given the escalation in property prices and the need to acquire buffer land this is a gross underestimate.</p>	
	<p>Widening could be expensive. Should happen anyway.</p>	<p>Readjusted route less intrusive and expensive.</p> <p>Unfortunately property will have to be bought and dislocation will occur. But this is expected. However, compensation must be on the side of generosity.</p>	<p>Less expensive? But much dearer to build.</p>

Table 1: **SOCIO-ECONOMIC CHARACTERISTICS – RANGE OF POTENTIAL IMPACTS**

Socio-economic characteristic	EXISTING HIGHWAY UPGRADE	INNER CORRIDOR	COASTAL RIDGEWAY
<u>Effects on business activity</u>	<p>The impact could be far greater than the other two options particularly in the CBD. If it was too difficult to access people would go else where.</p> <p>Many of the motels along the Hwy many loss business due to access problems.</p>	<p>I don't think it would have any real affect on business activities. It maybe infact improve the CBD businesses if there was less through traffic and trucks.</p> <p>A small section of the Banana industry may be affected by cutting but those running north / south will have less effect on the microclimate than those running east / west.</p> <p>With many banana growers wanting to sell up or subdivide the long term future of this industry in Coffs Harbour is bound to change in the next 20 yrs.</p>	<p>I don't think it would have any real affect on business activities. It maybe infact improve the CBD businesses and those along the hwy between town and Park Beach Plaza if there was less through traffic and trucks.</p> <p>Banana growers on the recent bus tour of the Bypass option were worried about the size of the cutting at the end of North Boambee Valley and the direction of the cuttings allowing cold air from the hinterland to come down into the valley.</p>
	<p>Potential to reduce income from businesses along the highway due to reduced vehicular access and parking spaces.</p> <p>Will improve business in city centre if the area is safer for pedestrians, motorised scooters.</p> <p>Will assist businesses in industrial areas – B-doubles in/out.</p> <p>Minimise costs for deliveries to major shopping centres – local, intrastate or interstate as can go almost directly to site.</p> <p>Will support motels along Pacific Highway who will lose business if passing traffic is diverted.</p>	<p>Will encourage business development in CH because access in and around CH will be improved.</p> <p>Will link business activity Nth and South, East and West because of interchanges at Englands Rd or Nth Boambee Rd., Coramba Rd and Bruxner PK Rd. The by-pass is short enough and close enough to allow access from either end.</p> <p>Opens up access to Nursery Coramba Rd, B & B's, winery, restaurants West CH.</p> <p>Will support revitalisation of Coramba, Nana Glen, Ulong.</p> <p>As Boambee develops, the business</p>	<p>Impact on commercial property Bennetts Rd. Red Hill.</p> <p>Impact on planned eco-tourism Swans Rd., Mount Coramba Rd.</p> <p>Impact on 4-WD and heritage tours in Ulidarra NP, Swans Rd., Sherwood Forest Rd. Area not zoned for commercial business activity.</p> <p>Large and small business along existing Pacific Highway from Englands Rd to Moonee will suffer due to the Western route, including Homebase and PBP.</p> <p>Exits too far away for travellers to get off it once committed from</p>

	<p>Will support Tourist infrastructure at Marina, Coffs Hbr Jetty, Park Beach C'Van Pk and realise Council's investment in these areas. Access will improve – tourists will follow, businesses supported.</p> <p>Support businesses Hi-tech Drive, Cook Drive, McCarthy Estate etc. particularly if service roads and interchanges in place. Local Bus Depots in this vicinity.</p> <p>Support businesses Sth of CH e.g. Caravan sales (pick up lots of passing trade), Super A-mart, Car sales, timber sales, engineering etc.</p>	<p>areas will be linked by the by-pass.</p> <p>CH Destination traffic will still exit via the appropriate interchange to resorts Sth, Park Beach accom.</p> <p>Through traffic could be serviced for food and fuel from “super Centre” England's Rd.</p> <p>May be some impact on Bray St. Fast food and McDonalds Park Beach.</p> <p>Nth exit close enough to town for traffic to visit Big Banana and beaches en route.</p> <p>Will assist shopping centre planned for Boambee dev. Lead easily to nurseries Sth and West CH</p>	<p>Coramba Rd interchange.</p> <p>Unlikely that heavy vehicles will use this route if they are servicing CH area.</p>
	<ul style="list-style-type: none"> • Local business reliant on through traffic (possibly motels, petrol stations and fast food outlets) will not be adversely affected and may benefit from increased through traffic. • Parking in the CBD would be a priority to ensure that business is not adversely affected. • Business fronting the highway (many long established) will be adversely impacted by lack of parking, restricted pedestrian access and decrease in customer base. This may result in many forced to close their doors or relocate. • Some business premises may 	<ul style="list-style-type: none"> • See earlier comments re the banana industry and following comments re tourism. • With building being restricted in the Inner Corridor area, particularly in the upper end of the market, the building industry turnover will be reduced and profit margins eroded. • Many high profile “entrepreneurs” have recently moved to the area bringing their business with them or purchasing businesses when they arrive. They live in the Korora and Sapphire area and are under pressure from their families to move as their properties are affected 	<ul style="list-style-type: none"> • It is forecast that most commercial premises (excluding motels, petrol stations and fast food outlets) rely on local trade. With improved parking in the CBD, a safer local road and community atmosphere, it is thought that most commercial businesses in the CBD will see an increase in trade. Other businesses reliant on through traffic will find it financially beneficial to relocate to key intersections on this route (as has happened at Port Macquarie, Taree and worldwide along

