

Coffs Harbour Bypass – Early works

Acoustic Advisor Monthly Report

January 2024

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Distribution List

██████████	Transport for NSW
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██████████	Environmental Representative
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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 January 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.

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 including Pine Brush Creek.
- Tunnelling has commenced with canopy tube drilling under way.
- 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 and overhead powerline removals are scheduled in late 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

No endorsements in January.

3.3.2 Document reviews

The Operational Noise Review was reviewed in January and comments provided to the JV on 18 January. Included in the review were technical modelling methods/assumptions, report content and completeness.

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 53 – Median works: Duration Respite (16/1)
- OOHWP 73 – Unexpected concrete overruns – overall template for potential overruns (24/1)
- OOHWP 81 – Br21 concrete overruns – specific concrete pour assessed for contingency (30/1)

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.

- OOHW power line removal Pac Hwy (24/1) – final pdf version for signing not received in January so not attached

3.7 OOHW permit reviews/approvals – community agreement

- Community agreement is currently being sought for works on Saturday afternoons near the Gately tunnel portal. This work is in line with the EPL Special Condition E1 and not under the CoA.

3.8 Emergency works

No emergency works notified to the AA in January.

3.9 Document amendments

No amendments to approved documents necessary in January.

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 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.

One noise monitoring event undertaken for verification purposes demonstrated measured noise levels were below the predicted level for hammering.

No vibration monitoring performed in January.

Blast noise and vibration monitoring were conducted on 3 occasions for Cut 4 in January. Monitoring demonstrated vibration levels between 2 mm/s and 8 mm/s at nearby homes. Vibration should not exceed 5mm/s 95% of the time so these higher readings will need to be reviewed and action taken to prevent recurrence.

Monitoring for Cut 5B demonstrated ground-borne vibration exceeding the 100% limit of 10 mm/s. Predictions and MIC for each blast are based on trial blast results from cut 16 and are evidently not applicable project-wide. No further blasting is being undertaken in this cut until a trial blast is completed and predictions can be revised.

3.10.3 At-receiver noise treatments

At-house treatments of outstanding properties continued in January with asbestos-complicated homes progressing.

Two schools will be treated once the outcomes of the ONR are confirmed.

In addition, new homes identified for treatment or upgrades to treatment will be scheduled once the outcomes of the ONR are confirmed.

3.11 Incidents

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

3.12 Auditing and inspection

Site inspection was undertaken on 10 January. 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:

- 9/1 – noise complaint outside standard hours for median strip removal – Korora. Offered monitoring but declined.
- 10/1 – engine braking of trucks on Pacific Highway – difficult to control and advised signs installed to dissuade this behaviour.

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 (10 January).

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

- 40 Symons Avenue – concerned not enough consideration to real-world noise impacts was given when not including a noise wall along the bypass near Englands Road. Explained the process of modelling including validation and consideration of terrain/buildings etc then the application of mitigation including at-source quiet pavements and barriers and at-house treatments. He was quite happy to have someone explain it to him.

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. Tunnelling has also commenced with canopy tubes being installed to support the tunnel for initial excavation. 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 OOHV 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 January