

Appendix 5

Revised Noise Impact Assessment

Thunderbolt Wind Farm

OSOM Delivery Bypass

Noise Impact Assessment

S6576.1C18

February 2026

sonus.

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Noise Impact Assessment

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1 INTRODUCTION

A noise impact assessment has been completed for the over-size-over-mass (**OSOM**) delivery bypass routes as part of the construction of the Thunderbolt Wind Farm (the **Project**).

The assessment has considered the noise from OSOM vehicles (and associated escort vehicles) when travelling on the bypass routes around Muswellbrook and Tamworth. Consideration has also been given to the construction noise from the intersection upgrades needed at some locations on the proposed routes. These bypass routes will travel along the following roads, with the following intersections requiring upgrades, and can be seen on the figures in Appendix A:

- Around Muswellbrook:
 - Bengalla Road
 - Wybong Road
 - Kayuga Road
 - Stair Street
 - A private road associated with the Dartbrook Mine (Western Access Road)
- Around Tamworth:
 - Whitehouse Lane
 - Marsden Park Road
 - O'Briens Lane
 - Nundle Road
- Intersection Upgrades:
 - Denman Road and Bengalla Road
 - Wybong Road and Kayuga Road
 - Invermein Street and Stair Street
 - Stair Street and Western Access Road
 - Western Access Road and New England Highway
 - New England Highway and Whitehouse Lane
 - Whitehouse Lane and Marsden Park Road
 - Marsden Park Road and O'Briens Lane
 - O'Briens Lane and Nundle Road

Consideration has been given to the noise sensitive receivers located along these routes, with the closest residence being approximately 15m from the road. Appropriate noise criteria for these noise sensitive receivers have been determined in accordance with the *Department of Environment, Climate Change and Water NSW* document *NSW Road Noise Policy*, dated March 2011, and the *Department of Environment and Climate Change NSW* document *Interim Construction Noise Guideline*, dated July 2009.

The assessment has been based on the following:

- *Ares Group* document titled “*Thunderbolt Wind Farm – OSOM Transport Management Plan*”, revision 2, dated April 2025 (the **Ares Report**).
- The understanding that there will be up to five OSOM vehicles per day with an associated ten light vehicles for escort (two per OSOM vehicle).
- The assumption that, based on the above number of vehicle movements, there will be approximately two OSOM vehicles passing the same point in any one hour period.
- The understanding that when returning from site (without the OSOM load), the bypass route is not used.

Where there are any changes to the proposed scope of works, such as changes to the number of vehicle movements per day, these should be addressed in the noise management plan, including any additional treatments required.

2 CRITERIA

2.1 Traffic Noise

The *Department of Environment, Climate Change and Water NSW* document *NSW Road Noise Policy*, dated March 2011 (the **Policy**) aims to identify the strategies to address the issue of road traffic noise from:

- Existing roads.
- New road projects.
- Road redevelopment projects.
- New traffic-generating developments.

The Project can be defined as a new traffic-generating development. The assessment criteria are defined by road categories, the type of project or land use, and the time of day under which the noise is created. It is considered that all of the roads used for the bypass could be classified as local roads. Table 1 shows the assessment criteria for road traffic noise within residential land uses, with the relevant project/land use shown in **BOLD**.

Table 1: Road Traffic Noise Assessment Criteria for Residential Land Uses

Road Category	Type of Project/Land Use	Assessment Criteria – dB(A)	
		Day (7:00am – 10:00pm)	Night (10:00pm – 7:00am)
Freeway/ arterial/ sub-arterial roads	<ul style="list-style-type: none"> • Existing residences affected by noise from new freeway/arterial/sub-arterial road corridors 	L _{Aeq, 15hour} 55 (external)	L _{Aeq, 9hour} 50 (external)
	<ul style="list-style-type: none"> • Existing residences affected by noise from redevelopment of existing freeway/arterial/sub-arterial roads • Existing residences affected by additional traffic on existing freeway/arterial/sub-arterial roads generated by land use developments 	L _{Aeq, 15hour} 60 (external)	L _{Aeq, 9hour} 55 (external)
Local roads	<ul style="list-style-type: none"> • Existing residences affected by noise from new local road corridors • Existing residences affected by noise from redevelopment of existing local roads • Existing residences affected by additional traffic on existing local roads generated by land use developments 	L _{Aeq, 1hour} 55 (external)	L _{Aeq, 1hour} 50 (external)

While it is noted that the Policy also requires the assessment of the relative increase criterion, this is not applicable for local roads.

2.2 Construction Noise

The Interim Construction Noise Guideline (**ICNG**) provides the most contemporary guidelines for the assessment of construction noise within New South Wales. The ICNG outlines the following steps to manage noise impacts from construction:

1. Identify the sensitive land uses that may be affected.
2. Identify the hours for the proposed construction works.
3. Identify noise impacts at sensitive land uses.
4. Select and apply the best work practices to minimise noise impacts.

Standard hours for construction work are recommended as the following:

- Monday to Friday – 7:00am to 6:00pm
- Saturday – 8:00am to 1:00pm
- No work on Sundays or public holidays

Based upon the hours of construction work, the ICNG provides the following Noise Management Levels (**NMLs**) for noise at residences, reproduced as Table 2. The levels are based upon the rating background noise level (**RBL**) as per the NSW EPA's *Noise Policy for Industry* (**NPfi**). In the absence of specific background noise measurements for the areas considered in this assessment, the minimum RBL values provided by the NPfi have been adopted.

Table 2: Noise at Residences using Quantitative Assessment

Time of Day	Management Level $L_{Aeq, 15min}$	How to Apply
Recommended standard hours: Monday to Friday: 7:00am to 6:00pm Saturday: 8:00am to 1:00pm No work on Sundays or public holidays	Noise affected RBL [35 dB(A)] + 10 dB(A) = 45 dB(A)	The noise affected level represented the point above which there may be some community reaction to noise. <ul style="list-style-type: none"> Where the predicted or measured $L_{Aeq, 15min}$ is greater than the noise affected level, the proponent should apply all feasible and reasonable work practices to meet the noise affected level. The proponent should also inform all potentially impacted residences of the nature of works to be carried out, the expected noise levels and duration, as well as contact details.
	Highly noise affected 75 dB(A)	The highly noise affected level represents the point above which there may be strong community reaction to noise. <ul style="list-style-type: none"> Where noise is above this level, the relevant authority (consent, determining, or regulatory) may require respite periods by restricting the hours that the very noisy activities can occur, taking into account: <ol style="list-style-type: none"> times identified by the community when they are less sensitive to noise (such as before and after school for works near schools, or mid-morning or mid-afternoon for works near residences) if the community is prepared to accept a longer period of construction in exchange for restrictions on construction times.
Outside recommended standard hours	Noise affected RBL [30 dB(A)] + 5 dB(A) = 35 dB(A)	<ul style="list-style-type: none"> A strong justification would typically be required for works outside the recommended standard hours. The proponent should apply all feasible and reasonable work practices to meet the noise affected level. Where all feasible and reasonable practices have been applied and noise is more than 5 dB(A) above the noise affected level, the proponent should negotiate with the community. For guidance on negotiating agreements see section 7.2.2 of the ICNG.

It is noted that the above levels are only applicable for residences. The NSW Department of Primary Industries has a facility near to the Marsden Park Road and O’Briens Lane intersection. It has been assumed that this will primarily consist of office facilities (or similar), which have a NML of 70 dB(A) in accordance with the ICNG.

The ICNG defines the following activities as “particularly annoying”:

- Use of ‘beeper’ style reversing or movement alarms, particularly at night-time.
- Use of power saws, such as used for cutting timber, rail lines, masonry, road pavement or steel work.
- Grinding metal, concrete or masonry.
- Rock drilling.
- Line drilling.
- Vibratory rolling.
- Rail tamping and regulating.
- Bitumen milling or profiling.
- Jackhammering, rock hammering or rock breaking.
- Impact piling.

If any of these activities are present, 5 dB(A) should be added to the predicted noise levels to factor in the greater annoyance that may be caused.

3 ASSESSMENT

3.1 Traffic Noise

The noise from OSOM traffic on the bypass routes has been predicted. The assessment has been based on the following assumptions:

- All roads used for the Muswellbrook bypass route will be sealed.
- The portion of Whitehouse Lane between Ascot-Calala Road and Marsden Park Road will be unsealed, as will Marsden Park Road except for the portion within 250m of the O’Briens Lane junction. All other roads on the Tamworth bypass route will be sealed.

The assessment has considered the closest noise sensitive receiver to the road for each bypass section and type of road surface assumed. The distances to the nearest noise sensitive receiver can be seen in Table 3.

Table 3: Noise Sensitive Receiver Distances

Route	Distance
Muswellbrook Bypass	15m
Tamworth Bypass – Sealed	20m
Tamworth Bypass – Unsealed	50m

The quantities of vehicles shown in Table 4 have been used for the assessment across the various time periods.

Table 4: Vehicles Quantities per Time Period

Vehicle Type	Peak Hour	Day Period	Night Period
OSOM Vehicle	2	5	5
Escort Vehicle	4	10	10

Based on the distances to the road noted above, the noise level at the noise sensitive receivers has been predicted using the TNM 2.5 road traffic noise model as implemented in the *SoundPLANnoise* noise modelling software. TNM 2.5 is one of the noise modelling methods recommended in the Policy and is valid for a wide range of traffic flows, particularly low flows as is the case here. Consideration has been given to a range of speeds between 10km/h and 50km/h. The results of the noise modelling indicated that a speed of 10 km/h resulted in the highest noise levels, so the remainder of the assessment has been based on this speed as the worst-case. Where vehicles are moving at higher speeds, the average noise levels will be lower.

To make an allowance for the additional noise associated with an unsealed road, an addition of 4 dB(A) has been applied to the predicted noise levels.

The predicted noise levels based on the above assumptions, can be seen in Table 5.

Table 5: Predicted Noise Levels

Route	Predicted Noise Level		
	Peak Hour (L _{Aeq} , 1hour)	Day Period (L _{Aeq} , 15hour)	Night Period (L _{Aeq} , 9hour)
Muswellbrook Bypass	53 dB(A)	45 dB(A)	47 dB(A)
Tamworth Bypass – Sealed	52 dB(A)	44 dB(A)	46 dB(A)
Tamworth Bypass – Unsealed	49 dB(A)	41 dB(A)	43 dB(A)

The results in the above table show that the criteria for local roads, which are based on the peak hour levels, will be achieved during the day period, where the criterion is 55 dB(A). During the night period, where the criterion is 50 dB(A), in the unlikely event that two OSOM deliveries pass through within any hour period, the relevant criterion will be exceeded for noise sensitive receivers within 25m of the bypass route. It is noted that where only one OSOM delivery passes through within any hour of the night period, the relevant criterion will be achieved. When averaged over the full night period, it is noted that the predicted noise levels are much lower.

3.2 Construction Noise

The noise from the intersection upgrades has been considered at the nine intersections where upgrades are proposed. It is understood that the upgrades will consist of hardstand construction, with the following equipment understood to be proposed to be utilised to complete these works:

- Dozer
- Roller
- Low Loader
- Tipper Truck
- Excavator
- Scraper
- Transport Truck

It is expected that all of the proposed equipment will not operate at the same time. Therefore, as part of the assessment, the works have been split into three phases, as summarised in Table 6. Sound power levels for each piece of equipment have been determined, with the overall sound power level for each phase also shown below.

