

Coffs Harbour Bypass – Early works

Acoustic Advisor Monthly Report

October 2022
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Distribution List

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Mick Browne	Transport for NSW
Simon Williams	Environmental Representative
Duncan Thomson	Environmental Representative
Jake Shackelton	NSW Department of Planning, Industry and Environment
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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
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.

Transport for NSW is progressing with early works for the project, defined in the Conditions of Approval (CoA) as low impact work, which is completed prior to approval of the Construction Environmental Management Plan (CEMP).

This Acoustic Advisor monthly report relates to the early works.

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.

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 underway or soon to commence by TfNSW, Ferrovial Gamuda Joint Venture (FGJV) and Quickway during October include the following.

- Continuing demolition of vacated properties, including removal of structures, netting and foundations.
- Ongoing utilities relocations including underboring in a variety of locations such as Coachmans Close, James Small Drive, Bruxner Park Road, Mackays Road
- Establishment of compounds and work areas by Quickway in the northern end
- Watermain trenching adjacent to the biomass facility off Englands Road (WM1) and to western extent of project corridor (WM2)
- Rock removal near the biomass facility to assist with WM1 works
- Cutover/splicing of telecommunications in various locations.
- Ongoing at-house noise treatments

Utility works will continue over the next month and upcoming works also include:

- Trenching and underboring for watermain 1 and 2 in south and western portions of the project
- Underboring around James Small Drive
- Geotechnical investigations by FGJV in a variety of locations
- Excavation of a rocky knoll in the south of the project
- Completion of clearing adjacent to Handybins
- Removal of underground fuel storage at Handybins

3. AA activity

3.1 Secretary communications

Except for submission of the monthly report, no communications with the Secretary were made during October.

3.2 Recommendations for improvement

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

3.3 Documentation review

3.3.1 Endorsements of project documentation

No endorsements relating to project documentation during October; however review of NVMP and ASEMP undertaken in October. A number of file notes and OOHW permit applications were reviewed and approved in October (see below).

3.3.2 Document reviews

Reviews on project documentation included:

- Ancillary site establishment management plan (ASEMP) – Rev 1
- Noise and Vibration Management Sub-Plan (NVMP) – Rev D

File notes for works during standard hours reviewed and approved in October included:

- Low Impact Works Assessment (LIWA) 1: Geotech works package – test pits and bore samples
- LIWA 2: Geotech works package – test pits and bore samples
- LIWA 3: Gatelys and Englands Access Tracks – maintenance and re-surfacing
- LIWA 4: Site investigation – test pits and bore samples

3.4 OOHW permit reviews/approvals

Permit applications for works outside standard hours reviewed and approved in October included:

- Updated Notification for OOH - WM12 pipe install James Small Drive (6/10). Date of already approved works changed due to weather interruptions. New dates were for one night between 11 October to 14 October.
- OOHW - Biomass DP1A Electrical (11/10). Permanent electrical feed cut for the day to allow connection of new power poles. Works completed Sunday 23 October.
- OOHW Coastal Works -Waste facility entrance (14/10). Install watermain across waste facility's driveway needed to be completed during quiet period. Works done 17-19 October.
- CHB OOHW Watermain Valve Install - Crn James Small Dv and Pac Hwy (17/10). Water cvalve cutover done during off peak time. Works proposed for 24 October.
- CHB OOHW Application / notification Barrier and signage install Pacific hwy (17/10). Installation of road barriers required ROL. Works completed over two nights near Old Coast Road and James Small Drive – 20 October and 26 October. Works completed over three nights near Charlesworth Bay Road – 20, 21 and 27 October.
- CHB ARTC / Mackays Road OOHW Application (20/10). Horizontal direction drilling under rail corridor required corridor possession. Works completed Saturday 29 to Sunday 30 October.
- CHB Quickway - OOHW 007 Pacific Highway under bore electrical (20/10). Underboring of western side of Pacific Highway required traffic control under ROL. Works proposed Sunday 13 November.

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.

3.5 Document amendments

No amendments to approved documents necessary in October.

3.6 Monitoring of document implementation

3.6.1 CNVMP and associated documents

At this stage, early works are low risk, largely being undertaken during standard hours and outside the framework of the CNVMP, which is yet to be approved. Any OOHW are being carried out under the OOHW Protocol.

Based on feedback from Transport for NSW, low risk works completed in October have been completed in line with the file notes and OOHW applications previously reviewed by the AA for each item of work and have not resulted in any noise or vibration complaints.

3.6.2 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.

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

To date, initial scoping has been completed at 311 properties and 111 homes have been treated.

3.7 Incidents

The AA is unaware of any incidents during October.

3.8 Auditing and inspection

Site inspection was undertaken on 12 October. Observed activities included the Quickway site establishment at Korora Interchange, area prepared for upcoming utility works at Bruxner Park Road, underboring at James Small Drive and review of Coffs Council works at the 1G Ancillary Site.

The team is managing noise with reasonable and feasible measures in place. Minor advice provided at the underboring site, which was to try and use noise mats to break line of site between source and receiver for maximum benefit.

3.9 Community complaints and enquiries

No complaints regarding noise were received by the AA in October.

A meeting with resident of 15A Nelson Street regarding at-house treatment. We discussed the qualifying criteria and processes and the resident seemed satisfied the process had been followed.

An additional resident at 14 Rovere Drive has raised concerns regarding at-house noise treatment and a meeting has been arranged for November.

3.10 Meetings

The AA has been attending weekly meetings with Transport for NSW, DPE representatives, the ER and Project consultation team members. 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 attended the monthly DPE meeting with the TFNSW and Gamuda teams. An update of the project was presented and discussion of upcoming approval of management plans and forward works.

3.11 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. The AA will continue to work with the ER throughout the project.

3.12 Other AA Activities

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

4. Closing comments

Appropriate planning and management of noise and vibration impacts has been carried out to date with early works being completed outside the framework of the CEMP. All works appear to be completed in accordance with the CoA and documentation provided for review.

Interaction with FGJV, Transport for NSW and the ER has 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 the commencement of FGJV as Contractor for the project, additional activity is now being planned such as geotechnical studies and ancillary site establishment. It is important to ensure good communication and awareness of all programmed works across the project and to manage these consistently.

Documentation reviews have commenced on relevant management plans and will be endorsed in time for construction. There will be a transition period of continuing early works by TfNSW and works completed by the Contractor under the approved CEMP.