	<p>need to be acquired to allow a safe highway to be built. Reference is often made by the RTA to an “urban motorway”. Local building structures are not orientated or built appropriately for this.</p> <ul style="list-style-type: none"> • Construction through the CBD will be piecemeal and extend over many years having a severe financial impact on business income levels and causing many to close. 	<p>by noise, parents are concerned re pollution at the Korora or Bishop Druitt schools and they do not like to “take their life in their hands” travelling up and down the highway daily. If they leave or entrepreneurs dissuaded from living here, the flow-on economic loss to the community will be significant.</p>	<p>motorways).</p> <ul style="list-style-type: none"> • Studies of other centres bypassed has proven that business has seen long term financial gains as it becomes more attractive to locals and a “destination” rather than a “drive through” for tourists. This true bypass will bring these undeniable benefits.
	<p>Urban freeways are not generally business-friendly. Existing businesses along the highway would for the most part be inappropriate to cater for, and also be inaccessible to, any through traffic. Tourists would be appalled at this solution which would amount to a severe degrading of the built environment in Coffs Harbour.</p>	<p>Staging of this option involves deferring the Inner Corridor for some considerable time (up to 20 years). In the mean time parking along the existing highway in the urban area of Coffs Harbour would be severely reduced. Access to the highway would also be reduced. Under these conditions businesses dependent on the existing highway will inevitably be affected. The urban area would become even more dominated by the highway – providing a look and feel not conducive to tourism.</p> <p>Ultimately when the Inner Corridor route is constructed the existing highway in the urban area would be given back to the community – whether all businesses currently dependent on the highway would survive the interim period is a matter for conjecture.</p> <p>Upgrading the highway North of the Coffs Harbour urban area will have a severe downside for tourist based</p>	<p>This is a proper bypass. As such, Coffs Harbour would become a destination not a place through which you have to drive. Some businesses such as petrol stations and overnight stops might suffer in the short term. In the longer turn many new opportunities open up and businesses reorient themselves to these opportunities. There are many case studies showing the long-term benefits for businesses in communities which are properly bypassed.</p> <p>The amount of developable land that is affected by this option is minimal. Effects on horticulture and the banana industry would be minimal.</p> <p>Developable areas identified at Central Bucca would become more viable adding significantly to the land stock of the Coffs Harbour area.</p>

		<p>companies. Access to and from the highway will be limited. The construction phase alone will severely impact tourism and, in particular, the resorts.</p> <p>The reduction in the amount of developable land with this option will have an effect on the local building industry. It will also affect the potential of the local economy.</p>	<p>The existing highway both in the urban area and to the North can be made much more people friendly and attractive, creating the right atmosphere for tourism to thrive.</p> <p>This along with all the other natural assets the area has will increase the number and quality of people with ideas, money and energy attracted to relocate here. This is perhaps the most significant issue affecting the economic future of this community.</p>
	<p>No real change. Slight improvements.</p>	<p>No real change. Enhance business activity if anything.</p>	<p>Too far away. Reduce business activity to reasonable degrees.</p>

