

MINUTES

Meeting title	Community Consultative Committee – Coffs Harbour Bypass Project Meeting 3	
Date and time	27 November 2019	
Venue	Pacific Bay Resort, Pacific Highway, Coffs Harbour	
Chairperson	Dr Colin Gellatly	
Attendees	Brett Butcher (TfNSW) Scott Lawrence (TfNSW) Susie Mackay (TfNSW) Michael Young (DPIE) Barbara Davis Gary Orange Kylie Brien (Secretariat/TfNSW)	Glenn O’Grady (CHCC) Glen Snow (DPIE) Helen Davies Marina Rockett (CHBAG) Daniel Gorgioski (DPIE) Alan Clayton (CHCofC) Belinda Ryan-Novicky (TfNSW)
Apologies	Nathan Brennan Paul Shoker Denise Knight (CHCC) Jay Stricker (TfNSW)	

Item		Responsible person
1.	Minutes from the previous meeting and actions	Colin Gellatly
1.1	Minutes from the previous meeting approved.	
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.	
3.	Presentation by Department Planning Industry and Environment	Michael Young
3.1	<p>Michael noted EIS submissions have closed, and have been sent through to TfNSW and are available through the DPIE portal. TfNSW will submit an amendment report which will be assessed by DPIE and a recommendation will be made. It was noted 189 Submissions were received, 182 submitters, which came from individual groups, people or companies.</p> <p>Marina Rocket – Does TfNSW have a time limit to respond? Helen Davies - Is it possible to put a timeline on RMS to respond? Scott Lawrence – TfNSW are hoping for approval next year. Responses to submissions do take time, and TfNSW is hoping for approval mid-2020, with early works commencing in 2020 as well.</p> <p>Gary Orange – What is the definition of early works? Scott Lawrence – Utility and geotechnical works, test pits etc. Early works are outlined in Chapter 5 of the EIS.</p>	
4.	Presentations by Roads and Maritime Services	Scott Lawrence
4.1	Scott gave a presentation to the members outlining the design refinements. Design refinements were focused on Englands Road, Coramba school bus stop, Korora Hill bus interchange and Kororo school	

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	<p>bus stop. TfNSW is seeking feedback regarding these refinements. Members were advised the project office is open 4 days per week until the 13 December 10am to 4pm. The project team are hosting pop up sessions at Park Beach Plaza, and a special briefing for parents at Kororo school tomorrow evening. The feedback from the refinements will be incorporated into the amendment report. Feedback can be provided by visiting the web page, and using the links provided.</p> <p>Gary Orange – why are there no traffic lights on the roundabouts? Scott Lawrence – this has been investigated and has been avoided due to traffic volumes.</p> <p>Gary Orange – the design seems a complex route from Lindsay’s heading North, especially for heavy vehicles Scott Lawrence – the routes have been designed to accommodate B-doubles.</p> <p>Marina Rocket – buses won’t go around Roselands roundabout if cars are parked along the way on either side. Susie Mackay – TfNSW will consult with the bus companies to ensure their feedback is received regarding the refinements Glenn O’Grady – there are approx. 5 buses in the afternoon, it isn’t a great impact.</p>	
5.	Comments by Community and Council members	
5.1	<p>Marina Rocket - CHBAG Marina enquired how to provide feedback to the design refinements and expressed there wasn’t a lot of time to do such. Scott Lawrence - it can be done via the website and the project team are mindful of feedback time restraints, however focus is getting the submissions report finalised and acquiring project approval.</p> <p>Marina expressed concerns that the noise will be transferred to a different part of Coffs Harbour now. It was noted that CHBAG doesn’t want to delay the project, they want to get it done as soon as best as it can be for the newly impacted community of Coffs Harbour. It was noted there are a lot of people being impacted. Scott Lawrence - The noise factors have been considered extensively, which is why TfNSW now have reduced grade lines, added low noise pavement.</p> <p>CHBAG was contacted by Paul Spark, a community member from Korora. Marina read out Paul’s correspondence, whereby he helped put together a submission to RMS on behalf of approx. 40 Korora residents. The letter to RMS is dated 22 October 2018. The letter outlined a number of key issues that they wished to meet with RMS to discuss. To date, there has been no reply to this letter from RMS. The letter was given to Col Gellatly to give to RMS for action. Scott Lawrence - All submissions, including those to the 2018 display have been incorporated into the submissions report. These may be covered by the design refinements. <i>Action – SL/BRN to follow up letter from Paul Sparke and respond.</i></p>	<p style="text-align: right;">SL/BRN 03/03/2020</p>
5.2	<p>Helen Davies Could the design refinements be made available at the same places the EIS documents were on display? Belinda Ryan-Novicky – copies of the design refinements will be available</p>	

