

# **Geoff Slattery and Partners**

## **Engineering Consultants Pty Ltd**

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**Geoff Slattery B.E. (Hons), M.I.E. (Aust)**

25 October 2019

RMS  
PO Box 576  
GRAFTON NSW 2460

Attn: Major Projects

### **COFFS HARBOUR BYPASS**

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We refer to the Environmental Impact Statement dated September 2019 currently on exhibition.

#### **1. LOCATION OF COMPONENT OF BYPASS**

This submission is for the area of the Korora Interchange at the North end of the project.

Our submission is on behalf of Pacific Bay Resort Pty Ltd which owns lands to the East of the new works.

#### **2. OBJECTION**

We wish to lodge our objection to the Korora Interchange which includes access to the existing Pacific Highway, James Small Drive, and Bay Drive.

#### **3. PREVIOUS SUBMISSION TO RMS**

We refer to our previous submission to RMS dated 18 June 2019.

We refer to onsite meeting on 3 June 2019 with RMS officers for discussions on the Pacific Bay site development options.

#### **4. EXISTING SITE TRAFFIC ISSUES**

The area of the proposed Interchange currently has turning and entering traffic issues that are at an unacceptable level of service, and in particular at peak times can be regarded as not operating and high risk for vehicles entering or leaving the existing highway at James Small Drive, Bruxner Park Road, and Bay Drive.

Of particular concern is the Interchange of Bay Drive and the Pacific Highway which at peak times has a level of service that is unacceptable. Observations of the operation made at these peak times indicates motorists are taking unacceptably high risks while entering and exiting.

## **5. PACIFIC BAY DEVELOPMENT**

### **5.1 Current and Proposed Development**

The Pacific Bay site as reported to RMS in submission of 18 June 2019 has a current development of 224 apartments / townhouses / hotel.

There currently further proposals for additional apartments / townhouses / hotel plus facilities of conference, restaurants, bars, cafes, and resort retail (in future development stages).

### **5.2 Traffic**

At present all of the site vehicle access is to Bay Drive and then the intersection with the Pacific Highway.

In addition to the resort traffic Bay Drive also is required to cater for other residential development to the South of Bay Drive.

It should be noted that the only alternative access to the highway involves vehicles traversing residential areas to exit to the South on Diggers Beach Road, Macauleys Headland Drive or Arthur Street. All of which have unacceptable traffic routes or unacceptable entry to the highway.

### **5.3 Pacific Bay Masterplanning**

As previously advised the Masterplanning of Pacific Bay is currently being updated for the proposed facilities.

There is currently an ability to update the Masterplan so that all of the Pacific Bay Resort traffic can be directed onto James Small Drive and then directly onto the Interchange for traffic movements North or South.

Diversion of the current Pacific Bay traffic and future capacity traffic away from Bay Drive is considered a desirable option as it reduces Bay Drive to a more manageable traffic flow.

We would point out however that the Masterplanning is continuing at present and a definitive decision by RMS will be required.

## **6. EIS HIGHWAY DETAIL – BAY DRIVE**

The EIS has indicated that the proposed works do not affect the current Bay Drive intersection, and it would appear that little or no work is proposed at this location.

Our assessment of the proposal is that Bay Drive is located on the Southern end of major works which include;

- South bound traffic into Coffs Harbour,
- Merging traffic from the local traffic Interchange and James Small Drive;
- Further merging traffic from South bound motorway traffic,

- Further merging traffic from North bound motorway traffic (via local interchange roundabout),
- North bound traffic from Coffs Harbour that will be doing various manoeuvres onto the interchange.

It is our opinion that the multiple traffic merging and manoeuvring will produce a major incident location at Bay Drive if it is left as per the EIS proposal.

## **7. SUGGESTED FURTHER DESIGN UPGRADE**

We put to the RMS that the current North Interchange has not adequately catered for the existing traffic issues and for planned development in the area that will further lower the level of service.

Our major concern is the Bay Drive intersection which has the potential to be a major incident location due to poor level of service.

Pacific Bay Resort has a preference that the site Masterplan be altered so that all site traffic enters and exits onto James Small Drive and then through the major interchange. We refer RMS to details in our report of 18 June 2019. In an amended Masterplan the access to Bay Drive could be rebuilt to a secondary access.

We request the RMS to undertake further design of the North Interchange to produce a more suitable solution. This design should also include the effect on Bay Drive.

## **8. COOPERATION OF PACIFIC BAY RESORT**

We confirm with you that Pacific Bay Resort is willing to have constructive input into the Interchange design so that a workable solution is achieved.

It is also confirmed that Pacific Bay Resort is able to update its Masterplan to direct all traffic away from Bay Drive and onto James Small Drive to assist with the Interchange.

We also request further meetings with the RMS and its designers so that acceptable solutions are achieved for both parties. It is noted in the EIS that the RMS has given a commitment to enter into further consultation.

Yours faithfully



G E Slattery