

Coffs Bypass Action Group (CBAG) - Coffs Harbour Bypass - September 2019 Refined Concept Design & EIS Checklist		
Version 6	26/10/2019	What CBAG wants
1	Three "proper" tunnels at Roberts Hill, Shephards Lane, and Gatelys Road. Noting that the EIS Project Update states "While the overall design, including the tunnels will not change..."	Three "proper" tunnels as per the 2019 Refined Concept Design.
2	Lower grade line, reducing the average overall height of the Bypass (on average lowered 8m) and the bridge over the North Coast Railway (lowered 12m).	The lower grade lines as per the 2019 Refined Concept Design.
3	Reducing the "new" road gradient to 3.5%. Noting that the Korora upgraded length still has part of its length steeper than 3.5% grades but less than currently existing.	The reduced road gradients as per the 2019 Refined Concept Design.
4	Video animations and interactive map.	Video animations and interactive map updated and available to the public when the detailed design is developed.
5	Noise mitigation works to properties prior construction. EIS 6.4.1 Pre-construction and site establishment... "At-property noise treatments to mitigate anticipated construction noise impacts before commencement of construction".	For all properties already identified in the EIS as requiring noise remediation treatment to have works completed prior construction commencement unless access not granted by the property owner.
6	Noise walls, earth mounds preferred over concrete walls. Note 1 below acknowledged.	Project updates of the progress of the detailed design provided to the public for consultation and comment.
7	Lower noise pavement. Seeking confirmation of open grade asphalt surfacing.	Confirmation of the selection of open grade asphalt as the pavement wearing course for the entire mainline pavement.
8	Interchange designs. Note 1 below acknowledged.	Project updates of the progress of the detailed design provided to the public for consultation and comment. Including revised designs for all interchanges and in particular a donut design for the Coramba Road interchange.
9	Vehicles carrying Dangerous Goods (DG) - noted also subject to detailed design. Expectation that same or lesser restrictions that apply to St Helena Tunnel will apply to Bypass tunnels. (Circa 15 to 17 Class 1 & 2.1 DG vehicles per day with circa 33,000 to 36,000 vehicles per day from RMS Traffic Survey undertaken 26 March 2019 i.e. on average 5 of every 10,000 vehicles or 0.05%).	For the design to be progressed to at least initially to ensure that all vehicles carry Dangerous Goods (except Class 1 & 2.1) are permitted to drive through all 3 tunnels with the consideration that all vehicles carry Dangerous Goods may or will be permitted in the near future.
10	Construct only Contract for building the Bypass not a Design & Construct Contract.	A Construct only type Contract to be put to tender and delivered.
11	Detailed design to be publicly available for comment prior development of final design. Noting that the EIS Project Update states " We will continue to consult with the community about any potential design refinements during subsequent phases of the project."	Refer Items 4, 6 and 8 above.
12	Expectation that noise design was being done to a better standard.	Refer to CBAG's Submissions.
13	Veracity of the preconstruction noise testing results, modelling and future remediation of homes.	Refer to CBAG's Submissions.
Note 1. EIS states "Further refinements to the design may occur following the EIS exhibition and during the detailed design."		