

RP2J Project OOHW application form

Out of hours work approval request form			
No:	Notification date:	Approval date:	Project:
004	23/01/23	24/01/23	RP2J
A. Contact details	Name	Mobile number	Email
Contractor Environmental Site Representative	[REDACTED]	[REDACTED]	[REDACTED]
Contractor Construction Manager	[REDACTED]	[REDACTED]	[REDACTED]
Contractor Foreman	[REDACTED]	[REDACTED]	[REDACTED]
Contractor Project Manager	[REDACTED]	[REDACTED]	[REDACTED]
B. Details of work:			
Include a map showing location of work extent and nearest sensitive receivers			
Location / chainages:	Geotechnical investigation locations: - BH2411, BH2415, BH2583.		
NCA/s:	4 & 5		
Description of works – also include a brief description of the sequence of activities:	<p>Geotechnical investigations for additional design.</p> <ul style="list-style-type: none"> - Mobilisation to site, track plant and consumables to work location - Set up ERSED and Traffic controls where required - Set up drill rig in specified location as per the drilling co-ordinates. - Set up ancillary plant, watercart, tank, tubes. - Drill to required depths - Demobilise rig <p>Demobilise controls and travel to next location.</p>		
Machinery/ plant to be used	<ul style="list-style-type: none"> - Track mounted drill rig - Road registered watercart - LV's. 		
Traffic control measures required:	Works to be conducted under approved TMP's and ROL's		
Lighting required:	Yes		

Out of hours work approval request form

Proposed dates:	2 shifts are required between 29/1/23 and 30/1/23 with a redundancy of one shift on 31/1/23 should there be an overrun. Respite is considered appropriate for these works if BH2411 & BH2415 are not able to be completed within 2 shifts. While they are expected to be completed within one shift each, if a third shift is required it would be completed at least one week after the second shift. Following the (up to) 2 shifts at BH2411 & BH2415 the crew would relocate to BH2583 as this location does not trigger respite. Works are proposed during OOHW Period 1 and 2 between 1800hrs – 0700hrs.
Proposed times:	1800hrs – 0700hrs
Justification - why does work need to occur outside of standard construction hours? (attach support information as required)	Due to the location of the boreholes being in live traffic lanes and the nature of the works requiring intermittent access OOHW is the safest time for this work to be conducted and aligns with the availability of ROL's.

C. Risk assessment

NML (refer Table 3-2 of OOHW protocol)	NCA4 P1 – 51 P2 – 41 NCA5 P1 – 56 P2 – 46
Is the work highly noise intensive? (above 75dB(A) L_{Aeq} (15 minute))	No – The most affected receiver is expected to be ~59dBA. See table 1 below.
Risk factor category (refer section 4.3 of OOHW protocol):	Low risk <i>Comments:</i> The noise predictions for the works have been assessed against the guidance within section 4.3 of the Out of Hours Works Protocol. The most affected receiver is 193 Newcastle Rd which does not exceed RBL+25 as shown in table 1 below.

D. Details of noise or vibration assessment completed:

Comments: A noise assessment has been undertaken using the TfNSW noise estimator tool (provided in Appendix B). A summary of the outputs of this assessment are presented below as table 1 with an overlay of impacted areas provided within Figure 1.

E. Proposed mitigation measures, including respite

Comments:

- Toolbox talk to be undertaken prior to the OOHW to communicate appropriate behavioural practices
- Equipment will be inspected to ensure defects are not present. Works will be undertaken with minimum amount of equipment practical to complete the works.
- All workers are to be inducted to site.
- Vehicles working OOH must have non-tonal reverse alarms, reversing is to be minimised. Vehicles are to be turned off when not in use, not left idling.
- Stakeholder notification will occur specific to these works will be undertaken 5-14 days prior to the works being undertaken.
- Noise monitoring to validate predictions.

Out of hours work approval request form

- Respite is considered appropriate for these works if BH2411 & BH2415 are not able to be completed within 2 shifts. While they are expected to be completed within one shift each, if a third shift is required it would be completed at least one week after the second shift.

F. Community consultation

Outline consultation undertaken for the proposed OOHW:

- 3 month look ahead distributed to the community
- Specific OOHW notice to be delivered to sensitive receivers within the green line shown on figure 1.

