



Australian Government

BUILDING OUR FUTURE



Coffs Harbour bypass

Preferred Concept Design

Roads and Maritime Services | September 2018

The Australian and NSW governments are funding the 14 kilometre Coffs Harbour bypass. The bypass seeks to improve connectivity, road transport efficiency and safety for local and interstate motorists. Your feedback on the preferred concept design is invited by 26 October 2018.



Artist impression of one possible land bridge option at Roberts Hill. This image is indicative only and subject to further refinement.

Australian Government funding announced

In 2015, the NSW Government reserved \$200million for the bypass. The Australian Government announced in its 2018 budget that \$971 million would be allocated to build the project. With funding secured, Roads and Maritime will work with the relevant authorities to finalise planning approvals so construction can begin in 2020 with an expected completion date of 2024.

Project benefits



Improving
safety



Better and more
reliable trips
for people, business and freight



Up to **12 traffic lights** bypassed

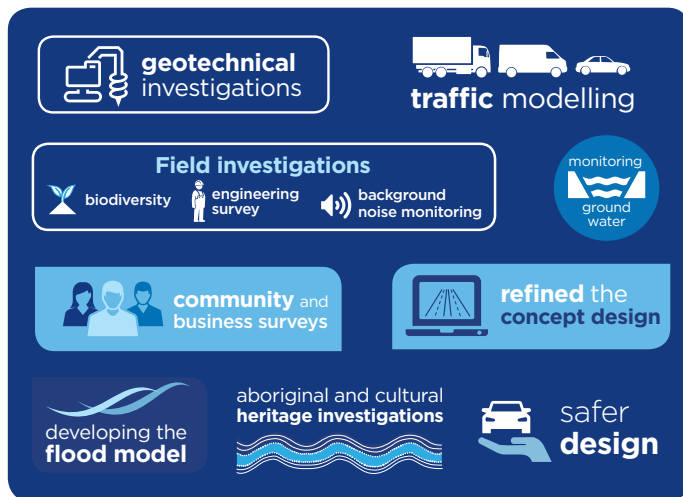


Save up to
11 minutes
travel time



Return
local streets

Recent work for the bypass



Artist impression of one possible land bridge option at Gatelys Road. This image is indicative only and subject to further refinement.

Preferred concept design

Since the project was last displayed to the community, a number of changes have been made to the design including:

- Confirming cuttings or land bridges at the major ridgeline crossings at Gatelys Road, Roberts Hill and Shephards Lane
- Refining the previously displayed design for the Korora Hill and Englands Road interchanges
- Reducing the width of the central median.

A new traffic model has been developed to better understand the effect of the bypass in reducing congestion on the existing highway and on travel patterns. It has also been used to ensure interchanges are designed to meet future traffic volumes.

Further engineering, design and environmental investigations have been carried out to improve the project since it was last displayed. The aim has been to provide a bypass of Coffs Harbour which meets the needs of local, regional and long distance road users as well as environmental requirements.

Crossing of the major ridgelines

The preliminary concept design had options for either cuttings or tunnels where the project crosses the major ridgelines at Gatelys Road, Shephards Lane and Roberts Hill. The preferred concept design incorporates a cutting and land bridge solution at Gatelys Road, and a cutting at Shephards Lane. The proposal for a land bridge at Roberts Hill remains unchanged from earlier designs. A land bridge is a covered structure which can allow for vegetation over the top, such as the one on the Pacific Highway at Bonville. Land bridges allow fauna connectivity and may maintain the surrounding land form, but avoid the need for a managed tunnel system. Long managed motorway tunnels are no longer being considered to ensure all vehicles carrying dangerous goods can use the bypass and avoid residential and urban areas.

Use of managed tunnels by heavy vehicles carrying some dangerous goods

A key objective of the bypass is to remove heavy vehicles from Coffs Harbour city, with the exception of those servicing the town. Some heavy vehicles transporting dangerous goods can't use long tunnels, meaning they'd be forced to travel through Coffs Harbour.

Incorporating land bridges and cuttings into the design has removed construction, operational and maintenance costs, while still providing benefits for fauna connectivity and visual amenity.

Korora Hill interchange

We have made some changes to improve the design of the Korora Hill interchange which was last displayed in 2016. These include:

- Providing free flow entry to Coffs Harbour for traffic from the north
- Providing free flow movement for traffic from Coffs Harbour travelling south on the proposed bypass
- Replacing one of the roundabouts proposed in the earlier design with traffic signals.
- Providing a set of traffic signals to connect Bruxner Park Road to the interchange.

Our recent traffic modelling shows these design improvements will provide a more effective level of service at opening and in future years. Roads and Maritime has also investigated traffic and pedestrian movements around Kororo Public School and the bus interchange.

Traffic signals have been added to the interchange to safely manage the interaction of local traffic with the vehicles entering and exiting the bypass at the northern entry to Coffs Harbour. The preferred concept design includes one set of signals on James Small Drive and the other on Bruxner Park Road to manage traffic at the Korora Hill interchange with the existing Pacific Highway and new bypass traffic.

Korora to Sapphire

The existing Pacific Highway between Korora and Sapphire is already a four lane divided road. The two kilometre section of highway upgrade at this location may be built in stages to better use the existing highway. An initial stage may involve reducing individual property access to the new highway and closing median breaks. Investigations into possible staging opportunities are ongoing.

Narrow median

The central median on the bypass has been reduced from 12 metres to five metres between Korora Hill and Englands Road, unless widening is required for sight distance. This reduces the impact on private land and provides better value for money. A safety barrier will be installed between the two carriageways to ensure safety is maintained.

