

Transport for NSW

Coffs Harbour bypass photo book



Australian Government

BUILDING AUSTRALIA



NSW
GOVERNMENT

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2 Skilled tradesman including from JNC Group (centre) at Gatelys Road Tunnel southern portal in January 2024. Gatelys Road Tunnel is the most developed tunnel along the bypass alignment (see pages 20-23).

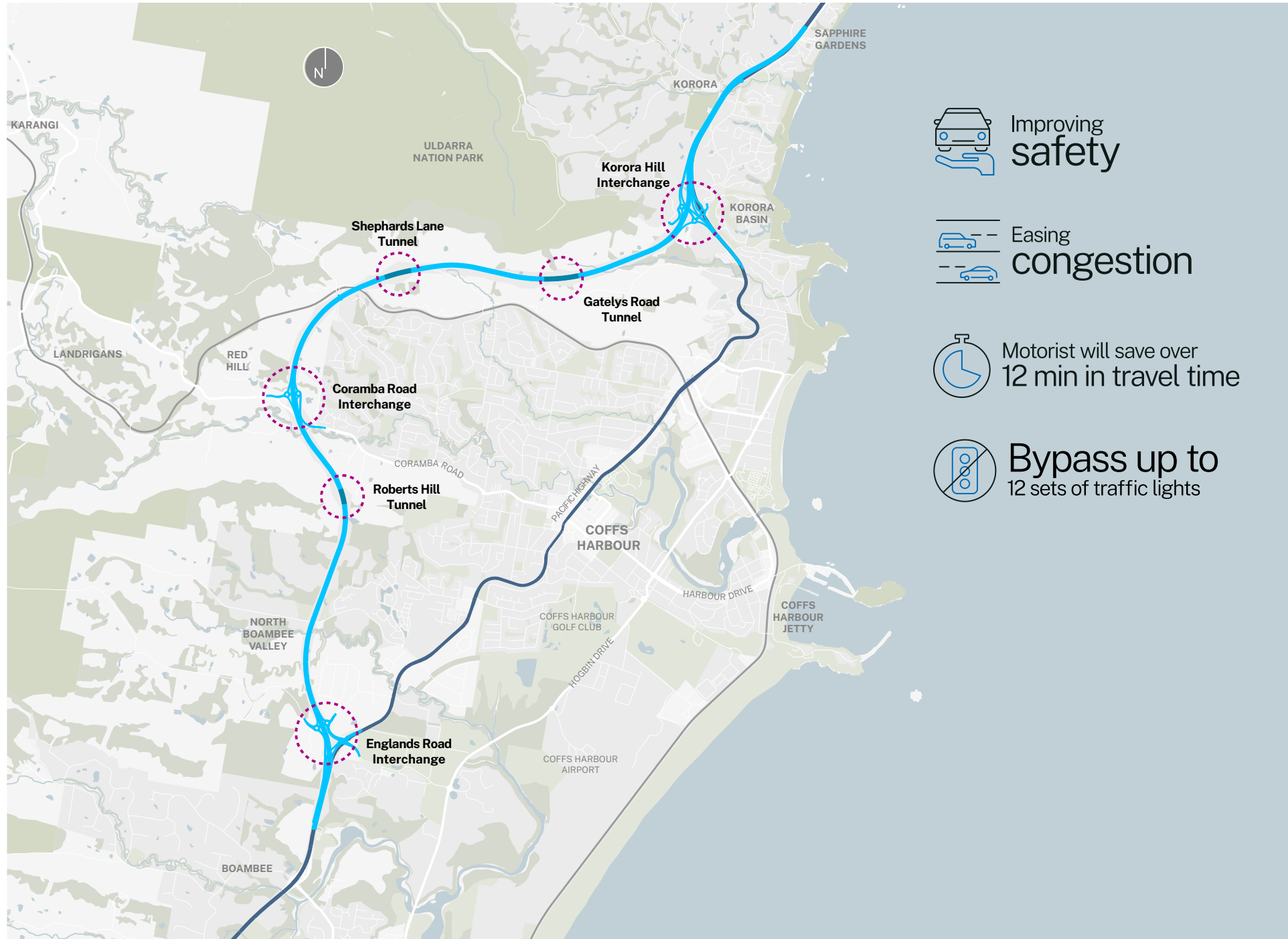
Coffs Harbour bypass story

It's been a year since major construction of the Coffs Harbour bypass started.

