

03 Consultation

3.1 Community Consultation

BBA Community Liaison Officers effectively engaged and consulted residents within a radius of 400 metres of the Ballina Bypass SP1 construction zone regarding the extension of working hours on a Saturday. Figures S1 to S7 of the Noise and Vibration Management Plan (NVMP) were utilised to determine that four hundred metres was the maximum separation distance from SP1 to sensitive receivers. The location of sensitive receivers in relation to the road corridor is shown in Appendix A (Sheets 1 to 3). A copy of the community consultation records are presented in Appendix C.

The aim of this consultation was to determine how residents felt about the possibility of extending construction working hours on a Saturday. The residents were asked to identify any concerns they may have in relation to the potential extension of hours. All 15 residents within 400 metres of SP1 were effectively engaged and consulted. Residents within close proximity to the 'Northern Tie-In' region have also been consulted and the consultation records are addressed in a separate document '*Modification Request Extension of Standard Working Hours Northern Tie-In*'. This consultation has also included two previously un-contactable residents.

Fourteen of the fifteen residents consulted support the proposed extension to working hours. One resident had minor concerns, refer Appendix C (Carol Urskine), but 'did not want to hold things up if other residents approved of the extended hours'. Since February 2010, BBA's Community Liaison Officer has contacted this resident whose opinion remains consistent (refer Appendix C). Overall, the general consensus was that residents wanted to see the upgrade finished as early as possible and they are supportive of the extended hours, as a result no further contact since February 2010 with these residents has occurred on this matter.

3.2 Stakeholder Consultation

The Department of Environment Climate Change and Water (DECCW) representatives have been extensively consulted in regards to the proposed extension of working hours at four Environment Reference Group (ERG) meetings which were held on 13 January, 17 February, 17 March and the latest being 14 April 2010. DECCW representatives have raised no issues or objections in regards to the extended hours, however, they identified the need for community engagement and consultation. As a result, BBA's Community Liaison Officers have engaged in effective community consultation on

this matter. DECCW have also requested to review this modification report prior to submission to Department of Planning (DoP).

04 Environmental Management

4.1 Environmental Management Framework

All construction activities conducted during the extended hours on a Saturday would be undertaken in accordance with BBA's existing environmental management system including the approved Construction Environmental Management Plan (CEMP), the associated sub plans, Environmental Procedures and Environmental Work Method Statements (EWMS). The CEMP sub plans include:

- Groundwater and Settlement Management Sub Plan
- Construction Traffic Management Sub Plan
- Flora and Fauna Management Sub Plan
- Integrated Wetland Management Sub Plan
- Construction Noise and Vibration Management Sub Plan
- Soil and Water Management Sub Plan
- Acid Sulphate Soils Management Sub Plan
- Spoil and Fill Management Sub Plan
- Urban Design, Landscape and Rehabilitation Sub Plan
- Indigenous Heritage Management Sub Plan
- Construction Air Quality Sub Plan
- Hazards and Risk Management Sub Plan
- Waste Management and Reuse Sub Plan.

BBA's Environment team ensures strict environmental compliance in accordance with these procedures and plans through inductions, 'toolbox talks', environmental training and performing rigorous onsite environmental audits and conducting daily inspections. The Projects General Superintendent, Area Superintendents, Engineers and Foremen are all responsible for the daily construction and maintenance of environmental controls.

The extended hours of works period is not expected to increase any environmental risks and is considered to be indifferent to other permitted work periods. To date, the approved CEMP, sub plans, environmental procedures and EWMS management tools have been successfully implemented on the project and are expected continue to effectively manage potential environmental issues.

The main potential environmental impact associated with the extension of construction hours is primarily noise, which is discussed in Section 4.2.

The appointed EMR for the project would continue to be consulted regarding any potential impacts from construction, including the extended hours on Saturdays.

4.2 Noise Management

4.2.1 Noise Related Complaints to Date

Since June 2008, there have been a total of four noise complaints received on the Ballina Bypass within the SP1 area. Details of the complaints are as follows:

- One complaint was regarding general trucks on the existing highway using exhaust brakes
- Three complaints were regarding the night works at Ross Lane during September 2009 (one of these was in relation to the use of a generator which was considered too loud)

Each of these issues were addressed and resolved to the satisfaction of the each complainant.

No further complaints regarding noise generated from construction have been received.

4.2.2 Noise Impact Assessment

As identified in Section 3 of the NVMP, there is a range of potential noise generating activities associated with construction of the Ballina Bypass Alliance Project. These include:

- Excavation
- Piling
- Spoil loading and unloading
- Vehicle arrival and departure (including loading/unloading of large plant and equipment)
- Operation of generators and pumps
- Removal and re-instatement of road pavement
- Concrete paving and cutting and asphalt paving
- Traffic diversions
- Tree removal

The activity with the greatest potential to generate noise is piling at bridge sites and blasting. This construction activity will not be undertaken during the proposed extended hours.

A noise impact assessment covering the Ballina Bypass route, including the entire SP1 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 project, noise levels will vary as the location of plant and 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 sensitive 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 SP1 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 effective 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 received for the project to date, and also by the supportive responses provided by residents when consulting with them regarding the proposed extended operating hours.

4.2.3 Construction Noise Management Measures

Control measures outlined in Section 4.1 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. BBA will monitor and record the receipt of complaints daily, and respond in accordance with the Complaints Handling Procedure and Section 5 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 the receipt 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 Environmental Managements Representative through the compliance reporting process. Additionally the Environmental Management Representative 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 indicates that 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 potential environmental impacts and lost time associated with the rainy season, increase 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 both sensitively and effectively providing workable solutions for the residents, commuters and the Ballina 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 – SP1 Alignment & Sensitive Receptors

Appendix B – Road Safety Data

Appendix C – Ballina Bypass Alliance Stakeholder consultation