RP2J Project OOHW application form

Out of hours work approval request form			
No:	**Notification date:**	**Approval date:**	**Project:**
19	**7/12/2020**		**MR82 Shared Path Bridge over Newcastle Road, Jesmond**
A. Contact details	**Name**	**Mobile number**	**Email**
Contractor Environmental Site Representative	James Douglas	[redacted]	[redacted]
Contractor Construction Manager	Sebastian Farrell	[redacted]	[redacted]
Contractor Foreman	Nathan Mills	[redacted]	[redacted]
Contractor Project Engineer	Tony Trajkov	[redacted]	[redacted]
B. Details of work: Include a map showing location of work extent and nearest sensitive receivers			
Location / chainages:	Location 1; • Newcastle Road – Chainage: CH260 to Newcastle Road and Robinson Avenue intersection - ***Refer Appendix 1 (Figure 1)*** Location 2; • Compound G – Stockpiling Area - ***Refer Appendix 1 (Figure 1)***		
NCA/s:	NCA 5 & NCA 2		

Out of hours work approval request form	
Description of works – also include a brief description of the sequence of activities:	**Verge concrete infill works – includes the following scope of works;** • Excavate and stockpile soils in preparation for concrete pour; • Pour and finish concrete; These works are to be completed over three consecutive nights as follows; **Shift 1 – Tuesday 12th 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 closure; • Excavate soils, load into rigid trucks and transport to Compound G; • Prepare excavation for concrete pour; • Delineate excavation and make safe; • Remove traffic controls and re-open Newcastle Road lane closure. **Shift 2 – Wednesday 13th 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 closure; • Pour and finish concrete; • Delineate work area and make safe; • Remove traffic controls and re-open Newcastle Road lane closures. **Shift 3 – Thursday 14th 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 closure; • Pour and finish concrete; • Delineate work area and make safe; • Remove traffic controls and re-open Newcastle Road lane closures. 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	2 x 5T Exc 2 x Rigid rucks 3 x lighting tower 3 x Light vehicles 1 x Concrete Agitator
Traffic control measures required:	The traffic control scheme will comprise a single lane road closures on Newcastle Road for all works, as follows; • 1 x Single lane west bound (left slow lane).

Out of hours work approval request form	
Lighting required:	Three lighting towers will be required at the work location and an additional lighting tower will be required at the site compound location. Consideration will be given to the placement and direction of lighting towers, to mitigate light spillage onto residential property.
Proposed dates:	This OOHW activity is scheduled for the week commencing 11th January 2021. It is anticipated this activity will require three nights for completion. The works will be completed over consecutive nights. The works are scheduled as follows; • Shift 1 – Tuesday 12th January; • Shift 2 – Wednesday 13th January; • Shift 3 – Thursday 14th January; No works will be undertaken during the weekend evening or night period.
Proposed times:	Start: 7:30pm Completion: 5.00am
Justification - why does work need to occur outside of standard construction hours?: (attach support information as required)	This activity requires occupation of a single lane of Newcastle road (west bound – left slow lane) to safely facilitate excavation and concrete pouring works. 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.
C. Risk assessment	
NML	**NCA 5:** Evening – 56 Night – 46 **NCA 2:** Evening – 48 Night – 40
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 levels 25dBA or less above the RBL;
	• 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.
- Multiple receivers are predicted to receive noise impacts greater than 5dBA above the RBL;
- Noise modelling has determined the following noise impacts for each NCA (5 & 2);
    - NCA 5 -
        - The highest level of impact within NCA 5 is predicted to occur at 3 Kiah Avenue (56dBA);
        - The predicted noise impact is 15dBA above the RBL - resulting in a perception level of 'Clearly Audible';
        - The highest predicted noise impact at 3 kiah Ave (56dBA) is 1dBA above the 'Ambient' noise levels for NCA 5 during the night period (55dBA);
    - NCA 2 –
        - The highest Level of impact within NCA 2 is predicted at 157 Michael Street (38dBA);
        - The predicted noise impact is 3dBA above the RBL - resulting in a perception level of 'Noticeable';
        - The highest predicted noise impact at 157 Michael St (38dBA) is 13dBA below the 'Ambient' noise levels for NCA 2 during the night period (51dBA);

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 first shift (Tuesday 12th) as the excavation works occur. Furthermore, the modelling also assumes all plant and equipment are operating concurrently, presenting the greatest possible impact for the activity.

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 safe working distances.

All plant are tyred 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 closure on Newcastle Road;
- Mobilise lighting towers;
- Complete activity;
    - Shift 1 – Excavation and preparation for concrete pours
    - Shift 2 – Pour concrete and finishing works
    - Shift 3 – Pour concrete and finishing works
- Site clean-up and make work areas safe;
- Remove traffic controls;
- Re-open Newcastle Road closures;

Each activity (shift 1 - 3) will be undertaken during OOHW period 1 (Evening) and OOHW period 2 (Night). The following standard mitigation measures will be implemented during this period;

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.