Table 1: **SOCIO-ECONOMIC CHARACTERISTICS – RANGE OF POTENTIAL IMPACTS**

Socio-economic characteristic	EXISTING HIGHWAY UPGRADE	INNER CORRIDOR	COASTAL RIDGEWAY
Effects on tourism	<p>I don't see it having a big impact on tourism as most people visiting the area are not here to see the town centre but rather our beaches and hinterland.</p> <p>But the impact could be greater than the other two options with so many motels and hotels situated along the Hwy.</p>	<p>I don't think it would have any affect on tourism. It maybe infact improve the CBD businesses and motels if there was less through traffic and trucks.</p> <p>There are only a couple of points at the Jetty were you would look back at the hills but with the Bypass going behind several ridges and the distance you would not be able to see a great deal of it. With landscaping and visual barriers you may not even see it.</p> <p>It would certainly not stop people visiting our beaches, the Big Banana or the cafes at the Jetty or in town.</p>	<p>I don't think it would have any real affect on tourism. It maybe infact improve the businesses and motels along the hwy between town and Park Beach Plaza if there was less through traffic and trucks.</p> <p>It may provide some scenic lookouts along the way.</p>

	<ul style="list-style-type: none"> • People travelling through a town may consider it as a holiday destination. The lack of a bypass may deter them to visit then or in the future. • Coffs Harbour will be renowned (as it is already) as being a town of heavy traffic and numerous traffic lights. • City Council has spent a lot of rate payers money improving the CBD, and promoting the area. • Most social and leisure activities are east of highway • Lose country atmosphere • Speed of through traffic. • Tourism is our major industry. Residents have friends and families – will they want to visit with a major highway through the town, especially with heavy trucks like B Doubles. 	<ul style="list-style-type: none"> • Because of the number of residential areas affected, tourists will be faced with many interchanges which will slow down the through travel. • What attracts people to Coffs Harbour, the only town where the Great Dividing Range meets the sea. Visual scarring from vantage points in the city would make it unattractive – ugly. • With a bypass so close to the city, travellers considering a stop over may be tempted to bypass the town. 	<ul style="list-style-type: none"> • Would give an opportunity for tourism focused businesses to the west of Red Hill to advertise their custom.
	<p>Negative effects on passing trade from through traffic.</p> <p>Tourists will more easily find local tourist attractions e.g. Clog Barn, Jetty area, shopping centres, Big Banana, Bruxner Park lookout, scenic beaches North CH</p> <p>Will support tourist attractions along the Pacific Highway through town, as well as Carobana at Kororo.</p> <p>Will support food outlets – Bray St, Pubs and clubs along Pacific Hwy e.g. existing CH infrastructure.</p>	<p>No effect if CH is destination.</p> <p>Interchanges at Englands Rd, Coramba Rd, and Bruxner Park will make urban tourist attractions available.</p> <p>Will make travelling to destinations Nth and south of CH more pleasurable, safer and quicker.</p> <p>Small villages West of CH could benefit from increased tourist trade.</p> <p>Should be good for CH as it takes the “hassle” of traffic buildup at</p>	<p>Impact on amenity factors - visual, noise and air. Hinterland provides for Scenic Drives away from Traffic, noise and air pollution. Many thousands visit Bruxner Park, Ulidarra NP.</p> <p>Eco-tourism – NPWS discovery tours rely on absence of noise and light for “night spotting” audio and sensory tours of Ulidarra NP and Bruxner Park, to appreciate nocturnal birds and wildlife. Avi-fauna – particularly threatened owl species.</p> <p>4-WD, Heritage and tag-along tours very popular with overseas tourists,</p>

