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Attention: Director-Transport Assessments
Planning and Assessment
Department of Planning Industry and Environment
GPO Box 39
Sydney NSW 2001

Application: Coffs Harbour bypass, SSI_7666

Following is my submission for the current RMS, refined Concept Design and Environmental Statement (EIS) proposal.

Statement of support and/or objection for the proposal.

- In principle, I support the current refined design concept but there is much more explanation, which is needed to convince me that the project at the final detailed design stage will satisfy our community expectations.

Reasons for support and/or objections of the proposal.

I support:

- Three tunnels by dictionary definition at ROBERTS HILL, SHEPHERDS LANE and GATELY ROAD respectively, if they are constructed such as the St Helena/Ballina tunnel.
- Decreasing the maximum road gradient of the order of level 3.
- Effective noise/dust mitigation and the prevention of damage of *all* the nearby owner's buildings prior/during/after the construction processes.
- Road surface noise suppression by such as open grade asphalt surfacing.

I object:

- That the passage of *all* dangerous/hazardous goods by truck, including class 1 and 2.1, via the bypass tunnels still lacks legislative clarity. I acknowledge such goods that supply Coffs Harbour business need entry into and out of the City. But an essential/core element of the build a bypass was to re-route *all* truck transported dangerous goods

out of the densely populated inner city because of health and safety issues.

- In the event of an accident on the bypass, which might have vehicles trapped inside the tunnel(s), there is not provision for ventilated fumes extraction. The proposed system is one of fumes ventilation that assumes the normal movement of vehicles will in it self prevent a toxic build up. Of course, if there is not movement of the vehicles then there is not any ventilation. The default approach is a deluge by water system, which is for catastrophic events such as fire.
- The threshold noise levels and their application is challengeable and they should be the subject of an independent audit.
- The selection of houses for noise mitigation seems to be done in an arbitrary manner, which is self-serving of the bypass authorities to minimize costs and obligations. There are of the order of 6-7 subdivisions nearby of the preferred construction route. Of which Elements Estate, Highlands Estate and Pacific Bay Eastern Lands are deemed not to be eligible for mitigation because of their DA conditions. Whereas, The Lakes Estate, Sunset Ridge Estate and Korora Residential are deemed as eligible.
- Previous Pacific Highway upgrade construction noise abatement and damages done of houses south and north of Coffs Harbour are still the subject of unsatisfactory consequences
- The designs of the interchanges at Coramba Road and the other two at Englands Road and Korora need refinement in conjunction with the local council so that integration with the existing local road net workings is effective by decreasing the disruption of nearby residents and smoothing the flow of traffic.

There are still too many other issues not mentioned of which I will state a few:

- The Coffs Harbour bypass preferred route up to the September 2019 refined design concept has been some 20 years in the doing.
- Public consultation throughout has been a tick the box engagement by the authorities with not much transparency of feed-back or acceptance of the community inputs.
- The lack of a Submissions Report in response for the public consultation submissions of the preferred concept design of September, 2018 was not included in the current refined design and the EIS.
- The EIS is a report of the order, 4000 pages, received in September 2019 after a considerable delay of 6 months thereabout. The time given to digest and to analyze it, 6 weeks. How many citizens have the resources, the wherewithal, or inclination to delve into this treatise?
- Value for money is the mantra used by the authorities to justify what calibre of bypass is to be built. The equation for value contains both a

cost and quality component, not just cost. In consequence value is achieved by the input of quality at the cost required.

Finally, to ensure the community gets what it expects there needs to be:

- An oversight by the community of the Detailed Final Design concept before it goes to procurement and tender stage.
- Any procurement and tender contract must ensure that what the community has accepted will not change later on because of the type of contractor arrangements.
- A Construct Only arrangement ensures the design remains intact.
- Other arrangements do not ensure this outcome because they provide “wriggle” room for changes if challenges are met and/or cost savings can be made by changing the design.

I have not made any reportable political donations in the previous two years.

Barry Collins.