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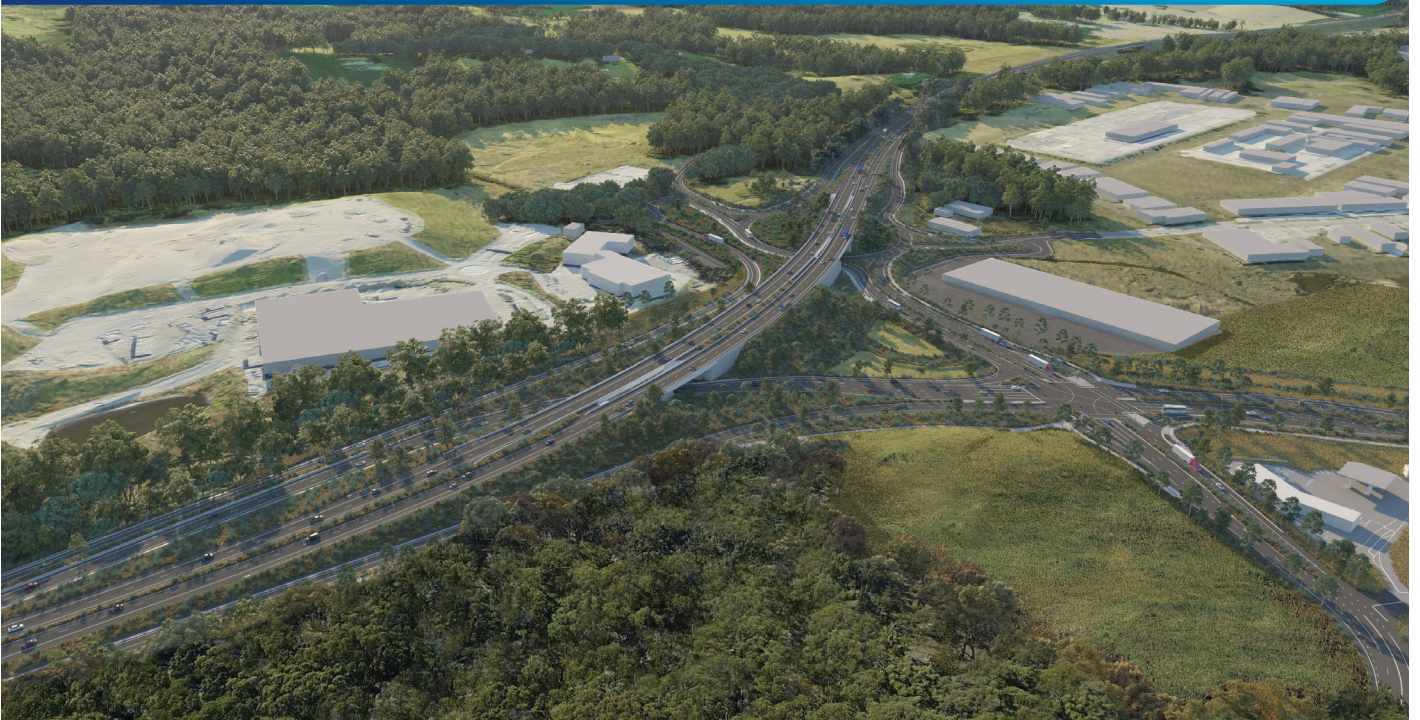
BUILDING OUR FUTURE



Transport for NSW

Coffs Harbour bypass

Project update | February 2022



Artist impression of Englands Road interchange

The Australian and NSW governments are funding the 14 kilometre Coffs Harbour bypass project. The bypass will boost the regional economy and improve connectivity, road transport efficiency and safety for local and interstate motorists.

Once complete, the Coffs Harbour bypass will save motorists over 12 minutes in travel time, bypass up to 12 sets of traffic lights and remove about 12,000 vehicles from the centre of town, making Coffs Harbour an even better place to live, work and visit.

Tender for Major Contractor Well Underway

The Coffs Harbour bypass is in the tender phase of the project. Short listed applicants, Acciona Seymour Whyte Joint Venture, CPB Contractors Webuild Joint Venture

and Ferrovial Gamuda Joint Venture were recently shortlisted and are participating in the tender process.

The tendering phase will extend to March 2022 and we expect to announce the major contractor mid-2022. The major construction phase of the bypass will be delivered using a single design and construct contract to ensure innovation, efficiency and value for money in the delivery of the project. The environmental planning approvals from the NSW and Australian governments are in place based on the three tunnels model, regardless of the delivery approach for the project.