Controlled blasting at Gatelys Road Tunnel has started and bridge structures are rising up. The three main interchanges at Englands Road, Coramba Road and Korora Hill are also taking shape quickly.


In a recent community engagement survey, our community requested more regular construction photos and video. We are listening and are committed to producing a photo e-book quarterly to meet this desire. Imagery of the 14 kilometre bypass, being built through funding from the Australian and NSW Governments, are represented in this photo book from south to north.

*Note information in this photo book is general in nature.
For detailed project information visit
pacifichighway.nsw.gov.au/coffsharbourbypass
or email community@chbteam.com.au or call 1800 550 621*



 Improving safety

 Easing congestion

 Motorist will save over 12 min in travel time

 Bypass up to 12 sets of traffic lights



Construction senior supervisor coordinates plant in the southern area of the bypass.



The southern tie-in of the Coffs Harbour bypass with the Pacific Highway near Boambee, pictured (top) in September 2023 and (bottom) in January 2024.



As at May 2024, there were 470 subcontractors working as truck drivers, plant operators, shotcreters, labourers and more to build the bypass.



Bridge for off-ramp from the Pacific Highway, south of the Englands Road Interchange, pictured (top) in October 2023 and (bottom) in January 2024.



The columns of the bridge (left) appear like towers from the ground.



A concrete batch plant pictured (top) in October 2023 and (bottom) in February 2024, has been set up to provide 3.3 million cubic metres of concrete for the project.



The bypass has provided great opportunities for career advancement and participation by women is sitting at 13 percent.



A tradesperson pours concrete while a project engineer examines the mix.



Left: a Moxy dump truck crosses North Boambee Road.
Above: workmates meet onsite.



Above: an engineer inspects a bridge column.
Right: crane lifting substructure into place for the bridge over North Boambee Road.



A skilled labourer and project managers from Transport for NSW and Ferrovial Gamuda Joint Venture discuss construction of the bridge.



Construction senior supervisor coordinates work in the Coramba Road area.



Above: works just north of Coramba Road pictured (top) in September and (below) October 2023.



Top: engineer examines drainage work.
Above: safety gear is essential onsite, such as steel-capped boots.



Aerial view of construction of the Coramba Road Interchange, looking south towards Roberts Hill.



As at April 2024, 73 plant vehicles were mobilised to build the road.



Above: aerial view of the bypass where it crosses over the North Coast Railway line.
Right: engineers and project officers examine plans for the twin bridges over the railway line.





Shephards Lane Tunnel southern portal takes shape with tracks and benches cut into the hillside.



Construction senior supervisor and project managers from Transport for NSW and Ferrovial Gamuda Joint Venture meet at the top of Shephards Lane Tunnel.



Above: the Coffs Harbour bypass' longest tunnel is Gatelys Road. Portal preparation work started in 2023 and progressed quickly, as pictures from (top) September 2023 and (top right) February 2024 shows.
Right: a drill rig working at the tunnel portal.

Gatelys Road Tunnel northern portal was completed in early February 2024.



A superintendent oversees controlled blasting of the tunnel tubes at Gatelys Road, pictured in late February 2024.



Excitement for the start of tunnelling was felt by the whole team.



Above: north of Gatelys Road Tunnel is a deep earth cut – the largest required for the project. The earth is excavated in benches and its rock is crushed onsite, as pictured above.



Skilled tradesmen install drainage lines and prepare the steep slope near the deep cut left for shotcreting.



Top: construction at the northern section of the bypass forges ahead, as pictured (top left) in January and (bottom) in March 2024.
Above: one of several female Moxy dump truck drivers working on the project.



Above: a peak through column tubes at Korora Hill Interchange.
Left: bridge columns under construction near Bruxner Park Road.



Above: a surveyor assesses bridge columns at the Korora Hill Interchange.
Right: completed bridge columns near Bruxner Park Road.





The northern tie-in of the Coffs Harbour bypass with the Pacific Highway near Korora, pictured (top) in February 2024 and (bottom) in April 2024.



Engaging with the community occurs alongside construction and it is an enjoyable activity for community engagement officers.



Plant operators working hard to progress the northern section of the Coffs Harbour bypass, pictured in January 2024.



Photo book 1
Project photography: Simon Hughes and Grant Turner