Table 6: Construction Phases and Sound Power Levels

Phase	Equipment	Sound Power Level
Site Clearing	Dozer	113 dB(A)
Earthworks	Low Loader Excavator Scraper Transport Truck	114 dB(A)
Subgrade Laying	Roller Low Loader Tipper Truck Excavator	112 dB(A)

In order to minimise the impacts on the nearby noise sensitive receivers, it should be ensured that works are only carried out during standard hours, that is, between 7:00am and 6:00pm Monday to Friday, between 8:00am and 1:00pm on Saturdays, and at no time on Sundays or public holidays. It should also be ensured that no particularly annoying noise sources are used. If practical, it should be ensured that all rolling uses a non-vibratory roller and that only ‘broadband’ reversing alarms are used, i.e., not ‘beeper’ style alarms.

Based on the above, the separation distances between the works and noise sensitive receivers within which premises are considered to be noise affected or highly noise affected have been determined. This means that where the works are conducted at distances greater than these separation distances, the relevant NMLs will be achieved. The separation distances for each stage can be seen in Table 7 and graphically in Appendix B.

Table 7: Separation Distances

Phase	Noise Affected [45 dB(A)]	Highly Noise Affected [75 dB(A)]	Noise Affected – Office [70 dB(A)]
Site Clearing	1000m	35m	60m
Earthworks	1125m	35m	65m
Subgrade Laying	925m	30m	55m

Given the above distances, there will be a number of residences that are noise affected and a few that are highly noise affected. Based on the phase with the highest noise level (earthworks), there will be two highly noise affected premises at the Wybong Road and Kayuga Road intersection, one at the Whitehouse Lane and Marsden Park Road intersection, and one at the O’Briens Lane and Nundle Road intersection. These premises have been highlighted in Figure 1 to Figure 3. A number of buildings within the Department of Primary Industries facility near the Marsden Park Road and O’Briens Lane intersection are also noise affected. These can be seen in Figure 4.

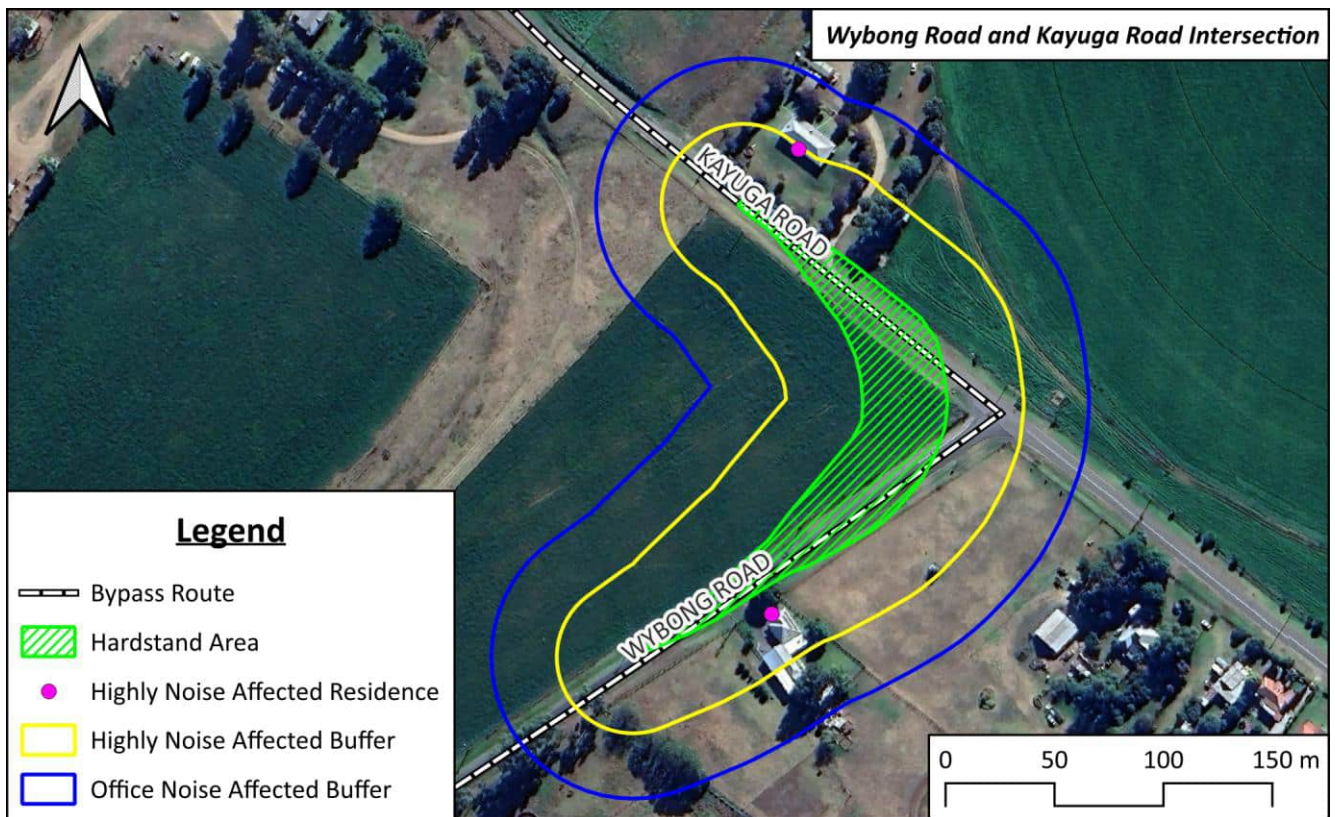


Figure 1: Wybong Road and Kayuga Road Intersection Highly Noise Affected Residences

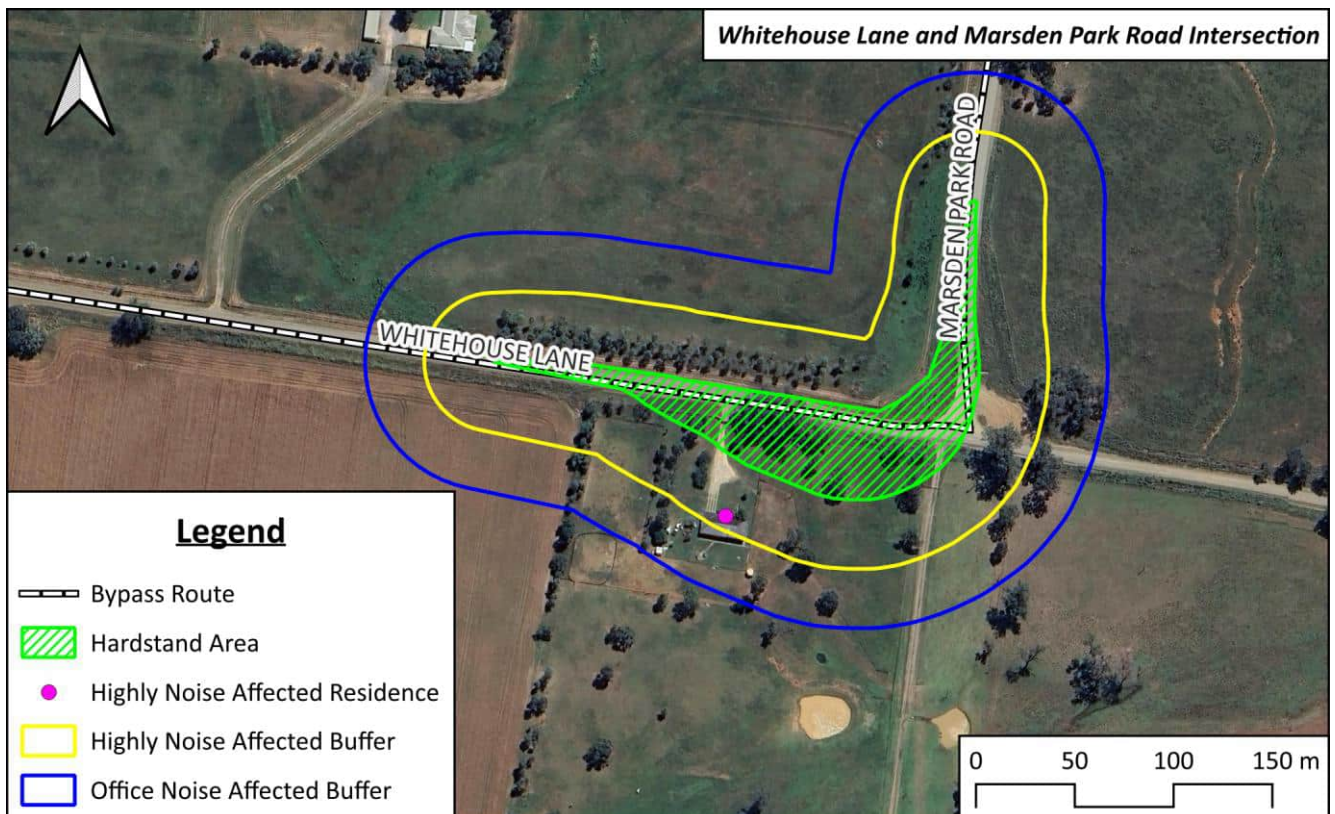


Figure 2: Whitehouse Lane and Marsden Park Road Intersection Highly Noise Affected Residence

