

Draft Place Design and Landscape Plan available | December 2023

Coffs Harbour Bypass



Australian Government



Artist impression of the Roberts Hill Tunnel

The Australian and NSW governments are funding the \$2.2 billion, 14-kilometre Coffs Harbour Bypass project. The bypass will boost the regional economy and improve connectivity, road transport efficiency and safety for all motorists.

In this update

Transport for NSW (Transport) is seeking feedback on the draft Place Design and Landscape Plan for the Coffs Harbour Bypass.

The plan provides information about the visual appearance of the bypass, including:

- vegetation and landscaping
- noise walls
- interchanges
- bridges
- tunnels
- pedestrian and cycleways.

The draft plan will be available to view and download from **Monday 4 December 2023** at pacifichighway.nsw.gov.au/coffsharbourbypass.

We are seeking feedback on the plan until **Friday 22 December**.

How to provide feedback

Please scan the QR code to provide your feedback. You can also email the project team at community@CHBteam.com.au or call **1800 550 621**.



Vegetation design – Englands Road Interchange



SERVICE ROAD	WET SCLEROPHYLL SEEDING		ANCILLARY SEEDING	WET SCLEROPHYLL SEEDING
NORTHBOUND	NO LANDSCAPE	INTERCHANGE GARDEN BED AND SEEDING		
MEDIAN	MEDIAN SEEDING	NO LANDSCAPE		
SOUTHBOUND	WET SCLEROPHYLL SEEDING			

Vegetation design – Coramba Road Interchange

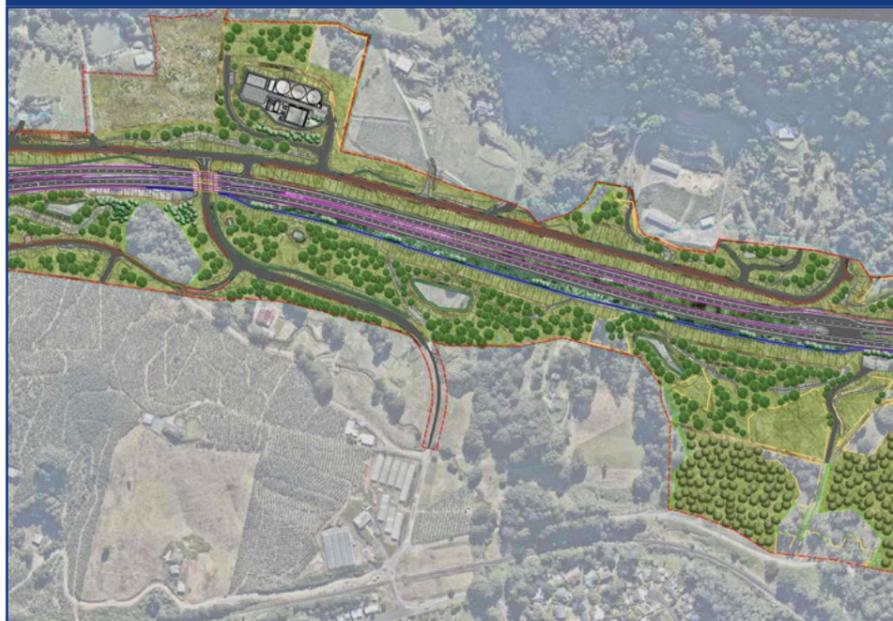


NORTHBOUND	OPEN FOREST SEEDING			
MEDIAN	MEDIAN SEEDING	NO LANDSCAPE	INTERCHANGE SEEDING	NO LANDSCAPE
SOUTHBOUND	OPEN FOREST SEEDING		ANCILLARY SEEDING	OPEN FOREST