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)?

- Respite is considered appropriate for these works if BH2411 & BH2415 are not able to be completed within 2 shifts. While they are expected to be completed within one shift each, if a third shift is required it would be completed at least one week after the second shift. Following the (up to) 2 shifts at BH2411 & BH2415 the crew would relocate to BH2583 as this location does not trigger respite.

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

Transport for NSW provides this information to the ER and Planning Secretary through the OOHW application process relevant to OOHW, and when approval is sought.

G. Respite framework

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

- N/A – the previous OOHW in this NCA were 2-3 weeks prior and did not trigger respite.

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

- Yes, no other OOHW works are proposed to occur within the same week of these works.

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

Comments:

- N/A

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

Comments:

- No, the rig does not pose a vibration risk to any nearby properties.

I. Review/ Endorsements

Contractor Community Liaison Representative	Community notified – Yes Notifications provided in Appendix A.	Date: w/o 6/01/2023 (look ahead) 23/01/2023 (notice)	
	Additional consultation requirements: Nil		
	Have the works been reviewed and endorsed? Yes / No		
	Name:	Signature:	Date:
	██████████	██████████	23/01/2023
	Comments:		

Out of hours work approval request form

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:
	██████████	██████████	24/01/2023
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:
	██████████	██████████	25/01/23
Comments:			
ER approval (low risk activities)	Are the works approved?		Yes / No
	Name:	Signature:	Date:
	██████████	██████████	24/01/2023
	Comments:		
Planning Secretary approval (high risk activities)	Are the works approved?		Yes / No
	Name:	Signature:	Date:
	Comments:		

