

Coffs Harbour Bypass – Early works

Acoustic Advisor Monthly Report

July 2023

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Distribution List

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Mick Browne	Transport for NSW
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Duncan Thomson	Environmental Representative
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Hari Corliss	Environment Manager, FGJV
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Glossary of terms and abbreviation

AA	Independent Acoustic Advisor approved by DPIE
CBAG	Coffs Bypass Action Group
CCC	Community Consultation Committee
CEMP	Construction Environmental Management Plan
CNVMP	Construction Noise and Vibration Management Plan
CoA	Conditions of Approval
CSSI	Critical State Significant Infrastructure
DPE	Department of Planning and Environment
Early works	Works not defined as construction under the CoA
EIS	Environmental Impact Statement
ER	Independent Environmental Representative approved by DPIE
EMS	Environmental Management System
EPA	NSW Environment Protection Authority
EPL	NSW Environment Protection Licence
FGJV	Ferrovial Gamuda Joint Venture (the Contractor)
Incidents	As defined in the Conditions of Approval
OEH	Office of Environment and Heritage
(the) Project	Coffs Harbour Bypass
Proponent	Transport for NSW
Secretary	Secretary of DPIE
SPIR	Submissions and preferred infrastructure report
SSI	State Significant Infrastructure

1. Introduction

1.1 Background

Transport for NSW is the Proponent for the Coffs Harbour Bypass (the Project).

The Project is Critical State Significant Infrastructure (CSSI) and was approved by the NSW Minister for Planning in 2020 (SSI 7666) following preparation of the Environmental Impact Statement (EIS) in 2017 and of a Submissions and Preferred Infrastructure Report (SPIR) by Transport for NSW in response to submissions from government, agencies, organisations and the public.

Construction commenced by the Ferrovial Gamuda Joint Venture (FGJV) on 31 March 2023 under a Construction Environment Management Plan (CEMP) and sub-plans including the Noise and Vibration Management Plan (NVMP) approved by Department of Planning and Environment (DPE) on 17 March 2023.

Transport for NSW continues to deliver early works for the project, defined in the Conditions of Approval (CoA) as low impact work, which commenced prior to approval of the CEMP.

This Acoustic Advisor monthly report relates to all works undertaken by FGJV and Transport for NSW in July 2023.

1.2 Acoustic Advisor

In accordance with CoA A28 of Approval SSI 7666, an independent, suitably qualified and experienced Acoustic Advisor (AA) was engaged for the duration of the Project. John Hutchison was approved in the AA role by the delegate to the Secretary on 1 February 2021 in accordance with CoA A28. Scott Hughes is acting as the alternate AA where the AA is unavailable.

1.3 Environmental Representative

An independent Environmental Representative (ER) was engaged for the Project in accordance with CoA A21. Simon Williams was nominated as the ER, with Duncan Thomson the alternate, and approved by the delegate to the Secretary in July 2021.

As required in CoA A30(g), the ER works closely with the AA on noise and vibration related matters on the Project. Interactions with the AA are summarized in Section 3.10 of this report.

1.4 Scope of monthly report

As required by CoA A30(g)(iv), the AA must prepare and submit a monthly report, providing information on any actions or decisions for which the AA was responsible in the preceding month. Actions and decisions include but are not limited to:

- Communications with the Secretary
- Consideration and recommendations to Transport for NSW on improvements that may be made to avoid or minimise adverse noise and vibration impacts.
- Reviews and, where appropriate, endorsement of all noise and vibration documents required to be prepared under the Conditions of Approval.
- Any actions or decisions relating to regular monitoring of the implementation of noise and vibration documents;
- Any notifications to the Secretary of noise and vibration incidents;
- Any audits or inspections of the project and associated recommendations;
- Any action taken to help resolve conflicts between Transport for NSW and the community;
- Consideration of minor amendments to the CEMP, relevant sub-plans and monitoring programs

2. Summary of construction activities

Early works were winding up during July. Activities underway by TfNSW (and Quickway) included the following.

- Chlorination of watermain (north)
- Power pole removal (north)
- Underboring works for electrical transmission in Bray Street and Mackays Road (works delayed with resources redirected to the concrete encased watermain)

Construction activity by the JV is currently underway with:

- Most major clearing in north and south of the project is now complete. Some OOH clearing where danger to motorists requires ROL.
- Establishment Ancillary site 1C (batching plant) off Englands Road
- placement of barriers and signs
- construction of basins.
- Earthworks and drilling for blasting to commenced in early July.
- Trial blast to commence blasting program

3. AA activity

3.1 Secretary communications

Meetings involving DPE are discussed below.

3.2 Recommendations for improvement

Recommendations on assessment methods and documentation were provided during review, as summarised below. Recommendations provided during site inspection (see Section 3.8).

3.3 Documentation review

3.3.1 Endorsements of project documentation

No document endorsements in July.

Other file notes and OOHWP permit applications were reviewed and approved in July (see below).

3.3.2 Document reviews

- Review of ASEMP for Ancillary site 2A-2
- Drill rig noise data and draft report re removal of drill from “annoying” list – requested impulsiveness forms part of the analysis. The updated report will be available in August.
- Noise check assessment for topsoil stripping – North Boambee Rd to Roberts Hill

3.4 Approved under the EPL (for AA information only)

Works reviewed by the AA but approved by FGJV under EPL condition L6.5 included:

- OOHWP 13 – Englands Rd Drainage line

3.5 OOHW permit reviews/approvals – low risk

OOH works are a combination of early works approved under the OOHW protocol and construction works approved under condition L6.4 of the EPL.

