

Refer to CBAG Submission Section 1 Introduction for context and related content

Cheryl Cooper, CBG SC Submission

Firstly, thank you for the opportunity and yet I approach it with some scepticism as I can find no record of the hundreds of submissions, (let alone my own), that were sent through to you following on the 2018 Concept Design release. I find that very disturbing and the communication with the RMS throughout the past twelve months has been nothing short of dreadful. The EIS is a huge document and yet we have been given only 6 weeks (2 of which were school holidays), to try to make some sense of it all.

I have lived in Coffs Harbour on and off since 1971. It was my childhood home and I left it for some time to study and work, returning full time in 2000. It is a unique place to live and our green amphitheatre is to be preserved at all cost. Thank you for reinstating the tunnels, which are critical to this project, and I understand via the Community Consultative Committee that they will not be removed again.

Given this is not a detailed design I would request that we all be given a further comment period once the final, detailed design is completed. This would seem only fair as we have been given something that appears very similar to the 2018 design, with no interchange variances, despite many submissions calling for changes for very legitimate reasons. Surely a single donut design would be much better for the Coramba Interchange and I understand there are truck turning issues with the Englands Road design and traffic lights on the busy Korora interchange also seem a poor design. This is 2019 and we seem to be far behind in design options for what is probably the most expensive piece of infrastructure being built outside of metropolitan Sydney.

I would further ask that a “Construct only” contract be used. There are far too many cases where a “Design and construct” contract has been used and where the result is quite different from that outlined in the EIS. The people of Coffs Harbour need to have their trust restored and a “construct only” contract, together with a detailed design is the only way this is going to happen.

I live in West Coffs, not far from Coramba Road and I am very concerned about the noise modelling that has been used. Our nights are totally silent. Traffic on Coramba road is pretty much over by 10pm and does not restart until 6am the next morning. All we hear between is the occasional train and bird noises. We know this is going to change but it seems to me that it is being ignored. I would join in the call for an independent noise audit to be conducted.

Though I do not live in Roselands Estate I do live close by and am appalled that they do not seem to even rate a mention in the EIS. How can this be when many submissions made post 2018 were on this very subject and from residents of this area? They will be highly affected by both construction and post highway traffic noise and I would ask they be part of the remediation work that should take place pre construction.

I would also like to ask that the Coramba road, particularly that section from Shepards Lane to the Coramba interchange be upgraded prior to the bypass opening. We hear there may be some 600 more traffic movements on this road and it seems many will be people from West Coffs accessing the Coramba interchange. The round about on the corner of Sharpards Lane

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and Coramba Road is already dangerous and will become more so with this increased traffic and the section of road between that roundabout and the new interchange is not in a good state of repair, has been subject to flooding and includes a dangerous corner. Surely the roundabout and road will need significant upgrade for this bypass not to contribute to further traffic accidents?

My final, and major concern lies with dangerous goods. Why is Coffs Harbour being treated differently to St Helena? The St Helena system allows all dangerous goods except types 1 and 2.1 to use the tunnels. Why would it be different here? The EIS seems to suggest that no dangerous goods at all can use the tunnels. Frankly I believe the tunnels are the safest place for ALL dangerous goods. The tunnels have drenching systems that can put out fires in seconds, as opposed to what would happen to a dangerous goods vehicle going through Coffs Harbour. ALL dangerous goods, (other than those supplying Coffs), should surely be using the bypass. I do not understand how this decision was made as we have seen no risk assessment on it, but to me it makes absolutely no sense at all.

Coffs Harbour residents want, and deserve, the best possible bypass in what is a difficult location. This will affect our town and our lives for many decades to come. Please listen to those who will be most affected and do not make your decisions based on purse strings alone.

Many thanks for listening.