The new highway between Korora Hill and Sapphire will include a wide median. This is so the highway in that section can be expanded to six lanes in future if required.

Englands Road interchange

The updated design includes replacing the roundabout with traffic lights. The signals have been added to improve traffic flow. A one way access road on the western side of the existing highway has been included to provide access from properties on the western side and Lindsay Transport to the interchange. This road has been included to improve road safety at this location.

Fauna connectivity

The new bypass traverses some sensitive ecological habitats and the preferred concept design includes structures to allow wildlife to pass under or over the new highway so their habitats remain connected on each side. The location of fauna connectivity structures have been based on detailed ecological investigations and fauna movement corridors. The fauna connectivity structures have been proven to allow safe movement of fauna across similar size road corridors. Fauna fencing will also be implemented to minimise fauna road kill and aid in fauna using the underpass and overpass structures.



Example of a fauna underpass with refuge poles built as part of the Pacific Highway upgrade

Assessing environmental impacts

Roads and Maritime is currently progressing the environmental impact statement. It is expected to be made available for public comment later in 2018.

Acquisitions

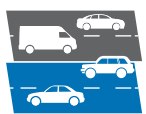
If your property is directly impacted by the project and you would like to start negotiations over the purchase of your property, please contact the project team on:

Telephone: 1800 550 621

Email: coffsharbourbypass@rms.nsw.gov.au

Get involved

Roads and Maritime is asking for feedback from the community about the preferred concept design and other aspects of the Coffs Harbour bypass. There are a number of ways you can get involved, including visiting an information session to talk to project team members; commenting on the design via the interactive map or by calling or emailing the project team. Submissions close on 26 October 2018.



**Easing
congestion**



**Improve
travel speeds**



**Improving
traffic flow**



**Connecting
communities**



**Improve
pedestrian safety**



**Intersection
improvements**

Next steps

The project will hold three community information sessions in September and October 2018 to discuss the preferred concept design with the community. After the submission period for the preferred concept design closes, we will draft a submissions report.

In the coming months, we will display the environmental impact statement and ask for public feedback on the plan. Once that feedback period closes, we will draft another report outlining the submissions received about the EIS. We will consider all feedback received during the two display periods in the next stage of the process.

Community information display

To provide an opportunity for the community to view the preferred concept design, three staffed displays are being held at the **Coffs Harbour Golf Club**. You are invited to drop in and speak with members of the project team. The team will be available to discuss the preferred concept design and answer questions you may have about the project.

Session 1

Thursday 27 September, 2018
4pm - 7pm

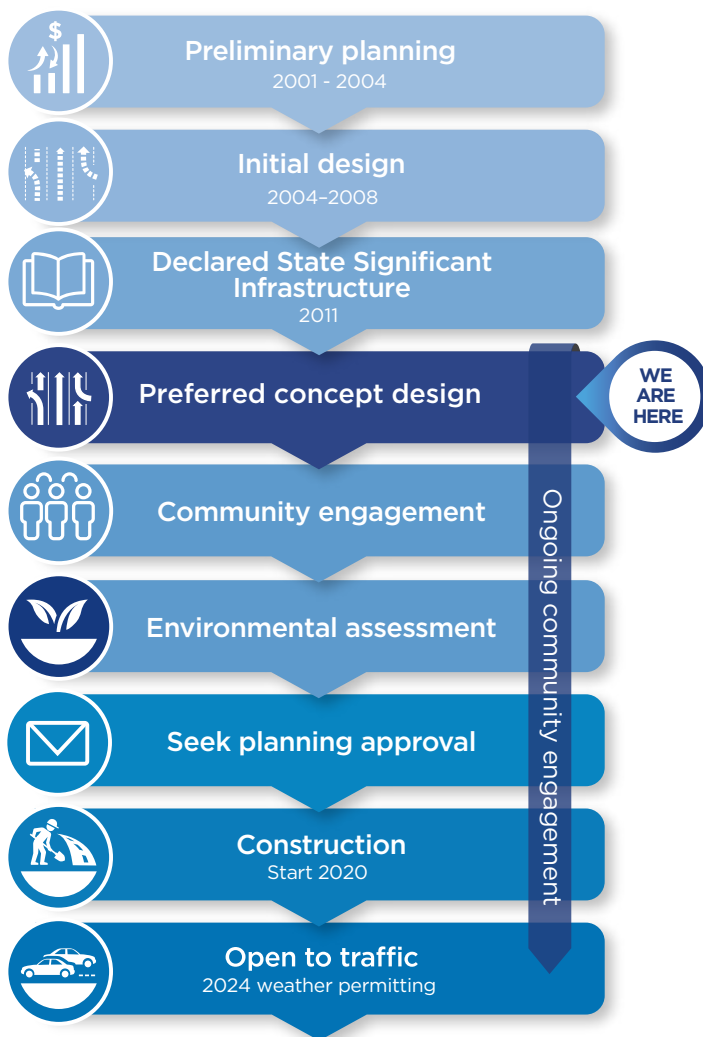
Session 2

Saturday 13 October, 2018
9am - 12pm

Session 3

Thursday 18 October, 2018
4pm - 7pm

What happens next



Have your say online

Visit www.rms.nsw.gov.au/coffsharbourbypass to access our online interactive map. On the interactive map you can leave comments on the concept design. More information, including previous reports and investigations, are available on the website.

Contact the team

Contact the team if you have any comments or questions:

- ☎ 1800 550 621 (toll free)
- @ coffsharbourbypass@rms.nsw.gov.au
- ✉ 21 Prince Street, Grafton NSW 2460



September 2018
RMS 18.1027



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The preferred concept design

