



Australian Government



Coffs Harbour bypass

## Project Update - Have your Say on Detailed Design

January 2023



Aerial view from south of the Englands Road interchange

The Australian and NSW governments are funding the 14-kilometre Coffs Harbour bypass project. The bypass will boost the regional economy and improve connectivity, road transport efficiency and safety for local and interstate motorists.

Once complete, the Coffs Harbour bypass will save motorists more than 12 minutes in travel time, bypass up to 12 sets of traffic lights and remove about 12,000 vehicles a day from the centre of town, making Coffs Harbour an even better place to live, work and visit.

The project's Construction Environmental Management Plan will be submitted for approvals in early 2023 with major construction scheduled to start in March 2023.

We have three main work programs for the project being:

- Northern portion of the bypass with the tie into the existing Pacific Highway at Korora Hill
- Central portion of the Bypass with the three tunnels
- Southern portion of the bypass with the tie into the existing Pacific Highway at Englands Road.

The work along the alignment is expected to start in March with tunnelling schedule to begin about three months later, weather permitting and pending approval of the Project's Construction Environmental Management Plan.

The team is continuing to update the project's detailed design and this is expected to be completed before the end of 2023. Procurement, which is strongly focussed on local business and employment and Aboriginal business and employment is already underway and will continue into 2024.

The bypass is due to open for motorists by the end of 2026 with the work to tie the old and new alignments together expected in 2027, with project completion expected in late 2027.

### Detailed design of interchanges

Since the award of the major construction work contract in June 2022, Ferrovial Gamuda Joint Venture (FGJV) has been reviewing the concept design for the bypass. This work optimises the design to deliver better outcomes for the community and road users once the new highway is open. The updated design reduces construction impacts on nearby residents and minimises changes to existing roads meaning less disruptions for motorists.

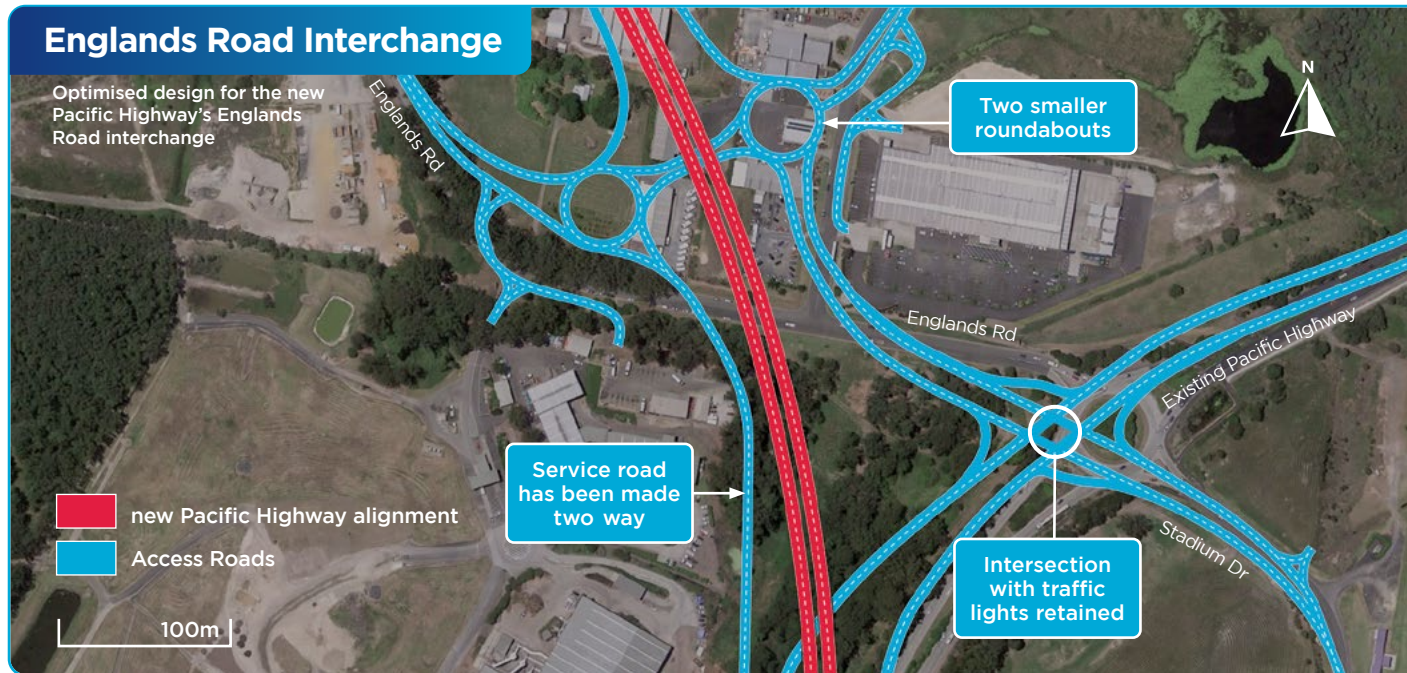
Working collaboratively with Transport for NSW and key stakeholders, the major work contractor has improved the design at the three main interchanges at Englands Road, Coramba Road and Korora Hill.