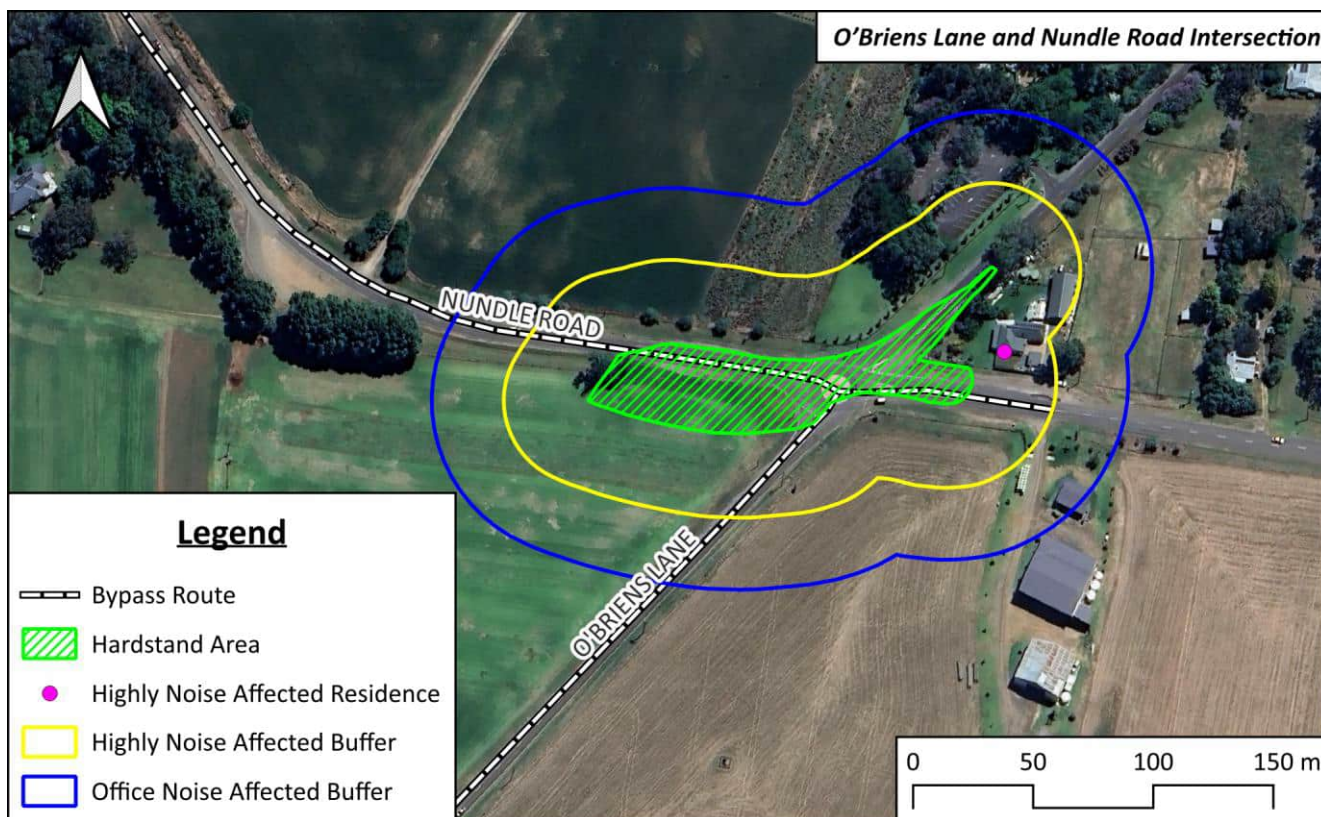


Figure 3: O'Briens Lan and Nundle Road Intersection Highly Noise Affected Residence

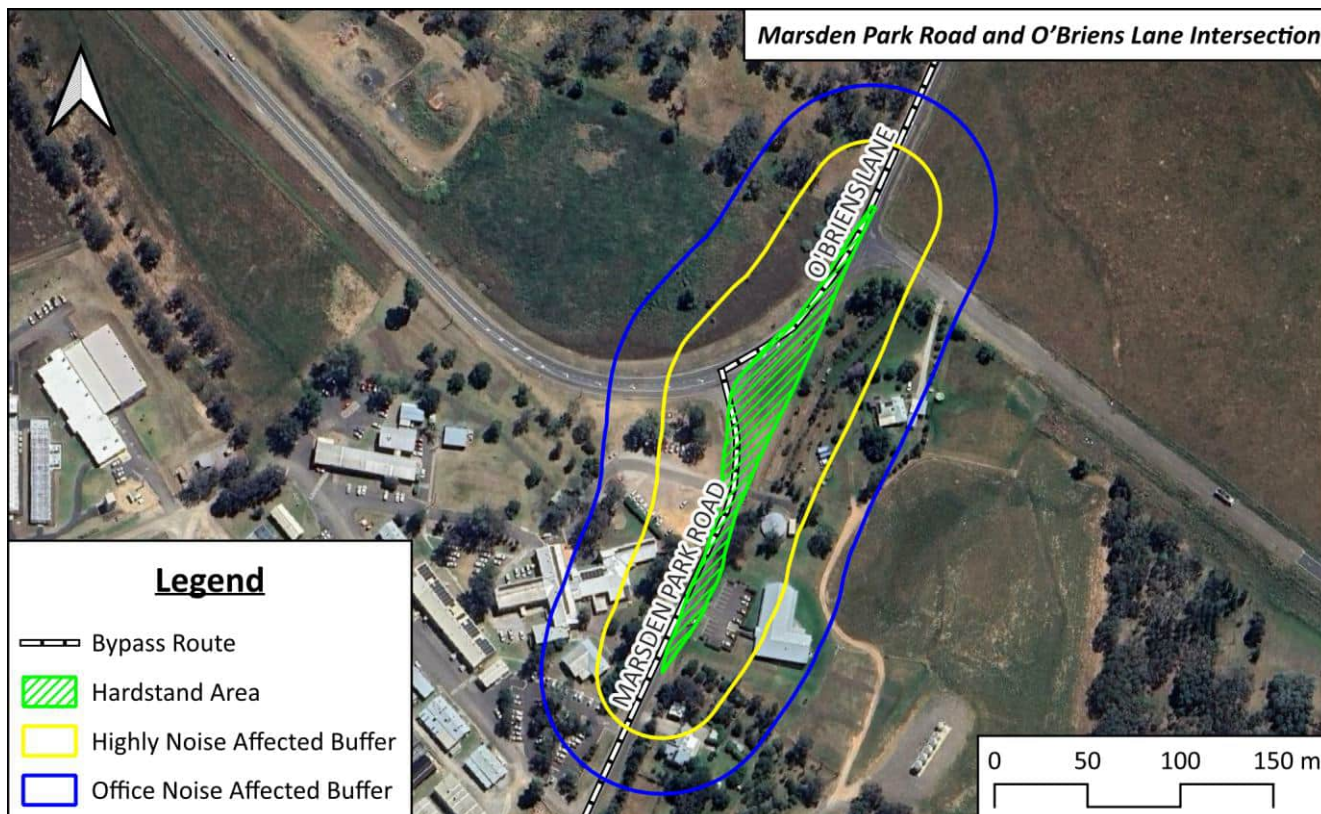


Figure 4: Marsden Park Road and O'Brien Lane Intersection Noise Affected Offices

As there are residences that are noise affected, all potentially impacted residences should be informed of the details of the works. It should also be ensured that all feasible and reasonable work practices are implemented to reduce the noise level experienced at the nearby residences. It is recommended that the construction contractor prepares a noise management plan to consider additional ways to minimise the amount of noise produced. A draft noise management plan has been included in Appendix C.

In addition, as there are residences that are highly noise affected, the construction hours may be required to be limited to the least sensitive periods of the day, determined in consultation with the community, for works near to these residences.

4 CONCLUSION

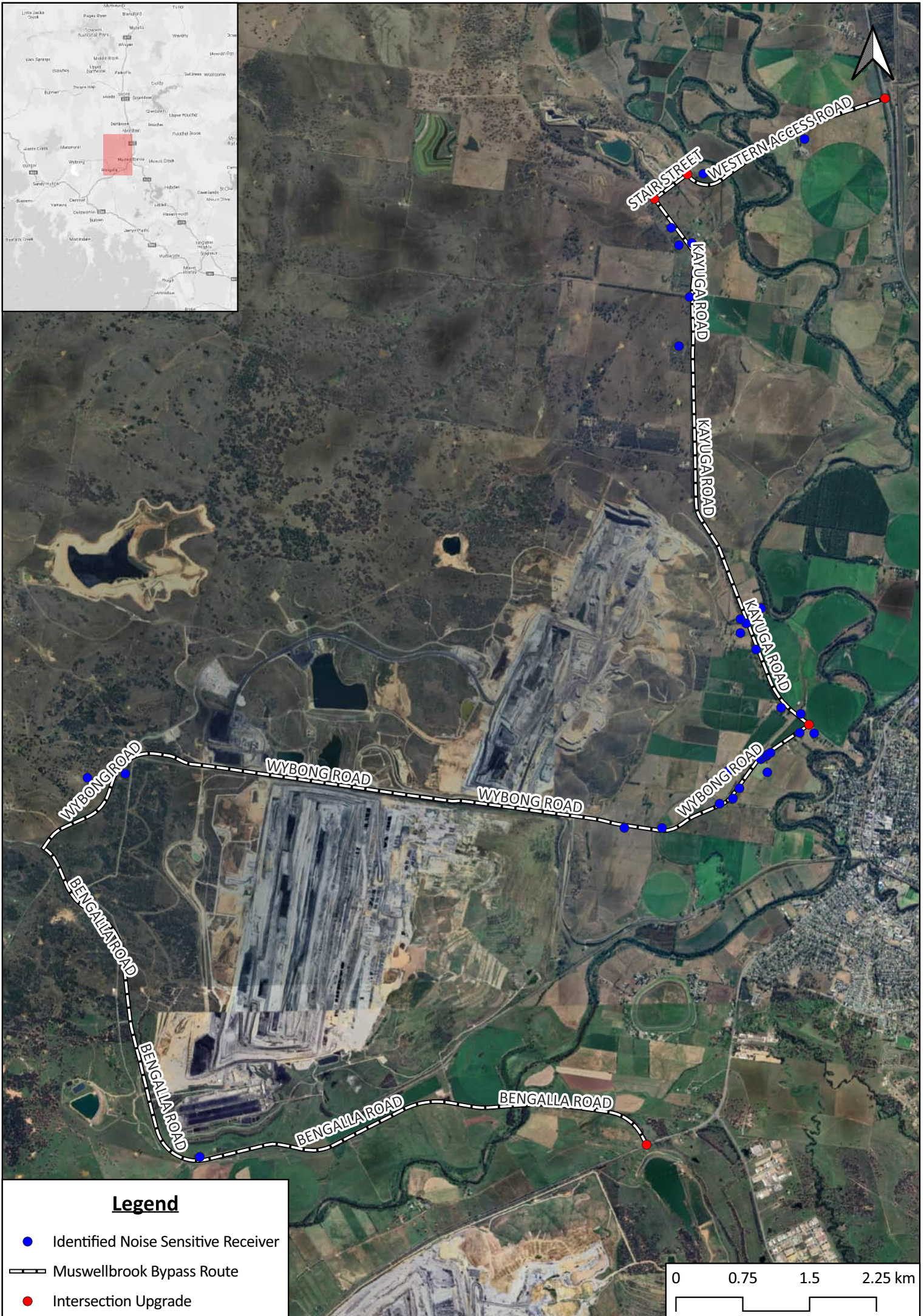
A noise impact assessment has been completed for the over-size-over-mass delivery bypass routes as part of the construction of the Thunderbolt Wind Farm.

Consideration has been given to the noise sensitive receivers located along these routes, with appropriate noise criteria determined in accordance with the *Department of Environment, Climate Change and Water NSW* document *NSW Road Noise Policy*. and the *Department of Environment and Climate Change NSW* document *Interim Construction Noise Guideline*.

The results of the traffic noise assessment indicate that the relevant criterion will be achieved in all cases during the day period. In the unlikely event that two deliveries occur in a single hour period at night, the relevant criterion will be exceeded for noise sensitive receivers quite close to the bypass route (within 25m). For noise sensitive receivers at greater distances and where only one delivery passes through in one hour at night, the criterion will be achieved for this period. Any changes to the proposed activities or assumed number of vehicle movements should be captured as part of the noise management plan, including any additional treatments that may be required as part of any changes.

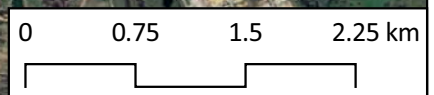
The results of the construction noise assessment indicate that a number of noise sensitive receivers will be noise affected, with a total of four residences having the potential to be highly noise affected. It is recommended that works only be conducted within standard hours and any particularly annoying noise sources are minimised, such as by not using vibratory rolling methods and fitting equipment with broadband reversing alarms where practical. It is recommended that a noise management plan be prepared for the works, which should include details regarding stakeholder engagement.

