

Ref: RTA.First 6 monthly DoP Report

21 July 2007

Roads and Traffic Authority  
Project Management Services  
PO Box 576  
GRAFTON NSW 2460

Attn: Colin Solomon

Dear Sir

**State Highway No 10 - Pacific Highway  
Design, Construction and Ten Year Maintenance - Bonville Upgrade  
First Six Monthly Project Environmental Report**

In accordance with Minister Condition of Approval (MCoA) 14 an environmental performance review of the construction works for the project is required every six (6) months from the commencement of construction.

The reporting period for this first six monthly report is mid November 2006 to mid May 2007.

This report is in two parts. Part A provides a summary report and general overview of environmental issues, and Part B provides an update of the conditions of approval in the form of a compliance table.

Part B is also supported by an electronic Environmental Compliance Navigator on a supplementary computer disc. This navigator provides electronic links to supporting project documents. A guide to help assist in the navigation of the computer disc is also included.

Please contact the undersigned or Rebecca Walker-Edwards on 0417 870 685 should you have any queries regarding this matter.

Yours faithfully

Chris Bryce  
Project Director  
Bonville Pacific Highway Upgrade  
Abigroup Contractors Pty Ltd

# First Six Monthly Project Environmental Report State Highway No 10 - Pacific Highway. Bonville Upgrade

## Part A - Summary Report and General Overview of Environmental Issues

### 1. Introduction

This report has been prepared to meet Minister's Condition of Approval (MCoA) No. 14. The reporting period for this first six monthly report is mid November 2006 to mid May 2007. The relevant Minister's condition is reproduced below:

**MCoA14.** The Proponent shall submit to the Director-General, a report(s) in respect of the environmental performance of the construction works and compliance with the EMP (Construction Stage) and any other relevant conditions of this approval. The reports shall be prepared six months after the start of substantial construction and thereafter at six monthly intervals or at other such periods as requested by the Director-General to ensure adequate environmental performance over the duration of the construction works. The report(s) shall include, but not be limited to, information on:

- i) applications for consents, licences and approvals, and responses from relevant authorities;
- ii) implementation and effectiveness of environmental controls and conditions relating to the work undertaken;
- iii) identification of construction impact predictions made in the EIS and any supplementary studies and details of the extent to which actual impacts reflected the predictions;
- iv) details and analysis of results of environmental monitoring;
- v) number and details of any complaints, including summary of main areas of complaint, action taken, response given and intended strategies to reduce complaints of a similar nature; and
- vi) any other matter relating to the compliance by the Proponent with the conditions of this approval or as requested by the Director-General.

The report(s) shall be provided to the EPA, NPWS, DLWC, NSW Fisheries and Coffs Harbour City Council, and any other relevant government agency nominated by the Director-General. The report(s) shall also be made publicly available.

### 2. Compliance with the EMP (Construction Stage)

#### 2.1 Noise & Vibration Management Issues

The noise and vibration management plan tabulates the EPA noise goals as well as the predicted noise levels from construction activities along the alignment. Thirteen noise monitoring locations are monitored each month during construction. The monitoring results are listed in tabular form, along with comments on construction equipment operating in the vicinity of the monitoring site. Noise monitoring results are included in the electronic Environmental Compliance Navigator in Part B of this report.

There have not been any community complaints about the generation of construction noise during working hours, however there have been 5 complaints related to works starting or finishing outside the 7am to 6pm (Monday to Friday) approved hours. Toolbox training has been delivered to work crews as reminder of working hours, and checks made to the audibility of construction noise emissions at sensitive noise receivers. For more information refer to the complaints section of this report.

In general, the results of noise monitoring have found that exceedances of the predicted noise levels occurred at very few sites. The monitoring indicated for 156 Bonville Station Road (March 07) and 1584 Pacific Highway (March and April 07) has marginally exceeded the noise predictions, and in each case there was noise contribution by existing Pacific Highway or local road traffic. No blasting has occurred during this monitoring period.

All issues associated with the MCoA and the Noise and Vibration Management Plan are being complied with.