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<p>where the EIS is displayed.</p> <p>Helen followed up on actions from the previous meeting and noted the need for discussions with botanical gardens about endangered species. Scott Lawrence – to date we haven't spoken to Botanical Gardens regarding the orchid. We are progressing with translocating strategy and will consult with the Botanical Gardens <u>Action – SL to follow up with Coffs Harbour Botanical Gardens regarding endangered species strategies.</u></p> <p>Helen asked about project delays and impacts such as, potential contamination on land, ground water, hydro-geological issues, water quality monitoring etc will these issues be discussed with EPA? Scott Lawrence – surface water baseline monitoring will commence Jan 2020 and started to collect baseline ground water monitoring as well.</p> <p>Helen - Is there comprehensive water quality monitoring program as well? Scott Lawrence – yes, the project team have consulted with EPA on where the surface monitoring sites are, tributaries that the highway crosses, down and upstream of the creeks etc, to get baseline data.</p> <p>Helen - How easy is it to retrofit tunnels for petroleum for example? Susie Mackay – It isn't easy. The risk is high to the public and to those adjacent to the network as well as emergency services. We want to make sure this whole project is fit for purpose for the entire life of the asset.</p>	<p>SL 03/03/2020</p>
<p>Alan Clayton - CHCoC</p> <p>In terms of the submissions coming through, what is the biggest issue, noting flammable liquids going through the tunnels has received a lot media attention? Scott Lawrence – Dangerous goods in tunnels has received a lot of attention, as well as a number of comments about the Coramba Interchange, seeking a donut design to reduce structural and noise impacts. This is something the project team are looking into. Another bulk of submissions was about operational noise. It's also worth noting there wasn't anything in the submissions that the project team felt they were unable to resolve.</p> <p>5.3 Alan - Sounds like TfNSW are moving in the right direction. Removal of lights particularly at Englands Road - that was looking like it was going to be a real bottle neck but the main item from Council and CHCoC was to get moving as soon as possible to improve traffic throughout town. Susie Mackay – Susie explained part of her role is to look at moving dangerous goods across the state wide network. There is a broader piece of work being undertaken regarding the movement of dangerous goods across Australia, not just NSW. In NSW we have a project team that has been established to review dangerous goods and identify best approach practices and where these goods can go on high risk parts of the road network, which includes tunnels. At the moment the policy starting point is no dangerous goods in tunnels. What we are looking to do is move to an evidence and risk based approach, and have an agreed methodology across the jurisdictions on how these movements can be assessed. The intent is that at some point tunnel designs can incorporate the appropriate features for dangerous goods, and existing tunnels can be retrofitted to accommodate dangerous goods. At this stage however the work isn't progressed to be able to make a decision about dangerous</p>	

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	<p>goods in tunnels. In terms of Coffs Bypass project, we are working with emergency services, and the EPA around what might be able to move through the tunnels once construction is completed. We aren't the ultimate decision maker on what dangerous goods can move through the tunnels, we have to work with emergency services on that. Susie is trying to work with the project team so that the design of the tunnel is such that it doesn't preclude the movement of dangerous goods in the future should the policy change.</p>	
5.4	<p>Barbara Davies Barbara had contacted Austroads before the last meeting and they explained a report would be released in February 2020, which notes it will be up to each individual place if they would take up certain recommendations. Susie Mackay - With Austroads projects, they usually have a number of recommendations or come up with technical guidance which is what will happen in this report, and it is up to each jurisdiction whether or not they will accept this guidance. For reports of this nature, we would like to think we would accept these recommendations. Austroads provide a tool, a methodology for assessing the risk presented by dangerous goods. It's not a policy. A policy is a separate document. We can come up with an evidence based tool to assess the risk, including other factors we must consider including consultation with emergency services. The policy will inform how we would inform how we upgrade and maintain structures across the whole road network and identify critical corridors for the movement of dangerous goods. Susie noted her previous role as the Director of Freight, and one of the benefits of this project, is that most vehicles aren't carrying dangerous goods. This project will be good for the freight industry, particularly the heavy vehicles that don't have a destination to Coffs Harbour. They are a very strong supporter of having tunnels.</p> <p>Barbara reminded the committee she represents the people that live near the highway, and acquired over 400 signatures (including businesses) in 2 streets in the vicinity of where she lives, that supported the cuttings from day one. It was noted they aren't against the tunnels, as long as they started with no delay and finished about the same time as cuttings.</p> <p>Barbara noted it will be \$600m more for tunnels than cuttings, and it won't take the dangerous trucks, they will still have to go through town. There will be more emissions from tunnels than cuttings and the maintenance is three times more. They are not against tunnels, but they want to see they bypass happen because the traffic volumes are getting worse. A business man in Coffs Harbour who owns his own premises with offices on top and shop fronts down the bottom hasn't been able to rent a shop front in 3 years, and offices upstairs are now saying there are so many trucks they can't hear in the offices. At a dinner at The Plantation Hotel the previous week, they counted about 60 trucks passing. They counted trucks one evening some time ago and from 8pm to 9pm there were 138 B Double Trucks.</p> <p>Barb also noted that the platform for the community and residents to provide feedback was admirable.</p>	
5.5	<p>Gary Orange TfNSW said dangerous goods are evidence based risk assessed, how are TfNSW assessing the evidence when dangerous goods aren't travelling through the tunnels and what are TfNSW basing the</p>	