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.

Duration Respite (DR);

Respite offers and respite periods 1 and 2 may be counterproductive in reducing the impact on the community for longer duration projects. In this instance and where it can be strongly justified it may be beneficial to increase the work duration, number of evenings of nights worked through Duration Respite so that the project can be completed more quickly.

The project team should engage with the community where noise levels are expected to exceed the NML to demonstrate support for Duration Respite (various types or lengths of respite offered).

It should be noted that there may be personal circumstances among the sensitive receivers where the above approach to specific additional mitigation measures is not best suited. The Community Liaison Relations Manager has the authority to amend the above approach taking into account due consideration of the personal circumstances that may apply.

F. Community consultation

Outline consultation undertaken for the proposed OOHW:

The consultation strategy for this OOHW includes engagement with affected residents through a combination of emails, SMS messaging and Notification letter. Correspondence will advise residents of the works to be completed, including respite considerations and anticipated impacts.

Initial correspondence will include an email and/or SMS message (dependent on available contact details), that will be issued following the completion of OOHW's scheduled 17th - 21st December 2020. This will provide adequate advanced consultation to residents and allow residents to provide feedback prior to the commencement of works. Additionally, a notification letter will be distributed five days prior to the commencement date.

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;

- Given this activity is the final OOHW required to complete the project a three-month schedule of works will not be distributed on this occasion. Advanced consultation of the proposed works will be provided through a combination of emails, SMS messaging and Notification letter.
- A notification letter will be provided, at least five days prior to the commencement of works (refer – ***Appendix 2 –*** *draft notification letter pending approval*).

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 OOWH 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 December includes;

- 3 Nights – to undertake asphalt and associated works (scheduled 17- 21/12/2020). Duration respite was applied to this activity, as more than two consecutive nights were proposed and were not separated by more than one week.

Current Respite Considerations;
Duration Respite – respite periods 1 and 2 will be counterproductive in reducing the impact to the community for this activity and Daracon propose these works are completed as quickly as possible. As this activity consists of more than two consecutive nights not separated by one week, duration respite will be applied.

The proposed schedule for this activity will be communicated to affected residents through a combination of emails and SMS messaging, advising residents of the works to be completed and anticipated impacts. Residents will have the opportunity to provide feedback and raise any concerns with the proposed schedule, as the advanced consultation is provided. Any issues or concerns raised by residents will be taken into account and addressed prior to the commencement of works.

Community Agreements – The CLR has obtained community agreements in relation to this OOHW activity for required residents, in addition to the 37 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 will consult Jesmond United Church regarding these OOHW's and the Church will also 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

Contractor Community Liaison Representative	Community notified		Date: 7/12/2020 – Ongoing
	Additional consultation requirements: The Community Liaison Representative (CLR) will engage affected residents through a combination of emails and SMS messaging advising residents about the work and to invite feedback. A notification will be distributed a week before the OOHW commences.		
	Have the works been reviewed and endorsed?		Yes / No
	Name:	Signature:	Date:
	Louise Neville	[redacted]	7/12/2020
	Comments:		
Transport for NSW Environmental Manager (or delegate)	Agreed mitigation measures:		
	Have the works been reviewed and endorsed? Have the works been approved where neither low or high risk?		Yes / ~~No~~ ~~Yes~~ / No
	Name:	Signature:	Date:
	Andrew Grainger	[redacted]	10/12/2020
	Comments:		
Transport for NSW Project Manager	Have the works been reviewed and endorsed? Have the works been approved where neither low or high risk?		Yes / No Yes / No
	Name:	Signature:	Date:
	Michael Edwards	[redacted]	21/12/2020
	Comments:		
ER approval (low risk activities)	Are the works approved?		Yes / No
	Name:	Signature:	Date:
	Simon Williams	[redacted]	21/12/2020

	Comments:		
Planning Secretary approval (high risk activities)	Are the works approved?		Yes / No
	Name:	Signature:	Date:
	Comments:		

Appendix 1 – Noise Modelling and Consultation Record

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 Notification Letter

January 2021

Out of hours work for the shared path bridge at Jesmond in January 2021

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 near Newcastle Road which involves concreting between the road and new footpath.

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 and near Newcastle Road, weather permitting. If wet weather prevents the work occurring as planned it will be rescheduled and you will be notified.

Date	Work activity	Equipment
Tuesday 12 January **Wednesday 13 January** **Thursday 14 January**	Digging out existing grass strip and concreting *Three nights*	Excavators, trucks, concrete agitator truck, light vehicles, 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 turn 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 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.

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

Thank you for your patience during this important work.

Location of work at Jesmond

131 450

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.