



MINUTES

Coffs Harbour bypass project Community Consultative Committee

Date	02/06/2022	
Time	5:30 pm	
Venue	Zoom online and Coffs Harbour City Council Chambers Meeting Room	
Chairperson	Dr Colin Gellatly	
Attendees	Anna Zycki (Transport) Greg Nash (Transport) Scott Lawrence (Transport) Gary Orange Helen Davies Barbara Davis Marina Rockett (CBAG)	John Hutchison (AA) Mick Raby (CHCC) Belinda Ryan-Novicky (Transport) Tammy Hosking (Transport)
Apologies	Shelly McPhee (DPIE) Lee McCourt (DPIE) Rochelle Hicks (Transport) Crystal Donovan (Transport)	

Agenda Items	Responsibility
1. Acknowledgement of Country	Col Gellatly
2. Apologies and housekeeping	Col Gellatly
Col Gellatly advised of the night's apologies. DPE could not attend the meeting; however, they welcomed any offline discussion.	Col Gellatly
3. Minutes of previous meeting and review of actions arising	Col Gellatly
Col Gellatly noted that the draft minutes had been sent to attendees after the last meeting for comment. The minutes were accepted.	Col Gellatly
Barabara Davis advised that her surname had been misspelled. (BRN to amend on previous minutes)	Belinda Ryan-novicky
Action items from the last meeting.	
Next month a meeting regarding the vertical alignment will be held at the Coffs Harbour bypass Community Display Office. BRN to circulate the date and details.	Belinda Ryan-novicky



<p>4. Update from Department of Planning and Environment</p> <p>(DPE) was not in attendance.</p>	<p>Shelley McPhee</p>
<p>5. Update from Transport for NSW</p> <p>Greg Nash (Transport) provided a project progress report.</p> <p>The presentation’s key points were:</p> <ul style="list-style-type: none"> • Tender process update • Early work update • At-house noise treatment • Aboriginal Stakeholders • Biodiversity and Koala Habitat • Translocation of threatened species and new species update • Flood Mitigation <p>Tender Process Update</p> <p>The project is nearing the completion phase of the evaluation, and we are close to making a recommendation. Final due diligence is being completed, and we anticipate awarding the tender by the middle of the year.</p> <p>The Minister visited recently, and he was keen to be able to come back in a couple of weeks to make that announcement.</p> <p>In the background, we've been focused on transitioning our team into the delivery phase. Part of our team remains focused on early works while the remainder gets ready to transition into the D&C delivery.</p> <p>Much work is being undertaken to obtain additional resources and reposition our team for delivery.</p> <p>Once the contractor starts, they will start design almost immediately and begin further investigations on the ground over the next 6 to 9 months. This will include further Geotech investigations, setting up site compounds, setting up access throughout the project corridor, and putting in some trial basins. The contractor will also be setting up the preliminary copper works.</p> <p>We anticipate that the main construction will start in early 2023, and the bypass will be open to traffic by the end of 2026. Weather dependent, the completion of the whole project is anticipated for 2027.</p> <p>Early Work Update</p> <p>Almost 17 km of water mains are being relocated across the Coffs Harbour City Council region. The project has recently tendered for some additional resources to assist with work in this area.</p>	<p>Greg Nash</p>



Our focus is on three areas, with the northern end of the project the most critical. This is where the additional resources will be placed to keep the program tracking well. We anticipate it will take around 12 months to complete the planned water infrastructure.

The project is also working on the power infrastructure. We have several contracts for power that are closed, and we'll be awarding some more contracts for the power works shortly.

Telecommunications are tracking well, with much of the telecommunications following the same corridor as the water infrastructure. Several telecommunication packages have already been awarded. There are several different telecommunications carriers, with the primary one being Telstra. Generally, the other carriers follow the same corridors as Telstra, and it has been working well to get Telstra to go through first and then get the other services to follow.

We've identified 63 structures throughout the alignment that need to be removed. These structures include infrastructure such as greenhouses that lie underneath the utility's footprint. By removing these structures, we can create access tracks into those areas to ensure we can minimise our impact, control our footprint and avoid Panama disease. We are also removing structures containing asbestos or any other forms of contamination as part of the demolition works.

