

NICK WRIGHT

107 Sawtell Road, Toormina, NSW, 2452 · Mob: 0405 443 442

Email: eunheewright06@gmail.com

Director
Planning & Assessment
Department of Planning, Industry & Environment
GPO Box 39
Sydney, NSW, 2001

Date: 30th September 2019.

DEAR DIRECTOR,

Re: Coffs Harbour Bypass SSI 7666.

I am writing to object to the above planning application in its current form based on the following grounds mentioned below. If my concerns can be addressed and the design can be amended, I would support the scheme.

1. Tunnels are not fit for Dangerous Goods.

I cannot understand why a developed western country like Australia would be planning new tunnels on the Pacific Highway which are not capable of handling every dangerous good. The reasons all other countries allow dangerous goods into tunnels is because it's good policy and it is cheaper in the long run. Tunnels usually last 200 years before they come to the end of their useful life, therefore upgrading an existing tunnel to cater for all dangerous goods later would be cost prohibitive. It's better for everyone that dangerous goods keep to the Pacific Highway as much as possible as a motorway / dual carriageway highway is the safest type of road. The tunnels are equipped with appropriate protective measures and has the correct fire fighting equipment on site. If a dangerous truck was to explode or catch fire in the centre of Coffs Harbour, how would the Govt explain this to the people when the truck should have stayed on the Pacific Highway and gone through the tunnels. Diverting dangerous trucks through populated areas is not only reckless and negligent but expensive. If all dangerous trucks in Australia get held up in congestion, traffics lights & avoiding tunnels, what's the cost of this per year to the economy. It makes our goods on the world stage more expensive and deliveries take longer. We need to compete with the rest of the world, and this is another example of Australia losing competitiveness.

2. Sound barriers between Korora & Korora Hill Interchange are missing to the east side of the carriageway.
Sound barriers are missing in this area. This is totally unacceptable for residents in this area. There is no hard noise protection. This will lower people's quality of life substantially; noise is a major cause of anxiety and depression.
3. There needs to be a super-cycleway and footpath alongside the bypass on the East side of the sound barrier walls & a stair / bike ramp linkup to Sealy Lookout.
A super cycleway like the ones in London, UK need to be built alongside the noise barrier walls to serve the people of Coffs Harbour. This would encourage people to cycle to work or to school (like BDC school on North Boambee Rd). Currently there is no access for people to go north / south in West Coffs other than using the existing Pacific Highway or cycling through back streets navigating steep hills, thereby discouraging anyone to cycle. Cycling should be encouraged as it improves the health of society and reduced health costs. Maybe the local Council can contribute some monies for this, but the cycleway must be designed into the scheme now, along with attractive landscaping.
4. The Bypass has not Bypassed Coffs Harbour (especially Korora & North Coffs)
This is a flawed design at the end of the day as the bypass hasn't bypassed Coffs Harbour. This is not actually a bypass at all, and it's really an urban 'ring road'. Remember Coffs Harbour is a rapidly growing city and the city will be urbanized within a few years of the bypass opening right up to the bypass itself. I expect the city to keep expanding beyond the west side of the ring road within a few years of the bypass opening.
Another junction should be planned between the Shepherds Lane Tunnel and the Coramba Rd Interchange to accommodate a new route for the Pacific Highway to enter new tunnels heading due North to Woolgoolga and the new ring road between the Shepherds Lane Tunnel and the Korora Hill Interchange being downgraded to a local ring road with a 80km/h speed limit.
5. Headlight dazzle
My concern here is any cars using this bypass will be badly affected by headlight dazzle. The bypass is curving on almost every part of the route so headlights will be shining in drivers' eyes at almost every point of the route. This is a major cause of accidents as it causes fatigue & tiredness and dazzle blinds drivers temporarily.
6. The Central Reservation is not fit for purpose.
This is not fit for purpose. There needs to be a proper hard barrier between the carriageways to prevent vehicles crossing the median strip. Also, a hard barrier will lower headlight dazzle and improve safety.
7. Bypass needs 100% lighting at night.
This is a must. The whole route of the bypass must be fully lit up at night with LED lighting to reduce road accidents, reduce headlight dazzle from vehicles and lower tiredness and fatigue due to roads being lit then dark then lit again. This is a major cause of accidents. Lighting must be installed at the construction stage otherwise

it will be cost prohibitive to install lighting once the road is open, not to mention the delays and disruption caused to traffic.

8. Bypass needs to allow for increased Traffic to futureproof the scheme.

This is the biggest issue which seems to have been missed. This bypass will be heavily used by locals moving around the City of Coffs Harbour to commute, school runs, leisure, etc. I see this new bypass becoming congested within 10 years of opening and the concern is traffic will come back onto the existing Pacific Highway through the CBD again, which would be a tragedy.

As I suggested earlier, if the northern part of the bypass is downgraded to a local ring road with a new junction & a new tunneled alignment due North & further West of the Pacific Highway north to Woolgoolga, then this wouldn't be a problem.

I have suggested solutions to all the problems I have raised and if these concerns can be incorporated into the design, I would be in favour of the scheme.

Yours Sincerely,



Nicholas Wright