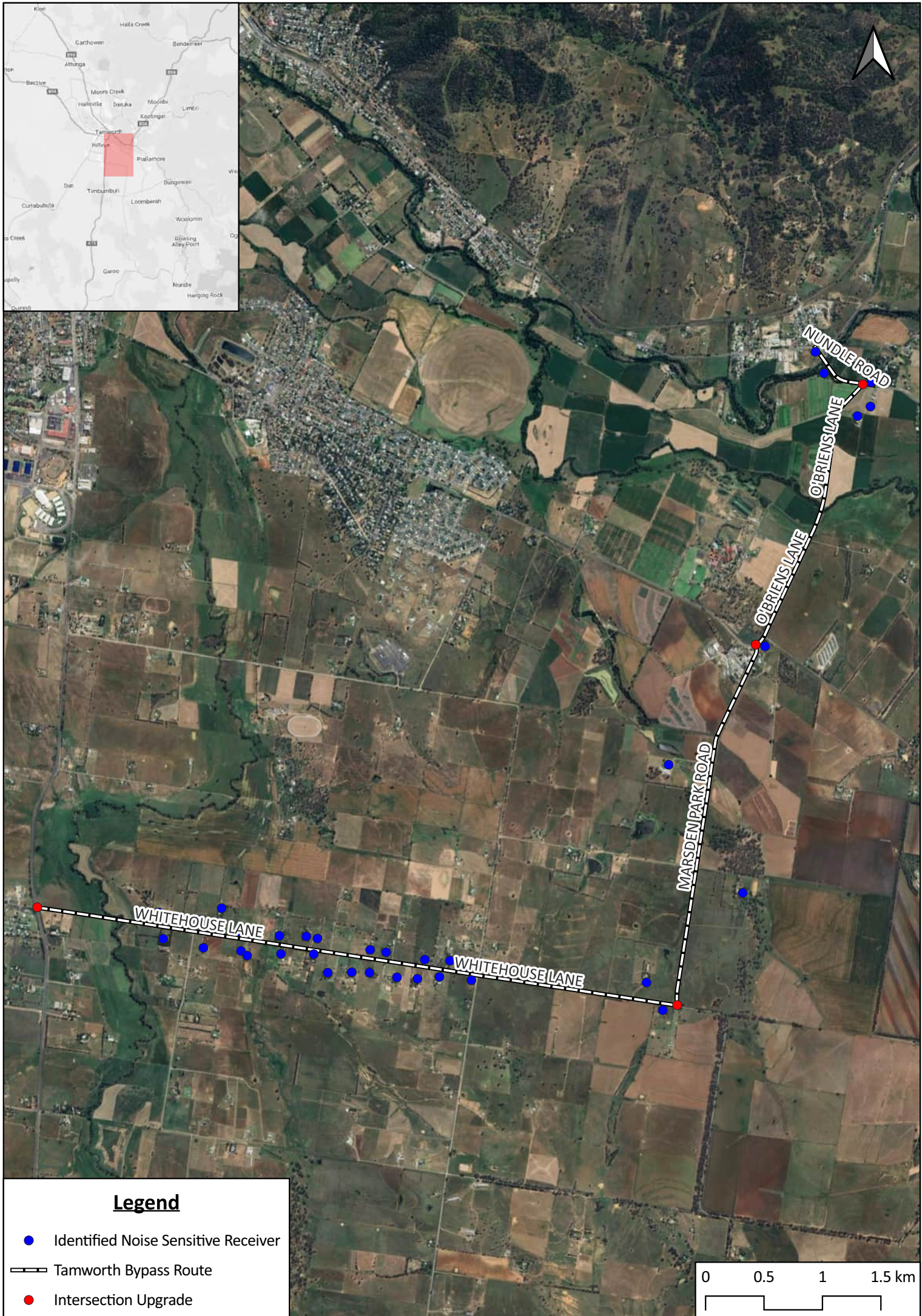
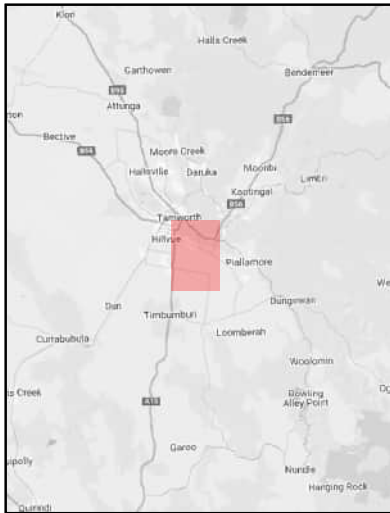
APPENDIX A: BYPASS ROUTES



Legend

- Identified Noise Sensitive Receiver
- Muswellbrook Bypass Route
- Intersection Upgrade



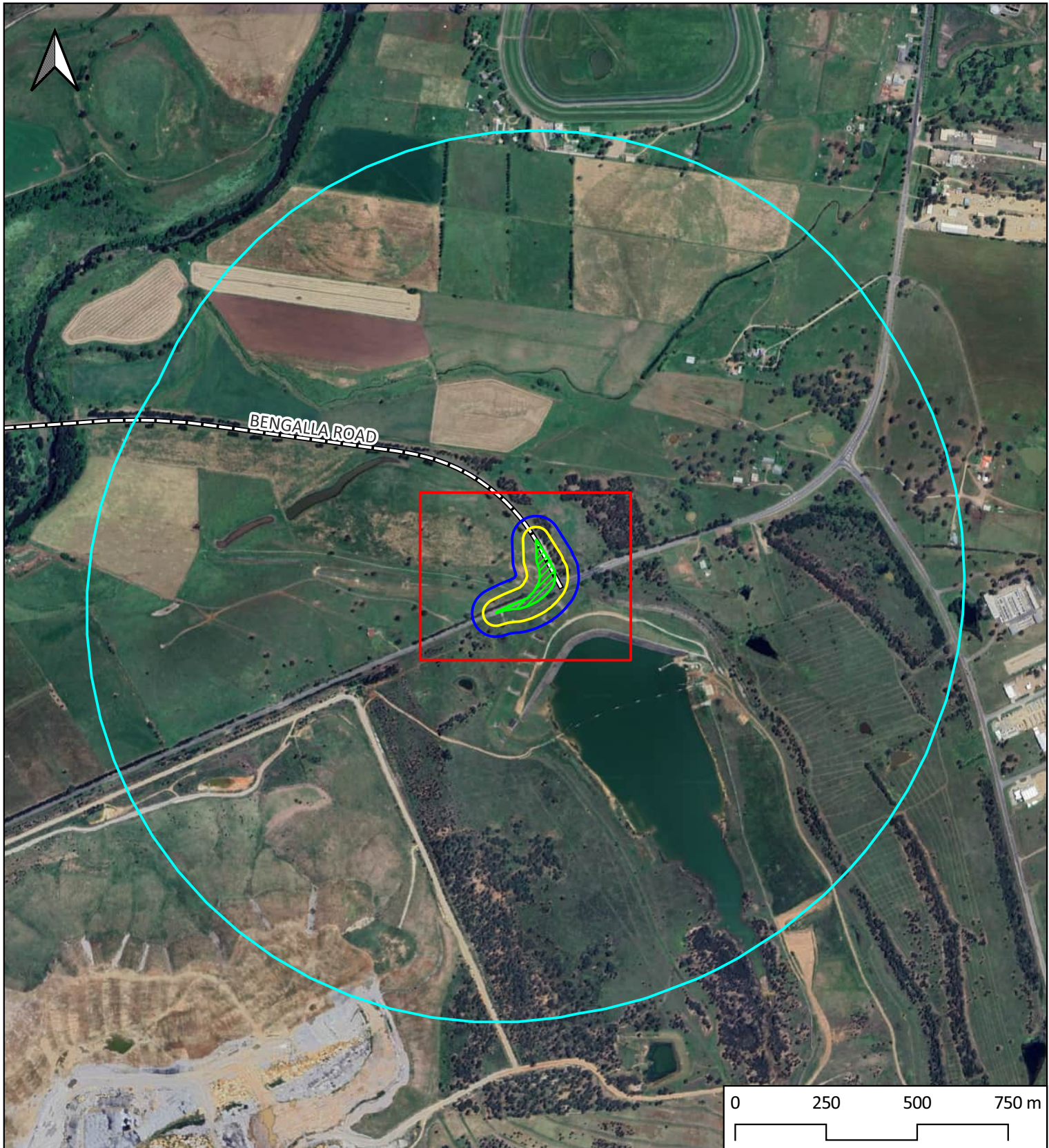


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






- Identified Noise Sensitive Receiver
- Tamworth Bypass Route
- Intersection Upgrade



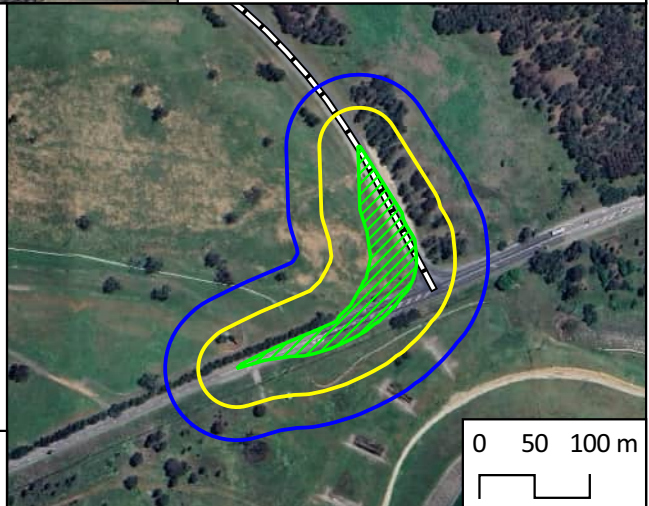
APPENDIX B: INTERSECTION UPGRADES SEPARATION DISTANCES



Legend

-  Bypass Route
-  Hardstand Area
-  Highly Noise Affected Premises
-  Highly Noise Affected Buffer
-  Noise Affected Buffer
-  Office Noise Affected Buffer
-  Map Enlargement Area

