

# RP2J Project OOHW application form

Out of hours work approval request form			
No:	Notification date:	Approval date:	Project:
18	22/12/2020		MR82 Shared Path Bridge over Newcastle Road, Jesmond
A. Contact details	Name	Mobile number	Email
Contractor Environmental Site Representative	James Douglas	██████████	████████████████████
Contractor Construction Manager	Sebastian Farrell	██████████	██████████████████
Contractor Foreman	Nathan Mills	██████████	██████████████████
Contractor Project Engineer	Tony Trajkov	██████████	██████████████████
B. Details of work:			
Include a map showing location of work extent and nearest sensitive receivers			
Location / chainages:	Newcastle Road – Chainage: CH110 – CH180 – <i>Refer Appendix 1 (Figure 1)</i>		
NCA/s:	NCA 5		

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Description of works – also include a brief description of the sequence of activities:

**Asphalt and associated works – includes the following scope of works;**

- Milling of existing road pavement to design profile;
- Place AC layers (AC20)
- Place AC layers (AC14)
- Line marking
- Landscaping

These works are to be completed over two nights (non-consecutive) as follows;

**Shift 1 – Friday 22<sup>nd</sup> January;**

- Mobilise milling equipment and lighting towers (during standard hours);
- Complete pre-start briefings with project teams;
- Establish traffic control on Newcastle Road and implement road closure;
- Mill and replace AC layers;
  - Newcastle Road; Chainage 110 – Chainage 180
  - Redundant Pedestrian Crossing
- Remove traffic controls and re-open Newcastle Road lane closures.

**Shift 2 – Monday 25<sup>th</sup> January;**

- Mobilise plant and lighting towers (during standard hours);
- Complete pre-start briefings with project teams;
- Establish traffic control on Newcastle Road and implement road closures;
- Complete Line marking;
- Complete Landscaping;
- Remove traffic controls and re-open Newcastle Road lane closure.

Works will occur during OOHW Period 1 (evening) and OOHW Period 2 (night). Works will commence from 7:30pm following the implementation of the required traffic control measures and road closures. Works are expected to be completed by 5.00am.

Machinery/ plant to be used

- 1 x Milling machine
- 1 x Mobile Crane (Franna)
- 1 x Rigid Trucks
- 2 x Semi Trailer
- 2 x Lighting tower
- 3 x Traffic controllers
- 2 x Light vehicles
- 3 x Asphalt trucks
- 1 x Roller
- 1 x Paver

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<p>Traffic control measures required:</p>	<p>The traffic control scheme will comprise multiple lane road closures on Newcastle Road, as follows;</p> <ul style="list-style-type: none"> <li>• Shift 1: <ul style="list-style-type: none"> <li>○ Multiple lane closures to facilitate the milling and replacement of AC layers along Newcastle road and within the redundant pedestrian crossing.</li> <li>○ Lane closures will occur sequentially to allow works across each lane of Newcastle Road (Both east and west bound lanes).</li> </ul> </li> <li>• Shift 2: <ul style="list-style-type: none"> <li>○ Multiple lane closures to facilitate line marking along Newcastle road and within the redundant pedestrian crossing.</li> <li>○ Lane closures will occur sequentially to work across each lane of Newcastle Road (Both east and west bound lanes).</li> </ul> </li> </ul>
<p>Lighting required:</p>	<p>Two lighting towers will be required at the work location and an additional lighting tower will be required at the site compound location.</p> <p>Consideration will be given to the placement and direction of lighting towers, to mitigate light spillage onto residential property.</p>
<p>Proposed dates:</p>	<p>This OOHW activity is scheduled for the week commencing 18<sup>th</sup> January 2021. It is anticipated this activity will require two nights for completion. The works will not be completed over consecutive nights.</p> <p>The works are scheduled as follows;</p> <ul style="list-style-type: none"> <li>• Shift 1 – Friday 22<sup>nd</sup> January;</li> <li>• Respite (no works undertaken OOH) – Saturday 23<sup>rd</sup> and Sunday 24<sup>th</sup> January;</li> <li>• Shift 2 – Monday 25<sup>th</sup> January;</li> </ul> <p>No works will be undertaken during the weekend evening or night period.</p>
<p>Proposed times:</p>	<p>Start: 7:30pm Completion: 5.00am</p>
<p>Justification - why does work need to occur outside of standard construction hours?: (attach support information as required)</p>	<p>These activities require intermittent occupation of all lanes of Newcastle road (both east and west bound); to facilitate the removal of the concrete barriers, milling of redundant asphalt, placement of new asphalt in accordance with the required pavement design, line marking new asphalt and to safely complete the permanent fencing installation.</p> <p>The approved ROL excludes daytime road closures, therefore works must be completed outside of the approved project working hours to comply with the approved ROL.</p>
<p><b>C. Risk assessment</b></p>	
<p><b>NML</b></p>	<p><b>NCA 5:</b> Evening – 56 Night – 46</p>

