

Coffs Harbour Bypass – Early works

Acoustic Advisor Monthly Report

October 2023
Doc no. 21001-NV-RP-33-0

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Distribution List

██████████	Transport for NSW
██████████	Transport for NSW
██████████	Environmental Representative
██████████	Environmental Representative
██████████	NSW Department of Planning, Industry and Environment
██████████	Environment Manager, FGJV
██████████	Independent Certifier
██████████	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
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. These works are in their final stages.

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

Low impact works continue, although the scope is nearly complete. Electrical works in Bray St and Mackays Rd are expected to be complete with tie-ins done by February.

Construction activity by the JV is currently underway with:

- Clearing is complete for now though additional clearing will be required in 12 – 18 months.
- Ancillary sites are being established including tunnel portal sites, 2A-2 and 1J.
- Earthworks is widespread and will continue for several months.
- Drilling for blasting continued in October in several cuts.

3. AA activity

3.1 Secretary communications

Meetings involving DPE are discussed 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 October.

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

3.3.2 Document reviews

- Review of 1J ASEMP with comments closed out.
- Second review of report required under CoA E50 regarding implementation of operational noise mitigation measures within 6 months of construction commencing. Comments provided.
- 6 monthly construction noise and vibration monitoring report reviewed and minor comments provided

3.4 Approved under the EPL (for AA information only)

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

- OOHWP 25 – Median works – Kororo Basin area

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

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

- OOHWP: Signage Amendment and Weed Spraying South – met criteria for high risk requiring EPA sign off.
- OOHWP Permit: Service Investigation Works South – reviewed but changed to community agreement under EPL.
- OOHWP - Concrete Pour South – reviewed as higher risk due to early morning start with moderately impacted receivers but the JV is pursuing community agreement as per EPA advice
- OOHWP #45 - BR24 Pile Concrete Pours

3.6 OOHW permit reviews/approvals – low risk

OOH works reviewed and approved under the OOHW protocol included the following. Permits approved under the Protocol are attached as Appendix A for reference.

- OOHW Permit #36: Tree Trimming on Pacific Highway

3.7 OOHW permit reviews/approvals – community agreement

- Community agreement for increased blast limits to allow for more efficient production, fewer blasts and less hammering and drilling. These are ongoing and residents added as required.

3.8 Emergency works

No emergency works notified to the AA in October.

3.9 Document amendments

No amendments to approved documents necessary in October.

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 to gain context for approvals and to ensure measures proposed in applications are implemented appropriately.

Monitoring results are issued monthly 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).

Complications around asbestos, bush fire risk and electrical connections have delayed installation of treatments. Around 87 homes will not have had treatments within 6 months of construction and the JV is preparing a submission to DPE under CoA E50. All but 30 homes should be treated by December 2023 with remaining homes taking longer as they contain asbestos and appropriate treatment plans are still being developed.

3.11 Incidents

No noise-related incidents reported to the AA in October.

3.12 Auditing and inspection

Site inspection was undertaken on 11 October. Sites and works inspected included:

- Cut 4 and blast drilling site
- Northern section including Gatelys northern portal and Bruxner Park Road
- Blast monitoring sites inspected to view monitoring methods

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

3.13 Community complaints and enquiries

In total, 5 complaints related to noise and/or vibration were received by the JV. These included:

- 3/10 – noise complaint re OOH
- 11/10 – concern over not qualifying for AHNT
- 17/10 – requesting the team applies more mitigation for noise
- 20/10 – complained about cost of running a/c
- 31/10 - OOHW on highway

The community team has addressed each concern/complaint 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. All noise or vibration complaints in October closed out.

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 (13/9).

Resident meetings were held in October to discuss the project and at-house noise treatment. Meetings included:

- resident in Pacific Highway who was concerned about treatments to the property
- resident in Tranquility Drive who was concerned about construction noise and treatments

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.

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, blasting and earthworks, bridge foundations and concrete pours under the NVMP and the EPL. All activities are in line with the CNVMP including assessment procedures, implementation of mitigation and consultation.

Complaint frequency remains low, with OOH works and at-house noise treatment the main causes for resident concern. Blasting has resulted in little community concern.

OOHW continues to be requested largely when working near the Pacific Highway.

Most OOHW activity is approved under the EPL. 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 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.