Denman Road and Bengalla Road Intersection

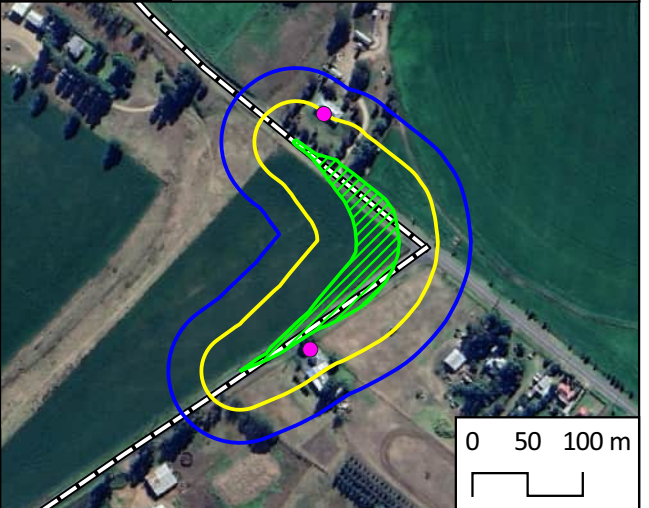


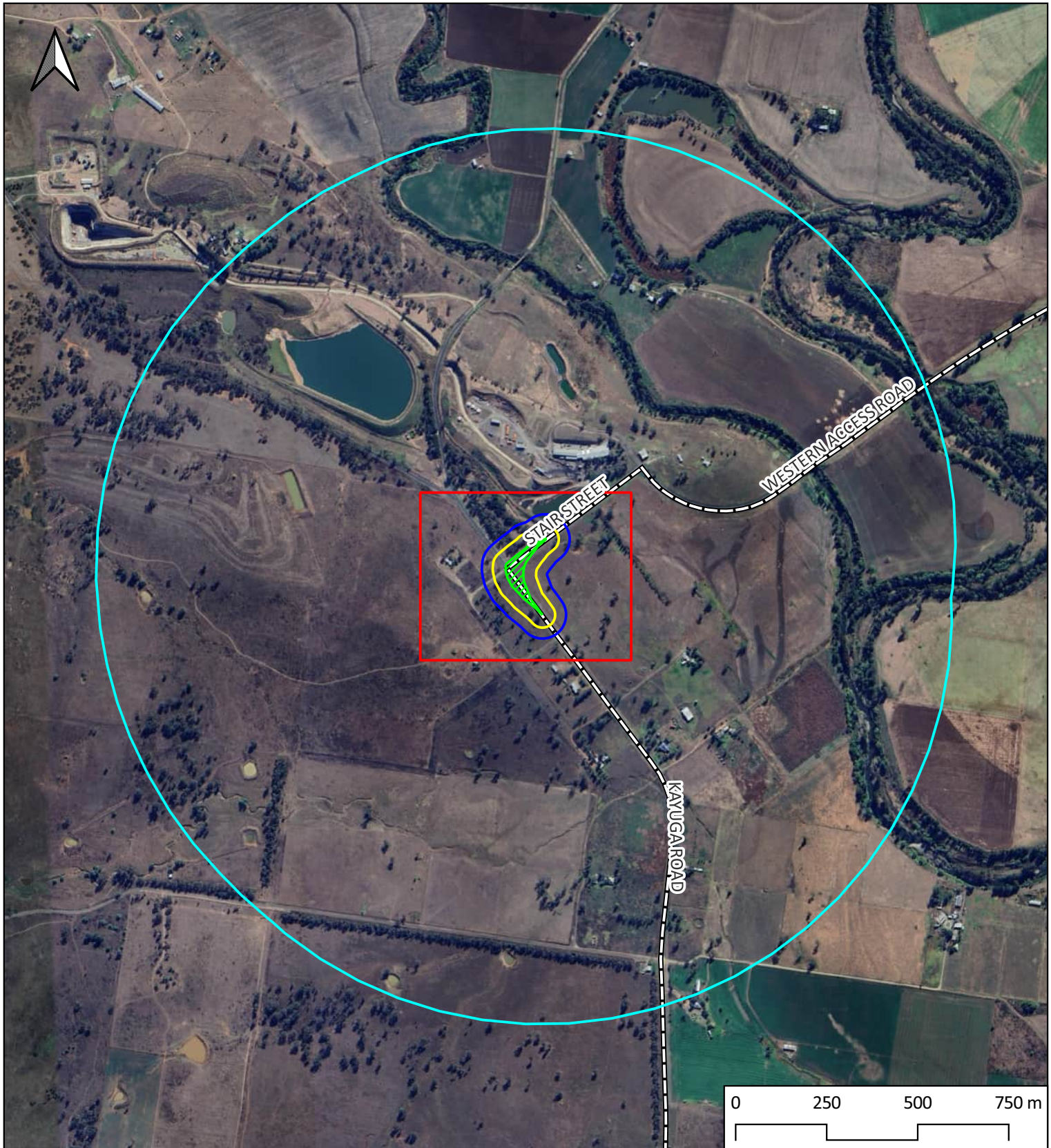


Legend

- Bypass Route
- Hardstand Area
- Highly Noise Affected Premises
- Highly Noise Affected Buffer
- Noise Affected Buffer
- Office Noise Affected Buffer
- Map Enlargement Area

Wybong Road and Kayuga Road Intersection

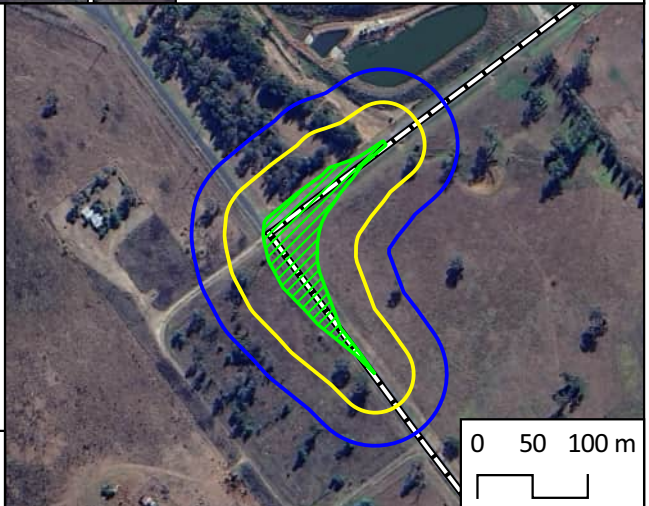


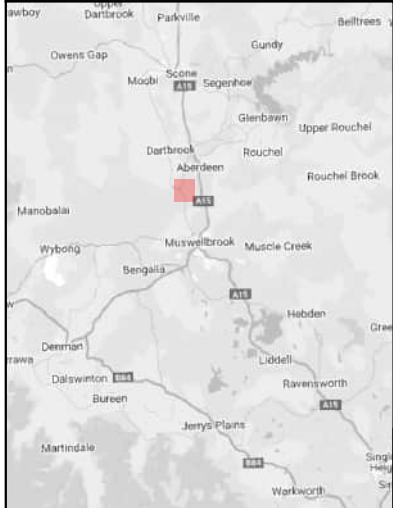
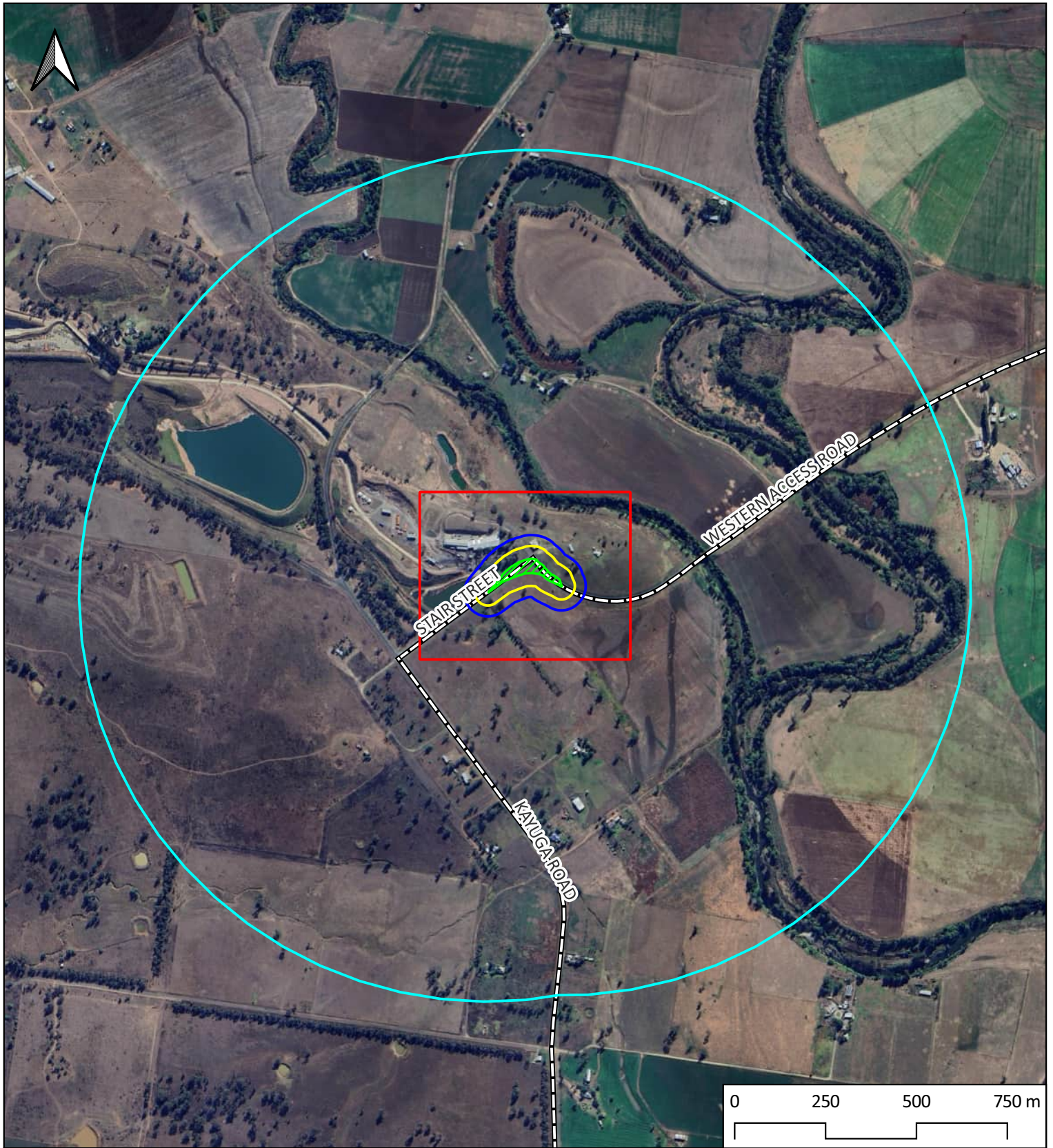


Legend








- Bypass Route
- Hardstand Area
- Highly Noise Affected Premises
- Highly Noise Affected Buffer
- Noise Affected Buffer
- Office Noise Affected Buffer
- Map Enlargement Area