These improvements also reduce the project's construction carbon footprint as they require fewer bridges which means less truck movements for pre-cast and materials.

The final design changes are consistent with the project's environment approvals.



## Englands Road Interchange



## Englands Road Interchange

From the earlier concept design, we have optimised the design using two small roundabouts to improve safety and traffic flow. Access has been improved with a two way local service road.

The service road west of the Pacific Highway, which was previously one way, will now be built for two-way traffic. This improves safety and connectivity for businesses and residents in the area, particularly those in the south-west as the road connects directly into the new roundabouts rather than the previous T-intersection.

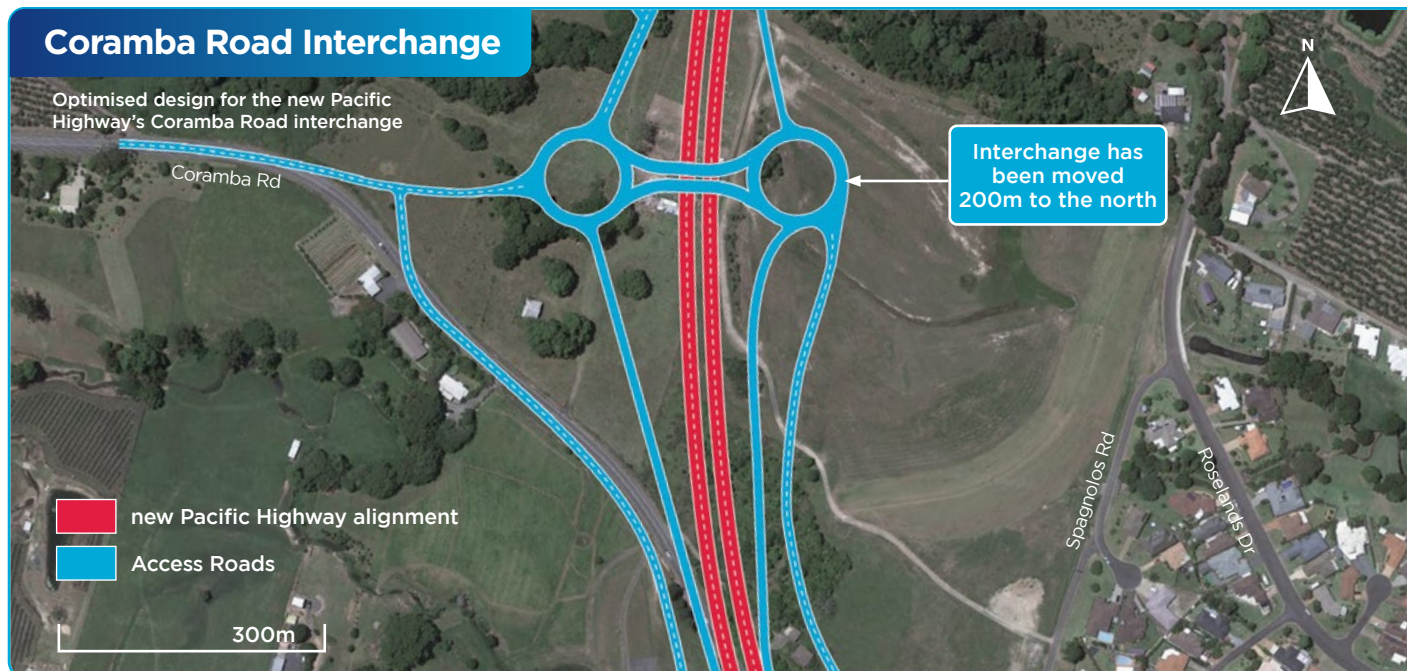
Optimising the design of Isles Drive streamlines access to the interchange for the industrial area to the north.

