

Coffs Harbour Bypass – Early works

Acoustic Advisor Monthly Report

June 2023
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Distribution List

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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 the all works undertaken by FGJV and Transport for NSW in June 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 underway during June, or soon to commence, by TfNSW include the following.

- Ongoing utilities relocations including underboring in a variety of locations such as James Small Drive, Bruxner Park Road, Western Utilities Corridor
- Bruxner Park Road watermain with concrete encasement
- Ongoing at-house noise treatments
- 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:

- major clearing in north and south of the project, with most during standard hours. 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 commence in early July.

3. AA activity

3.1 Secretary communications

Meetings involving DPE are discussed below.

In addition, the AA had a phone conversation with DPE regarding a non-conformance (discussed further 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 June.

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

3.3.2 Document reviews

Works during standard hours are addressed in the CNVMP. No other standard hours works were review

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 11 – Early morning refuelling
- OOHWP 12 - Korora School Road Clearing and Barrier Install

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 June included the following. Permits approved under the Protocol are attached as Appendix A for reference.

- OOHW Permit 35 - Water main valve installation works, Charlesworth Bay Road
- Barrier Install - CNR James Small Drive North and Pacific Highway Korora & Compound for Prestart and Amenities.
- Water main 01 cutover
- OOH Works 007 - Works by agreement, third consecutive night

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

- OOHW permit 34 - Northern Utilities Relocation – Western Side. Extension to previous agreement.

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

No high risk works submitted to DPE in June

3.8 Emergency works

No emergency works notified to the AA in June.

3.9 Document amendments

No amendments to approved documents necessary in June.

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).

At last notification, treatment to 309 properties was underway or completed. 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 June 6, the AA received an OOH permit application for works completed over the previous weekend. The works were predicted to be NML compliant and resulted in no complaints. However, the OOH Protocol requires NML compliant OOH to be approved by the AA prior to the works commencing.

The non-compliance was raised with DPE and the AA in the weekly meeting and an event report prepared.

The non-compliance was an oversight by Transport for NSW and the team has been retrained in the requirements of the Protocol.

A second non-compliance was raised by FGJV with vibratory works (small roller) operating within 50 metres of a residential building prior to the dilapidation survey being completed. Vibration monitoring was undertaken to confirm compliance with vibration limits in this location. Once the activity was recognised as a non compliance with the management plan, it was stopped. A report is being prepared for submission to inform the quality management plan and the dilapidation report is being prioritised.

3.12 Auditing and inspection

Site inspection was undertaken on 14 June. Sites and works inspected included:

- Clearing underway at Englands Road – harvesters were very quiet compared to chainsaws.
- Cleared areas and basin construction around southern end of project and tunnel portal areas.
- Cleared areas around north Korora and Bruxner Park Road including cut 16.

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

3.13 Community complaints and enquiries

A complaint was notified to the AA from receivers at 54 James Small Drive regarding noise and vibration. Vibration monitoring was undertaken to confirm cosmetic damage limits were not exceeded.

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 (14/6).

The Alternate AA attended the noise working group on 30 June. 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.

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

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.

OOHW continue to be requested largely when working near the Pacific Highway; however where justified and low-risk, some OOHWS are being undertaken along the alignment such as refuelling and extension to the community agreement for the Western Utility Corridor.

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 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.



Appendix A. Approved OOHW permits for June