

# Coffs Harbour Bypass

## Acoustic Advisor Monthly Report

### September 2024

**Doc no. 21001-NV-RP-44-0**

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#### Distribution List

|                   |                                                  |
|-------------------|--------------------------------------------------|
| Scott Lawrence    | Transport for NSW                                |
| Mick Browne       | Transport for NSW                                |
| Simon Williams    | Environmental Representative                     |
| Duncan Thomson    | Environmental Representative                     |
| Nick Ballard      | NSW Department of Planning, Housing and Industry |
| Hari Corliss      | Environment Manager, FGJV                        |
| David Moore       | Independent Certifier                            |
| CHB Project email | Transport for NSW                                |

#### 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                 |
| DPHI          | Department of Planning Housing and Industry               |
| 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                        |
| ONR           | Operational Noise Review                                  |
| (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 then 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. These works are in their final stages.

This Acoustic Advisor monthly report relates to all works undertaken by FGJV and Transport for NSW in September 2024.

### 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. Duncan Thomson is the ER, with Simon Williams the alternate, and approved by the delegate to the Secretary in July 2021. Duncan will leave the ER role at the end of the month, with Simon Williams taking over.

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 currently underway:

- Bulk earthwork is widespread and will continue for some time – over 60% of earthwork is now complete
- Drilling and blasting are underway within multiple cuts; however blasting is coming to an end in these areas with only small volumes of rock remaining.
- Piling and bridgeworks in multiple locations including at the Englands Road Interchange, Coramba Road Interchange, North Boambee Road, Korora Interchange and several creek crossings including Pine Brush Creek. Concrete pours for pylons, headstocks and decks and crane-lifts of bridge sections occasionally require commencement or completion outside standard hours for technical and safety purposes.
- Tunnelling at Gatelys North and South portals with blasting while portals are being prepared for tunnelling at Roberts Hill and Shephards. 24/7 tunnelling at the Gatelys Road southern portal commenced in September.
- Median removal continues in the northern section of the Pacific Highway and will continue for September, mostly at night.

Airblast from blasting at tunnels has been regularly exceeding applicable limits. Redesign has seen airblast overpressure reduced substantially so that, while not compliant at all times, levels are generally below maximum limits and impacts are well managed. However, occasional exceedance of 130 dBL has been reported and complaints received. Approval of a modification to the project to permit higher levels of airblast overpressure (130 dB) for tunnel blasts is expected in early October.

## 3. AA activity

### 3.1 Secretary communications

16 September - DPHI requested responses to its comments on the ONR. Comments reviewed and responses provided.

### 3.2 Recommendations for improvement

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

### 3.3 Documentation review

#### 3.3.1 Endorsements of project documentation

- 27 August (not reported last Monthly report) – ONR Revision B dated 22 August 2024.
- No endorsements in September

#### 3.3.2 Document reviews

- With the exception of OH permits, no other documents reviewed in September

### 3.4 Approved under the EPL (for AA information only)

Works reviewed by the AA but approved by FGJV under EPL condition L6.2, L6.5 or L6.9 included:

- 9 September – OOHWP 164 – Englands E roundabout concrete
- 10 September – OOHWP 167 – BR 1 early pour start
- 13 September – OOHWP 159 – Temp traffic staging works

### **3.5 OOHWP permit reviews/approvals - EPL Condition L6.4**

Works reviewed and approved in consultation with the ER included the following.

- 9 September – OOHWP 162 – Street light disconnection – reviewed but not approved in September
- 11 September - OOHWP 154 Z1 TBM Saturday works
- 12 September – OOHWP 126 BR12 piling updated hours and justifications
- 18 September – OOHWP 160– BR24 trusses
- 19 September – OOHWP 163 Coramba saw cutting
- 26 September – OOHWP 165 Coramba Rd E roundabout concrete
- 26 September – OOHWP 166 Coramba Rd W roundabout concrete
- 30 September – OOHWP 169 BR4 early start deck pour
- 30 September – OOHWP 170 BR23 early start deck pour

### **3.6 OOHWP permit reviews/approvals under OOHWP protocol – low risk**

No OOH works reviewed and approved under the OOHWP protocol in September.