Permit applications for works outside standard hours reviewed and approved in July included the following. Permits approved under the Protocol are attached as Appendix A for reference.

- OOHW Permit 37 – Power pole removal. Required ROL as close to Pacific Highway
- OOHW Permit 39 – Chlorination of watermain. Process is continuous until completed.

These works represented low risk of adverse impact due to NML compliance and/or short timeframes with few receivers likely to be affected. All appropriate mitigation measures were to be applied to maintain any impacts at practical minimums.

Works are generally programmed around one to two weeks after the approval date, pending weather conditions and notification logistics.

3.6 OOHW permit reviews/approvals – community agreement

- Community agreement for increased blast limits to allow for more efficient production, fewer blasts and less hammering and drilling.

3.7 OOHW permit reviews/approvals – high risk (DPE approval required)

No high risk works submitted to DPE in July

3.8 Emergency works

No emergency works notified to the AA in July.

3.9 Document amendments

No amendments to approved documents necessary in July.

3.10 Monitoring of document implementation

3.10.1 CNVMP and associated documents

Monitoring of the CNVMP has been undertaken through review of assessments, mitigation measures (including EWMS) and approval of OOHW. Site inspections are undertaken largely to gain context for approvals and to ensure measures proposed in applications are implemented appropriately.

Monitoring results are issued to the AA for review and information.

3.10.2 At-receiver noise treatments

Transport for NSW is undertaking a program of at-receiver noise treatments (ARNT) to qualifying homes identified within the EIS. The program aims to ensure early mitigation is provided, where possible, prior to construction commencement. The Operational Noise Review (ONR) required under CoA E47 may result in a change in the number of properties and/or the scope of treatment. A delay in finalising the ONR has resulted from the decision to change the Year of Opening and Design Year to align with project opening in 2027 (formerly 2024).

Nominally, 605 homes eligible to receive treatment (comprising 440 residential homes, 11 non-residential receivers and 154 unbuilt residential receivers).

All treatments are expected to be completed within 6 months of commencement of construction (where construction noise affects that receiver). This will be around November.

3.11 Incidents

On July 5, the JV received a complaint regarding an early start of a truck. The JV had specifically requested the sub-contractor to commence after 7am. This seems to be an ongoing and frustrating source of incident for the JV and they continue to tool box, induct and have written into contracts the need to abide by standard hours.

3.12 Auditing and inspection

Site inspection was undertaken on 12 July. Sites and works inspected included:

- The inspection followed the corridor north from the main compound. Clearing and earthworks were underway from North Boambee Road to Bruxner Park Road – most of this area is a good distance from sensitive receivers
- A side trip to Campbell Close to see the location of noise panels to be temporarily removed to allow access to the street once the southern access is closed. This site will require a construction traffic noise assessment for the diversion. Potential for operational noise to increase due to gap in the wall but should be offset by reduction in vehicle speed.

The team is managing noise with reasonable and feasible measures in place.

A second inspection was completed on July 26 to observe the trial blast undertaken under the Blast Management Strategy. The blast was held in accordance with the procedures described in the strategy and data will soon be available to adjust predictions accordingly. I suggested to the team over-pressure and vibration should be measured on the more exposed façade of the buildings at which measurements are made.

3.13 Community complaints and enquiries

With a large area of the corridor now open to construction, the complaints have now taken a step up in frequency. In total, 6 complaints were received by the JV. These included:

[redacted]: night works and vegetation removal

[redacted]: night works for veg removal query and no notification

[redacted]: night works are inappropriate and couldn't recall notification

[redacted]: noise very loud and making cat vomit

[redacted]: loud clanking during the day

[redacted]: noise affecting amenity

The community team has addressed each concern/complaint in a timely manner through explanation of the work and works coming up, reasons for works outside standard hours passing on monitoring outcomes if appropriate. All complaints in July closed out.

3.14 Meetings

The AA attends weekly meetings with Transport for NSW, FGJV, DPE and the ER. Within these meetings, upcoming works are discussed as well as any complaints related to noise and vibration and the status of document preparation and approval.

The AA also attends a monthly meeting with DPE and the project team for an update (12/7).

3.15 Interactions with the ER

The ER and the AA have worked together in reviewing noise and vibration documents and providing comments to Transport for NSW in a coordinated manner. We consult together on any issues that are raised and require further discussion.

3.16 Other AA Activities

The AA continues to review Project-related correspondence as and when received, responding accordingly.

4. Closing comments

Construction now includes clearing and earthworks under the NVMP and the EPL. All activities are in line with the CNVMP including assessment procedures, implementation of mitigation and consultation.

Blasting has commenced and with a successful trial blast, the program should be rolled out more widely. Data from the trial blast showed predictions from the Blast Management Strategy maybe too conservative and the equations will be modified accordingly

OOHW continues to be requested largely when working near the Pacific Highway; however where justified and low-risk, some OOHW are being undertaken along the alignment where justifiable and/or NML compliant.

The AA and ER have visibility of the EPL activities and this allows better coordination of respite and consistency of assessment/application of mitigation.

Interaction with the community continues regularly, with individual appointments as well as group meetings to answer questions and hear opinions. Outcomes from all meetings are provided to the community team to record in the CRM system.

Interactions with FGJV, Transport for NSW and the ER have been positive, and the AA has maintained a good relationship between all parties to achieve best practice proactive noise and vibration management and ongoing compliance with the Conditions of Approval.

With FGJV and TfNSW programming works during standard and outside standard hours, good communication and awareness of all programmed works across the project is being achieved, cumulative impacts are assessed and works are managed consistently across the team.

However, complaints are now more likely due to the larger work-front. Based on past performance, these will be handled diligently.