Legend

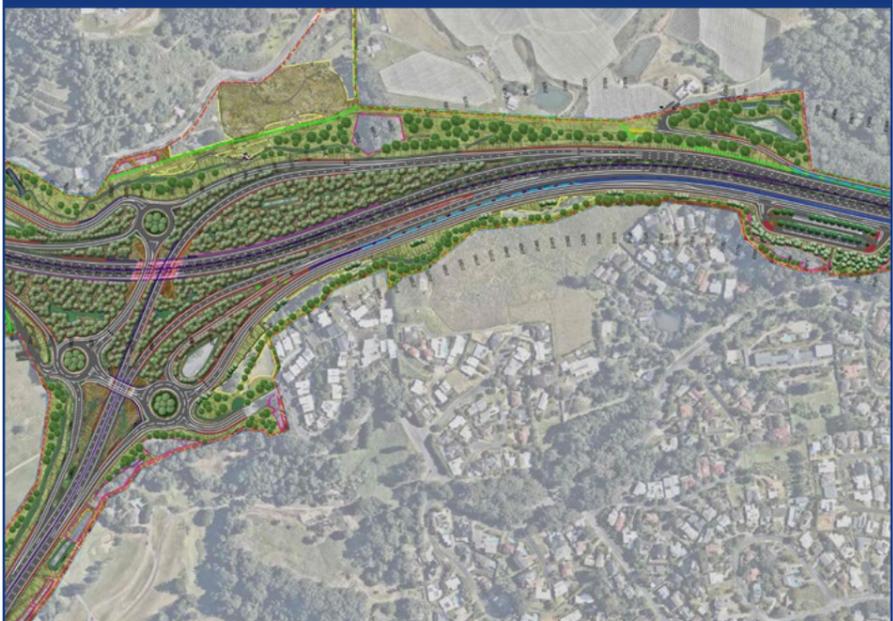
- CONSTRUCTION FOOTPRINT
 - CLEARING BOUNDARY
 - POTENTIAL VEGETATION RETENTION
 - VEGETATION RETAINED
 - EXPOSED ROCK CUTTING
 - ROCK FILL
 - FAUNA FENCE
 - BOUNDARY FENCE
- LANDSCAPE TREATMENTS COMPRISING A MIX OF HYDROMULCH SEED TREATMENTS AND PLANTING
- PLANTING AT NOISE WALLS, HEADLIGHT SCREENS AND RETAINING WALLS
 - BUS INTERCHANGE TREES
 - PROPOSED KOALA HABITAT RESTORATION
 - CREEKLINE PLANTING
 - INTERCHANGE TREE PLANTING
 - TREE PLANTING AT NOISE WALL, ROCK FILL & OPERATIONS FACILITIES
 - TURF
 - INTERCHANGE GARDEN BED
 - WET FOREST MIX
 - OPEN FOREST MIX
 - GRASSLAND AND FENCELINE MIX
 - MEDIAN AND VERGE MIX
 - CREEKLINE MIX
 - DRAINAGE MIX
 - INTERCHANGE MIX
 - NOISE WALL MIX
 - ANCILLARY SITE MIX
- FURNITURE
- NOISE WALL
 - RETAINING WALL
 - TYPE F BARRIER
 - W BEAM BARRIER
 - WIRE ROPE SAFETY BARRIER
 - HEADLIGHT SCREENS
- FAUNA
- FAUNA CROSSING LOCATION
- SCALE 1:4000
0 40 80 200m

Vegetation design – Mackays Road area



NORTHBOUND	ANCILLARY SEEDING	OPEN FOREST SEEDING	
MEDIAN	NO LANDSCAPE	MEDIAN SEEDING	NO LANDSCAPE
SOUTHBOUND	OPEN FOREST SEEDING		

Vegetation design – Korora Hill Interchange



NORTHBOUND	OPEN FOREST SEEDING		ANCILLARY SEEDING
MEDIAN	MEDIAN SEEDING / INTERCHANGE SEEDING AND TREE PLANTING		
SOUTHBOUND	OPEN FOREST SEEDING	ANCILLARY SEEDING	OPEN FOREST SEEDING



Artist impression of the Korora Hill Interchange, looking north



Artist impression of the Coramba Road Interchange, looking north



Artist impression of the Englands Road Interchange, looking north

Interchanges

There are three interchanges – Korora Hill, Coramba Road and Englands Road. The urban design and landscaping seeks to reflect the local context and provide an identity related to the communities they serve.

Korora Hill Interchange

Planting and structures are used to enclose the precinct, identify the interchange as a gateway, and separate local communities from the bypass alignment.

