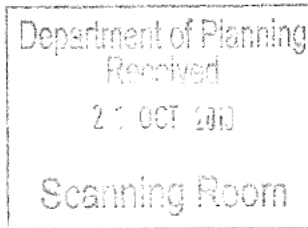


PCU078485

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2019-10-14



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SUBMISSION COFFS HARBOUR HIGHWAY BYPASS (SS1_7666)

I visit family in Coffs Harbour as often as I can, it's one of my favorite places, and I'm delighted to now read that the plans are to have tunnels, a lower gradeline which will minimize the damage to the beautiful backdrop which I look forward to re-acquainting myself with every time I return.

The green backdrop nature provided for Coffs Harbour is an outstanding drawcard and to knowingly destroy it with ugly gaping deep cuttings that will expose huge canyons of bare rock is criminal.

The following is a list of my concerns regarding RMS's Coffs Harbour Highway Bypass Environmental Impact Statement September 2019.

Noise and traffic:

I'm concerned about four main issues to do with noise:

The first is, how RMS arrived at what houses should be treated and which ones should be left out. As residents, our main concern with the noise study is that many of the noise measurements in the RMS study seem very different from what my family used to actually experience.

The second is, it's hard to fathom how the night-time noise for quiet residential dormitory suburbs can compare to the existing Pacific Highway? There just doesn't seem to be the cars or trucks that'd create a lot of nighttime noise on local roads, maybe an independent study should be undertaken to check the noise levels because it'll be important later post construction to have confidence in the numbers. I know from experience those residential areas are not noisy, quite the opposite.

The third is, why are residential developments being treated differently by the RMS? On page 56 (Volume 4A Appendix G, 4:3:1) of the EIS is a table (table 29) showing the DA conditions of approval, stating what each developer had to do in each estate to treat each house against noise.

The EIS identifies 6 subdivisions 3 of them Elements Estate, Highlands Estate and Pacific Bay Eastern Lands we're told should have adequate at-property treatment based on the requirements set out in their DA conditions. Consequently properties within these developments have been excluded from the number of at-property treatments resulting from the project. (Technical Paper page 230) the other 3 The Lakes Estate, Sunset Ridge

Estate and Korora Residential Subdivision have been deemed as being eligible for at property treatment.

The question is what type of highway were developers and builders supposed to have prepared for, what speed, how much traffic, what kind of road surface. None of that detail was available until the EIS was released last month, therefore it unreasonable to assume they should have adequate at-property treatment.

One suburb Roselands Estate doesn't even get a mention and when asked the RMS said "Roselands Estate wasn't mentioned in section 9.2.4 of the noise report as it was an already completed subdivision. Therefore, for the purposes of the noise report, it was treated as any other established area in Coffs Harbour".

What on earth does that mean? Why is the Roselands Estate suddenly any different than the other residential subdivision?

Last but not least, construction noise levels seem to be very high and there is no proposed treatment of houses for that noise which may go on for years. This appears grossly unfair and at no time were home owners and developers required to treat their houses for that as part of the DA.

There are so many questions regarding noise I feel an independent review or audit is required.

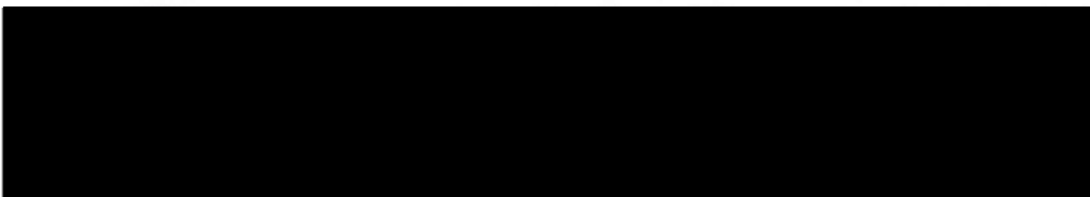
Dangerous Goods:

The Pacific Highway upgrade at Coffs Harbour was supposed to remove all heavy vehicles out of the Coffs CBD, which will then become a local road. The RMS information update (September 2019) that accompanied the EIS, states that the issue of Dangerous Goods has not yet been resolved but the EIS states that a risk assessment has been done. Which is it?

How is it possible to put out an EIS and not deal with the serious issue of dangerous goods particularly as they're travelling through the confines of a busy regional city. At the tunnel in Byron Bay, the signs say that only Class 1 and Class 2:1 dangerous goods cannot go through the St Helena tunnel. A dangerous goods risk assessment must have been completed for RMS to make any sort of decision about Coffs Harbour. Why has this important information been kept from everyone in Coffs Harbour (including Council)?

Coffs Harbour residents just want the same rules as apply to the St Helena Tunnels complex, i.e. that all dangerous goods except Class 1 and Class 2.1 can use the Coffs Harbour Bypass. That should be a Consent Condition.

Yours sincerely

A large black rectangular box redacting the signature and name of the sender.

I don't make political donations.