Two hundred forty houses have been scoped for At-home treatment, and four packages (made up of 98 properties) have been tendered and awarded to local builders. Forty-one houses have been completed to date. The program is tracking well. New packages will be released every one to two months, with approximately 30 homes in each package. By releasing the packages in stages, we can keep the work going through local builders and not overwhelm the market.

The project has undertaken two projects with our Aboriginal stakeholders. The first one was the archaeological salvage that we completed earlier in the year and had clearance certificates for all the Archaeological Salvages. Then, we completed the Cultural Salvage program across 70 culturally significant sites. Any materials salvaged were recorded and are now ready to go back into Country.

The project has also been working with many of the local Aboriginal Elders and Storyholders to create a critical legacy piece for the project. Stories have been generously shared and filmed and will be maintained on the project's website portal. The Aboriginal Elders want to create an educational piece that can be added to and shared with local schools as a resource and tool to learn about local stories, history, heritage, and culture.

Biodiversity

Approximately 529 hectares will be protected in perpetuity using a biodiversity stewardship agreement (BSA) to offset a total clearing footprint of 48.17. The BSAs



will be administered by the Biodiversity Conservation Trust, a separate organisation from Transport, the stewardship agreements go on the title of the land in perpetuity.

The total cost, including the capital cost of buying the property and the Biodiversity Trust fund that Transport pays, is \$9 million. This will fund the management actions for the land in perpetuity.

The project is creating and restoring 24 hectares of koala habitat.. Credits are also being purchased under the Biodiversity Conservation Act.

Transport has completed the translocation for the Rusty Plum and the Slender Marsdenia. The translocation of the Pittosporum sp. Coffs Harbour is underway and will be completed in the coming months

There will be one mature Fontainea that will be translocated in May 2023.

We were able to ensure that there are no delays to the major contractor’s program or costs due to saving that tree.

An additional twelve months was given to the Fontainea cuttings to allow an opportunity to get another season of cuttings. This is a species where so far, we've only found it was in the project corridor. So there are only two mature seed-producing trees.

It’s been essential for us to do as much as we can to collect material from those trees to expand the population.

We have collected 920 Fontainea cuttings over five sessions. So far, 18 seedlings have grown, and four pieces of fruit have been collected, with two seedlings germinating and surviving.

We anticipated a survival rate of these 920 cuttings of 20-30%, and whilst at this point, 70-80% have survived, we expect that percentage to drop.

Unfortunately, North Coast Botanical Gardens haven’t had as much success with propagation as the Sunshine Coast University. They only have around the 1% survival rate with the Fontainea. The University and Botanical Gardens horticulturalists will work together to identify opportunities for improvement to the local propagation program and undertake further trials together.

The Botanical Gardens have had a 70% survival rate with the Pittosporum cuttings and an 80-90% survival rate with the Brush Turkey. We will have a better indication in the warmer months, and further cuttings will be collected in spring this year.



The receival sites will form part of the Biodiversity Stewardship Agreements so that all the plants will be looked after in the future.

The pittosporum's survival rate in Coffs Harbour does not indicate an anticipated attrition rate when the plants from the Sunshine Coast are returned to the area. Whilst we expect some mortality, as it is a new species and there is a level of unknown, it will be another two years before these plants will be propagated and some hardening off will happen. It will be a gradual process to ensure the plants have the best chance of survival.

Flood Mitigation

Transport for NSW has been working closely with Coffs Harbour City Council and other agencies to update the flood model for the 2019 Australian rainfall and run-off models data.

To do this, new spatial rainfall data for Coffs Harbour was developed to meet the requirements of the latest standards. Coffs Harbour was one of two NSW Locations that didn't have the most current rainfall data. This new rainfall data was developed and used to create an updated flood model and subsequently built into our design and the tenders contract.

The project will be contributing to the flood retention basin in North Boambee Valley to help protect future development. This will also benefit the bypass, as well as have a positive impact on other areas such as the hospital precinct. This has been a successful collaboration and a positive whole government approach.

