Coffs Harbour bypass – planning
Preliminary concept design

Community Feedback Summary

December 2016
Executive summary

This Community Feedback Summary provides an overview of the community feedback received on the preliminary concept design between Wednesday 24 August 2016 and Monday 31 October 2016 for the Coffs Harbour bypass – planning project.

The NSW Government is funding the planning of the Coffs Harbour bypass. The project includes around a 14 kilometre motorway standard upgrade of the Pacific Highway from Englands Road in the south and connects with the new four-lane divided highway at Sapphire in the north.

Key themes raised by the community include design, route selection process, property, noise, air quality impacts, construction and environmental impacts.

The community also provided feedback on visual amenity, the Luke Bowen footbridge, pedestrian access and existing noise issues.

Next steps

We will consider these issues in progressing the concept design and Environmental Impact Statement. We continue to invite the community to provide us feedback throughout this process.
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1. Introduction

**Purpose of this report**

The purpose of this document is to summarise the feedback received from the community and stakeholders during the display of the preliminary concept design from 2008 for the Coffs Harbour bypass project.

Feedback on the project’s preliminary concept design was sought between Wednesday 24 August 2016 and Monday 19 September 2016. The end date for the feedback period was extended to 31 October 2016 in response to community requests. Roads and Maritime will consider these issues in progressing the concept design and Environmental Impact Statement. We continue to invite the community to provide us feedback throughout this process.

Ongoing feedback and consultation regarding the Coffs Harbour bypass is welcomed by the project team. We are interested in the community’s concerns and will consider them throughout the planning and development phase.

**Background**

Roads and Maritime Services has been investigating the Coffs Harbour bypass since 2001 as part of the Coffs Harbour Highway Planning Strategy.

The project preferred route was selected in 2004 after extensive consultation with key stakeholders and the community. The preferred route was identified as the most suitable corridor to support economic development, ecologically sustainable development principles and value for money. The outcomes of the 2004 investigations recommended specific planning action to reserve an appropriate strip of land for the inner bypass corridor.

In 2008 Roads and Maritime Services produced a preliminary concept design to assist with identifying the extent of the project corridor. This information was used by Coffs Harbour City Council to inform various planning activities for the Coffs Harbour area.

In 2011 the project was declared to be State significant infrastructure and critical State significant infrastructure under the *Environmental Planning and Assessment Act 1979*.

The declared project corridor for the proposed Coffs Harbour Bypass was incorporated within the Coffs Harbour City Council *Local Environment Plan* in 2012 and updated in 2013.

In March 2015, the NSW Government pledged to invest $200 million towards building the Coffs Harbour bypass, subject to a business case.

Project benefits include:

- Travel time savings for through and local traffic, and the transport industry
- Improved road safety conditions for traffic, pedestrians and cyclists using the existing highway through Coffs Harbour
- Improved freight efficiency
- Improved accessibility to the Coffs Harbour central business district and surrounding areas.

Key features of the project may include:

- Three grade-separated interchanges at Englands Road to the south, Coramba Road and Korora Hill to the north
- Two possible tunnels at the northern end of project, and a possible tunnel south of Coramba Road at Roberts Hill Ridge
2. Consultation approach

Consultation objectives

The preliminary concept design for the Coffs Harbour bypass was made available for the community to view and provide feedback on between Wednesday 24 August and Monday 19 September 2016. The end date for the feedback period was extended to 31 October 2016 in response to community requests.

The purpose of this engagement phase was to:

- Re-introduce the project to the community after a period of inactivity
- Seek feedback on the preliminary concept design to identify issues and opportunities
- Provide information about the current phase of work which includes field investigations, development of the Environmental Impact Statement (EIS) and refinements to the preliminary concept design.

Values

Our values underpin our decisions and behaviours when working with customers, colleagues, stakeholders and partners.

- **Customer focus** - We place the customer at the centre of everything we do
- **Collaboration** - We value each other and create better outcomes by working together
- **Solutions** - We deliver sustainable and innovative solutions to NSW’s transport needs
- **Integrity** - We take responsibility and communicate openly
- **Safety** - We prioritise safety for our people and our customers.

Consultation approach

A range of methods were used to display the preliminary concept design and inform the community of engagement opportunities (see Appendix A – Communication materials).

