

Coffs Harbour Bypass – Early works

Acoustic Advisor Monthly Report

April 2023

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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.

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

Construction activity by the JV is currently underway with clearing, placement of barriers and signs and construction of basins. Clearing has so far been in the northern section, including out of hours works near Korora School to reduce safety risks.

Some remaining early works are still underway by TfNSW and Quickway with utilities installation such as watermain, sewers and electrical in the north and south of the project.

Early works underway during April, or soon to commence, include the following.

- Ongoing utilities relocations in a variety of locations such as James Small Drive, Bruxner Park Road, Western Utilities Corridor, Pacific Highway, Charlesworth Bay Road and Isles Drive
- Establishment of main site compound at 1G (off North Boambee Road) is complete and the access road is being constructed. A second ancillary site (1C) will soon commence establishment.
- Quickway continues to install utilities in the northern section of the project and Coastal works in the south.
- Ongoing at-house noise treatments

3. AA activity

3.1 Secretary communications

Secretary communication in April included:

- Request for changing the weekly AA/ER meeting to Tuesday. This was acceptable to all concerned.
- Request for clarification on the minor CNVMP amendments and their reasons. Response provided.

3.2 Recommendations for improvement

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

3.3 Documentation review

3.3.1 Endorsements of project documentation

Endorsements of documentation required under the conditions in April:

- Revision J of the CNVMP was endorsed in April (18/4). The revision allowed for minor amendments of the NMLs due to typos in a small number of catchments.
- The Blast Management Strategy was provided for review and comments provided. No endorsement of this document in April but will be finalised in May.
- The ASEMP for ancillary site 1C was reviewed in April but is not yet endorsed. This will be finalized in May.

3.3.2 Document reviews

Works during standard hours are addressed in the CNVMP. Other document reviews included:

- Earthworks impacts and EWMS 09 to support CNVMP (14/4)

3.4 OOH permit reviews/approvals – low risk

OOHW are being undertaken by the JV under EPL 21766, unless outside the boundary.

Quickway continues to work under the Conditions of Approval for OOH since the EPL is not applicable to these works.

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

Works under the CoA:

- OOHW 26 Power pole delivery Bruxner (2 April)
- OOHW WM05 – Cut over (6 April)
- OOHW SE01 – Thrust bore Englands Road (20 April)
- OOHW 020 James Small Drive underbore (27 April)

Works under EPL 21766 include works approved by the AA and ER (Condition L6.4) and those works undertaken under Condition L6.5 which does not require AA or ER approval. However, these works are notified to the AA for any comment.

Works under L6.4

- OOHW 004 Kororo School Road Clearing rev 2 (3 April)
- OOHW 028 Barrier removal night (27 April)

Works under L6.5

- OOHWP 009 Geotech drilling Pac Hwy

These works represented low risk of adverse impact due to NML compliance and/or short timeframes with few receivers likely to be affected. OOH works are generally programmed around one to two weeks after the approval date, pending weather conditions and notification logistics. All appropriate mitigation measures are to be applied to maintain any impacts at practical minimums and monitoring to be conducted in line with CNVMP requirements.

3.5 OOHW permit reviews/approvals – community agreement

OOHW 20 required agreement with one resident in Bruxner Park Road due to minor exceedance of the NML.

A previous community agreement has been requested by Quickway to be extended for works along the gravel access track. A meeting was held to discuss this extension and further information has been requested on the scope of works being proposed. Unresolved in April.

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

No high risk works submitted to DPE in April

3.7 Emergency works

None in April

3.8 Document amendments

Minor update to the CNVMP to allow for corrected NML values. Endorsed by AA 18 April. Approved by ER as administrative change.

3.9 Monitoring of document implementation

3.9.1 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 establish measures proposed in applications are implemented appropriately.

3.9.2 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, 176 of the 396 properties have been completed. In total, 291 properties have been allocated to packages.

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.

3.10 Incidents

No incidents notified to the AA in April.

3.11 Auditing and inspection

Site inspection was undertaken on 12 April together with TfNSW, DPE and FGJV representatives. Sites and works inspected included:

- Ancillary site 1G
- Southern works areas near Ibis dam and Watermain installation.
- Works near Spagnollos Road
- Works near Bruxner Park Road and Western Utility corridor
- Works near James Small Drive

The team is managing noise with reasonable and feasible measures in place. Clearing at night demonstrated the use of quieter electric chainsaws and stockpiling of timber for mulching in the day was effective in reducing noise.

3.12 Community complaints and enquiries

No noise-related complaints in April.

A community member has requested a meeting with the AA regarding at-house noise treatments. This will be conducted in May.

3.13 Meetings

The AA has been attending weekly meetings with Transport for NSW, FGJV members, 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 also attended a monthly meeting with DPE and the project team for an update (12/4).

A noise working group has commenced meeting each month to discuss noise-specific challenges. This was attended by the AA on 27 April. Topics of discussion included OOH works coordination, 6 month look ahead for OOH works, complaints and issues needing addressing, at-house noise treatment update and discussion of compliance with CoA E47-50.

Other meetings addressed specific matters such as approved OOH and the Blast Management Strategy.

Meetings were also held to discuss the ‘year of opening’ and ‘design year’ for the project. The project will not be opened in the year described in the EIS (2024) but is expected in around 2026. This matter will be resolved in May.

3.14 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.

3.15 Other AA Activities

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

4. Closing comments

Construction is now ramping up with clearing and earthworks commencing. All activities are being undertaken in line with the CNVMP including assessment procedures, implementation of mitigation and consultation.

OOHW continue to be requested largely when working near the Pacific Highway. This is being done under the Conditions of Approval for Quickway activities and under the EPL for the JV. 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 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 FGJV, Quickway and TfNSW each programming works during standard and outside standard hours, good communication and awareness of all programmed works across the project is being achieved and works are managed consistently across the team.