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<p>consequences on? A road blockage, a fire, and the likelihood? Susie Mackay – the piece of work being undertaken by Austroads, will look at the risk presented by dangerous goods, there are different classes of dangerous goods as well as mixed dangerous goods being transported. International experiences are also being reviewed, it's looking at the likelihood of an event should something happen with the movement of dangerous goods. It will provide a framework with which TfNSW can look at the various classes of dangerous goods, the traffic and adjacent road environments, tunnel features, identify risks then assess look at mitigations that can be implemented for these risks such as deluge systems, communications systems, technologies we have, or could obtain etc.</p> <p>Gary mentioned Paul Shoker's enquiry at the last meeting mentioned uncertainty about land acquisitions and uncertainty going forward – has any action been done in this regard. Scott Lawrence – because TfNSW don't have approval, we cannot compulsory acquire, but we do have funds to be able to purchase property from a willing seller. TfNSW have a property team who specialise in acquisitions who have been contacting property owners and have commenced acquisitions. Scott noted Paul has had issues with residual land that TfNSW owns, and that has been followed up with and rectified.</p> <p>Last meeting Gary asked a question about traffic increase projected along west high street Coramba road heading into town as a result of the exit at that point. Gary requested some figures so they could have a talk about the impact on west high street, specifically at post construction impacts of people turning at that point and heading into town because it's a central access point. Scott Lawrence –Opened the EIS, volume three, appendix F, there are traffic tables listed, outlining traffic impacts on particular roads. Table 14 shows projected traffic volumes 2034 and 2044. North and South of Coramba Road, information shows a predicted reduction in the traffic on those roads. Susie Mackay - If there are particular aspects in the traffic modelling that Gary would like to have interrogated with the way people behave using that road, he can provide that information and that can be tested back against the assumptions in the tabled report.</p>	
<p>Glenn O'Grady - CHCC Will TfNSW be assessing alternative routes for difference classes of dangerous goods? Susie Mackay – No. In terms of informing the policy, TfNSW would do a comparative risk assessment, taking in an evidence based approach, what is the comparison of taking the tunnel or an alternative route.</p> <p>5.6 Glenn noted he caught up with colleague today and they will be meeting with CHCoC to go through some of the items in the submission about intersections and the touch points with council roads, infrastructure, private property access etc. Glenn believed the project is going in the right direction, and it is good to think about what to do with the existing corridor, and get CHCoC and TfNSW together to think of rehabilitating the existing corridor. CHCC are also waiting for some sort of approval, and expect to be involved with early works, moving utilities, water, sewer etc. The project looks to be on track, it is a huge project, and Brett, Peter, et al have been doing all of this additional work and they've come up with</p>	

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	some really good solutions.	
5.7	<p>Paul Shoker Paul submitted the following comments prior to the meeting: The general feedback from the agricultural community has been positive towards the EIS. Some landholders are concerned about access and project team need to ensure there is underpass access for agricultural activities such as moving plant and equipment. It's good to see that RMS continues to consult with the Department of Primary Industries over impacts and working a way forward. Today's revised changes to the concept have also been welcomed.</p>	
6.	Way Forward, Reports, Future Meetings	
6.1	The next meeting will be held on 3 March 2020 at Pacific Bay Resort, Coffs Harbour	
7.	General Business	
7.1	Nil	

Coffs Harbour Community Consultative Committee - Actions

Item	Description	Due Date
5.1	Scott Lawrence and Belinda Ryan-Novicky to follow up letter received from Paul Sparke dated 22 October 2018.	03/03/2020
5.2	Scott Lawrence to liaise with Coffs Harbour Botanical Gardens regarding endangered species	03/03/2020