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**Is the work highly noise intensive? (above 75dB(A)  $L_{Aeq}$  (15 minute))**

*If yes, the work cannot proceed out of hours unless permitted by an EPL;*  
No - Noise modelling has determined that this activity will not generate high noise levels (>75dB)

**Risk factor category (refer section 4.3 of OOHW protocol):**

Low  High

*Comments:*

In accordance with the risk factors nominated within OOHW protocol, this work activity is considered to be low risk due to the following;

- Work is predicted to generate noise that is more than 25dBA above the RBL for the period and 100% of receivers have agreed to the work.
- It must be noted that the exceedance above >25dBA or more above the RBL occurs;
  - During Shift 1 only – Friday 22<sup>nd</sup> Jan;
  - The noise impact (>25dBA) is predicted to affect two residents within NCA 5 – community agreements have been obtained for each of these residents;
  - Subsequent works (shift 2) is not predicted to exceed noise levels >25dBA above the relevant RBL;
  - Noise levels are not predicted to generate 'high noise' levels (>75dBA).
- Works will occur;
  - 1800 – 2200 weekdays
  - 2200 – 0700 weekdays

### D. Details of noise or vibration assessment completed:

*Comments:*

**Noise Assessment;** A risk assessment has been undertaken using a noise modelling tool to predict the expected noise impact at individual receivers for this OOHW activity. The input data for noise modelling included, the location of work activity, the type and quantity of plant and equipment, and the duration of operation.

The noise modelling data was assessed against the relevant NML's and sleep disturbance criteria to determine the risk factor in accordance with the OOHW protocol.

### **Noise Modelling;**

The noise modelling has been completed initially, by utilising the 'Noise Mitigation Tool' created by RCA (RCA Australia,) to predict sound levels at individual receivers and to allow the noise mitigation requirements to be determined in bulk. Upon further assessment of the predicted Noise levels generated by the RCA noise tool, a distance-based calculation has been applied to determine the distance of specific noise perception levels occurring at individual receivers and subsequently, to determine the mitigation measures to be implemented.

Noise modelling has been completed for OOHW period 1 and 2, then the distance-based calculation applied to provide a visual representation of the noise impact, and to assist with the distribution of notifications.

### **Attenuation Applied to Modelling;**

As the noise tool provides predicted levels assuming a direct line of sight to receivers, and therefore does not consider the effects of topography or attenuation provided by physical structures (retaining wall or residential properties), noise modelling was completed again with the inclusion of attenuation measures. This was undertaken to provide a more accurate representation of the impacts to receivers and predicted sound levels, and to facilitate targeted notifications and the application of appropriate mitigation measures corresponding with predicted impacts.

The attenuation measures applied within the supplementary noise modelling included;

- Barrier height of 4m – average height of residential property (with direct line of sight to the work activity)
- Barrier height of 3m – existing and newly constructed retaining wall and embankment located on Newcastle Road
- Distance of barrier (m) – distance between the property closest to the noise source (at a selected location relevant to the specific work activity) and the adjacent property. This distance ranged from 10m – 40m.

The application of the above attenuation measures resulted in an average reduction of 7-10dB(A), by way of shielding from one residential property (acting as the barrier) to the next property.

### **Noise Modelling Results - Refer Appendix 1 – (Table 1);**

- Noise modelling has determined that this OOHW activity will not generate 'high noise' levels, that being, noise levels above >75dBA.
- Noise modelling has determined the following noise impacts;
  - Multiple receivers are predicted to receive noise impacts greater than 5dBA above the RBL;
  - During shift 1, Friday 22nd January;
    - The highest level of impact within NCA 5 occurs, at 2A Hill St and 18 Coles St (67dBA);
    - This noise impact is 26dBA above the RBL – resulting in a perception level of 'Moderately Intrusive';
  - During shift 2, Monday 25<sup>th</sup> January;
    - The highest level of impact within NCA 5 occurs, at 2A Hill St and 18 Coles St (60dBA);
    - This noise impact is 19dBA above the RBL – resulting in a perception level of 'Clearly Audible';

It must be noted that the noise modelling presents a worst-case scenario, as modelling has been based on the activity that is predicted to generate the greatest impact, specifically the milling operations and asphalt placement to be undertaken on the Friday 22 January. Furthermore, the modelling also assumes all plant and equipment are operating concurrently, presenting the greatest possible impact for the activity.