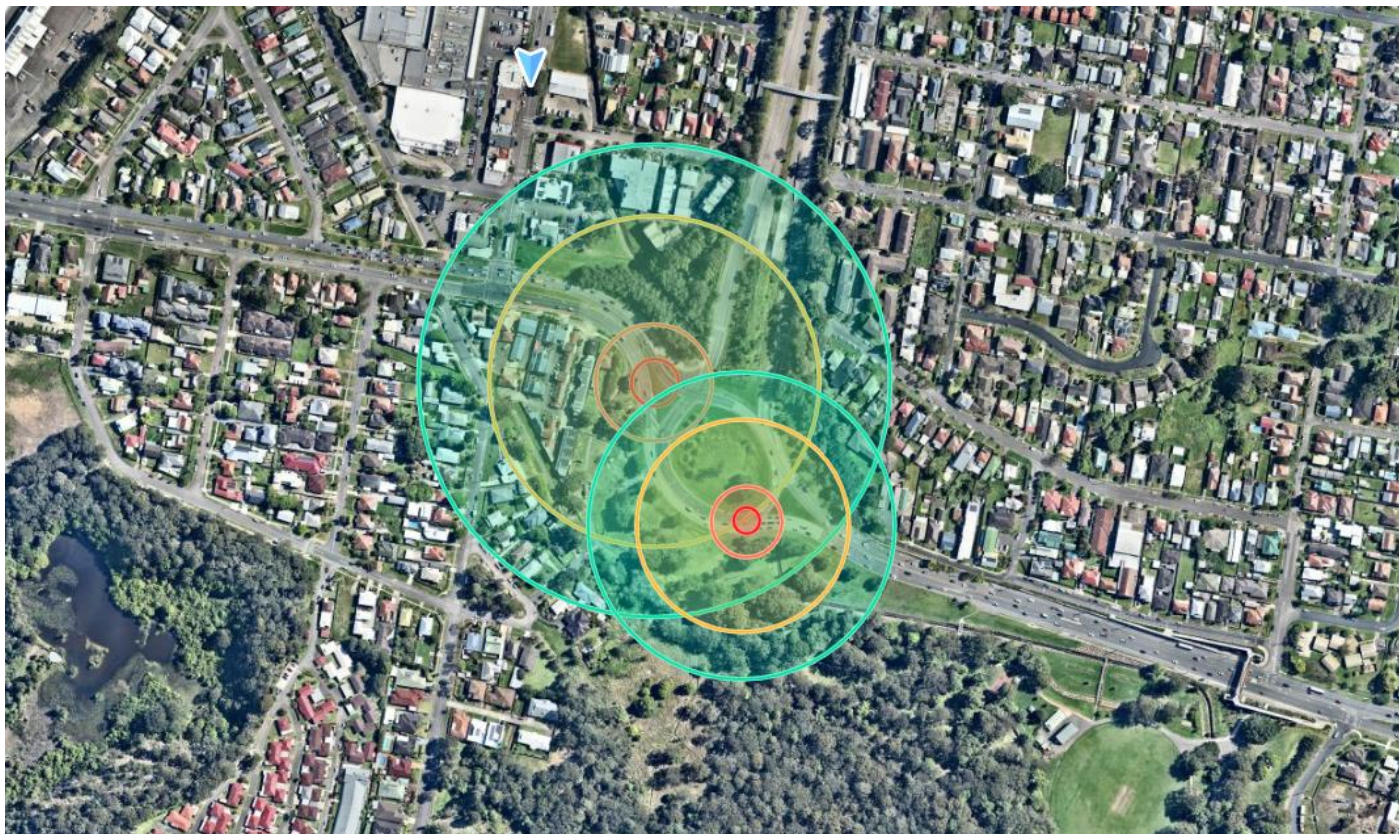


Figure 1 – Predicted Noise Impacts

Green = >NML

Yellow = NML+5 & above

Orange = NML+15 & above

Red = NML+25 & above

Table 1 – Noise estimator output

Borehole No.	NCA	dBA @ Most Affected	dBA Above NML
2411	4	59	18
2583	5	47	1

Appendix A Consultation



Newcastle Inner City Bypass – Rankin Park to Jesmond

Night work for geotechnical investigations from Sunday 29 January

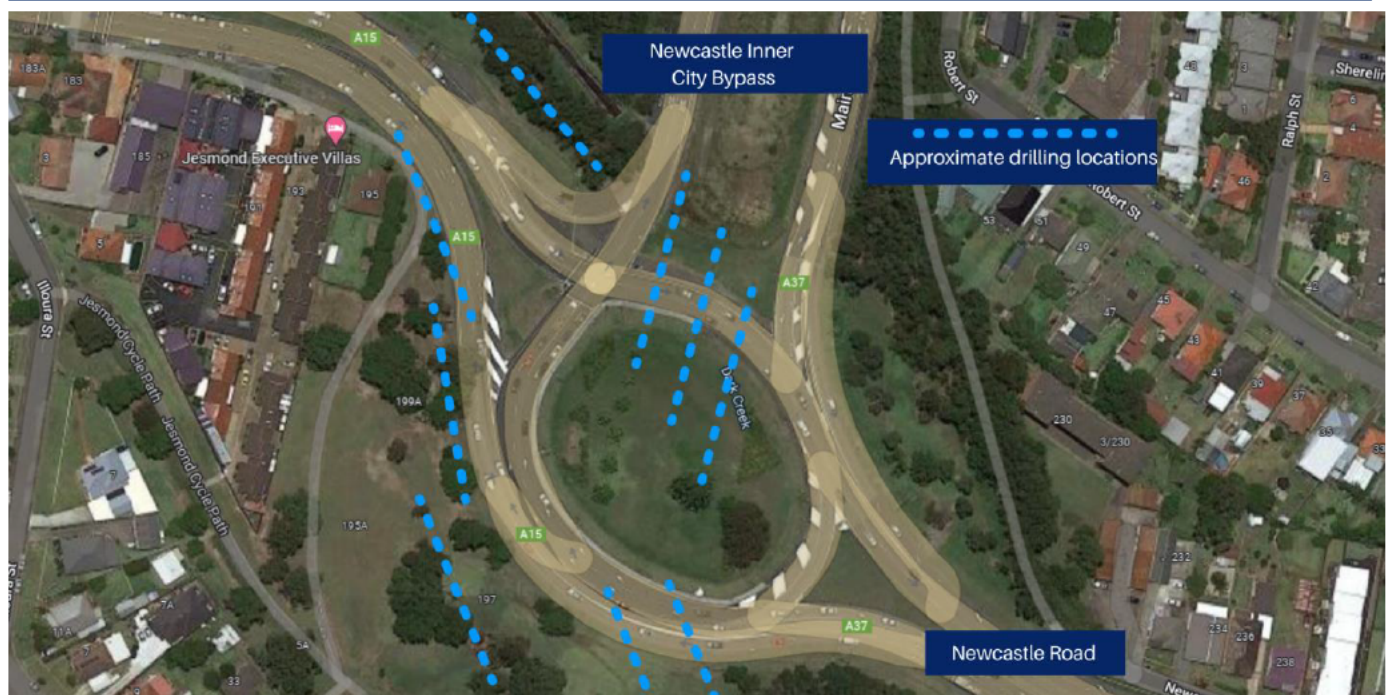
The Australian and NSW governments are funding construction of a 3.4 kilometre section of the Newcastle Inner City Bypass between Rankin Park and Jesmond. Transport for NSW has engaged Fulton Hogan to finalise the design and construct this section of the bypass.