	<p>Should be good for tourist because it does not by-pass the attractions of the city.</p> <p>Success will depend on local road infrastructure completion.</p>	<p>holiday time due to vehicles using by-pass and not CH city centre.</p> <p>Complete local road infrastructure to assist CH residents and allow through traffic to pass unhindered on by-pass</p>	<p>intra and interstate visitors – travel Bruxner Park, Ulidarra, Mt. Coramba.</p> <p>State titles downhill Mountain Bike racing, Endurance racing “King of the Mountain” foot racing, Masters games athletics e.g. walking and cycling, will have to cross under ridgeway as part of route.</p> <p>Forestry bring O/S students to the area for study of NATURAL env.</p> <p>Native plants, forests, creeks systems will become degraded, therefore less attractive to tourists.</p> <p>Tourists using Bruxner Park Road invariably end up at some of the small villages, e.g. Nana Glen or go via Mt. Coramba to Coramba enhancing business spin-off from eco-tourism.</p> <p>Will severely impact on enjoyment of tourism in the Red Hill, Bucca areas.</p> <p>Many locals bring visitors to Bruxner Park (Sealy Lookout) and carry on to “do the loop” through Sherwood forest rd to Woolgoolga or further on to Nana Glen and Coramba and back to town. A pleasant and affordable day trip, when conditions unsuitable for beach or if looking for a good place to picnic.</p>
	<ul style="list-style-type: none"> No tourist will come to Coffs Harbour with an “urban motorway” through the Centre of town. An upgrade will discourage 	<ul style="list-style-type: none"> Bruxner Park is a highly visited eco attraction in Coffs Harbour with approximately thousands of visitors a year. It is included in 	<ul style="list-style-type: none"> With Coffs Harbour becoming a “destination” location and not a “drive through”, not only will motels and resorts benefit (particularly from

	<p>through traffic from stopping.</p> <ul style="list-style-type: none"> • The reputation of Coffs Harbour will change from being a tourist destination to an area with little aesthetics and run-down buildings surrounding the “urban motorway”. • The long term benefit of a revitalised city centre is lost to locals and tourists. The City Centre will become a wasteland. 	<p>the Council’s Strategic Tourist Plan, however the Inner Corridor will be in full view of visitors, will increase the noise and may endanger the delicate rainforest environment.</p> <ul style="list-style-type: none"> • One local resident is looking to invest hundreds of thousands of dollars in tourism cabins on the access road to Bruxner Park. The Inner Corridor could go right through this new development (increasing the acquisition cost if built or reducing potential tourism income if not built). • Resorts to the North of Coffs Harbour will have access reduced and will experience increased noise impacting on tourism income for big business in town. 	<p>increased tariffs and length of stay) but all the related tourism services will benefit.</p> <ul style="list-style-type: none"> • This route will impact least on tourists wishing to stay in Coffs Harbour from a noise, pollution and visual perspective. Coffs Harbour is mid way between Sydney and Brisbane, with most holiday makers arriving by car. It will be close enough for travellers to “hop on and off” the highway without detracting from their stay (ie improving convenience without all the negative effects of an “urban motorway”). • Tourism (along with Bananas and the Lifestyle) is a major element of our community’s strategic competitive advantage. The coastline along NSW is just as spectacular as any other section of the NSW coast. Tourists come here because (with the exception of Cairns and Bega)? it is the closest the Great Dividing Range comes to the ocean. We, as a community, have to protect this natural environment if we want to continue to grow or rely on tourism. • This route will open up the hinterland to tourists and the tourism dollar.
	None	<p>None.</p> <p>Could enhance tourism impacts – <u>easy off, easy on.</u> Visual.</p> <p>Halfway stop: 6hr – Syd, 5hr - Brisbane</p>	<p>Plenty. The option to keep going? & get a bit “further down the track”.</p> <p>Away from Coffs Harbour. Tourists – just ‘drive thru’. But trucks use existing highway.</p>

ATTACHMENT A.

1:

City Council, NSW Planning and CH residents will have to make up their mind what type of development is needed for the type of people attracted to Coffs Harbour. There are already issues with:

- urban land shortages
- dispute over rural residential subdivision
- water provision
- waste disposal/recycling
- sewage disposal
- lack of parking
- lack of recreational parks
- lack of good urban transport infrastructure
- lack of senior citizen amenities
- lack of entertainment centre
- lack of employment.

We are still waiting for the Coffs Harbour Strategic Management plan – last one ran out in 2001 – new version not out yet.

People make a lifestyle choice in coming to CH from rural areas, other states and other cities. It is important that CH does not become what they have left behind.

Limit development to keep the attractive things that CH can offer.

2:

The following feedback was provided by residents in the Korora area. In total 12 attended a community workshop with representatives from local business, members of the Coffs Harbour Chamber of Commerce, banana growers, landholders and tourism. A copy of the attendance sheet will be provided at the next CFG meeting.

We understand that the Steering Committee is looking for community input on socio-economic issues to assist in the choice of a final corridor. We have not provided quantitative data (particularly with regard to business activity and lost opportunity costs), however we presume that this will be available to the Steering Committee and can be quantified, included in revised BCR ratings and an appropriate weighting allocated.

