

MINUTES

Meeting title	Community Consultative Committee – Coffs Harbour Bypass Project Meeting 2	
Date and time	25 September 2019, 6:00pm	
Venue	Pacific Bay Resort, Pacific Highway, Coffs Harbour	
Chairperson	Dr Colin Gellatly	
Attendees	Anna Andrews (RMS) Scott Lawrence (RMS) Steve Summerell (RMS) Michael Young (DPIE) Barbara Davis Gary Orange Kylie Brien (Secretariat/RMS)	Glenn O’Grady (CHCC) Denise Knight (CHCC) Helen Davies Marina Rockett Craig Murray (Observer) Paul Shoker Belinda Novicky (RMS)
Apologies	Nathan Brennan	

Item		Responsible person
1.	Minutes from the previous meeting and actions	Colin Gellatly
1.1	Minutes from the previous meeting approved.	Note
2.	Welcome, housekeeping and apologies	Colin Gellatly
2.1	Colin gave the committee a brief status of the project and what would be covered over the course of the meeting. It was noted Graham Stubbington had resigned from his position on the committee and Marina Rockett had filled the vacant position.	Note
3.	Presentation by Department Planning Industry and Environment	Michael Young
3.1	Michael reminded committee members that submissions regarding the revised EIS close Sunday 27 October 2019. Michael presented an overview on how to navigate through the DPIE website to submit feedback, and how to ensure personal details aren’t made public. If members have any difficulty making a submission, they are encouraged to seek support by emailing: majorprojectsupport@planning.nsw.gov.au	Note
4.	Presentations by Roads and Maritime Services	Anna Andrews / Scott Lawrence
4.1	Anna delivered a presentation to the committee about the benefits of the bypass, of which followed general questions and answers. Presentation attached	Note
4.2	Scott’s presentation stepped the committee through the chapters of the EIS, highlighting significant changes in the refined design. There was general discussion and questions throughout the presentation. Presentation attached	Note

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5.	Comments by Community and Council members	
5.1	<p>Glen O'Grady Noted concerns about tabled information in Chapter 24 – Survey results about Class 1 and 2.1 dangerous goods vehicles on a per day basis.</p> <p>RMS – noted they are confident the survey results in Chapter 24 are correct.</p>	Note
5.2	<p>Raised concerns about RMS undertaking a D&C contract for construction of the bypass and making further refinements to the design and potential loss of tunnels.</p> <p>DPIE – Michael explained when the Minister approves the project, it must be constructed consistent with the approved project. If there is a design change that is not consistent with the approved project then RMS must submit a modification request to the DPIE and go through public exhibition/consultation period as part of the approval process</p> <p>Anna Andrews: Tunnels will not be removed from the design, irrespective of the type of contract RMS implements.</p>	Note
5.3	<p>Barbara Davis Explained the current highway's noise levels at night with window open. Committee members were invited to visit and listen to the noise as it is believed the noise of the new highway would be less than what can be heard now from the current highway. Noted concerns about future/further design changes and refinements, and hold ups to the delivery date. Queried how RMS assesses risk and what types of dangerous goods can go through the tunnels. Question whether the project construction timeframe is on track?</p> <p>RMS – explained they adhere to Austroads guidelines and follow best practice for dangerous goods and legal requirements to ensure optimum safety levels. Austroads operates at a national level to ensure consistency is maintained across Australia. Subject to achieving project approval, enabling early works are planned to commence in late 2020 with construction taking 4 to 5 years to complete.</p>	Note
5.4	<p>Helen Davies Are air quality models based on construction? Will there be air vent stacks from the tunnels.</p> <p>RMS – There will be no air vent stacks associated with the tunnels. The piston effect of the traffic travelling through the tunnels negates the need for air vent stacks. Ventilation stacks are generally only required for tunnels longer than around one kilometre. Operational air quality emission will be well below EPA thresholds. The air quality assessment considered both construction and operational phases of the project.</p>	Note
5.5	<p>Alan Clayton Enquired if the tunnels will be built so they can one day accommodate all dangerous goods.</p> <p>RMS – The types (if any) of dangerous goods that can use the tunnel will be determined following further consultation and risk assessment with the</p>	Scott Lawrence