Invermein Street and Stair Street Intersection

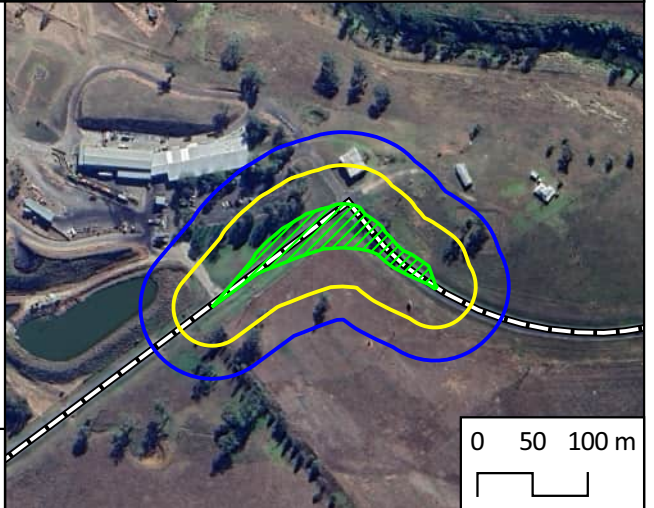


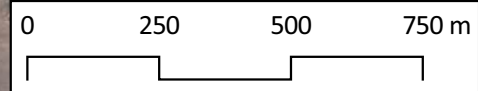
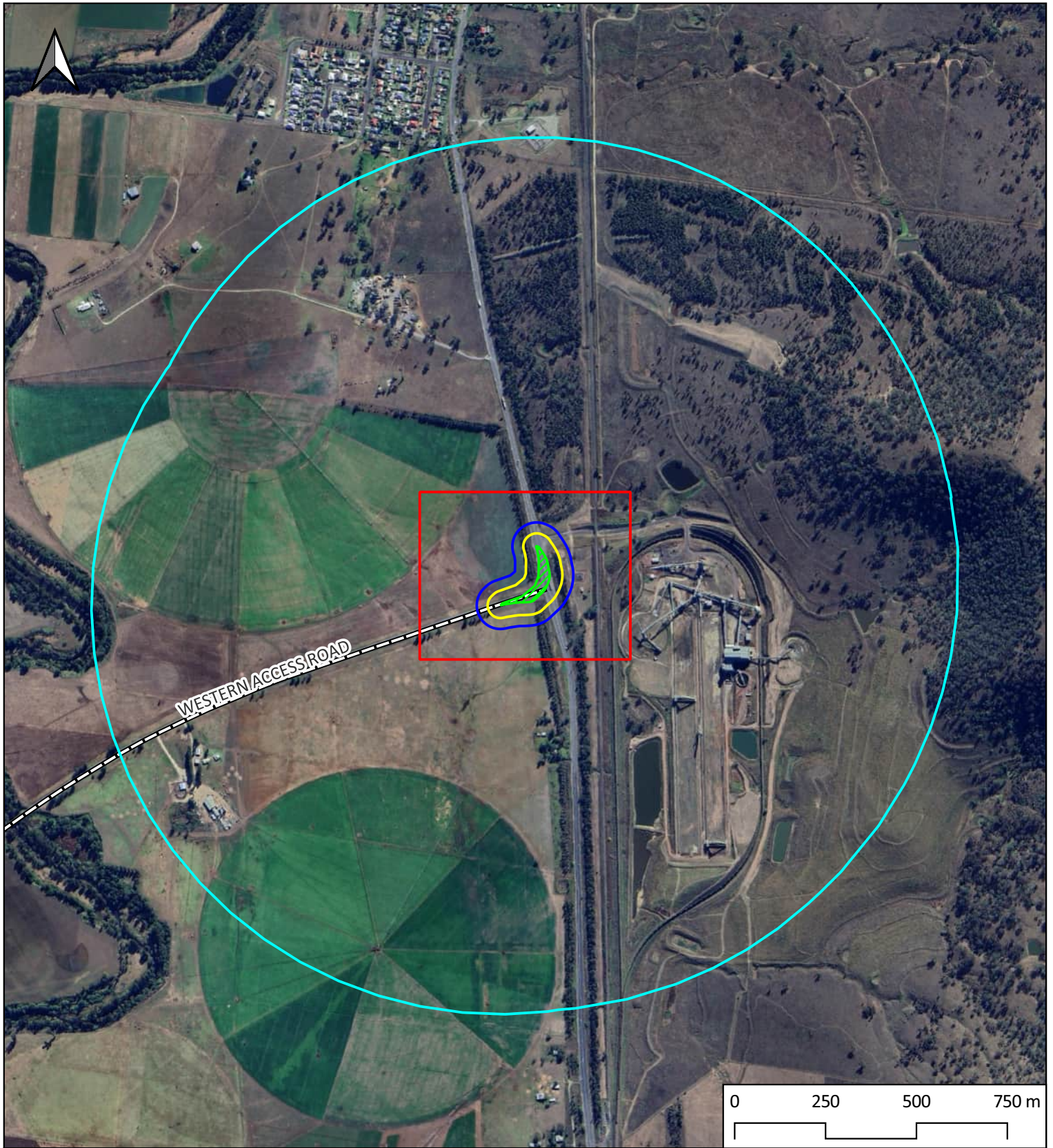


Legend

-  Bypass Route
-  Hardstand Area
-  Highly Noise Affected Premises
-  Highly Noise Affected Buffer
-  Noise Affected Buffer
-  Office Noise Affected Buffer
-  Map Enlargement Area

Stair Street and Western Access Road Intersection

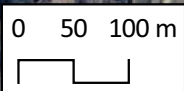
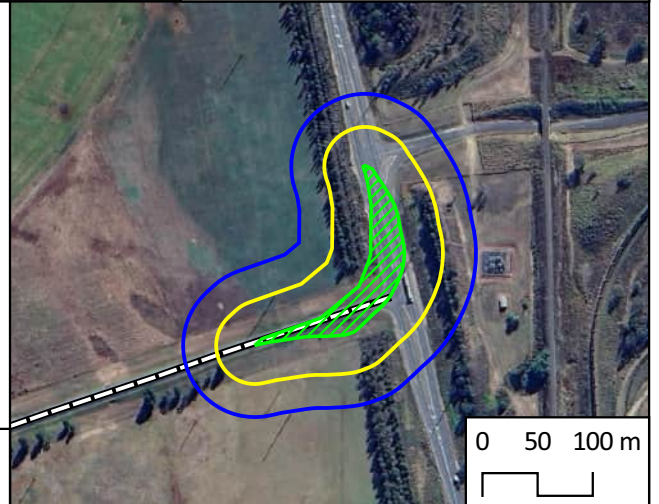


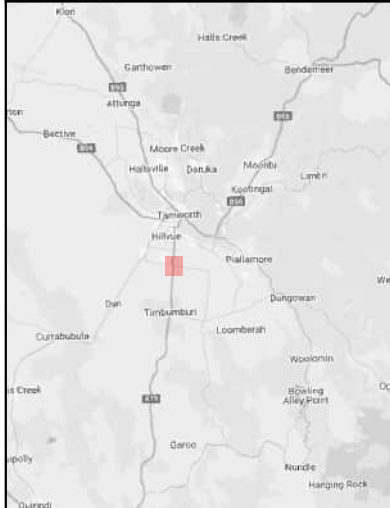
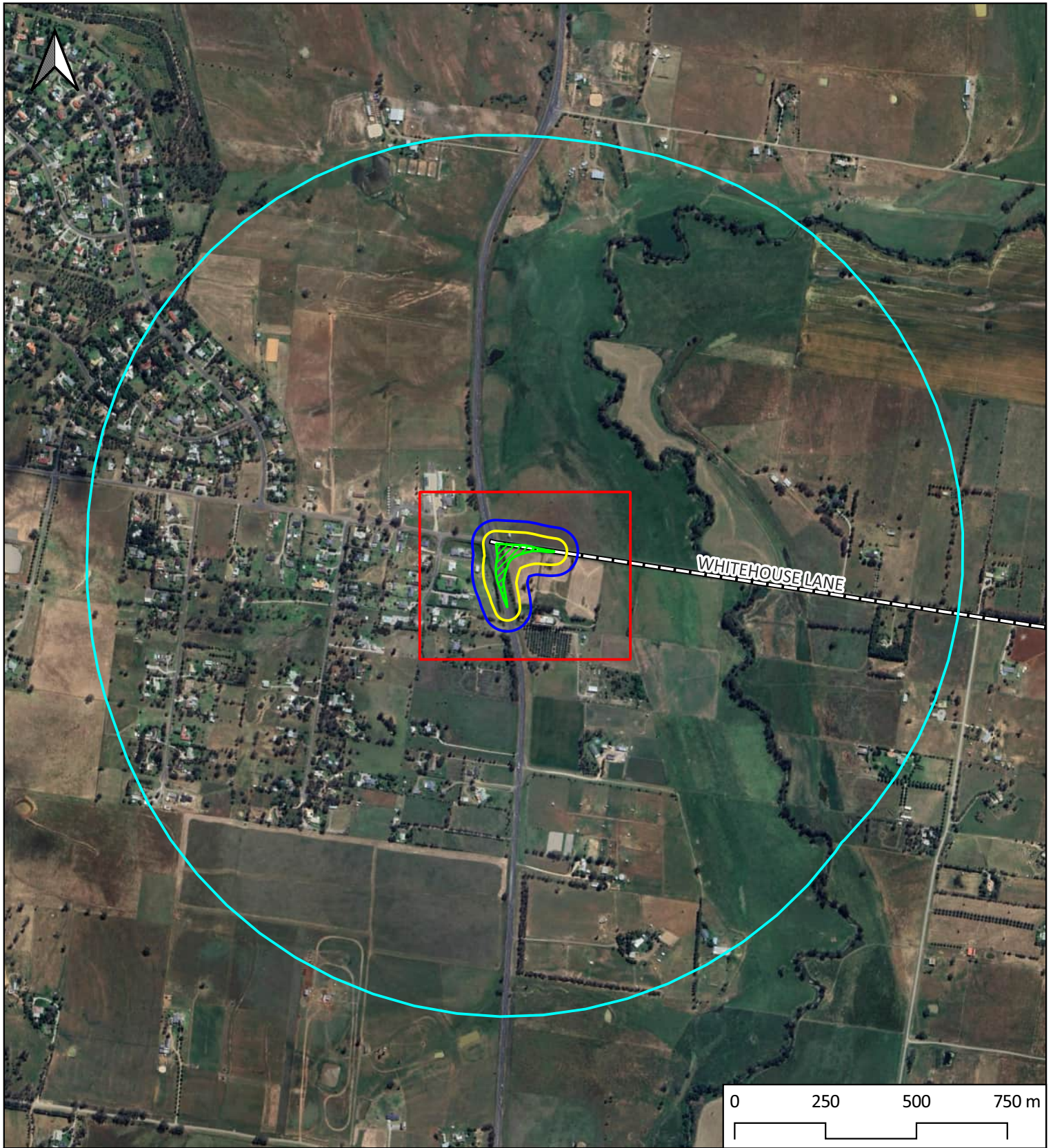


Legend

- Bypass Route
- Hardstand Area
- Highly Noise Affected Premises
- Highly Noise Affected Buffer
- Noise Affected Buffer
- Office Noise Affected Buffer
- Map Enlargement Area