Night work in your area

Night work is planned for **Sunday 29 January to Tuesday 31 January**, between **6pm and 7am**, weather permitting. This is a continuation of the geotechnical investigations that occurred in late 2022 in and around the Newcastle Inner City Bypass and Newcastle Road, Jesmond to investigate ground conditions. We will be drilling boreholes in the live traffic lanes therefore out of hours work is the safest way to conduct this work. We will only work three nights in a row to allow the community respite from the night work.

Details of planned work

Location	Activities	Occurrence
Newcastle Inner City Bypass, Newcastle Road, Jesmond and within the Jesmond roundabout	<ul style="list-style-type: none"> Set up drill rigs and ancillary equipment at various locations as shown on the map below Drill to required depths Move equipment between locations Traffic control set up and pack up Lighting towers for the work area 	Up to 3 nights



Traffic changes

There will be traffic controllers on site, temporary lane closures and drilling rigs positioned in the lanes throughout the night work.

These will move locations, please take care, keep to the sign posted speed limits and follow the direction of traffic controllers.

For the latest traffic updates, you can call 132 701, visit livetraffic.com or check the Live Traffic App.

Why is work carried out at night?

Work is required outside standard construction hours to:

- improve safety by minimising the interactions between road users, pedestrians and workers
- minimise delays and journey times for motorists and businesses.

How will the work affect you?

There will be drilling rigs and other plant and equipment working in different areas throughout the night work. The machinery and equipment will generate light, noise and vibration. We will make every effort to minimise these impacts by:

- turning off machinery and vehicles when not in use
- using non-tonal reversing alarms
- positioning of machines and directing temporary lighting down and away from homes
- planning activities close to residents within standard construction hours and scheduling noisy activities earlier in the night, where possible only working three nights in a row with a respite period of a week before recommencing night works
- monitoring noise to manage any potential impacts and adjusting our work, where possible.

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

More information

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), email RP2JCommunity@fultonhogan.com.au or mail to PO Box 186, Waratah, NSW 2298.

For more information about the project visit nswroads.work/rp2j

Thank you for your patience during this important work.

Translating and interpreting service



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**.

+15 NML



Noise Estimator (Individual Plant)

Please input information into yellow cells. Please pick from drop-down list in orange cells.

Project name, Scenario name, Receiver address, Select area ground type, Representative noise level input, Noise area category, RBL or L₅₀ Background level, Noise management level, Is all plant at the same representative distance to the receiver?

Steps: 1. Enter project name (cell C9). 2. Enter scenario name (cell C10). 3. Enter receiver address (cell C11). 4. Select area ground type (cell C12) - water, undeveloped green fields (e.g. rural areas with isolated dwellings) or developed settlements (e.g. urban and suburban areas).

Table with 10 columns: Type/model plant, SVL L₅₀, SPL @ 7m, Quantity, Individual distance to receiver (m), Is there line of sight to receiver? (Y/N), Quantity correction (dBA), Shielding correction (dBA), Distance used in calculation (m), Contribution SPL (dB(A)). Includes rows for Light vehicles, Water cart, Line Driller, and a Total SPL L_{Aeq(5minute)} row.

+25 NML



Noise Estimator (Individual Plant)

Please input information into yellow cells. Please pick from drop-down list in orange cells.

Project name, Scenario name, Receiver address, Select area ground type, Representative noise level input, Noise area category, RBL or L₅₀ Background level, Noise management level, Is all plant at the same representative distance to the receiver?