The Solitary Brigade were excited to move into their new shed

RFS Shed complete

A key milestone in the project's early work was achieved on Friday 24 September with the keys of the newly located RFS shed handed over to Solitary Brigade Captain, Lyle Gately. The shed was delivered for the bypass project by local builder C-Build as part of our commitment to engage local businesses and create local jobs.

The bypass alignment needed to use land currently occupied by the old RFS facility. The project team ensured the new Solitary Brigade shed was built at its new location on Bruxner Park Road near the Korora Hill interchange as one of the first parts of early work. This allowed for an uninterrupted fire service for the community. This new shed is about double the size of their old shed and fits larger fire trucks. It comes with a dedicated amenities and training room so the volunteers can enjoy more comfortable and productive down time, plus it includes additional change rooms and bathrooms.

New Species

As part of our ecological surveys, Botanist Dr Benwell found two previously unrecorded species. They have been determined by the NSW and Qld Herbariums as *Fontainea*, related to the Lennox Head *Fontainea*, and a species of *Pittosporum* that differs in several characteristics from other known species from that genus. We have also engaged Professor Steven Ogbourne from the University of Sunshine Coast and Professor Maurizio Rossetto from the Royal Botanic Garden Sydney around genetic studies. The management plan is being developed in consultation with EESG (Environment, Energy and Science Group of the DPIE).



New species *Pittosporum* that differs in several characteristics from other known genus types

Transport for NSW is committed to protecting and minimising impacts to the new species, which will include protecting as many of the species in their original habitat, looking at feasible translocations and propagation. We are confident there will be sufficient time to ensure management measures to protect the new species are implemented as well as expand the population size without delaying the bypass construction timeline.

We have mandated a two hectare exclusion zone within the project alignment to protect the plant ecosystem where the new species were found. We will also be minimising indirect impacts to the plants by introducing a bridge on the main carriageway, shifting the alignment, and revegetating areas of the project with sclerophyll rainforest. At this stage there will be no delay to the construction of the bypass. Other measures to protect the plants will include monitoring during construction and propagation of new plants for planting on suitable recipient sites. We will be moving one of the *Fontainea* trees and around five patches of the *Pittosporum* that we cannot avoid. An options assessment report and flora management plan is currently being developed and will be available next year.

At house noise treatment (AHNT)

At-house noise treatment is designed to mitigate road traffic noise. We have completed 151 assessments of the 619 properties eligible for at-house noise treatment. With over 619 properties identified as receiving noise mitigation treatment, the AHNT scoping and installation works will be an ongoing process over the life span of the project.

As scoping assessments continue, we've engaged local building company Tisdell Constructions Pty Ltd, to commence the first package of installation works. At-house noise treatments may include seals to windows and doors, reglazing, installation of air conditioning, insulation and/or relining walls. The range of treatment depends on the predicted road traffic noise impacts at each property.

To help you understand At-house noise treatment guidelines, policy and information about potential road traffic noise impacts as part of the Coffs Harbour bypass project go to www.pacifichighway.nsw.gov.au/document-library/coffs-harbour-bypass-project-noise-faqs



New species *Fontainea*, related to the Lennox Head *Fontainea*

Utility relocations

Essential energy service relocations has got underway on an existing Essential Energy Transmission line on North Boambee Road. We installed 1 pole on the northern end of the road. The second pole was postponed due to weather. The southern end poles will be installed next year when other electrical works in the area are started. This will limit impacts on residents in the area. We'll also install the remaining northern pole at the same time to save on re-mobilisation costs. The work to install the new poles started in early October as part of the relocation of essential energy.

In partnership with Coffs Harbour City Council, the water main relocation work on the corner of Coramba and Spagnolos Roads is completed, pending cut-over. The valve installation work on William Sharp Drive is ongoing and due to be completed late December. We've started the water main relocation work at two other locations including North Boambee Road and Stadium Drive. It is expected this work will be completed in a few months.

Telecommunication relocations started south of Stadium Drive at the beginning of 2022.

Did you know that we will be moving a total of:

- **23.5 kms** of essential energy services
- **18.07 kms** of water mains
- **38.35 kms** of telecommunication cables

Aboriginal Participation Strategy

The Aboriginal Participation Strategy for the Coffs Harbour bypass project has been finalised. The aim of the Aboriginal Participation Strategy is to make it easier for contractors to include Aboriginal businesses and employment service providers in their supply chain. Transport for NSW has planned early to ensure our local Aboriginal businesses and people can prepare for the start of major construction. There will be a variety of contractors engaged over the life of the project from larger Tier 1 organisations to small business sub-contractors. The targets for Aboriginal participation and contract spend are mandatory during construction.