Western Access Road and New England Highway Intersection

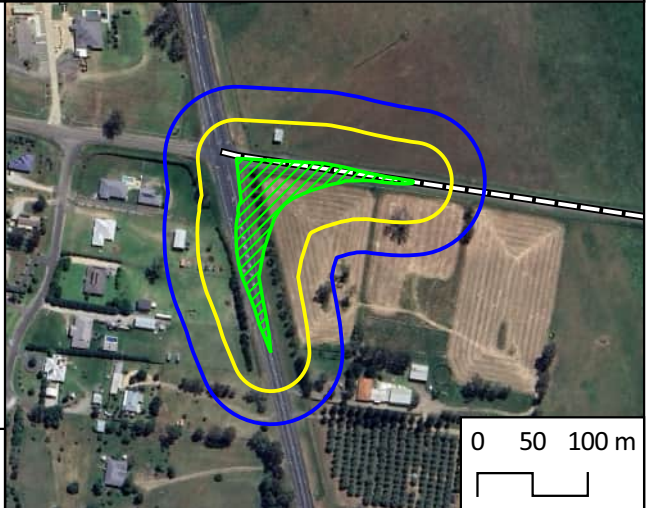


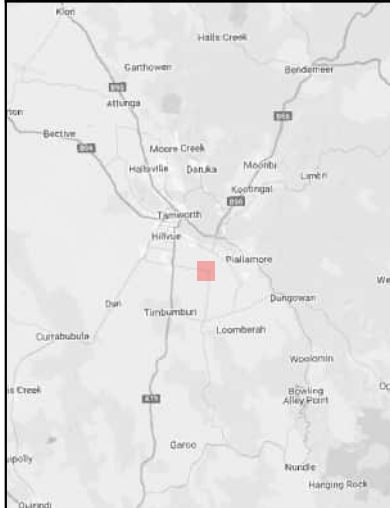
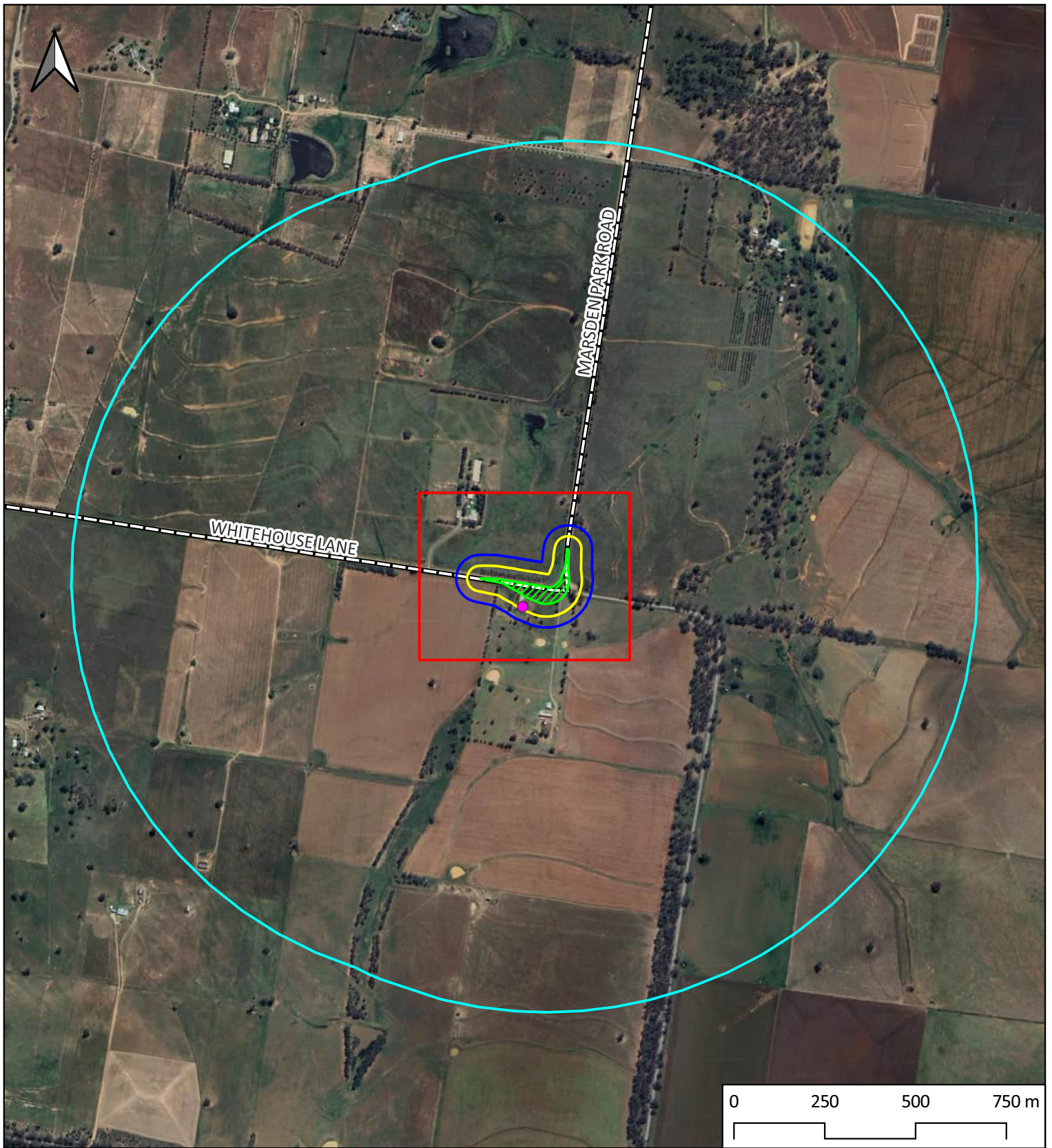


Legend

- Bypass Route
- Hardstand Area
- Highly Noise Affected Premises
- Highly Noise Affected Buffer
- Noise Affected Buffer
- Office Noise Affected Buffer
- Map Enlargement Area

New England Highway and Whitehouse Lane Intersection

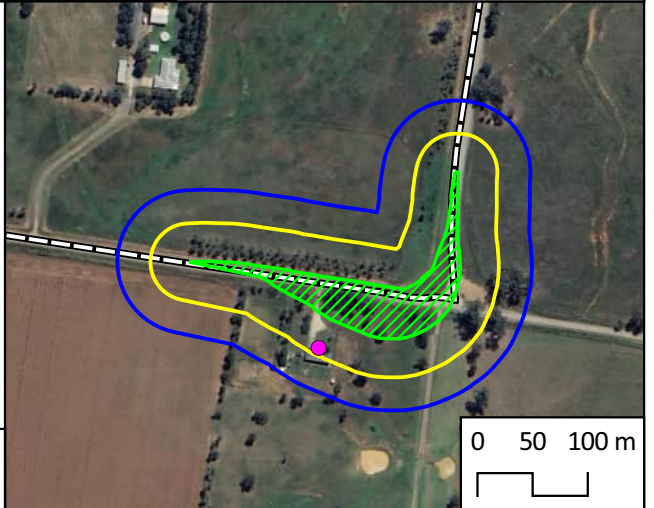


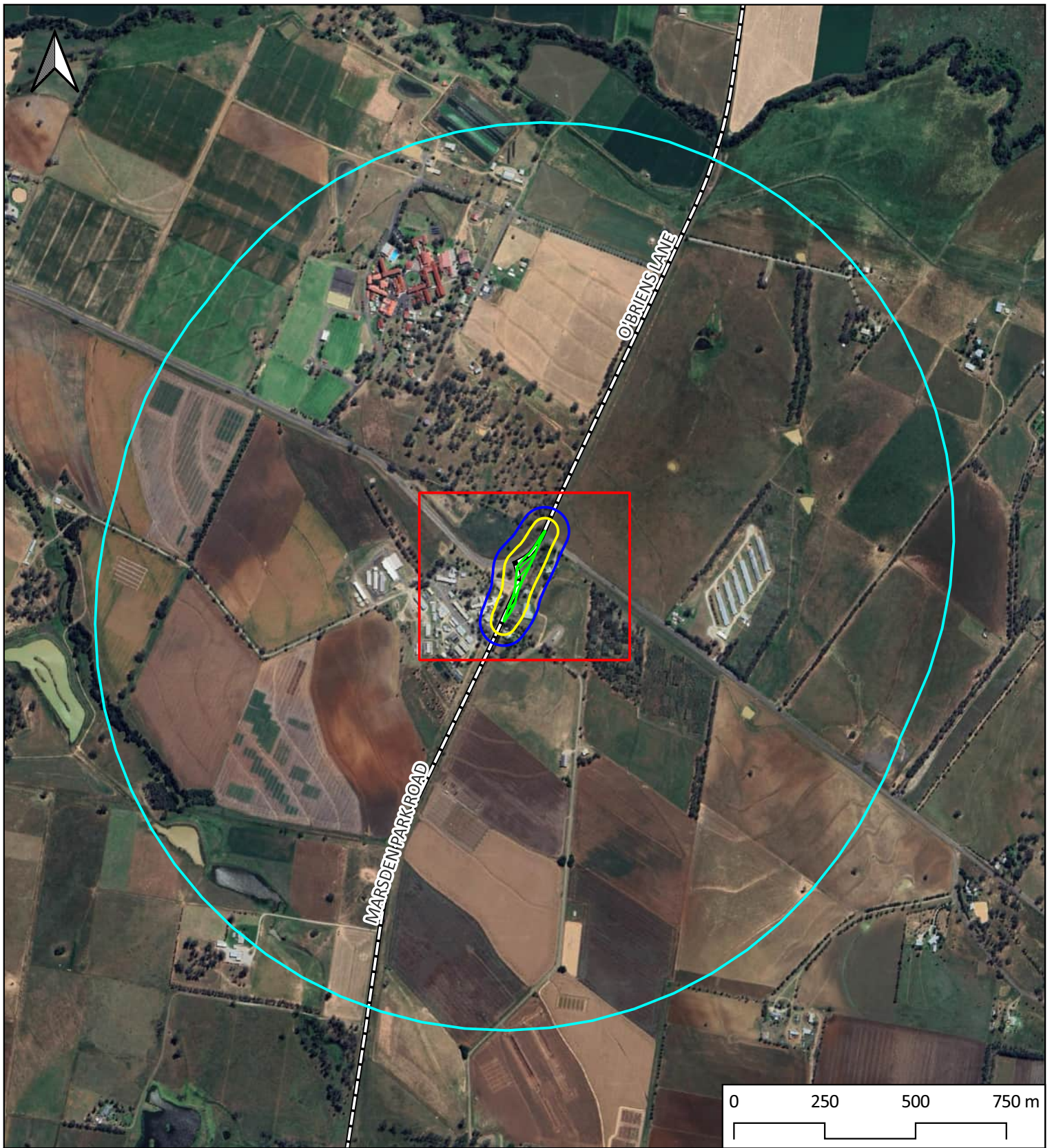


Legend

- Bypass Route
- Hardstand Area
- Highly Noise Affected Premises
- Highly Noise Affected Buffer
- Noise Affected Buffer
- Office Noise Affected Buffer
- Map Enlargement Area