Steps: 1. Enter project name (cell C9). 2. Enter scenario name (cell C10). 3. Enter receiver address (cell C11). 4. Select area ground type (cell C12) - water, undeveloped green fields (e.g. rural areas with isolated dwellings) or developed settlements (e.g. urban and suburban areas).

Table with 10 columns: Type/model plant, SVL L₅₀, SPL @ 7m, Quantity, Individual distance to receiver (m), Is there line of sight to receiver? (Y/N), Quantity correction (dBA), Shielding correction (dBA), Distance used in calculation (m), Contribution SPL (dB(A)). Includes rows for Light vehicles, Water cart, Line Driller, and a Total SPL L_{Aeq(5minute)} row.



Newcastle Inner City Bypass – Rankin Park to Jesmond

Early work and start of construction from January to March 2023

The Australian and NSW governments are funding construction of a 3.4 kilometre section of the Newcastle Inner City Bypass between Rankin Park and Jesmond. Transport for NSW has engaged Fulton Hogan to finalise the design and construct this section of the bypass.

What’s happening?

Fulton Hogan will complete early work, establish the construction zone and start site clearing during January and March 2023. Daytime work will be carried out **Monday to Friday** between **7am** and **6pm** and **Saturday** between **8am** to **5pm** and includes:

- building and road condition surveys
- completing the main site compound at the rear of the Mater Hospital and two minor compounds near the southern and northern interchanges
- heritage salvage operations near the Jesmond/Newcastle Inner City Bypass intersection
- installing nest boxes and carved hollows beyond the project boundary as part of our fauna management plan
- setting up environmental controls such as dust monitors and sediment controls
- flagging construction site boundaries
- site access works along Newcastle Road, Jesmond and McCaffrey Drive, Rankin Park
- stormwater drainage
- removing vegetation, clearing and grubbing for site access
- utility and geotechnical investigations, ground survey and topography survey.

The following activities are required outside of daytime project hours for the safety of workers and road users, and to minimise traffic delays to the network. Night work will be carried out from **Sunday** to **Thursday** between **8pm** and **5am**.

Date	Work Activity	Equipment
January to March 2023	<ul style="list-style-type: none"> • Utility investigations and potholing • Early work for John Hunter Hospital interface • Geotechnical investigations • Saw cutting of footpaths and reinstatement of affected areas • Road widening and drainage work to accommodate site access to the northern site compound • Tree and vegetation clearing on the western side of the Newcastle Inner City Bypass near the Jesmond roundabout • On-road survey work • Installing safety barriers, line marking and signage around work areas 	<ul style="list-style-type: none"> • Traffic control • Excavators, tippers, rollers • Chainsaws • Vacuum excavation • Saw cutters • Bore hole drills (vehicle mounted) • Hand held compactors • Franna cranes and hi-ab • Survey equipment • Trucks and light vehicles • Lighting towers

Work area

The work on the southern interchange will occur along Lookout Road and McCaffrey Drive at Rankin Park. Work around the northern interchange will occur along Newcastle Road and Main Road, Jesmond, with additional works to occur in Jesmond Park and within the project boundary near the John Hunter Hospital.

How will the work affect you?

At times we will use machinery and equipment that generate light, noise and vibration. We will make every effort to minimise these impacts by:

- turning off machinery and vehicles when not in use
- using non-tonal reversing alarms
- positioning of machines and noise blankets
- directing temporary lighting down and away from homes
- planning activities close to residents within standard construction hours and scheduling noisy activities earlier in the night, where possible
- monitoring noise so we can manage any potential impacts and adjust our work, where possible.

Noise levels will vary between moderate to noisy. 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

During night work there may be temporary lane closures with intermittent stop/slow traffic control, reduced speed limit of 40 km/h will be in place on Newcastle Road near the Newcastle Inner City Bypass roundabout, Lookout Road, McCaffrey Drive and on the existing Newcastle Inner City Bypass. Please keep to the sign posted speed limits and follow the direction of traffic controllers.

For the latest traffic updates, you can call 132 701, visit livetraffic.com or check the Live Traffic App.

More information

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), email RP2JCommunity@fultonhogan.com.au or mail to PO Box 186, Waratah, NSW 2298.

For more information about the project visit nswroads.work/rp2j

Thank you for your patience during this important work.

Translating and interpreting service



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**.