

A noise impact assessment covering the Ballina Bypass route, including the entire northern section, is included in Appendix D of the NVMP. The potential noise impacts associated with work undertaken during the extended hours would be similar to those identified in the impact assessments with the exception that certain noise generating activities, such as blasting and piling would not be undertaken. The noise levels identified in the impact assessment are considered to be representative for the work proposed during the extended hour's period.

Noise impact assessments in Appendix D of the NVMP identify that due to the dynamic nature of the building site, noise levels will vary as the location of equipment moves along the alignment. For the construction noise predictions, sensitive receivers were grouped into 'clusters' representing receivers located in close proximity to each other. To ensure potential noise impacts were carefully assessed the construction noise assessment was carried out using a conservative approach or 'worst case scenario'.

The predicted noise levels at receivers were calculated at varying distances and without taking into account mitigation measures. It was noted that exceedances of the noise criteria were predicted at some locations within the northern construction zone during certain stages of the project, often due to multiple activities occurring at the same time. These exceedances were only anticipated to occur for certain stages at particular clusters, and not for the life of the project. With the implementation of noise mitigation measures and the exclusion of the noisiest construction activities during the extended hours, it is anticipated that there would be minimal impact on local residents as a result of the extended hours. This is further reinforced by the low number of noise complaints for the project to date, and also by the supportive responses when consulting with them regarding the proposed extended operating hours.

4.2.3 Construction Noise Management Measures

Control measures outlined in Section 4 of this document and Appendix A of the NVMP would continue to be implemented for the proposed extended working hours including the construction noise monitoring identified in Section 5 of the NVMP which would be applied to the Tintenbar to Ewingsdale section. BBA will monitor and record the receipt of complaints daily, and respond in accordance with the Complaints Handling Procedure and Section 5 of the NVMP. If there is a substantial increase in the number of valid complaints in relation to the extend working hours that cannot be satisfactorily resolved then BBA will revert back to the original standard working hours outlined in the MCoA for the particular activity in the area of concern. Both DECCW and the EMR will be immediately advised of any complaints, particularly in relation to works being undertaken in the proposed extended hours.

Complaint records will be regularly reported to the Department of Planning via the EMR through the compliance reporting process. Additionally, the EMR will be briefed monthly during the Environmental Representative Group meetings and inspections.

05 Conclusion

The positive responses provided during the consultation process combined with the general lack of complaints received in relation to construction activities to date indicate there is community support for the extended working hours.

Extension to the standard working hours will allow the Ballina Bypass project to be completed sooner, resulting in improved traffic safety outcomes, avoidance of environmental impacts and lost time associated with the rainy season, increased productivity and cost effectiveness whilst posing minimal impacts on local residents.

Implementation of the management measures as identified above will ensure community issues are handled sensitively and effectively providing workable solutions for the residents, commuters and the Ballina Bypass Alliance.

Acronyms

BBA	Ballina Bypass Alliance
CEMP	Construction Environmental Management Plan
DECCW	Department of Climate Change and Water
DoP	Department of Planning
EIS	Environmental Impact Statement
EMR	Environmental Management Representative
ERG	Environmental Reference Group
EWMS	Environmental Work Method Statement
MCoA	Minister's Condition of Approval
NVMP	Noise and Vibration Management Plan
RTA	Road Traffic Authority
SP1	Separable Portion 1

Appendices

Appendix A – Tintenbar to Ewingsdale Alignment & Sensitive Receptors

Appendix B – Road Safety Data

Appendix C – Ballina Bypass Alliance (Tintenbar to Ewingsdale) Stakeholder consultation