These improvements provide safer and more direct access for workers, heavy vehicles accessing the industrial area, waste facility and the transportation depot.

The intersection of Englands Road, Stadium Drive and the existing Pacific Highway will still have traffic lights.

This optimised design will require fewer traffic changes and disruptions for motorists during construction and also mean there will be one less bridge needed which reduces heavy vehicle movements and the projects carbon footprint during construction.

## Coramba Road Interchange



## Coramba Road Interchange

From the earlier concept design, the Coramba Road interchange has moved about 200 metres north making it safer and more efficient for motorists.

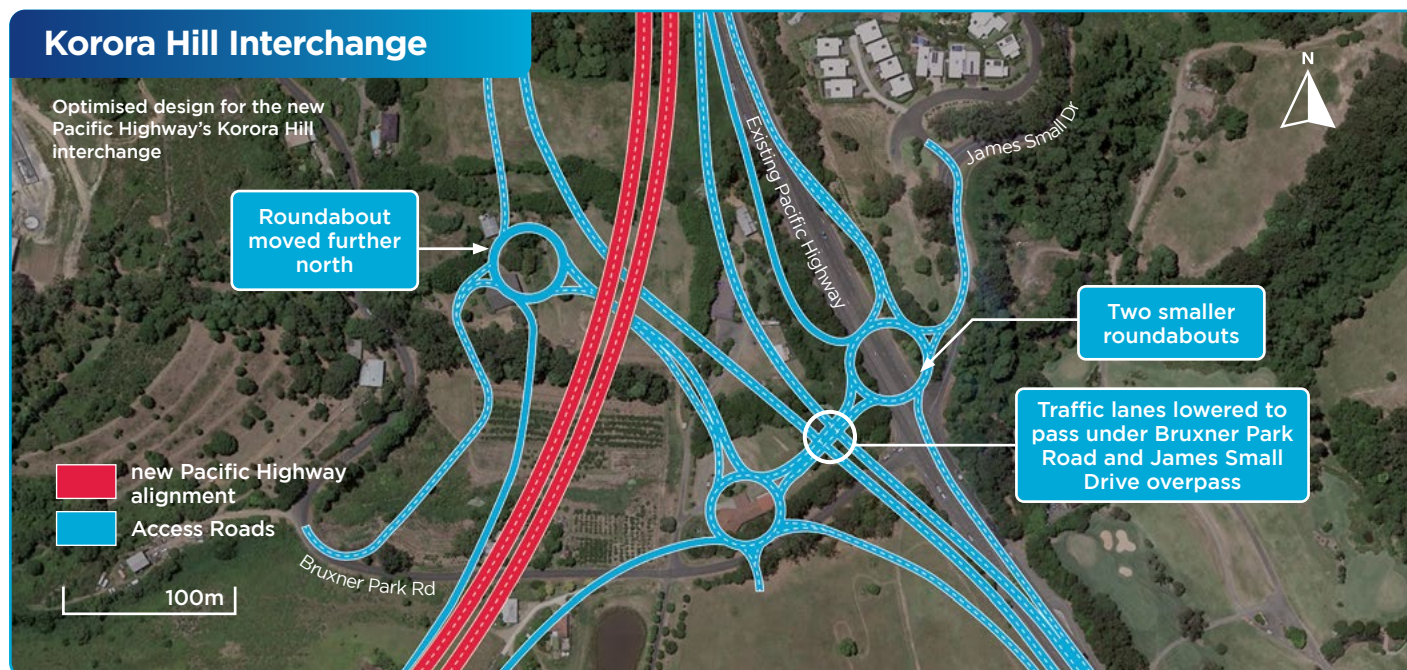
The optimised design also means the south bound on and north bound off ramps are further north moving them away from Coffs Creek. This means the new bypass carriageway will be the project's only bridges over this waterway with bridge crossings for the ramps no longer required. We have carried out flood modelling and the updated design will not change the existing drainage to the Spagnolos Road flood retention basin.

For residents east of the new interchange, the updated design means less construction and operational impacts as the interchange is further away from homes. During construction there will be

less traffic changes and disruptions for motorists using Coramba, Bennetts and Spagnolos roads because the roundabouts will be built away from live traffic.