Community members were encouraged to provide their feedback at the information sessions or via mail, email or phone contact with the project team. Our key consultation tools are listed below:

Table 1 – key consultation tools

<table>
<thead>
<tr>
<th>Tool</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local media</td>
<td>Media release was issued to local media outlets</td>
</tr>
<tr>
<td>Newspaper advertisements</td>
<td>Advertising were placed in the Coffs Harbour Advocate on 24, 27 and 31 August advertising the community drop-in sessions.</td>
</tr>
<tr>
<td>Community update newsletter</td>
<td>A community update was distributed widely within the Coffs Harbour area via an insert in the <em>Coffs Harbour Advocate</em> on 27 August (31,000 copies of the newsletter).</td>
</tr>
<tr>
<td></td>
<td>It was also emailed and posted directly to project stakeholders, published online, handed out at community information sessions, provided at static displays and posted to 2500 properties located within 500m of the project.</td>
</tr>
<tr>
<td>Tool</td>
<td>Details</td>
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<td>-------------------------------</td>
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</tr>
<tr>
<td>Drop-in sessions</td>
<td>- Drop-in sessions were held on 31 August and 3 September at the Cavanbah Centre in Coffs Harbour.</td>
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<tr>
<td></td>
<td>- The sessions were staffed by the project team and people were invited to drop in at a time that suited them. Detailed mapping was used at the sessions to discuss the project with attendees. A set of display posters also provided information about the EIS and concept design refinement activities.</td>
</tr>
<tr>
<td></td>
<td>- About 400 people attended the two sessions.</td>
</tr>
<tr>
<td>Pop-up display</td>
<td>- Pop up displays were held on 28 August at the Harbourside Markets and 1 September at Park Beach Plaza. These sessions were staffed by the project team and provided an opportunity to speak to people about the project and the upcoming community drop in sessions.</td>
</tr>
<tr>
<td>Static display</td>
<td>- Information about the project was placed on display at Coffs Harbour City Council, Service NSW (Coffs Harbour) and the Roads and Maritime Pacific Highway Office in Grafton.</td>
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<tr>
<td>Stakeholder briefings and meetings</td>
<td>- A series of meetings and briefings were held by Roads and Maritime during this engagement phase to discuss the project with relevant stakeholders including:</td>
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<tr>
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<td>- Local MPs</td>
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<td></td>
<td>- Coffs Harbour City Council</td>
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<tr>
<td></td>
<td>- Coffs Harbour Chamber of Commerce</td>
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<tr>
<td></td>
<td>- affected landowners</td>
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<tr>
<td></td>
<td>- businesses</td>
</tr>
<tr>
<td></td>
<td>- local schools</td>
</tr>
<tr>
<td>Project email and 1800 number</td>
<td>- Project email address and dedicated 1800 number were active and available throughout the consultation period.</td>
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</tbody>
</table>
3. Consultation summary

Overview
In August and September 2016, Roads and Maritime displayed the preliminary concept design from 2009 for community feedback. There were drop-in sessions, pop-up displays, static displays and targeted community meetings with stakeholders.

In response to this, there was a variety of feedback received from the community including:

- 77 items of written feedback
- 20 landholder visits
- About 400 people in total at two drop-in sessions
- One petition
- Three targeted stakeholder meetings
- Six letters through the local MP office

The project team also received individual feedback through letters, emails and calls to the toll free project information line. All phone calls and written items received have been responded to individually.

Overall key themes identified in the feedback include:

- Design features
- Route selection phase
- Noise impacts – mitigation, construction and operational
- Property impacts
- Air quality impacts
- Building impacts
- Environmental impacts
- Consultation process
- School impacts – Kororo Public School and Bishop Druitt College

Further feedback concerned impacts to visual amenity, the Luke Bowen footbridge and pedestrian access and existing noise issues.

Comments of support
A number of responses received from the community indicated they were supportive of the Coffs Harbour bypass and current concept design. These responses highlighted the benefits of the project are not just for the local residents of Coffs Harbour, they will also be felt by travellers and the freight industry.

Summary of meetings and briefings
Members of the project team met with key stakeholders throughout the community display period including local members, Coffs Harbour City Council, Coffs Harbour Chamber of Commerce, Kororo Public School, Bishop Druitt College and residents from Highlands Estate. Below is a summary of meetings held with targeted stakeholder and community groups.
**Kororo Public School**  
Project team members met with the school’s management in September to discuss the Coffs Harbour bypass. The P&C and broader school community was encouraged to provide their comments about the bypass, with the comment period extended until the end of October at the request of the school.  