Coramba Road Interchange

This interchange is not promoted as a gateway, but rather a local connection for local community. Vegetation supports the Coffs Creek corridor and ties back to historical movements of the Aboriginal community.

Englands Road Interchange

Designed as a gateway to lead motorists in and out of Coffs Harbour, the planting will maintain canopy views and important Koala habitat.

Aboriginal art strategy

The project team has worked with the Local Aboriginal Land Council and Gumbaynggirr Elders and community to incorporate local Aboriginal artwork into place design elements of the bypass.

The artwork is grounded in connection with Gumbaynggirr creation, country, and culture, embracing the “Mountains to Sea” through the depiction of dreamtime stories, song lines, and special sites.

The art is intended to provide a welcoming and diverse experience for bypass users, with different colours, textures and materials used as part of the narrative. Cultural themes and the location of the artwalls are provided in the following section.

Noise walls

Walls are one of the at-source noise mitigations we have in place to manage operational noise once the new bypass opens.

At this stage, the project team will build about eight kilometres of noise walls on the eastern side of the new highway in addition to using low-noise pavement along the entire bypass alignment.

Indicative noise wall locations, length and heights are listed in the adjacent table based on the latest detailed design information.

Noise wall	Height	Length
South east of Englands Road	5m	720m
South east of Roberts Hill Tunnel	5m	1750m
Coramba Road Interchange (approx. 295m east on Coramba Road)	8m transitioning to 5m from the noise wall overlap east along Coramba Road	175m
Coramba Road (along interchange and ramps)	8m	750m
South east of Shepards Lane Tunnel	5m	500m
	8m	475m
	5m	525m
Between Shepards Lane and Gatelys Road tunnels	5m	125m
	6m	250m
	8m	750m
South of Kororo Public School	6m	620m
North of Kororo Public School	5.5m	245m
North of Opal Boulevard	5m	1125m

As required by the Minister's Conditions of Approval (MCoA), the project will prepare an Operational Noise Review (ONR) on the final design which will be submitted to the NSW Department of Planning Secretary for approval in 2024.

At this stage, Transport does not expect significant changes in noise levels from the refined design, but appropriate noise mitigation will be considered if required. This could include an increase in noise wall heights or additional at-house noise treatments as an example.

Noise wall design

Our noise walls have been designed with enclosed, intermittent, and open views of the bypass alignment. The two types of noise walls on the bypass include:

- Noise walls with interpretive Aboriginal artwork – generally occur where the wall is immediately adjoining the bypass alignment and designating a gateway
- Functional noise walls without artwork – will feature subtle patterns and are generally set back from the alignment, positioned on mounds, and screened with vegetation to blend in with the natural environment.

Our noise walls have been designed to have a smooth, horizontal profile with “steps” avoided where possible. Vegetation on the residential side will be provided where the noise wall can be seen from the residential precinct.

In most cases, our noise walls will be built using alternative light-weight material instead of concrete, providing value for money and improved sustainability outcomes through reducing more than 1,000 tonnes of carbon emissions.

For noise walls on bridges, such as the about 200-metre long bridge over the North Coast railway line near Shephards Lane, noise wall panels will be transparent and finished with a tinted acrylic to optimise views. These transparent panels will be treated to minimise bird strikes.



Artist impression of transparent noise wall screens in place on the bridge over North Coast railway near Shephards Lane

There are six Aboriginal artwalls featured as part of the bypass, covering four cultural themes:

- Cultural theme 1 (yellow): Child's journey by Tulli Stevens
- Cultural theme 2 (teale): Golden Waanji by Bernard Kelly-Edwards
- Cultural theme 3 (orange): Yuludarla creation by Lisa Kelly
- Cultural theme 4 (green): Gumgali and Coffs Coast by Bernard Kelly-Edwards.

You can view the artwall locations and artist impressions of the noise wall graphics below and overleaf.



Coffs Harbour Bypass



Artist impressions of art wall locations

Bridges

There are 17 bridges being built as part of the bypass. This includes six overpasses, four bridges over local roads, five creek and floodplain crossings, one bridge over the North Coast railway near Shephards Lane, and one pedestrian footbridge connecting to the new Korora Bus Interchange.