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 October

CHB Project EPL OOHW Application Permit

Out of Hours Work Approval Request			
No:	Notification date:	Approval date:	Project / Location:
036	5/10/2023		CHB – North – Pacific Highway between Big Banana and West Korora Rd
A. Contact details	Name	Mobile number	Email
FGJV Environmental Lead	██████████	██████████	██████████
FGJV Project Manager	██████████	██████████	██████████
FGJV Engineer / Supervisor	██████████	██████████	██████████
TfNSW Environmental Manager	██████████	██████████	██████████
B. Details of work: Include a map showing location of work extent and nearest sensitive receivers			
Location / chainages:	<p>Along Pacific Highway near West Korora Road:</p> 		
NCA/s:	<ul style="list-style-type: none"> NCA 21 (West of Pacific Highway) NCA 22 (East of Pacific Highway) 		
Description of works – also include a brief description of the sequence of activities:	<p>Tree trimming will be undertaken along the shoulder of the Pacific Highway using battery operated chainsaws and an elevated working platform (EWP). Branches and vegetation removed during the trimming will be loaded into trucks and taken to the Clearing Subcontractors yard for processing during normal construction hours.</p>		
Machinery/ plant to be used	<ul style="list-style-type: none"> Battery operated chainsaws Elevated Working Platform (EWP) Road truck for transporting vegetation/branches Traffic control vehicles 		
Traffic control measures required:	<p>Slow lane and shoulder closure is required around the work area.</p>		

Lighting required:	Lighting towers
Proposed dates:	Wednesday 11 th October
Proposed times:	20:00 to 2:00
Justification - why does work need to occur outside of standard construction hours? (attach support information as required)	<p>Trimming of existing vegetation and trees along the Pacific Highway is required for public safety to ensure there is the required line of sight for vehicles exiting West Korora Road onto the Pacific Highway.</p> <p>For the section of the Pacific Highway from England's Road to Opal Boulevard, the time of operation stated on the road occupancy licence (ROL) excludes any lane closures to enable occupation and/or stoppages between the following times.</p> <ul style="list-style-type: none"> From 06:00 to 19:00 Monday to Thursday (extended to 20:00 in school holiday periods) From 06:00 to 21:00 Friday From 06:00 to 14:00 Saturday <p>Due to these ROL restrictions, FGJV are required to undertake the proposed clearing works outside of standard construction hours.</p>


C. Approval Pathway: Select OOHW Category as defined by MCoA E36

<input type="checkbox"/>	(a) for the delivery of materials required by the NSW Police Force or other authority for safety reasons
<input type="checkbox"/>	(b) where it is required in an emergency to avoid injury or the loss of life, to avoid damage or loss of property or to prevent environmental harm
<input type="checkbox"/>	(c) where different construction hours are permitted or required under an EPL in force in respect of the CSSI – Proceed to Part C.1 - Works under EPL below
<input checked="" type="checkbox"/>	(d) work <u>not</u> subject to an EPL that are approved under an Out-of-Hours Work Protocol as required by Condition E40
<input type="checkbox"/>	(e) construction that causes $L_{Aeq(15 \text{ minute})}$ noise levels: <ul style="list-style-type: none"> i. no more than 5 dB(A) above the RBL at any residence in accordance with the <i>Interim Construction Noise Guideline</i>, or ii. no more than the 'Noise affected' NML specified in Table 3 of the <i>Interim Construction Noise Guideline</i> at other sensitive land uses
<input type="checkbox"/>	(f) continuous or impulsive vibration values, measured at the most affected residence are no more than the preferred values for human exposure to vibration, specified in Table 2.2 of <i>Assessing Vibration: a technical guideline</i> (DEC, 2006)
<input type="checkbox"/>	(g) intermittent vibration values measured at the most affected residence are no more than the preferred values for human exposure to vibration, specified in Table 2.4 of <i>Assessing Vibration: a technical guideline</i> (DEC, 2006)
<input type="checkbox"/>	(h) negotiated agreements with directly affected residents and sensitive land uses.