It's beneficial to the local community and to Transport for NSW. The Strategy is available for viewing on the project website www.pacifichighway.nsw.gov.au/coffsharbourbypass



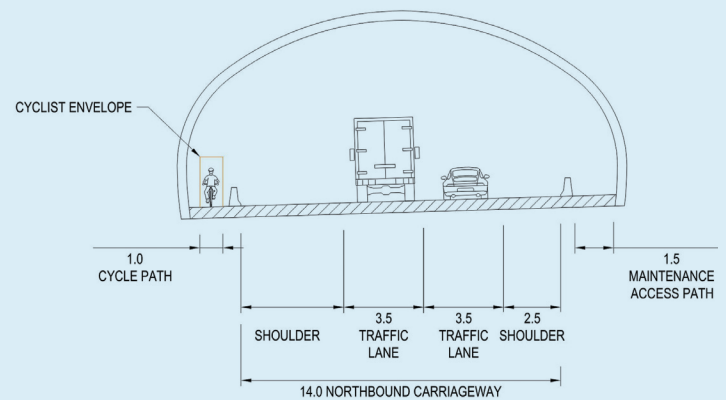
Ahoy Traffic Control and Labour Hire already engaged to work on the Coffs Harbour bypass project

Provision for Cyclists

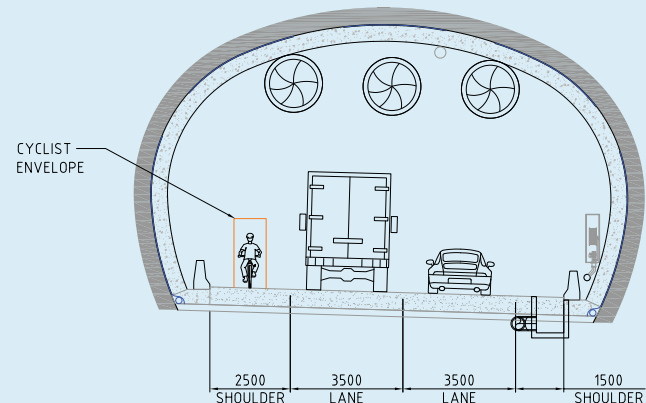
We've refined the design of the tunnels to provide athletic cyclists, with an easier, faster passage. The change in design includes the removal of a Type F barrier and a change from a sheltered one metre cyclist provision to a standard 2.5 metre shoulder. Recreational cyclists will be encouraged to use Hogbin Drive as the preferred route instead of the bypass.

This change is consistent with the shoulder provisions across long bridges on the bypass. The bridge over the North Coast Railway Line is the longest bridge on the project at a length of about 190 metres long and is about the same length as Roberts Hill tunnel. A 2.5 metre shoulder is also standard adjacent normal carriageways along the Pacific Motorway.

Concept Design to include a barrier and 1 metre shoulder.



Refined Design changing the shoulder to 2.5 metres and removing the barrier.



Water main relocation work has started at Stadium Drive



Geotechnical investigations at night along the Pacific Highway, Korora to Sapphire Beach

Working with the Coffs Harbour Aboriginal stakeholders

The archaeological salvage program has now been completed. The salvage works were completed with combined resources from the project's archaeologist and local Aboriginal Cultural Heritage Consultants. The focus is now on the analysis of the 5000 plus aboriginal heritage objects which have been collected from the project. The Aboriginal objects will be returned to country at the completion of the analysis. The results of analysis will be known towards the end of 2022.

Panama Disease

The project team has continued to work with local banana growers and the NSW Department of Primary Industries to minimise the spread of Panama Disease within the Coffs Harbour region.

To protect the banana farming industry in Coffs Harbour, we have developed a Panama Disease Control Management Plan. The plan has been approved and is available for viewing at www.pacifichighway.nsw.gov.au/coffsharbourbypass

The plan outlines specific control measures such as entry/exit controls, water and soil management for different stages of construction and monitoring and compliance.

We have created a Panama Disease Management trailer to easily assist in transporting the controls to various locations across the alignment. The basic principle for all team members and contractors on the project is "Come Clean, Leave Clean" and this is being implemented whenever entering or leaving banana plantations.

Geotechnical Investigations

Sub contractor GHD has remobilised their equipment to undertake the project's remaining early work geotechnical investigations. They have been drilling boreholes near the Coffs Harbour waste facility, the Generosity Church and along Mackays Road. We've also been doing geotechnical investigations along the Pacific Highway from Korora to Sapphire Beach to include drilling boreholes and excavating test pits. The geotechnical investigations along the Pacific Highway were undertaken at night to minimise disruptions to motorists.

Contact us

Please contact the project team if you have any questions or would like more information:



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www.pacifichighway.nsw.gov.au/coffsharbourbypass



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