With regards to the risk determination within the OOHW protocol, each work activity can be categorised by level of noise impact as follows;

- Shift 1, Friday 22<sup>nd</sup> Jan – Exceeds noise levels 25dBA above RBL
- Shift 2, Monday 25<sup>th</sup> Jan – Noise level is 25dBA or less above RBL.

The highest noise impact is predicted to occur during milling operations and asphalt placement (Shift 1), subsequent work activities are predicted to have less impact and will not generate noise levels 25dBA above the relevant RBL.

**Refer Appendix 1 (Figure 2)** – provides a visual representation of the notification area, residents will receive letter notification prior to the commencement of the OOHW.

**Vibration Assessment;** Plant required to undertake this OOHW activity will not encroach upon the minimum

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safe working distances.

All plant are tired equipment and will be restricted to existing roads, therefore predicted vibration levels are expected to be consistent with levels generated by existing traffic.

Vibration levels are considered to be insignificant and are not predicted to exceed the vibration criteria for 'Human Comfort' (BS528-2) or 'Structural Damage' (DIN 4150-3) of property.

### E. Proposed mitigation measures, including respite

Scheduling and staging of the works have been planned in an effort to reduce the impact upon receivers. The works will be staged to ensure any pre-works can be achieved during standard construction hours, limiting the amount and operation of plant and equipment required during the OOHW periods.

#### Pre-works;

- Consultation briefing with project team.
- Mobilisation of plant and equipment during standard hours, where possible.
- Preparation of works areas, where possible.

#### During Works;

OOHW works will be staged as follows for each night;

- Establish traffic control – 7.30pm;
- Implement required road closures on Newcastle Road;
- Mobilise lighting towers;
- Complete activity;
  - Shift 1 - Milling and placing Asphalt
  - Shift 2 - Line marking and landscaping
- Site clean-up and make work areas safe
- Remove traffic controls;
- Re-open Newcastle Road closures;

Each activity (shift 1 and 2) will be undertaken during OOHW period 1 (Evening) and OOHW period 2 (Night). The following standard mitigation measures will be implemented during this period;

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### **Standard Mitigation Measures;**

- Administrative controls, induction / toolbox consultation;
- Schedule noisier work to be carried out earlier in the period where feasible;
- All plant and equipment will be turned off when not in use;
- All plant and equipment will be serviced regularly and operated in accordance with the manufacture's specifications;
- Use of non-tonal reversing alarms (squawkers) are used instead of reversing beepers;
- Radios used for communication to prevent the need for yelling;
- Provide supporting noise modelling to identify impacts to receivers and relevant mitigations in accordance to QA Specification G36;
- Designated vehicle parking away from sensitive receivers;
- Temporary lighting will be positioned and directed to minimize light spillage onto surrounding residential dwellings.

### **Additional Mitigation Measures;**

**Refer Appendix 1 (Table 1)** – for specific mitigation measures for individual receivers impacted by this OOHW activity. These mitigation measures will include;

### **Notification (N);**

Advanced warning of works and potential disruptions will assist in reducing the impact on the community. The notification will consist of a letterbox drop (or equivalent) detailing work activities, time periods over which these will occur, impacts and mitigation measures. Notification occur by SMS if the OOHW works proceed.

### **Individual Briefings (IB);**

Individual briefings will be used to inform stakeholders about the impacts of high noise activities and mitigation measures that will be implemented. Project representatives will visit identified stakeholders at least 48 hours ahead of potentially disturbing construction activities. Individual briefings provide affected stakeholders with personalised contact and tailored advice, with the opportunity to comment on the project. Where the resident cannot be met with individually then an alternative form of engagement should be used.

### **Verifications (V);**

Noise and/or vibration levels are checked by taking site measurements. This will be in response to a complaint or to confirm a safe vibration working distance.

## F. Community consultation

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*Outline consultation undertaken for the proposed OOHW:*

**Notification** - A notification regarding the planned OOHW was sent to residents on Wednesday 7<sup>th</sup> November, which provides the following information;

- A schedule of likely OOHW for a period of no less than three months in advance;
- Explanation of potential work, location and duration;
- Discussing noise characteristics and likely noise and vibration levels;
- Discussing likely mitigation and management measures

An additional notification letter will be provided, at least five days prior to the commencement of the activity.