Mick Raby Thanked Greg and the project team for the positive outcome relating to flood mitigation. The retention basins being built in Bomabee Valley will enable approximately 800 houses to be built in a new subdivision. This could not have been possible without the project's cash contribution.

The council are in the land acquisition phase now. We have done the research phase, and we are about to contact the land owners in the next two weeks, and that is a 12-month process.

Mick also congratulated the project team on the Aboriginal Cultural and Heritage programs.

Gary Orange - Which is the watercourse that impacts the hospital most directly?

Greg Nash - Newport's Creek

Mick Raby – The basin will drop the flood level around places like Isles drive and the Hospital by somewhere between 300 and 400 mm. While this doesn't sound like much, it is enormous.



<p>Gary Orange – Requested a copy of the draft plans from Mick Raby as he would like to present this to his superiors at the hospital.</p> <p>Barbara Davis – Also requested that everyone be given a copy of the draft plans.</p> <p>Mick Raby – Advised that he would seek a non-technical version of the plans to share.</p> <p>Marina Rockett – Asked when this updated modelling was done?</p> <p>Mick Raby – The data is continually updated every time there’s significant rainfall.</p> <p>Greg Nash – We have the latest spatial rainfall patterns for Coffs Harbour, and the Department of Planning has put that up as a Beta version on their website. It should be very close to going up as the new rainfall data for Coffs Harbour.</p>	
<p>6. General Business, including updates from Community members</p>	<p>Col Gellatly</p>
<p>Gary Orange – Asked how properties qualify for At-home noise treatment and how many properties are eligible? Was the sound modelling going to be revisited?</p> <p>Greg Nash – GHD is currently working through the scoping of properties. There are several factors that they are working through in terms of property access and power requirements.</p> <p>John Hutchison – Best practice is for the project to start implementing at-house noise treatments early to mitigate construction noise. Previous projects have waited for detailed design to be finished; however, we know what will be put in place, and we expect that there will be minor changes from what the EIS has suggested.</p> <p>The contractor will pick up any minor design adjustments once engaged, and by the end of the year, they might start working on the new modelling. Then, by approximately June next year, they will release a new report that will cover all the latest details and the predicted noise levels. Any properties previously not qualified may now qualify and receive treatment. These properties will be rolled out immediately so that no one is waiting ten years to receive treatments.</p> <p>Gary Orange – Has the final sound modelling been completed because I wanted to raise an issue. Earthworks are being conducted in Roselands Estate, and the land’s natural terrain has been altered by three to five metres to get a good land profile for the houses. But in doing this, the natural terrain barrier has been taken away, which may impact the noise level.</p> <p>John Hutchison – Made a note of this point. Hopefully, the terrain file will be up to date; however, we will be doing surveys before modelling commences to ensure that the new estate topography has been included.</p>	



Helen Davies - Will there be a validation process for the noise?

John Hutchison – Yes, there are two levels of validation. The first is getting a validated noise model to begin with, off a detailed design. This is validated against the measured noise levels and traffic data. Then, the second validation occurs when the noise is remeasured within 12 months of the road being complete. If there are any inadequacies, they will then be addressed.

Helen Davies –Does noise modelling only apply to already constructed houses?

John Hutchison – My understanding is that it applies to houses that had started construction before the EIS was finished. If they are built after that, then they are not.

Marina Rockett - I believe there are houses that haven't been constructed yet qualifying for sound remediation.

John Hutchison – With some of the new estates, eligibility for mitigation is determined by the date of the Development Application (DA). If the DA is before a specific date, it is the responsibility of the project; after that date, it is the developer's responsibility.

Gary Orange – Will there be enough funds for mitigation works if it's discovered that more houses are affected than originally anticipated?

Greg Nash – Yes, I have to allow a budget against particular risks, and noise mitigation is one of the risk areas that I have to budget for.

Anna Zycki – There is a client contingency for issues that might arise post-completion. Of course, we would hope that our modelling is sufficient so we don't have to go down that pathway.

Gary Orange– Do you have a specific contingency amount of houses?