## *2.2 Water, Erosion and Sediment Control Management Issues*

A Soil Conservationist, Gerry Ryan (TREES), has regularly attended site and provided timely advice to the field teams on erosion and sediment control. From 7 December 2006 to 9 May 2007 there were 21 site visits with inspection sheets actioned and closed off in a timely manner. There have also been seven Environmental Review Group (ERG) meetings with all main state agency representatives attending and inspecting.

Formal training in erosion and sediment control for site engineers and foreman was conducted on site on 16 and 17 April 2007.

The mulch from the fallen timber on the project has been used as a sediment control measure. A row of mulch from the initial clearing operation laid along the edge of the road formation has been largely very successful at containing silt and runoff from the site.

The aim of erosion and sediment control management is to update and adapt implementation of the erosion and sediment control strategies as the site earthworks advance. Progressive erosion and sediment control plans (ESCP) for the site are detailed in the Erosion and Sediment Control Plan Register and are updated as required, in consultation with site engineers, superintendents and foremen. These can be viewed on the electronic Environmental Compliance Navigator.

As the earthworks commenced on site, construction stage sediment basins have been progressively installed, as land and access became available. There are now twenty sediment basins operating on site.

Consultation with DPI (Fisheries) has continued since concept design phase with respect to the details of constructed wetlands and structures next to existing waterway areas. The following summarizes the special attention given to this:

- DPI(Fisheries) invited to a site meeting proposed by Abigroup, held 8 Nov 06
- Email comments provided by DPI, concerning arrangements at wetlands, by Max Enklaar, 13 Nov 06
- Letter received from DPI, that they are satisfied that the final design chosen for structures at Reedys Creek will not have an adverse impact on fish or fish habitat, dated 12 Dec 06
- A further site meeting and discussions held on 14 Dec 06
- Email received from DPI, stating that they are satisfied with the renewed proposal, by Max Enklaar, 18 Dec 06.

Correspondence can be viewed on the electronic Environmental Compliance Navigator.

Water quality monitoring at Bonville, Pine and Reedys' Creeks has occurred on a monthly basis and generally water quality parameters are comparable to background levels for all key indices.

Heavy rainfall in March 2007 resulted in over 100 mm of rainfall falling on site. The erosion and sediment control measures on site were tested, with most areas performing very well.

However some impacts were reported on the edge of Bongil Bongil National Park adjacent to the site, and a PIN later received from DEC on this matter. Inspections and advice from the Soil Conservationist, and site teams remain active in managing soil erosion and sediment control.

### *2.3 Air Quality Management Issues*

As a result of early community liaison, nineteen neighbouring properties have had the installation of first flush diverters/filters onto the dwelling rainwater tanks.

Ten dust monitoring locations have been established to determine the possible impacts on air quality the project may have on the local community.

Monitoring has been undertaken monthly since November 2006 prior to construction commencing. Base line dust levels were moderately high even before construction commenced.

The results of dust monitoring are shown in Monitoring Results (refer to electronic compliance navigator). Dust levels were high during the hotter drier summer months of January and February 2007. To ensure all reasonable and feasible mitigation measures are in place additional inspections have been undertaken, the number of water carts was increased, and trucks have been covering loads. Dust levels in March and April 2007 are generally low.

### *2.4 Heritage Management Issues*

Heritage and archaeological issues have been addressed for the site and licences and permits have been applied for and received from DECC. Initially areas of concern had been cordoned off until the relevant permit was received.

A Section 87 Preliminary Research Permit (PRP) was received on 16/11/06 from DECC and a subsequent Section 90 Consent to Disturb and Destroy has been received on 6/3/07. An extension to the Section 90 Consent was granted on 21/5/07. Works under the permits have been completed for indigenous archaeological investigation. The identified sites were found to have little or no archaeological material other than for some stone fragments found at BPS.04, which were bagged, labeled by an archeologist and taken off site by representatives of the Coffs Harbour Local Aboriginal Lands Council.

Requirements associated with the MCoA and Heritage Management Plan have been complied with.

### *2.5 Flora and Fauna Management Issues*

Individual flora Threatened Species were identified and translocated prior to construction commencing. The vast majority of transplanted individuals are currently thriving, and will be monitored over the course of the project.