C.1 Works Under EPL – Select appropriate condition

<input type="checkbox"/>	<p>L6.2 Low Noise Impact Works: (Approved by FGJV E&S Manager)</p> <ul style="list-style-type: none"> (a) $L_{Aeq15min}$ no more than 5 dB(A) above the RBL; and (b) L_{Amax} no more than 15 dB(A) above the RBL; and (c) Continuous or impulsive vibration values, no more than the preferred values for human exposure to vibration (Table 2.2 of <i>Assessing Vibration: a technical guideline</i>); and (d) Intermittent vibration values are no more than the preferred values for human exposure to vibration (Table 2.4 of <i>Assessing Vibration: a technical guideline</i>)
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<input type="checkbox"/>	<p>L6.4 Low Risk Critical Works: (Approved by ER in consultation with AA)</p> <p>(a) Noise levels assessed as Noticeable (RBL +5-10); OR</p> <p>(b) Noise levels assessed as Clearly Audible (RBL +10-20) for a maximum of:</p> <ol style="list-style-type: none"> i. Two consecutive nights, in a calendar week ii. Three consecutive evenings in a calendar week iii. A maximum of 10 evenings or nights in a calendar month <p>Note: Written notification required to EPA prior to works</p>
<input type="checkbox"/>	<p>L6.4 High Risk Critical Works: (Endorsed by ER, Approved by EPA)</p> <p>(a) Low risk duration limitations cannot be achieved</p> <p>(b) Noise levels assessed as Moderately Intrusive (RBL +20-30) or Highly Intrusive (>RBL+30).</p>
<input type="checkbox"/>	<p>L6.5 Exemptions in exceptional circumstances: (Approved by TfNSW and FGJV E&S Manager)</p>
	<p><input type="checkbox"/> emergency works required to avoid the loss of life or property, or to prevent material harm to the environment</p>
	<p><input type="checkbox"/> delivery of oversized plant, structures or materials determined by the police or other authorised authorities to require special arrangements to transport along public roads</p>
	<p><input type="checkbox"/> Transport for NSW Transport Management Centre (or other road authority) refuse to issue a road occupancy licence for work during standard construction hours</p>
	<p><input type="checkbox"/> rail network operator requires a rail possession (involving week night and/or weekend rail shutdown) for the works or activities to be performed</p>
	<p><input type="checkbox"/> a public utility provider (i.e. electricity, gas, water, sewer or telecommunications) refuse to allow work on an existing service during standard construction hours</p>
<input type="checkbox"/>	<p>E1.1 Works by Community Agreement (Approved by EPA)</p>
<p>D. Risk assessment MCoA E36 d) OR EPL #21766 Condition L6.5</p>	
<p>NML (refer Table 9 of the FGJV CNVMP)</p>	<p>Night-time NMLs:</p> <ul style="list-style-type: none"> • NCA21: 45 dBA • NCA22: 41 dBA
<p>Summary of detailed noise impact assessment.</p>	<p>Given the works are outside of the Project Boundary, the TfNSW Construction Noise Estimator use was used to model predicted noise impacts for the proposed OOH works (refer to Appendix A).</p> <p>In summary, a noise level 65dBA (20dBA above NML) was predicted at the nearest receiver at 3 West Korora Rd (approx. 31m from works). This equates to a perception category of moderately intrusive.</p> <p>Based on the noise assessment and duration of works (i.e. one night), the proposed OOHW meets the definition of Low Risk in accordance with Section 3 of the OOH Protocol contained in the CNVMP.</p>

	<p><u>Location:</u></p> 
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<p>Does the work result in highly noise affected receivers? (above 75dB(A) LAeq (15 min))</p>	<p>No receivers are identified as highly noise affected.</p>
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E. Proposed Mitigation measures, including respite

<p><i>Comments:</i></p> <ul style="list-style-type: none"> • Modifying behavioural practices on site including avoiding shouting, use of radios instead of shouting, etc. • Selection of appropriately sized plant and quieter options where possible (i.e. battery operated saws over petrol) • Switching off plant and machinery when not in use • Use of non-tonal reversing alarms • Orientating machinery with noisiest elements directed away from receivers wherever possible • Notification will be provided to residents within 200m of works.

F. Community Consultation

<p><i>Include summary of consultation undertaken:</i></p> <p>Written notification of proposed trimming works (refer to Attachment B) will be letterbox dropped to receivers within 200m of the work area. The notification will outline the justification for the OOHW, diagram of the work area, proposed dates and working times, expected noise impacts and mitigation measures in accordance with the Community Consultation Strategy and OOH Protocol requirements.</p>
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<p><i>Has respite periods for OOHW been identified with the affected community on a monthly basis and a three-month schedule of likely OOHW provided (refer CoA E39)?</i></p> <p>A Project-wide notification was issued in June and September 2023 which identified OOHW clearing works along the Pacific Highway in a 3 month look ahead. No respite periods have been identified in response to community consultation / feedback from this Project Update. The notification letter includes the Project contact details to facilitate any community consultation specific to the works. If any residents request additional respite in response to the notification letter and/or individual briefings, this will be reassessed.</p>

<p><i>Has the outcome of community consultation, the identified respite periods and scheduling of likely OOHW been provided to the ER, AA and Planning Secretary as required?</i></p> <p>The outcomes of the consultation undertaken as part of the 3-month OOH lookahead schedule will be provided to the ER, AA and EPA once consultation is complete. Consultation outcomes including any identified respite periods and scheduling will be provided to DPE via the OOHW applications that are appended to the AA monthly reports and will be available to Council via the DPE project website.</p>
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<p><i>Where works are proposed to be undertaken by agreement, in accordance with EPL condition E1.1 have all agreements been recorded in accordance with the requirements of E1.1, E1.2 and reported to EPA in accordance with E1.3?</i></p> <p>N/A</p>

G. Respite Framework

Outline any previous respite that is applicable to the proposed OOH Works.
 N/A – No R2 respite periods are triggered given the duration of the proposed OOH works will not extend into the evening period.