Anna Zycki – There is no specific dollar figure put aside; however, it is part of the overall project funding. It is part of my role to manage how we look at issues like that and if additional funding is needed.

Marina Rockett – How long would it take for properties to receive treatment if they were found to be eligible after the project was completed?

Anna Zycki – We have to start by doing that noise work at the end of the project. For example, we are currently completing the noise reports on Woolgoolga to Ballina. There have been several properties identified that needed additional noise mitigation. This is a standard part of a project. Once the properties are identified, it becomes a pretty quick process.



Marina Rockett - I have heard that if you apply to get work done later, it can be up to a five-year wait.

Anna Zycki – That’s a slightly different program where people apply for noise mitigation from an existing roadway. This is a small program where we will come out and do testing; however, we get a lot of applications each year, and not all of them are valid.

Gary Orange – Anna, based on your experience, what is the likelihood that there is money left over at the end of the project to fund things like this?

Anna Zycki – Part of my role is to ensure there is funding leftover.

Greg Nash - It is a condition of approval that this work is completed.

Barbara Davies – Would my neighbour at 20 Aubrey Crescent be eligible? The traffic is getting worse year after year. She is only 30m away from the present highway.

Anna Zycki –She may not necessarily be affected by the bypass route but may be eligible for the noise mitigation program within Transport for NSW.

Mick Raby – Offered that Coffs Harbour Council may be able to assist.

Anna Zycki – I can follow this up if you can send me her details.

Mick Raby – I will do that on your behalf, Anna.

Barbara Davies – Thank you, I will be happy with this.

Marina Rockett – I think the community needs reassurance and clarification that the Coffs Harbour bypass is on track. Will the change of government affect anything?

Anna Zycki – No, this project is too far along. This project is proceeding, and it is on track. We are way too far along for it to have any impact on this project. I know that things go around communities, but this project is way too advanced to have any delays at this point.

Marina Rockett – How does the traffic modelling work on Coramba Road? It started at 600 vehicles per day, and then it went to 1100 vehicles. How does this split across the day?

Anna Zycki – We can look at a couple of slides at the next meeting, explaining how the traffic modelling works, the traffic modelling at different intersections and the updated figures. It is quite a complex issue to explain.



Helen Davis – Could we please understand the number of heavy goods (not dangerous goods) going through next month? Could we separate the light vehicles from heavy vehicles? Also, could we have an update on the dangerous goods national policy?

Greg Nash – Unfortunately, dangerous goods are not a project issue, but I know it is a Transport policy issue and is being worked through. I can say that the bypass and tunnels are being designed to ensure they can take dangerous goods in the future if the policy changes.

Colin Gellatly – We will include the dangerous goods policy as an update for next time.

Greg Nash – I can't guarantee that I will have an update.

Helen Davis – Is it possible to have the Aboriginal Cultural strategy incorporated into Council as a new cultural centre is being proposed? It would be great to have that for community consultation as well.

Mick Raby – Helen is referring to the Council's new cultural and civic space, which will be probably another 12 months in the making. This is being built to incorporate the storyline through the building.

Colin Gellatly – Can we have an update on the availability of accommodation?

Greg Nash –The conversations we have had with the community is that many of the workforce is already living around Coffs Harbour. Many of our workforce have been here for the last 20 years, working up and down the highway on our upgrades. We will probably see that workforce returning to Coffs Harbour and still staying in their own homes while working on the project.

Transport has also acquired a property in the Northern Beaches area with 31 three-bedroom cabins, where we plan to provide worker accommodation. This is only a small part of the bigger picture, and we will need to work with Council and the major contractor once this has been awarded.

Mick Raby – Council, has formed a Bypass Working Group to examine various issues, including the limited available accommodation. We agree that many people who will work on the bypass live in Coffs Harbour and have been travelling between Ballina and Newcastle for work.

Mick Raby – Advised that he will be departing the council next Friday. Mick thanked everyone for their efforts.

7. Next meeting	Col Gellatly
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Next meeting Thursday 18th August– 6.30 pm at Coffs Harbour City Council.	
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