A map of the Kororo School and bus interchange area was created and made available via the project webpage to assist people in understanding the proposed arrangements for the school and interchange. This link was distributed to the school community via the school newsletter. The map is available at [www.rms.nsw.gov.au/documents/projects/northern-nsw/coffs-harbour-bypass/coffs-harbour-bypass-kororo-school-bus-interchange-poster.pdf](http://www.rms.nsw.gov.au/documents/projects/northern-nsw/coffs-harbour-bypass/coffs-harbour-bypass-kororo-school-bus-interchange-poster.pdf)

**Bishop Druitt College**  
Project team members met with school executives in late September 2016 and were requested to present to the wider school community.  

On Wednesday 19 October 2016, Bishop Druitt College hosted an information evening for parents and teachers on the Coffs Harbour bypass.  

About 50 people were in attendance and raised a several concerns regarding proximity of the preferred route to the school, noise and visual impacts, air quality issues, hydrology and flooding, and concerns about biodiversity.  

Roads and Maritime received a follow up letter which collated and outlined (verbatim) parents and teachers questions and feedback for consideration.  

Roads and Maritime will meet with the School Council in late November to respond to the school community’s feedback and determine an approach for ongoing engagement with Bishop Druitt College.

**Highlands Estate**  
Roads and Maritime Services invited residents of Highlands Estate to a community meeting on Thursday 13 October 2016, following receipt of a petition on behalf of residents of Highlands Estate requesting the preferred route be moved.  

Of the 30 residents in attendance, the key issues raised by the group include proximity of the highway to the estate, noise impacts and visual amenity.  

The meeting was to provide an opportunity for residents to meet with the project team, hear a presentation about the history of the project and preferred route and ask questions about the preliminary concept design. Residents were provided with a history of the planning for the preferred route ahead of the meeting.
Key themes and feedback summary
A breakdown and summary of the key themes is provided below.

Design features

Summary of feedback
The majority of feedback responses commented about aspects of the preliminary concept design including corridor location, safety, signage, speed, interchange locations, local road networks and access, on/off ramps and traffic impacts.

Feedback was received regarding specific aspects of the design including the Englands Road, Coramba Road and Korora Hill interchanges. Comments related to accessibility, safety, traffic and the size of these interchanges. Feedback was also received about the local road network and how these local roads will link to the bypass.

A number of respondents felt that access over the new highway at the northern end of Shephards Lane should be preserved as part of the preliminary concept design. Feedback was also received about the Coramba Road interchange and concerns about the capacity of Coramba Road to carry traffic to and from the interchange.

Lower speeds and signage were requested to minimise braking for heavy vehicles on exit lanes in the south near Lindsay Brothers Transport. Respondents were in favour of lower speed limits to provide safer entry and exit from intersections along the section of the existing highway to the south of Englands Road.

Low noise pavement along the length of the bypass was proposed in some submissions as a solution to reduce road traffic noise.

Noise impacts – mitigation, construction and operational

Summary of feedback
More than two thirds of feedback responses mentioned concerns about the potential operational noise impacts of the proposed bypass. Around one third of responses provided feedback about the need for appropriate noise mitigation.

Some feedback focused on the current low background noise levels in rural areas and how the proposed bypass will introduce new road noise to these areas.

The terrain of the Coffs Harbour region was mentioned in a number of feedback submissions for its perceived ability to amplify and trap sounds, with many stating it had an ‘amphitheatre’ effect. Feedback was also provided about the effect wind and weather conditions have on the current local noise environment.

Concerns about noise impacts of the proposed bypass were most frequently identified for the following locations: West Korora Basin, Korora Basin, Highlands Estate, Bishop Druitt College and Kororo Public School.

Many responses suggested noise treatments would be required for properties close to the bypass. Requests included noise walls, earth mounds and double glazing and air conditioning to private properties along the alignment.

Property impacts

Summary of feedback
Concerns about impacts to property were outlined in around one third of feedback submissions. Property owners highlighted a range of issues related to property access, acquisition, construction
impacts and property values. The majority of submissions with concerns about potential property impacts were received from residents in Highlands Estate and Roselands Estate.

Air quality impacts

Summary of feedback
Potential air quality impacts were mentioned in around one third of feedback submissions. Concerns included exhaust fumes from vehicles and dust created by the construction and operation of the bypass. Some feedback submissions mentioned concerns about the impact of air quality on water tank usage.