Due to the topography of the area and the reliance on tourism, bananas and attracting new business due to lifestyle benefits, the workshop participants felt socio-economic issues should be included in the BCR and receive a high weighting. Any savings made by the RTA in construction, will result in our community losing much more in a matter of years if a true bypass (with all the associated long term benefits for travellers and the community) is not constructed. We are looking to put a figure on lost income to the economy and will revert when available.

Other issues worthy of consideration is the topography in estimating construction costs. The area chosen for the Inner Corridor suffered severe landslips a few years ago destroying banana plantations, threatening houses and closing off roads for several months.

The environment is another consideration. Whilst an upgrade of the existing highway is projected to have minimal impact, there has been significant analysis of the Coastal Ridge Way route by State Forests (although the route has been amended to avoid the National Park and to ensure that animals, such as frogs, are not adversely affected).

The Steering Committee is therefore requested to undertake a detailed study of environmental issues in the Inner Corridor to ensure all three routes are considered equally. The weighting given to environmental issues should also not exceed that of socio-economic issues. **Whilst nature is important, so too are the tax payers ... residents' health, lifestyle and prosperity of both this generation and future generations).** The weighting given to the environment should not be influenced by a vocal few – the negative socio-economic impacts of the Existing Highway Upgrade and the Inner Corridor are voiced by thousands of residents, who demand a true bypass of this community to protect and grow our economy and lifestyles.

3:

There is no doubt that from a community perspective, the Coastal Ridge Way, or something like it, would be significantly better than any other option. This has repeatedly been demonstrated by the amount of support it receives. People instinctively believe it is the best option for Coffs Harbour without necessarily being able to fully articulate their reasons. We believe the extra cost of building the Coastal Ridge Way should be looked on as an investment to protect and enhance the future well being of Coffs Harbour. This is an investment that will pay off, not necessarily solely from a road users point of view, but from a whole of community point of view. And, here, politicians have a key role to play.

How significant the various issues are will have to be worked through. Any relative weighting of factors should be done through the prism of the Community. What the Community considers to be of high significance should be respected.

At the time the F3 Freeway was being planned the DMR (forerunner to the RTA) had an alternative plan which involved going closer to the coast through Tuggerah. To see how alternative freeway plans can have a big impact on the future of communities it would be instructive to overlay this route on that area as it has now developed. Opportunities which would have been lost, and impacts which would have been unacceptable, should be readily identified.

Choosing the eventual route of the F3 was a difficult decision and not based solely on road user benefits. In retrospect that decision was correct and stands the test of time. In this area we are faced with a similar difficult decision. Do we sacrifice the community in the interests of road users or do we take a more holistic view?

Socio-Economic Impacts

Historically, worldwide, social impacts have been given little consideration when major road projects are planned. In some cases the impact has been so severe that communities have been unable to recover. Generally social impacts are borne by the local community while the benefits flow to the wider community.

In assessing social impacts context is everything. What is Coffs Harbour and what attracts people to live and visit the area? What are the major industries and what limits the potential of Coffs Harbour? And most importantly, how would any major highway project impact on the local population, its lifestyle and the local economy?

Major Assets and Income

There is no doubt that Coffs Harbour is a pretty place where the mountains meet the sea, providing a green attractive backdrop to the community. This combined with its ideal subtropical climate, is why people are drawn to live here. Access to some of the most beautiful beaches in the world is part of the general lifestyle of the community. Not surprisingly, given these assets, tourism is increasingly becoming the dominant industry in the area, attracting major investment. The building industry is also a significant part of the local economy as is the banana industry.

Threats

The limited supply of developable land in the coastal area will naturally limit the growth of the community. The existing highway, carrying large and increasing numbers of heavy, noisy vehicles, is the major negative feature of the area. Tourists are surprised by this and repeatedly comment on it. Some suggest they will not return until the problem is fixed! (This was a common refrain at our information stand in Park Beach Plaza)

4:

- The timeframe – 18-20 years is ridiculous. The majority of the CFG group will be dead by then. Bring it forward 15 years.
- Economical – extra costs of Coastal Ridge Way over that of inner corridor should be reallocated to do up the present highway to handle local traffic.
- I'm concerned also that once the highway route is decided, nothing will be done to present local highway traffic mess.
- Too many people pushing their own barrow. Community consultation is fine – provided it is sensibly and logically based.