

Coffs Harbour Bypass – Early works

Acoustic Advisor Monthly Report

December 2023
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Distribution List

██████████	Transport for NSW
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██████████	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 December 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. Duncan Thomson is the ER, with Simon Williams 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:

- Earthwork is widespread and will continue for several months.
- Drilling and blasting are underway within multiple cuts.
- Piling and bridgeworks in multiple locations including at the Englands Road Interchange, Coramba Road Interchange, North Boambee Road, Korora Interchange and several creek crossings.
- Median removal continues in the northern section of the Pacific Highway

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.

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

- MCoA 50 - Report on non-implementation of operational noise mitigation measures (19/12)

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

3.3.2 Document reviews

- No document reviews in December

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:

- NIL

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

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

- OOHWP #52 - Early Shotcreting at Tunnel Portals, reviewed 5 December 2023

3.6 OOHWP permit reviews/approvals – low risk

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

- NIL

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 December.

3.9 Document amendments

No amendments to approved documents necessary in December.

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.

3.10.2 Monitoring results

Monitoring results are issued monthly to the AA for review and information.

Two noise monitoring events were undertaken for verification purposes. Both demonstrated predicted levels were representative of the actual works.

Vibration monitoring was performed following a complaint. The home was around 170m from the nearest works and measurements demonstrated vibration was below applicable limits.

Blast noise and vibration monitoring were conducted on 5 occasions in December. No exceedances of applicable limits were recorded.

3.10.3 At-receiver noise treatments

The at-receiver noise treatments (ARNT) program aims to ensure early mitigation of construction noise, where possible. Treatments should have been completed within six months of construction commencement, i.e. end of September 2023.

Complications around asbestos have delayed installation of treatments. Around 30 asbestos-affected homes will not have had treatments by the end of December and Transport has submitted to DPE justification for the delay and assurance adequate mitigation of noise is in place in the interim.

Inspections of the remaining homes commenced in December and two schools require further investigation based on results of the ONR.

3.11 Incidents

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

3.12 Auditing and inspection

Site inspection was undertaken on 13 December. The inspection was project-wide including earthworks locations, bridge pad and piling works, crushing and drill sites.

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

3.13 Community complaints and enquiries

In total, 2 complaints related to noise and/or vibration were received by the JV. These included:

- 5/12 – noise complaint during standard hours. Monitoring demonstrated compliance.
- 20/12 – engine braking of trucks on Pacific Highway – difficult to control but tool-box provided to sub-contractors to be mindful

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. Outstanding close-out of vibration complaints in November is now addressed.

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 December).

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

- 79 Coriedale Drive – concerns over the ‘amphitheatre’ effect with train noise audible from the south. We discussed the modelling and committed to double checking the terrain and buildings for reflections. They acknowledged they had signed the agreement for treatment based on EIS. The ONR model has them at a lower level of treatment so they were reasonably satisfied they are getting everything they can.
- 203 Shephards Lane – Concerns the model is not correct since a lot of neighbours received treatment and he didn’t. I explained the model is quite complex and sitting on his back deck is not enough to calculate the noise at his home compared to the neighbours. The difference seems to be around 1 dB and terrain/building geometry may be the reason. Committed to look at the model and double check it represents his situation.

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 includes drilling, blasting, 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 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 but these requests are not overly frequent.

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.