Building impacts

Summary of feedback
A number of responses received outlined concerns about building-related impacts such as earthworks, work hours and vibration from heavy machinery. Concerns included safety and traffic impacts during the construction, particularly near Bishop Druitt College and Kororo Public School.

Environmental impacts

Summary of feedback
The impact to unique flora and fauna was identified in a number of submissions including the potential impact on koalas in the region, the Giant Barred Frog, wetlands and local creeks in the corridor. Concerns around the potential impacts to wetlands and creeks were related to run off from the bypass.

Consultation process

Summary of feedback
The consultation process was specifically mentioned in a number of responses and covered concerns around timeframes for feedback, further consultation requirements, privacy and mapping used during the drop in sessions. Some respondents requested additional time to provide their feedback. Residents of Highlands Estate, Bishop Druitt College and Kororo Public School requested further consultation with Roads and Maritime. A number of landholders also requested site meetings. Feedback was also received that mapping did not provide adequate detail.

Route selection phase

Summary of feedback
Some feedback responses concerned the route selection phase and referred to historical route selection options and had questions about the location of the corridor. Feedback also highlighted the North Boambee Valley has changed through development activity since the corridor location was determined.
School impacts

Summary of feedback
Potential impacts to both Kororo Public School and Bishop Druitt College were specifically mentioned in a number of responses.

Kororo Public School
Concerns were raised about vehicle and pedestrian access, potential removal of car parking, student and staff safety and noise concerns.

Concerns were also raised about the proximity of the schools to the bypass, the associated traffic impacts during construction, and the potential negative impacts from increased noise and reduced air quality. Concerns about potential changes to the location of the Luke Bowen footbridge and location and function of the bus interchange were also raised.

Bishop Druitt College
Concerns were raised about proximity of the bypass to the school, health impacts (related to air quality), noise concerns, concerns about noise and air quality monitoring and biodiversity associated with nearby Newports Creek and its frog population.

Other impacts

Summary of feedback

Visual amenity
Respondents shared concerns about the potential loss of visual amenity in the region because of the construction and operation of the bypass.

Luke Bowen footbridge and pedestrian access
Respondents highlighted that the Luke Bowen footbridge was an important asset to residents in Korora as it provides safe access to the school, the bus interchange, beaches, sporting fields and parks. Student movement across the highway was of particular concern with respondents suggesting a second bridge to cater for the school and proposed bus stops.

Existing operational noise on the Pacific Highway and other previously upgraded sections
Some responses mentioned upgraded sections of the Pacific Highway such as Sapphire to Woolgoolga. Respondents highlighted concerns around perceived insufficient noise attenuation and current noise impacts on residents from existing highway upgrades. The existing operational noise on the Pacific Highway was mentioned; with one respondent highlighting it has insufficient noise mitigation from the south of Coffs Harbour to Lyons Road.

Further work and recommendations
Roads and Maritime has considered the feedback received to date and has actioned several key recommendations from the consultation to date.

Additional work the project team is currently undertaking includes:
- Additional noise monitoring at Bishop Druitt College, Kororo Public School and three other locations near residential dwellings
- Further vehicle movement and pedestrian counts at Korora
- Undertaking a business and community survey to better understand current travel and traffic patterns
- Updating the project website to provide additional information about the project
• Developing air quality and noise fact sheets to provide clarity around how this is measured
• Produced an interactive mapping tool which shows the boundaries of the project corridor, interchange locations and the proposed tunnels or cuttings giving you the option to have your say on these further design options.
• Ongoing meetings with landholders
• Refining the property access arrangements to meet specific needs of landholders
• Installing signs in key locations to assist people with understanding where the future highway will be located.

Roads and Maritime are still seeking feedback on some key issues including:
• Location of interchanges and design for access on and off the highway
• Should the new highway should cross the ridgelines at Roberts Hill Ridge, Shepherds Lane and Gateleys Road as either tunnels or cuttings.

**Next steps**
We have considered the feedback received and will ensure our team is aware of concerns raised by the community. We will work to ensure that issues highlighted by stakeholders and the community are appropriately addressed through the refined concept design and development of the Environmental Impact Statement.

While the initial feedback period for the preliminary concept design has closed, Roads and Maritime will continue to accept feedback about the Coffs Harbour bypass as the project progresses.