Whitehouse Lane and Marsden Park Road Intersection

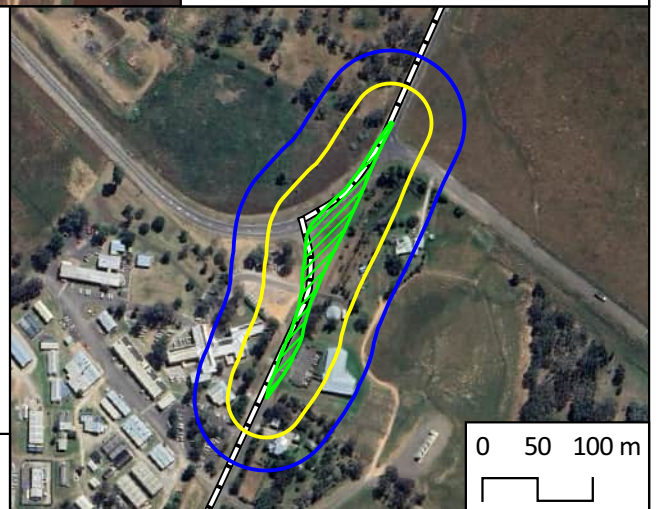


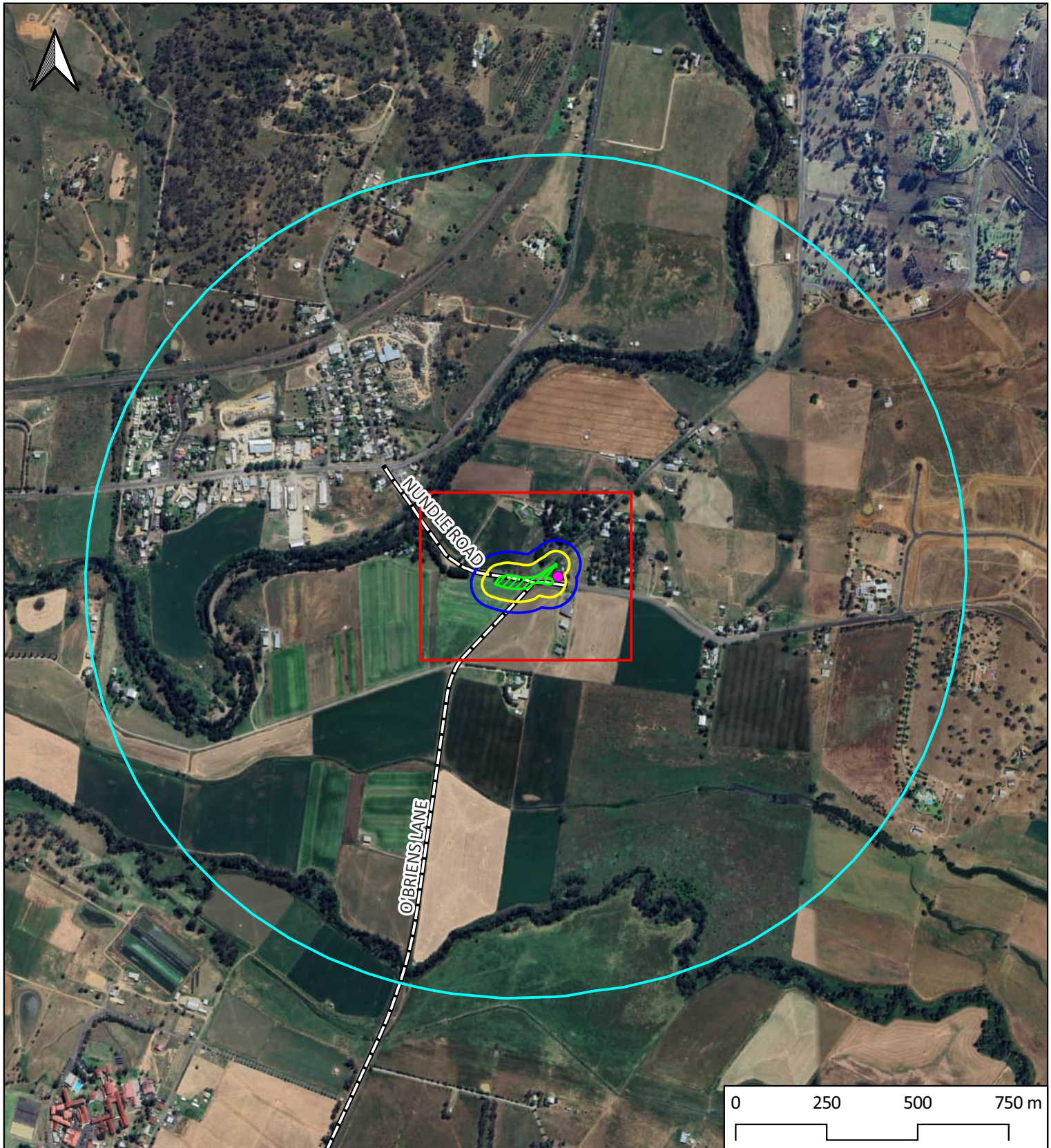


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






- Bypass Route
- Hardstand Area
- Highly Noise Affected Premises
- Highly Noise Affected Buffer
- Noise Affected Buffer
- Office Noise Affected Buffer
- Map Enlargement Area

Marsden Park Road and O'Briens Lane Intersection

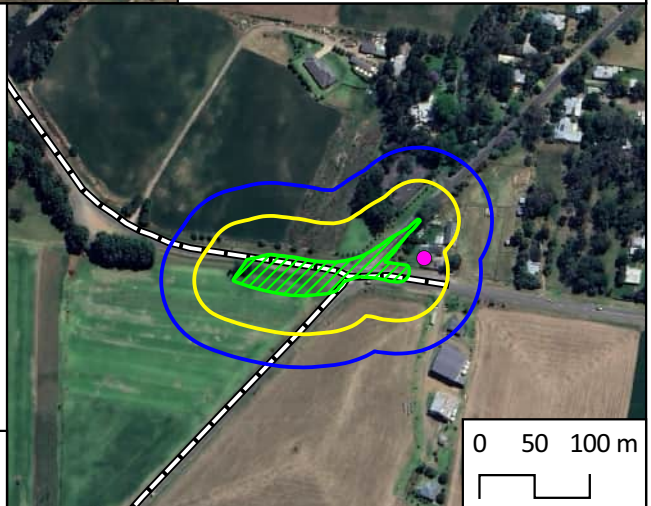




Legend

-  Bypass Route
-  Hardstand Area
-  Highly Noise Affected Premises
-  Highly Noise Affected Buffer
-  Noise Affected Buffer
-  Office Noise Affected Buffer
-  Map Enlargement Area

O'Briens Lane and Nundle Road Intersection



APPENDIX C: DRAFT NOISE MANAGEMENT PLAN

Appendix C.1: Objectives

The objective of the noise management plan is to ensure that any potential impacts that may arise due to noise from construction works, including construction traffic, are managed. Where possible, the applicable Noise Management Levels (NMLs) shall be achieved and if this is not possible, then the application of reasonable and feasible mitigation measures shall be applied to ensure that noise emissions during construction do not unduly affect the amenity of surrounding noise sensitive receivers.

To achieve the objective, the following will be undertaken:

- Application of any specific noise mitigation measures that are identified as part of the construction noise assessment.
- Identify the sensitive receivers that are adjacent to the works and ensure that appropriate noise controls are implemented during construction activities.
- Manage noise impacts (if they occur) through a predetermined noise mitigation strategy.
- Implement a process for noise monitoring and reporting throughout the construction phase where NMLs are not achieved.
- Develop a process for stakeholder engagement and management of noise complaints.

Appendix C.2: Performance Objectives and Targets

The following provides an overview of the performance objectives and target for the project.

Performance Objective	Target
Community Management	No noise complaints associated with construction of the project.
	All construction works to be undertaken within the standard recommended construction hours, or with appropriate out-of-hours work approval.
Statutory Compliance	No instances of non-compliance with any environmental noise statutory requirements.
CEMP Compliance	Implementation of feasible and reasonable noise mitigation measures with the aim of achieving the construction noise management levels detailed in the Interim Construction Noise Guideline (ICNG)
Plant and Equipment	All plant and equipment is maintained in good working order, in accordance with the manufacturer’s requirements. Any plant and equipment to be stood down when not in use.

Appendix C.3: Relevant Guidelines and Standards

The following are a list of relevant guidelines and standards:

- NSW Interim Construction Noise Guideline (ICNG) (DECC 2009)
- Noise Policy for Industry (2017)
- NSW Road Noise Policy (DECCW 2011)

Appendix C.4: Noise Control Strategies

Recommended noise control strategies have been separated into three categories, scheduling and planning of activities, noise management practices, and work practices. Additional noise control strategies should be considered, where required, due to changes to the construction plan or schedule.

Appendix C.4.1: Scheduling and Planning of Activities

When planning the works, the following should be considered to minimise noise impacts:

- Completing works over the minimum possible duration.
- Undertaking any noise-generating activities which do not need to be at night during the day period.
- Scheduling works involving high noise emission or annoying character to the least sensitive time periods when people are either not at home or unlikely to be sleeping.
- Scheduling works to limit the number of consecutive days or nights where receivers are impacted. For example, alternating work areas within the site after several consecutive days or nights of particularly high noise emission or annoying character noise sources.
- Designating staging areas for trucks that are away from sensitive receivers.
- Construction plant selections to use the lowest noise generating equipment possible to complete the task. Equipment used should be fitted with broadband reverse alarms ('squawkers' instead of 'beepers') which are set at the relevant level from International Standard ISO 9533.

Appendix C.4.2: Noise Management Practices

On site noise management strategies include:

- Incorporating noise management items into safety/environment inductions and daily toolbox sessions.
- Identifying noise sensitive receivers to site staff during site inductions/orientations.
- Instructing site supervisors to routinely check for unnecessary noise generating activities and instruct workers to cease.
- Instructing site supervisors to respond to any noise complaints by investigating the cause of the complaint and consider if alternative work methods can be implemented to remove or minimise the cause of the complaint.

Appendix C.4.3: Work Practices

Noise reducing work practices include:

- Minimising idling of plant or vehicles by enforcing equipment shut downs when not in use.
- Minimise on-site reversing of plant with reverse alarms by using a forward-in, forward-out pathway wherever possible.
- Instructing workers to use radios to communicate and to avoid shouting, whistling and use of horns or alarms for communication.
- Minimising staging of trucks with materials on site or at locations adjacent to sensitive receivers.
- Instructing plant operators to use the minimum power of equipment to complete the task, and throttle down to the minimum setting when not in use if it is not possible to shut plant down.
- Placing petrol or diesel powered lighting towers away from sensitive receivers.
- Orienting directional noise sources such as exhausts or cooling fans on stationary plant to face away from sensitive receivers.
- Instructing drivers to secure tailgates of tippers prior to travel to/from site.
- Ensuring that plant is correctly maintained; noise reduction measures such as covers and mufflers are in place, rotating equipment is balanced, and cutting tools are sharp.

The following are noted as examples of high noise activities which should be minimised when close to residential receivers wherever practical:

- Impulsive noise such as jack hammering, dropping of materials into unlined metal bin trucks.
- Uncontrolled dropping of materials from height.
- Use of rotary grinding or cutting tools.
- Use of concrete saws (petrol, electric or battery).
- Use of vibratory compaction such as vibratory plates or vibratory rammers.
- Tonal noise from beeper reverse alarms.

Appendix C.4.4: Stakeholder engagement practices

Noise related content should be included in stakeholder engagement with affected sensitive receivers.

The following items are recommended:

- Designation of a Project Environmental Manager or Community Engagement Officer responsible for noise-related engagement activities and contactable by the community regarding noise issues.
- Provision of a phone number for complaints which is monitored on a 24-hour basis during the on-site works.
- Maintenance of a complaints register including the following complaint details:
 - Time and date of contact.
 - Time and date of noise issue.
 - Nature of noise issue and any particular noise sources / activities of concern.
 - Actions taken to address the noise concerns.
 - Contact details of the complainant and if follow-up is required.
- Advance notification for all sensitive receivers likely to be impacted by the works, with at least seven days notice. This should include letter drops or doorknocking with the following information provided in writing:
 - Overview of the works.
 - Dates and times for the works, including anticipated completion date.
 - Contact name and number of the Project Manager/Community Engagement Officer or Site Supervisor for any questions before work commences or complaints during the work.
 - An outline of noise mitigation controls to be implemented.
 - If any extensions occur to timeframes or additional activities are required, follow-up information should be provided.
- Notification of local councils and authorities is recommended to ensure that any noise issues are appropriately managed and/or routed to the contractor if necessary.