Our bridges have been designed with uniformity and simplicity in mind, optimising construction outcomes and ensuring consistency with other sections of the Pacific Highway.

The majority of our bridges are single span bridges, with precast Super T girders forming the base of the bridge deck and consistent circular piers.

The new Luke Bowen pedestrian bridge is our only steel truss bridge on the bypass. It has been designed to look and feel like a sculpture, offering an open view for users and serving as a visual feature for motorists entering and exiting Coffs Harbour at the northern end of the bypass.

Pedestrian and cyclist pathways

The Coffs Harbour Bypass integrates with the existing pedestrian and cyclist network predominantly at the three interchanges. Pedestrian and cyclist facilities have been provided at these locations, including:

- Shared path connections along the Solitary Islands Way extension, tying into existing facilities
- A shared path on the new Luke Bowen pedestrian bridge connecting to the Korora Bus Interchange
- Shared path connections at the Coramba Road Interchange.

Lighting, surveillance cameras and unobstructed views are prioritised in these locations for crime prevention and improved safety outcomes.

Tunnels

There are three tunnels being built through the ridges at Gatelys Road, Shephards Lane, and Roberts Hill. The tunnel portals have been designed to fit in with the natural environment by minimising cut heights, using an exposed architectural rock treatment finish and landscaping the side slopes for framing and to connect into adjoining vegetation.

There will be equipment facilities located near each of the tunnels. These facilities have been designed to mimic the “rural shed” aesthetic of the surrounding environment and will be set back and screened with vegetation or noise walls so they are hidden as much as possible.



Artist impression of the Gatelys Road southern portal



Artist impression of the Luke Bowen pedestrian bridge providing connection to the new Korora Bus Interchange

Coffs Harbour Bypass

Staffed drop-in sessions

- **Wednesday 13 December:**
Opal Cove Resort, Opal Boulevard
from 12pm to 4pm
- **Thursday 14 December:**
Key Community Group, 61 West High Street
from 9:30am to 12pm
- **Thursday 14 December:**
Key Community Group, 61 West High Street
from 4pm to 7pm
- **Friday 15 December:**
Coffs Harbour Golf Club, Earl Street
from 8am to 10am
- **Friday 15 December:**
The Link, 631 Hogbin Drive
from 12pm to 2:30pm
- **Saturday 16 December:**
Coffs Harbour Showground, 123 Pacific Highway
from 9am to 3pm.

There will not be a presentation at these sessions and people can drop in and talk to the bypass team at any time.

Static display locations

- Harry Bailey Memorial Library, Yarrila Place, Level 2, 27 Gordon Street, Coffs Harbour on Monday to Friday between 10am and 6pm and Saturday and Sunday from 10am to 2pm
- Toormina Library, 48 Minorie Drive, Toormina on Monday to Saturday between 10am and 5pm.

We will also have copies of the plan available to view at our community information van which is stationed across Coffs Harbour several times per week. You can view the full timetable at pacifichighway.nsw.gov.au/coffsharbourbypass

Design narrative

The design narrative has been developed as part of a co-design process which fosters Connection to Country and complements the natural environment. A “Mountains to the Sea” concept has been adopted, reflecting the unique setting of the bypass where the Pacific Highway sits between, and offers views of, both the Great Dividing Range and the Pacific Ocean.

The vegetation strategy, combined with key pieces of infrastructure such as noise walls and tunnel portals, have been strategically designed to create gateways and provide for wayfinding and placemaking.

Character zones

The place design and landscaping has been prepared to complement the visual attributes of three distinct character zones along the bypass route:

- **Korora Basin:** the northern section of the corridor skirts the ridge line and runs through the highly constrained resorts district where topography, biodiversity, community and tourism all intersect
- **Coffs Harbour Basin:** the central section of the corridor is visually prominent interfacing with urban development in the flatlands and the foothills of the escarpment
- **Boambee Basin:** the southern section of the corridor is a key biodiversity corridor where the alignment is built up through the flat and undulating landscape.

Revegetation and landscaping

The revegetation and landscape design is focused on providing a well-vegetated corridor which matches the plant community types within the three distinct character zones. About 150 hectares, at this stage, will be revegetated as part of the project.