It is anticipated the refined concept design will be available for review and comment by the community in mid-2017. The display of the Environmental Impact Statement will follow sometime after all feedback has been considered and investigations and field work completed.

Timing for building the bypass will depend on funding availability.
Appendix A – Communications material
Coffs Harbour Bypass – Planning Community drop-in sessions

Upcoming Community Information Drop-In Sessions
You are invited to attend two community drop-in sessions for the Coffs Harbour Bypass – Planning project.
Details for the sessions are:
When: Wednesday 31 August, 5pm to 8pm
Where: Cavanbah Centre, Village Room 2
When: Saturday 3 September, 9am to 12noon
Where: Cavanbah Centre, Cavanbah Hall
These sessions will provide an opportunity to meet with the project team and ask questions about the strategic concept design.
There is no need to register to attend and as there is no formal presentation, visitors can attend at any time.
Further information is available by calling the project information line on 1800 550 621 or emailing CoffsHarbourBypass@rms.nsw.gov.au

For more information or enquiries, please contact the project information line on 1800 551 621 (toll free), Email CoffsHarbourBypass@rms.nsw.gov.au or visit the project website at rms.nsw.gov.au/pacific (see Coffs Harbour Bypass - Planning)
Coffs Harbour bypass – Planning

Project update – August 2016

The NSW Government is funding the planning of the Coffs Harbour bypass. The project includes about a 14 kilometre motorway standard upgrade of the Pacific Highway from Englands Road in the south and connects with the recently upgraded Sapphire to Woolgoolga section in the north.

This update provides information on the preliminary concept design for the future upgrade of the Pacific Highway in the Coffs Harbour area.

Background

The Australian and NSW governments have been jointly upgrading the Pacific Highway to provide a four lane divided road from Hexham to Queensland.

Roads and Maritime Services has been investigating a Coffs Harbour bypass since 2001 as part of the Coffs Harbour Highway Planning Strategy.

The preferred route for the strategy was announced in 2004 and included the Coffs Harbour bypass in the south, and the Sapphire to Woolgoolga upgrade in the north. A concept design for the Coffs Harbour bypass was on display to the community in 2008 and the new road corridor was preserved in council’s Local Environment Plan in 2009. The Sapphire to Woolgoolga upgrade opened to traffic in 2014.

Roads and Maritime is now progressing towards planning approval and is finalising the concept design and carrying out an environmental assessment.

In March 2015 the NSW Government pledged $200 million for construction of the project, subject to a business case.

The preferred route

The preferred route for the Coffs Harbour bypass was confirmed in 2004 and provides a four lane motorway style upgrade from Englands Road in the south and connects with the new four lane divided highway at Sapphire in the north.

The route passes through North Boambee Valley, the Roberts Hill ridgeline and then traverses the foothills of the Coffs Harbour basin west and north to Korora Hill.
Preliminary concept design

In 2008 the concept design was displayed for community feedback, prior to the new road corridor being preserved in council’s Local Environment Plan in 2009.

This update outlines the refinements made to the 2008 concept design following community feedback at that time. It also provides advice on the current status of the project and the next steps.

Refinements – preliminary concept design

Refinements incorporated into the preliminary concept design include:

• Refinements to the proposed road boundary and embankment design at the Coramba Road interchange
• Refinements to the new highway alignment, intersection design and road boundary at the Korora Hill interchange
• To property access arrangements
• Pedestrian access across the new highway and service road near the Korora Public School would be retained. This means that either the existing Luke Bowen footbridge would be upgraded to suit the new highway, or a new bridge would be built. Pedestrian access will be developed further as part of the environmental impact statement and refined concept design
• Access to Korora Public School to be retained via Korora School Road and include a bus interchange facility, a drop off/pick up zone and car parking close to the school
• Improvements to the local road network around the new highway.

Highway access arrangements

The preliminary concept design provides for grade-separated interchanges at the following locations as shown on the map:

• Englands Road
• Coramba Road
• Korora Hill.

The existing Pacific Highway would link the Coffs Harbour central business district to the interchanges at Englands Road and Korora Hill.

A local access road between the southern end of the Sapphire to Woolgoolga upgrade and the Korora Hill interchange would link Sapphire and Korora to the interchange and to the existing highway into Coffs Harbour. The Coramba Road interchange would maintain access to west Coffs Harbour and the Orara Valley.