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	<p>appropriate regulatory and emergency response agencies. RMS will continue to consult with these organisations to ensure the safety of the travelling public and emergency response personnel that may need to attend a tunnel incident are fully considered as part of the detailed design of the tunnels.</p>	
5.6	<p>Gary Orange Asked for the proposed speed through the tunnels, and what vehicles can/cannot go through them.</p> <p>Raised concerns with noise attenuation measures – doesn't like the use of double glazing or air conditioners. Would like to see traffic survey projections for West High Street into Coramba Road.</p> <p>Enquired if fauna/flora field studies have identified fauna movement corridors</p> <p>RMS – At this stage dangerous goods vehicles will not be allowed to travel through the tunnels. Further consultation will be undertaken with the appropriate regulatory and emergency response agencies as part of the detailed design process to confirm what (if any) dangerous goods vehicles can use the bypass.</p> <p>The designated speed limit is 110km/hr along the bypass including tunnels.</p> <p>Desk top and detailed ecological surveys for the project have identified fauna movement corridors and these are mapped out in the EIS. Fauna connectivity structures have also been incorporated into the design which take these fauna movement corridors into account.</p> <p>RMS has a number of properties in the Northern Region area which are currently being assessed for use as potential biodiversity offsets for the Coffs Bypass. All biodiversity offset properties will be protected in perpetuity via BioBanking and use of Biodiversity Stewardship Agreements managed by the NSW Biodiversity Conservation Trust. and the project team are still working on the translocation of the rusty plum plants. Furthermore, RMS is looking into biodiversity stewardship programs.</p> <p>RMS attendees will take the traffic modelling request on notice and follow up post meeting.</p>	Scott Lawrence
5.7	<p>Paul Shoker: Issues raised with RMS' property management specifically weed control. For a considerable amount of time, an RMS owned property close to that of the property owner has been left overgrown and unmaintained. Raised concerns regarding noise volumes and affects at Valla during peak times.</p> <p>Understands RMS' commitment to mitigating noise issues, and understands they can't appease everyone. Is interested in seeing agricultural and social studies and impacts. To date, has only received a generic letter from RMS advising construction will start 2020. Understands delays in approvals, acquisitions etc could affect start date.</p> <p>RMS – Scott Lawrence to follow up weed control requirements on RMS</p>	Note

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	<p>properties and if these requirements are being carried out on RMS properties in the project footprint. Until project approval is achieved, the project cannot commence compulsory acquisitions. RMS understands and works within the guidelines surrounding various acquisition conditions. Further communications from RMS to landholders will roll out as project milestones, conditions and approvals are obtained.</p>	
5.8	<p>Coffs Bypass Action Group Tabled a form they would like to implement. Noted their preferred delivery method is construct only. Believe there is room for improvement with the interchange designs. Concerns the noise test samples are low and would like to see an independent noise assessor do further testing for transparency. Council have DAs from developers for housing. Do developers have specific requirements or conditions to build to with respect to acoustics from the bypass. It was also noted the action group would like to see noise treatments commence prior to construction starting.</p> <p>RMS – With regard to DAs and at-property acoustic treatments, RMS in determining houses eligible for at-resident treatment have considered DA requirements associated with recent subdivision approvals that require new dwellings to be designed to mitigate traffic noise impacts from the bypass. At road noise treatments associated with bypass (low noise pavement and noise walls locations) have not been selected independently of subdivision approval conditions.</p> <p>RMS- has committed in the EIS to commencing at- property acoustic treatments prior to construction commencing and into the early stages of construction.</p>	Note
5.9	<p>Questions raised throughout the presentations It was noted by RMS there was one known orchid plant specific and unique to this region in the project footprint. The Coffs Harbour Botanical Gardens are interested in being a supportive habitat area for the translocation of the orchid. The Botanical Gardens believe they have another of the same species. RMS – will contact the Botanical Gardens to discuss the possibility of an additional orchid species and supporting translocation of the orchid on the project site.</p> <p>It was noted the members would like to see noise contours displayed in the presentation at the next meeting – past 600m.</p> <p>RMS – Yes, will be considered and added for the next meeting.</p> <p>With respect to tunnels vs cuttings: has any modelling for pollution, smoke etc, is there any concentration of pollution at the ends of the tunnels?</p> <p>RMS – Yes detailed modelling has been undertaken as part of the EIS and includes using model which calculated vehicle emissions at tunnel portals. Modelling has shown that all predicted emissions are well below EPA thresholds/standards. The tunnels themselves will include sensors which monitor air quality 24/7 during the operation. Jet fans will be used should there be spike in emissions or there is a fire in the tunnel. Scott showed a diagram of dispersion of pollution constrained to the corridor.</p>	<p>Scott Lawrence</p> <p>Scott Lawrence</p> <p>Scott Lawrence</p>

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6.	Way Forward, Reports, Future Meetings	
6.1	The next meeting will be held on 27 November 2019 at Pacific Bay Resort, Coffs Harbour	Note
7.	General Business	
7.1	Further community events will be distributed to the community on a postcard. Submissions close Sunday 27 October 2019. Responses to the submission report are expected end of the first quarter 2020	Note