The project team is continuing to work on the design for the bus stop on Spagnolos Road near Coramba Road. We will update the local community with this information once we have it finalised.

## Korora Hill Interchange



## Korora Hill Interchange

From the earlier concept design, we have gone from one large roundabout to two smaller roundabouts including flipping the interchange so the major on and off ramps are lowered to a similar height of the existing highway, and the local roads (Bruxner Park Road and James Small Drive) are elevated to an overpass.

Building the interchange over the existing highway maintains free-flow traffic movements into and out of the central business district and lowers the Coffs Harbour on and off ramps, which will reduce traffic noise for nearby residents and businesses.

Moving the roundabout on the western side of the new Pacific Highway means we will need to do less excavation and controlled blasting in this area. This will potentially reduce impacts from construction noise and dust for nearby residents.

On the existing Pacific Highway near Kororo Public School, we have optimised the design of the bus interchange to a smaller footprint which results

in less vegetation removal and provides safer movements for all users. We will also install an earth mound with plants rather than a concrete retaining wall south of the Kororo Public School between Solitary Island Way and James Small Drive.

The optimised designs for the Korora Hill and bus interchanges provide better cyclist and pedestrian connectivity, improved safety and better traffic flow efficiencies.

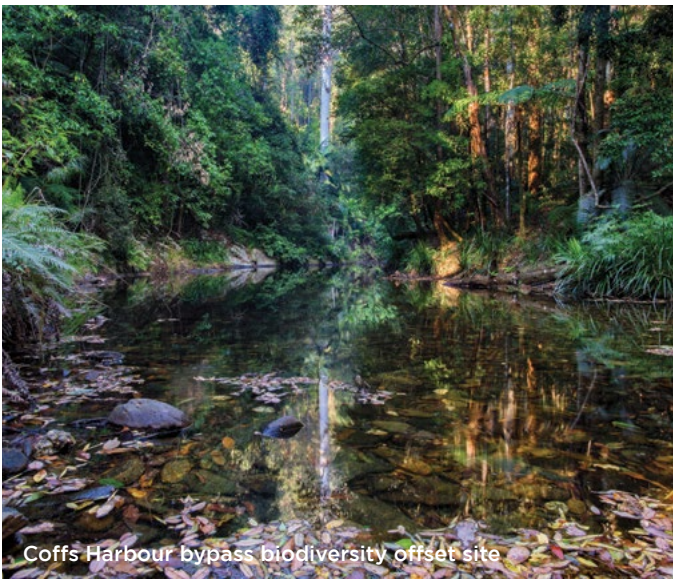
Other benefits of the updated design include reduced construction impacts of traffic disruptions and night works for motorists and nearby residents.



## White Booyong Fig Subtropical Rainforest update

Transport for NSW (TfNSW) acknowledges the Lowland Subtropical Remnant Rainforest on Mackays Road is a sensitive ecological area and we continue to be committed to reducing Coffs Harbour bypass project impacts on the location were reasonable and feasible.

This remnant rainforest is also known as the White Booyong Fig Subtropical Rainforest and Grandpa's Scrub. Transport for NSW is currently working with the contractor to investigate all opportunities to reduce impacts. We are currently reviewing workable solutions and will come back to the community with more information before the start of construction.



Transport for NSW is investigating the ability to expand the rainforest downstream along areas of Treefern Creek which have been deforested. We are also protecting more than 300 hectares of natural habitat through biodiversity offsets on the Coffs Harbour bypass project, protecting more than five times the required offsets for White Booyong Fig (Grandpa's Scrub) rainforest. These offsets include the Coffs Harbour basin adjacent to the alignment and Upper Kalang.

Solutions that completely avoid the remnant forest will require additional property acquisition, further cut volumes, extra construction staging impacts, removal of a dwelling and a substandard geometric design. Furthermore, the challenges identified with design, acquisition, dwelling demolition and construction staging impacts to residents will result in delaying construction possibly up to 18 months and increase costs to the project in excess of \$50 million. TfNSW has to act reasonably to balance design standards, environment, heritage, community, flooding, stakeholders and cost. The project team is working with Coffs Harbour and District Local Aboriginal Land Council, Landcare and the City of Coffs Harbour to undertake seed collection, direct translocation of saplings and to grow on cuttings from the forest.