**Individual Briefings** - Given the current ongoing circumstances regarding Covid-19 and restrictions relating to social distancing, Daracon's Community Liaison Representative (CLR) has not conducted 'door knocking'. Individual briefings are currently being completed by phone.

Individual briefings conducted in relation to the initially proposed schedule included the following discussion, to ensure affected residents understood what works were involved;

- Briefed regarding the nature of the works;
- What impacts they may expect, specifically the second night is expected to be more audible than other proposed works, as milling and asphalt placement occur;
- The schedule of works to be completed over three nights (non-consecutively);
  - Night 1 – expected to be the most audible as asphalt milling works occur
  - That no works will occur during the weekend period
  - Night 2 – expected to be less audible than the proceeding night / shift
- Expected timing of works;
- Residents were provided the opportunity to express any concerns in relation to the works.

However, due to inclement weather the proposed works schedule was delayed and the milling and asphalt works were unable to be completed. Impacted residents have been contacted and advised of the rescheduling and have been provided an opportunity to provide comment of the revised dates.

There were no concerns raised by residents during this consultation process, all residents accepted the works need to be completed and were appreciative of the direct consultation.

Any resident that could not be contacted received a 'Request to contact' via letterbox drop, to facilitate future consultation regarding these works.

**Community Agreements** – The CLR has obtained agreement from the two residents predicted to receive noise impacts in excess of >25dBA above RBL, generated by this OOHW activity.

*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 E29)?*

Appropriate respite periods have been identified in consultation with potentially impacted residents on a monthly basis. Consultation has included;

- Provision of a three-month schedule of OOHW works (refer - **Appendix 2**) – which provides specific information regarding the proposed OOHW activities.
- A notification letter will be provided, at least five days prior to the commencement of works (refer – **Appendix 3** – draft notification letter pending approval).



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*Has the outcome of community consultation, the identified respite periods and scheduling of likely OOHW been provided to the ER, EPA and Planning Secretary?*

The OOHW schedule is provided to the ER and Planning Secretary on a monthly basis. TfNSW also provides further detail on community consultation and respite to the ER and Planning Secretary through the OOHW application process when relevant to the OOHW, and when approval is sought. The EPA will be provided with relevant information through the six-monthly compliance reporting process by TfNSW.

### G. Respite framework

*Outline any previous respite within the last month and the status of community agreements (where relevant)?*

*Previous Respite;*

OOHW undertaken during January includes;

- 2 Nights – which included the second stage of asphalt works. This activity was scheduled for three nights and duration respite was applied to this activity. However only two nights were completed (17<sup>th</sup> and 18<sup>th</sup> December) due to inclement weather. Subsequent works have been rescheduled in accordance with this application (22<sup>nd</sup> and 25<sup>th</sup> January, 2021).
- Additionally, OOHW are planned for 12<sup>th</sup> to 14<sup>th</sup> January 2021 to undertake verge infill concrete works.

*Current Respite Considerations;*

The provision of respite periods is not considered necessary as the activity will be completed within two nights and it will be separated from earlier OOHW by at least one week. Additionally OOHW will not exceed six nights within the month.

*Community Agreements* – The CLR has obtained community agreements in relation to this OOHW activity for required residents, in addition to the 36 community agreements previously obtained in relation to OOHW.

Where residents have not been able to be contacted, the CLR has provided a 'Request to Contact' card, which provides the CLR's contact details to facilitate future consultation.

*Have cumulative impacts from OOHW permitted by an EPL been considered during the development appropriate respite?*

N/A

### H. Details of non-residential receivers (if any) and corresponding NMLs

*Comments:*

The CLR has consulted Jesmond United Church on 3 September about upcoming OOHW. No issues were raised by the Church about the work. The church will be issued a notification letter prior to the commencement of works.

### I. Are there any properties at risk of exceeding the screening criteria for cosmetic damage?

Plant required to undertake this OOHW activity will not encroach upon the minimum safe working distances, therefore there is no risk of exceeding the criteria for cosmetic damage. Impacts for this OOHW will be consistent with existing traffic impacts.

The vibration levels are considered to be insignificant and are not predicted to exceed the vibration criteria for 'Human Comfort' (BS528-2) or 'Structural Damage' (DIN 4150-3) of property.

### I. Review/ Endorsements

Community notified

Date: 7/11/2020

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**Contractor Community Liaison Representative**

Additional consultation requirements:  
The Community Liaison Representative (CLR) has distributed a notification to advise residents about the work and invite feedback. A notification will be distributed a week before the OOHW. The CLR will brief near neighbours about the work.