Have cumulative impacts from OOHW permitted by an EPL or third party works been considered during the development of appropriate respite?
 N/A – no other OOHW proposed to be undertaken by FGJV or others in the vicinity of the works. Ongoing consultation and coordination will be undertaken with TfNSW and any third parties to ensure cumulative impacts are considered and mitigated as required during the works.

H. Non Residential Receivers (if any) and corresponding NMLS/Predicted Noise Impacts

Comments: The nearest non-residential receiver is the Big Banana Fun Park (approximately 100m from the works), which is predicted to experience noise levels of 56dBA which is below the applicable commercial NML of 70dBA.

Location:



I. Are there any properties at risk of exceeding the screening criteria (CNVG minimum distances for vibration intensive plant) safe working distance for plant) for cosmetic damage?

Comments: No vibratory works proposed.

I. Review / Endorsement / Approval

FGJV Community & Stakeholder Engagement Manager (or delegate)	Name: [Redacted]	Signature: [Redacted]	Date: 3/10/2023
	Comments:		
FGJV Environment & Sustainability Manager (or delegate)	Name: [Redacted]	Signature: [Redacted]	Date: 4/10/2023

	Comments:		
TfNSW Environment Manager <ul style="list-style-type: none"> L6.5 Exemptions in exceptional circumstances 	Name: [REDACTED]	Signature: [REDACTED]	Date: 5/10/2023
	Comments:		
Acoustic Advisor: <ul style="list-style-type: none"> L6.4 Low Risk Critical Works Consultation on Low-Risk Works as per OOH Protocol 	Name: [REDACTED]	Signature: [REDACTED]	Date: 10/10/2023
	Comments:		
Environmental Representative <ul style="list-style-type: none"> L6.4 Low Risk Critical Works L6.4 High Risk Critical Works Low Risk Works as per OOH Protocol 	Name: [REDACTED]	Signature:	Date:
	Comments:		
EPA <ul style="list-style-type: none"> L6.4 High Risk Critical Works E1.1 Works by Community Agreement 	Name:	Signature:	Date:
	Comments:	N/A - works approved under OOH Protocol	

NOTE: All OOH permits to be sent to TfNSW and AA for information.



Australian Government



5 October 2023

Resident
Gatelys Road
Korora NSW 2450

Dear Resident

RE: Safety improvements on the Pacific Highway, between Diggers Beach Road and West Korora Road, Korora

The Australian and NSW governments are funding the \$2.2 billion, 14-kilometre Coffs Harbour bypass project. The bypass will boost the regional economy and improve connectivity, road transport efficiency and safety for all motorists.

The Coffs Harbour bypass project is carrying out safety improvements on the Pacific Highway at and near the intersection with West Korora Road. These improvements include restricting vehicle movements and removing vegetation. The changes are required due to increased traffic volumes in this area.

The right turn movement from West Korora Road onto the Pacific Highway will be temporarily removed. This change is expected to be in place until 2027. Motorists exiting West Korora Road will turn left at the Pacific Highway and then use the u-turn bay south of James Small Drive to travel into Coffs Harbour. All other vehicle movements at this intersection will not change.

The project team will be trimming and removing vegetation on the western side of the Pacific Highway between Diggers Beach Road and West Korora Road outside of approved construction hours. This work is being carried out to improve line of sight for road users.

To minimise impact to traffic and ensure the safety of motorists, community and our workers, the vegetation removal work along the Pacific Highway will be carried out at night between **7pm and 7am on Wednesday 11 October 2023**. If weather interrupts, work will continue during the following night.

We have included a map showing these changes and the work area.

How will the work affect you?

During the vegetation removal work, there will be a single temporary lane closure on the Pacific Highway northbound carriageway between Diggers Beach Road and West Korora Road, speed reductions and traffic control to ensure the safety of workers and motorists. Please keep to speed limits and follow the direction of traffic controllers and signs. For the latest traffic updates, you can call 132 701, visit livetraffic.com or download the Live Traffic NSW App.

Trimming and removing vegetation requires a chainsaw, excavators, light and heavy vehicles, light towers and traffic control. To minimise noise impacts, we will switch off vehicles and equipment when not in use and do work closer to residential properties earlier in the night. A mulcher will be used during the day.

The predicted noise level for this night work is expected to be moderate to noisy. We have included a graphic to explain these noise levels.

We apologise for any inconvenience and thank you for your patience as we build this important project which will boost the efficiency and safety for local and interstate motorists.

If you have any questions, please contact the project team on 1800 550 621 or community@chbteam.com.au.

If you need help understanding this information, please contact the Translating and Interpreting Service on 131 450 and ask them to call us on 1800 550 621

Kind regards

Bronwyn Campbell
 Community and Stakeholder Engagement Manager
 Coffs Harbour bypass

Location of work



Comparison of noise levels