## Managing the environment

The FGJV project team is currently finalising documents which will detail how we will manage and minimise environmental impacts throughout the construction of the bypass. These documents are progressively being submitted for approval by the NSW Government agencies. These include:

- Construction Environmental Management Plan
- Construction Air Quality Management Plan & Monitoring Program
- Construction Biodiversity Management Plan
- Construction Flooding Management Plan
- Construction Heritage Management Plan
- Construction Noise and Vibration Management Plan and Monitoring Program
- Out of Hours Works Protocol
- Blast Management Strategy
- Construction Soil and Water Management Plan
- Construction Traffic and Transport Management Plan
- Construction Waste and Resource Management Plan
- Place Design and Landscape Plan
- Remediation Action Plans.

Our application for an Environment Protection License has been lodged with NSW Environmental Protection Authority.



## Have your say

We are seeking community feedback on the design refinements with the consultation period from Monday 9 January to Monday 20 February 2023. Comments can be sent via email or post to the addresses on this page. Details of project information and meet the team sessions are provided below.

## Project Information Sessions

With FGJV starting construction in March 2023, stakeholders and community are invited to attend our project information and meet the team sessions which will be held in early February 2023. At these sessions, we will have project team member available to receive feedback on our refined interchange designs and answer questions and explain our construction approach, environmental management, engagement and local participation opportunities.

### Wednesday 1 February - 10am to 4pm

Coffs Harbour bypass display centre  
54 Moonee Street, Coffs Harbour

### Thursday 2 February - 10am to 2pm

Hub 2, C.ex Coffs Harbour International Stadium  
Stadium Drive, Coffs Harbour

### Friday 3 February - 9am to 12pm

Pacific Bay Resort and Function Centre  
Bay Drive, Coffs Harbour

### Saturday 4 February - 10am to 2pm

Park Beach Plaza Shopping Centre  
(in the centre court area)  
Pacific Highway, Coffs Harbour

### Monday 6 February - 3pm to 6pm

Coffs Harbour Golf Club  
Earl Street, Coffs Harbour

### Wednesday 8 February - 10am to 4pm

Coffs Harbour bypass display centre  
54 Moonee Street, Coffs Harbour

We will continue to keep the community and stakeholders updated on progress throughout construction and there will be future project information sessions.

## Static displays

Information about the project's refined interchange designs will also be available from Wednesday 11 January at our Coffs Harbour static display locations, which are:

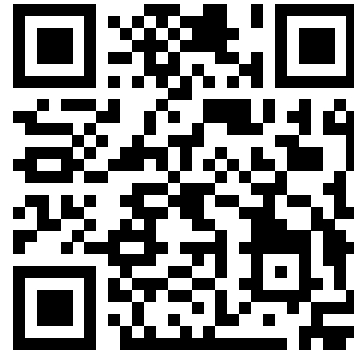
- Coffs Harbour bypass community display office, 54 Moonee Street
- Coffs Harbour City Council Office, corner of Coff and Castle streets
- Harry Bailey Memorial Library, corner of Duke and Coffs streets
- Toormina Library, Minorie Drive, Toormina

## Next steps

We will consider your feedback on the refined interchange designs. Feedback from the EIS and Refined Design displays have been finalised and were included in the Amendment and Submissions Reports as part of the Ministers Conditions of Approval. Project approval from the Australian and NSW State governments was made in December 2020.

## Sign up to receive project information

The Coffs Harbour bypass project team regularly distributes information to keep community, road users and stakeholders updated on progress. To receive regular information directly from the project team, please complete our subscription form using the QR code below or contact us via email or phone.



## Contact us

Please contact the project team if you have any questions or would like more information:



1800 550 621



community@CHBTeam.com.au



[www.pacifichighway.nsw.gov.au/  
coffsharbourbypass](http://www.pacifichighway.nsw.gov.au/coffsharbourbypass)



Coffs Harbour bypass project  
PO Box 565, Toormina, NSW 2452



54 Moonee Street, Coffs Harbour




If you need help understanding this information, please contact the Translating and Interpreting Service on 131 450 and ask them to call us on 1800 550 621



 Easing  
congestion

 Improving  
safety

 Improving  
traffic flow

 Motorist will save over  
12 min in travel time

 Bypass up to  
12 sets of traffic lights

