



**coffs chamber**  
COFFS HARBOUR CHAMBER OF COMMERCE

25<sup>th</sup> October 2019

Director – Transport Assessments  
Department of Planning  
GPO Box 39  
Sydney NSW 2001

**SUBMISSION COFFS HARBOUR HIGHWAY BYPASS (SS1\_7666)**

On behalf of the Coffs Harbour Chamber of Commerce we are delighted with the design concept and commitment to tunnels as outlined in the Coffs Harbour Highway Bypass Environmental Impact Statement (EIS) September 2019. We however write to you to convey our concern regarding RMS's EIS in relation to Dangerous Goods. A realistic expectation and outcome from the completion of the Pacific Highway upgrade should mean the removal of all heavy vehicles off the existing Pacific Highway (unless making a delivery within Coffs Harbour) and result in it becoming a local road. The RMS information update (September 2019) that accompanied the EIS, however indicates the issue of Dangerous Goods has not yet been resolved but the EIS states that a risk assessment has been done. This is confusing and ambiguous!

We do not believe the issue of 'Dangerous Goods' has been adequately addressed in the EIS and in particular with having such a dense location as the existing highway through our CBD and town! We note that the St Helena Tunnels, just to the north of us (Byron Bay) takes all dangerous goods vehicles other than Class 1 and Class 2.1 but this EIS is saying all types of dangerous goods will be excluded from the tunnels. Why is Coffs Harbour being treated differently when in fact, all dangerous goods including Class 1 and Class 2.1 would be far better off going via the tunnels, which have systems that would handle any fires so much better than the open road through a densely populated town?

In the interest of ensuring the best activation and use of the Coffs Harbour CBD precinct, and for the future economic benefit, amenity and safety of the City it is imperative that the Dangerous Goods Regulations be changed by completion of the project to facilitate ALL categories of non-essential (i.e.. delivering to the City) vehicles. The safety and suppression measures required to facilitate the Regulation change would be best catered for at construction phase to prevent the need for retrofitting.

By not amending the Regulations to permit the travel of all dangerous goods it will significantly impact the post-bypass planning and opportunities and dilute the expected outcomes of the project for Coffs Harbour.

Thank you for providing the opportunity to comment.

Yours sincerely,

**COFFS HARBOUR CHAMBER OF COMMERCE AND INDUSTRY INC**

Martin Wells  
PRESIDENT