Feature trees and screening plants will be used to create points of interest, separate the bypass alignment, and facilitate views where appropriate.

Transport will also be restoring koala habitat and connectivity at several locations including over the Roberts Hill and Gatelys Road tunnels and adjacent to the Jordans Creek area. Through the project’s dedicated koala revegetation work, we will be restoring eight hectares of previously cleared agricultural land as koala habitat.

Vegetation communities

Four dominant landscape communities have been identified:

- Rainforest
- Forested Wetland
- Dry Sclerophyll Forest
- Wet Sclerophyll Forest.

The majority of plants proposed are known to grow naturally within the project area. This ensures they are suitable for the climate and contribute to the existing biodiversity.

Once the Place Design and Landscape Plan has been finalised and approved, the project team will undertake a progressive revegetation and landscaping program. This will provide batter stabilisation and erosion and sediment control during construction and ensure the vegetation is better established when the bypass opens.

The images overleaf provide an overview of the vegetation and landscaping design at key locations along the bypass. The proposed vegetation and landscaping design for the full alignment can be found in the draft plan.

What next?

After the cutoff date, the project team will compile the feedback and prepare a consultation summary report addressing key themes from comments received. This report will be available in the first quarter of 2024.

Upcoming construction including out of hours work

The following construction activities can be expected in the next three months. We appreciate your patience and thank you for your support while we work to complete the Coffs Harbour Bypass.

Alignment wide:

- Demolishing buildings
- Carrying out bulk earthworks and installing culverts and drains
- Building bridges including bored piling
- Controlled blasting and surface mining to break hard rock
- Installing and relocating fencing, signage, linemarking and barriers
- Revegetating areas within the project boundary
- Building and maintaining existing environmental controls
- Maintaining local roads and vegetation within the project boundary, some of this work might be out of hours
- Carrying out survey, geotechnical and pavement investigations, some of this work might be out of hours
- Out of hours plant and machinery maintenance and refuelling

- Out of hours internal project haulage route maintenance
- Out of hours concrete deliveries and pouring
- Out of hours heavy vehicle movements for deliveries of machinery, materials and precast concrete bridge elements on approved routes and within the project
- Out of hours work to manage environmental controls.

North:

- Building Gatelys Road Tunnel, including controlled blasting during approved construction hours and 24/7 excavation and stabilisation operations
- Preparing portals for Shephards Lane Tunnel, including constructing access points
- Changing local road accesses to the Pacific Highway between Bruxner Park Road and the Sapphire Beach Interchange
- Changing pedestrian and cycle access near Old Coast Road
- Out of hours temporary pavement building in the Pacific Highway median between Bruxner Park Road and the Sapphire Beach Interchange
- Out of hours traffic switches on the Pacific Highway to move road users into different lanes between Bruxner Park Road and the Sapphire Beach Interchange.

South:

- Preparing portals for Roberts Hill Tunnel
- Realigning Bennetts Road
- Changing accesses on Coramba Road and Spagnolos Road
- Out of hours operations for the concrete batch plant on Englands Road.

Contact us

If you have any enquiries and complaints, please contact the project team on **1800 550 621** or community@chbteam.com.au.

 **1800 550 621**

 community@chbteam.com.au

 www.pacifichighway.nsw.gov.au/coffsharbourbypass

 **Coffs Harbour Bypass project**
PO Box 565, Toormina, NSW 2452

 **182 North Boambee Road,**
North Boambee



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**.

December 2023

Privacy Transport for NSW ("TfNSW") is subject to the Privacy and Personal Information Protection Act 1998 ("PPIP Act") which requires that we comply with the Information Privacy Principles set out in the PPIP Act. All information in correspondence is collected for the sole purpose of assisting in the delivery of this project. The information received, including names and addresses of respondents, may be published in subsequent documents unless a clear indication is given in the correspondence that all or part of that information is not to be published. Otherwise TfNSW will only disclose your personal information, without your consent, if authorised by the law. Your personal information will be held by TfNSW at 76 Victoria Street, Grafton, NSW, 2460. You have the right to access and correct the information if you believe that it is incorrect.