### **3.7 OOHWP permit reviews/approvals – community agreement**

26 September - Reviewed an agreement for blasting at Cut 11 to increase vibration levels to 25 mm/s

### **3.8 Emergency works**

No emergency works notified to the AA in September.

### **3.9 Document amendments**

No changes to approved documents in September.

### **3.10 Monitoring of document implementation**

#### **3.10.1 CNVMP and associated documents**

Monitoring of the CNVMP and associated documents has been undertaken through review of assessments, mitigation measures (including EWMS) and approval of OOHWP. Site inspections are undertaken to gain context for approvals and to ensure measures proposed in applications are implemented appropriately. Where applicable, recommendations are made during inspection for improvement in noise and vibration management.

#### **3.10.2 Monitoring results**

Blast data generally is supplied to the AA on a weekly basis to provide additional visibility on blast impacts from Gatelys North and South tunnels. Results demonstrate airblast levels are consistently above 115 dBL with many above 120 dBL. At Gatelys South, agreement with some residents permits blasting up to 130 dBL, whilst a modification should be approved in October to increase airblast limits for all tunnel blasting up to 130 dBL. Blasting in tunnels and achieving compliance with the CoA remains a focus for the project.

Noise and vibration monitoring is regularly undertaken for open cut blasts and general construction. Monitor results for this blasting are provided on a monthly basis and demonstrate compliance with criteria for the most part. The few exceedances of criteria are covered under agreements with affected property holders, e.g. at cut 5B and cut 16.

Monitoring for OOH was undertaken on 9 September only, for verification of bridge pour noise predictions. The subject activity was compliant with predictions.

### **3.10.3 At-receiver noise treatments**

Difficulties with asbestos and electrical factors has greatly delayed implementation of treatment to 30 properties. TfNSW is redesigning the scope of treatment for each property. Design and consultation are underway and offers are being made to around half the residents with more offers to be prepared in the coming weeks. As of September, 24 property treatments have been redesigned with 21 having a scope offered to owners. Over 12 have now accepted. School treatments are pending a detail review of building construction information.

### **3.11 Incidents**

No incidents notified in September.

### **3.12 Auditing and inspection**

Site inspection was carried out on 11 September with most of the corridor visited including the southern extent and TBM site, Tunnel portals at Roberts Hill and Shephards Lane, Bridge pad site at Cut 11 and the Korora Interchange.

The site is being managed well with noise a high priority consideration managed in line with the CNVMP.

### **3.13 Community complaints and enquiries**

Three complaints related to noise and/or vibration were received by the JV in September.

- 5 September – related to trucks using compression braking on the Highway at 60 km/h sign.
- 12 September – can hear constant beeping and investigation found excavators beep at moxies as a form of communication. Apparently uhf radios cannot be used for safety reasons.
- 19 September – requested alternative accommodation until ARNT is complete. Team met with stakeholder to address concerns.

The community team has been addressing concerns/complaints in a timely manner through explanation of the work and works coming up, reasons for works outside standard hours and passing on monitoring outcomes if appropriate.

### **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 June).

Resident meetings are regularly held to discuss the project or at-house noise treatment. No community meetings in September.

### **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. With the change of ER, this relationship will continue.

## **4. Closing comments**

Construction is in line with the CNVMP including assessment procedures, implementation of mitigation and consultation.



Complaint frequency remains low, with at-house noise treatment the main cause for resident concern. Blasting has resulted in some community concern.

OOHW permits frequency is increasing to deal with concrete pours for technical reasons and when working near the Pacific Highway. Many OOHW are approved under the EPL and the AA and ER have visibility of the EPL activities and this allows better coordination of respite and consistency of assessment/application of mitigation.

Issues with airblast impacts are currently being addressed with lower levels of airblast overpressure and should hopefully be resolved over the next few weeks with a project approval modification process.

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.