Have the works been reviewed and endorsed? Yes / No

Name:	Signature:	Date:
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Louise Neville	[Redacted Signature]	23/11/2020
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Comments:

**Transport for NSW Environmental Manager (or delegate)**

Agreed mitigation measures:

Have the works been reviewed and endorsed? Yes / No

Have the works been approved where neither low or high risk? ~~Yes~~ / No

Name:	Signature:	Date:
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Andrew Grainger	[Redacted Signature]	11/01/2021
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Comments:

**Transport for NSW Project Manager**

Have the works been reviewed and endorsed? Yes / No

Have the works been approved where neither low or high risk? Yes / No

Name:	Signature:	Date:
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Michael Edwards	[Redacted Signature]	11/01/2021
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Comments:

**ER approval (low risk activities)**

Are the works approved? Yes / No

Name:	Signature:	Date:
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Simon Williams	[Redacted Signature]	14/01/2021
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Comments:

**Planning Secretary approval (high risk activities)**

Are the works approved? Yes / No

Name:	Signature:	Date:
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Comments:

## Appendix 1 – Noise Modelling and Consultation Record

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Figure 1: Work Location





Figure 2: Notification Area



*\*Attenuated noise modelling has been applied to provided attenuation from existing property / structures.*

*\* Noise Modelling - Assumes an average reduction of 7-10dB(A), from shielding of existing property*



## Appendix 2 – OOHW Schedule

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## Out of hours work for the shared path bridge at Jesmond in December 2020

The NSW Government is funding the construction of a shared path bridge over Newcastle Road as part of early work for the Newcastle Inner City Bypass between Rankin Park and Jesmond.

Transport for NSW and construction partner, Daracon Contractors, started construction in November 2019.

### What are we doing?

We will be carrying out essential night work on Newcastle Road which involves asphaltting, line-marking and removal of barriers.

Work is required outside normal project hours for the safety of workers and road users, and to minimise traffic delays.

Below is a list of upcoming planned out of hours work activity in December 2020.

Month	Work activity	Equipment
December	Barrier removal <i>One night</i>	Excavator, mobile crane, truck, lighting towers and traffic control
	Asphaltting and line-marking <i>Two nights</i>	Asphalt pavers, rollers, line-marking machinery trucks, lighting towers and traffic control

### How will the work affect you?

The work will involve the use of machinery which generates some noise. We will make every effort to minimise noise where possible and turning off vehicles when not in use.

### Traffic changes

There will be some temporary traffic changes to ensure the work zone is safe. Partial lane closures and a reduced 40km/h speed limit will be place. Travel times may be affected by up to five minutes.

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](http://livetraffic.com) or download the Live Traffic NSW App.

### Contact

If you would like to provide feedback, or have any questions about this work, please contact our project team on 1800 818 433 (24 hours) or email [jesmondbridge@daracon.com.au](mailto:jesmondbridge@daracon.com.au).

For more information about the Newcastle Inner City Bypass between Rankin Park and Jesmond, visit [rms.nsw.gov.au/rp2j](http://rms.nsw.gov.au/rp2j) or email [rp2j.community@aurecongroup.com](mailto:rp2j.community@aurecongroup.com).

Thank you for your patience during this important work.

### Location of work at Jesmond



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 818 433.



## Appendix 3 – OOHW Notification Letter

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## Out of hours work for the shared path bridge at Jesmond in December 2020

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### What are we doing?

We will be carrying out essential night work on Newcastle Road which involves asphaltting, line-marking and removal of barriers.

Work is required outside normal project hours for the safety of workers and road users, and to minimise traffic delays.

We will be working on the following nights between **7pm and 6am** on Newcastle Road, weather permitting. If wet weather prevents the work occurring as planned it will be rescheduled and local residents will be notified.

Date	Work activity	Equipment
Thursday 17 December and Friday 18 December	Removal of road surface (milling), asphaltting and barrier removal <i>Two nights</i>	Milling machine, asphalt pavers, rollers, trucks, franna crane lighting towers and traffic control
Monday 21 December	Asphaltting and line marking <i>One night</i>	Asphalt pavers, rollers, line-marking machinery trucks, lighting towers and traffic control

### How will the work affect you?

The work will involve the use of machinery which generates some noise. We will make every effort to minimise noise where possible and turning off vehicles when not in use.

Directly affected residents will be contacted and advised of the likely impact and what we are doing to minimise disruption during the work.

### Traffic changes

There will be some temporary traffic changes to ensure the work zone is safe. Partial lane closures and a reduced 40km/h speed limit will be place. Travel times may be affected by up to five minutes.

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](http://livetraffic.com) or download the Live Traffic NSW App.

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