Possible tunnels

The preferred route for the Coffs Harbour bypass would pass through the major ridges near the western end of Mackays Road, Gatelys Road and Roberts Hill Ridge in either cuttings or tunnels. The road corridor at these locations accommodates both alternatives.

Field investigations

Investigations and studies will take place throughout 2016 and early 2017 and will include:

• Wildlife and vegetation surveys
• Traffic studies
• Geotechnical investigations
• Utility and engineering surveys
• Aboriginal and non-Aboriginal heritage surveys
• Urban design assessments
• Hydrology and groundwater assessments
• Noise monitoring.

These investigations will help Roads and Maritime to prepare the environmental impact statement and further refine the preliminary concept design. We appreciate the co-operation of property owners during these investigations.

Developing the refined concept design

The preliminary concept design may be further refined during the development of the environmental impact statement to avoid or reduce impacts, improve value for money and in response to community comments.

Further possible refinements may include:

• Measures to further reduce potential noise impacts, such as barrier or mounds
• Adjustments to the roadside cut and fill batters
• Refinements to interchanges at Englands Road, Coramba Road and Korora Hill
• Refinements to property access arrangements.
Coffs Harbour bypass – preliminary concept design

Key
- Proposed new highway
- Ramp
- New local road
- New road boundary
- North Coast Railway
- Potential tunnel
- Existing Pacific Highway
- Local roads

NOT TO SCALE

Design shown is subject to further refinements as part of EIS and refined concept design.
**Drop-in sessions**

We invite you to discuss and provide your comments on the preliminary concept design. Project staff will be available to discuss the design in more detail at drop in displays:

**Wednesday 31 August 2016, 5pm – 8pm**
Cavanbah Centre
191 Harbour Drive, Coffs Harbour

**Saturday 3 September 2016, 9am – 12pm**
Cavanbah Centre
191 Harbour Drive, Coffs Harbour

**Display locations**

The preliminary concept design for the Coffs Harbour bypass is also on display until **Monday 19 September 2016** at the locations shown below:

**Coffs Harbour City Council**
Corner Coff and Castle Streets, Coffs Harbour

**Coffs Harbour City Library & Information Service**
Corner Coff and Duke Streets, Coffs Harbour

**Service NSW, Coffs Harbour Service Centre**
32-34 Gordon Street, Coffs Harbour

**Roads and Maritime Pacific Highway Office**
21 Prince Street, Grafton

**Next steps**

Roads and Maritime will consider any comments on the preliminary concept design as part of the development of the environmental impact statement. We will continue to seek your feedback throughout this process.

Timing of building will depend on funding availability.

**What happens next?**

<table>
<thead>
<tr>
<th>Event</th>
<th>Year</th>
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</thead>
<tbody>
<tr>
<td>Investigations into Coffs Harbour Highway Planning Strategy start</td>
<td>2001</td>
</tr>
<tr>
<td>Route options development</td>
<td>2001 - 2004</td>
</tr>
<tr>
<td>Preferred route for Coffs Harbour Highway Planning Strategy announced</td>
<td>DEC 2004</td>
</tr>
<tr>
<td>Concept design display</td>
<td>2008</td>
</tr>
<tr>
<td>Southern (Coffs Harbour bypass) section of strategy preserved in council’s LEP</td>
<td>2009</td>
</tr>
<tr>
<td>Northern (Sapphire to Woolgoolga) section of strategy opened to traffic</td>
<td>2014</td>
</tr>
<tr>
<td>Roads and Maritime receives Secretary’s environmental assessment requirements for Coffs Harbour bypass</td>
<td>JUN 2016</td>
</tr>
<tr>
<td>PRELIMINARY CONCEPT DESIGN DISPLAY</td>
<td>WE ARE HERE</td>
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<tr>
<td>Consider feedback and undertake investigations for the environmental impact statement</td>
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<tr>
<td>Display refined concept design</td>
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<td>Display environmental impact statement and concept design</td>
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<tr>
<td>Prepare submissions report</td>
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<tr>
<td>Seek project approval from Department of Planning and Environment</td>
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**Contact us**

For more information on the Coffs Harbour bypass project or to provide feedback, please contact the project team:

- **Phone:** 1800 550 621
- **Email:** coffsharbourbypass@rms.nsw.gov.au
- **Website:** www.rms.nsw.gov.au/coffsharbourbypass

To register yourself on the project mailing list please visit: www.surveymonkey.com/r/coffsharbourbypass

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