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SUBMISSION COFFS HARBOUR HIGHWAY BYPASS (SS1_7666)

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

Noise and traffic:

There are four main concerns about noise:

The first is how RMS arrived at which houses should be treated and which 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 we, as residents, actually experience.

The second concern is that some of the traffic counts are ridiculous and out of date. The nighttime readings for houses away from the existing Pacific Highway seem very high and as we read this, it appears there is a lot of nighttime noise on local roads which is contrary to what is the norm. This would bump up the noise reading so that the existing level is already high and therefore RMS does not have to treat these houses.

The third is that RMS appears to be treating some estates and not others. On page 56 (Volume 4A Appendix G, 4:3:1) of the EIS is a table (table 29) of DA conditions of approval that states what each developer had to do in each estate to treat each house against noise. **But each condition of approval is different and how were home owners and developers supposed to know the speed of traffic on the new highway, the type of pavement, the traffic numbers (because these have not been provided and what there is was done years ago) and in some cases, that there was going to be a major interchange near houses?** The difference between designing a house that blocks out road noise on a local arterial road with traffic speeds at 80kms and very low night traffic is vastly different to that of highway noise at 110kms and a significant amount of trucks during sleep hours. RMS seems to have put all the responsibility on us, and Coffs Harbour City Council, without providing any information at all. One Roseland's doesn't get a mention at all???

The fourth is that the 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 homeowners and developers required to treat their houses for that as part of the DA.

Dangerous Goods:

The Pacific Highway upgrade at Coffs Harbour is supposed to remove all heavy vehicles out of the existing Pacific Highway, 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 in such a dense location as the existing highway through our town? At the tunnel in Ewingsdale at the Byron Bay turn off the signs say that only 1 and 2:1 class of dangerous goods cannot go through. A dangerous goods risk assessment must have been completed for RMS to make any sort of decision in Coffs Harbour. Why has this important information been kept from everyone in Coffs Harbour (including Council)? Coffs Harbour residents want the same rules as applies to the Ewingsdale tunnel, applied to our tunnels, i.e. that all dangerous goods except Class 1 and Class 2.1 can use the Coffs Harbour Bypass.

Consultation:

This project is a \$1.8 billion project and will take years to complete. The consultation with the community by RMS has been woeful. For years they asked us what we wanted and we agreed it was to be tunnels, then without any consultation they came out with a completely different design with no tunnels, which we rejected and now we've had six weeks with school holidays in the middle of this, to comment on a 3000-page EIS. The display booths RMS set up are away from where the affected residents are and nobody is going there. Why haven't RMS come into the different estates and areas of Coffs Harbour to have meetings with the community and talk about these impacts?

Biodiversity:

The Coffs Harbour Bypass route is unique along the Eastern Seaboard because this is where the Great Dividing Range meets the Coast. This is why flora and fauna abounds to make Coffs Harbour a biodiversity hotspot. I'm pleased common sense has prevailed and we now have tunnels, a lower gradeline and quiet asphalt. Please make sure when the Bypass is being built that only local native species is used for revegetation activities to ensure we get the best outcome for the environment.

Yours sincerely

A black rectangular box redacting the signature of the person.

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