A protocol for managing site clearing was developed in the form of a Clearing and Grubbing Work Method Statement (WMS) prior to site clearing commencing. This was prepared and distributed to state agency representatives for comment. The following consultation was undertaken with representatives from the Department of Environment and Conservation (DECC):

- Email comments on the WMS from DECC, by Craig Harre, 1 Nov 06
- Email comments on the WMS from DECC, by Kelly Roche, 6 Nov 06
- Abigroup updated the WMS. DECC received the amended WMS and stated that they had no further comments, by Kelly Roche, 7 Nov 06.

As a protective measure, approximately four (4) kilometres of temporary fauna exclusion fencing was installed alongside the existing Pacific Highway prior to vegetation clearing on the upgrade alignment.

Vegetation clearing was undertaken in a two part process, with trees designated as fauna habitat identified early, and then initially left on site until after the first pass of clearing.

A significant quantity of very good quality mulch has been generated by the clearing operation and much of this has been placed in rows along the edge of the cleared formation as a sediment control measure. This has proven to be a very effective control measure.

Mulch from the site has also been made freely available to the local community.

### *2.6 Acid Sulfate Soils*

Acid sulfate soil (ASS) identification and classification was undertaken for the EIS in 1998, with ASS maps developed to identify risk areas during the construction phase. These have been included in Annexure A of the Acid Sulfate Soils Management Sub Plan. Results of the sampling are also included in Annexure G.

Additional testing was undertaken by RTA in each of the cut areas in 2001 and 2002 and furthermore by Abigroup in 2006 to detail the risks of interacting with ASS. The results for this sampling were also included in the Acid Sulfate Soils Management Sub Plan.

ASS which have been extracted on site have been taken to designated acid sulfate soil stockpile sites. Lime has been applied to each of these stockpiles, mixed through and monitoring of surface or leachate water quality has been occurring to ensure that surface water pH is within the criteria mentioned in Section 4.4 of the ASS Management Sub Plan. All results to date have indicated compliance.

### *2.7 Waste and Reuse Management*

A waste register has been developed and maintained.

In order to reduce waste, most of the purchasing is undertaken in bulk and this minimises packaging.

As much as possible recycling occurs on site with for example, mulch reused in many areas for sedimentation control, as part of landscaping and as a resource available to the community. Additionally formwork is reused and waste oils produced from vehicle maintenance are recycled.

Waste disposal containers are available in many areas on site and are being well maintained with regular emptying.

### *2.8 Urban Design and Landscaping*

HBO have developed urban design and landscaping plans. Landscaping is planned to commence later during 2007.

### *2.9 Spoil and Fill Management*

A Spoil Management Sub Plan has been developed and implemented for the project. Stockpiles have either been placed within the project alignment (in areas away from waterways, drainage lines and floodplains), or approval has been obtained to place stockpiles outside of the project alignment.

The Review of Environmental Factors for *Works Outside of the Road Alignment - East Bonville Road, Williams Road and Keevers Drive / Pacific Highway Access Roads* has been developed and approved for works which included the placement of topsoil stockpiles around the East Bonville Road area.

All stockpiles are also identified in the progressive erosion and sediment control plans.

Much of the mulch used on site has been retained as a highly effective sediment control device. Surplus mulch has been stockpiled and is retained for future use or is being provided to the public for free.

### *2.10 Flooding and Drainage*

There are several floodplain or wetland areas located on the Bonville Upgrade Project. For each of these areas planning sessions were undertaken with RTA and DECC and from this, Work Method Statements were developed and distributed to relevant stakeholders.

The soil conservationist inspects the site fortnightly and an inspection list is developed and actioned. Any potential erosion and sediment control issues are reviewed at each of the wetland sites during each of these visits and as much as possible, clean water flows are maintained through these sites.

In many areas upslope clean water drains have already been installed to intercept and divert clean water away from the site. In terms of sediment laden runoff, most sediment basins have been constructed and are maintained effectively.

Plant and equipment are stored above known flood levels and in instances where they are located adjacent to watercourses (example cranes and piling rigs for bridge construction), machinery are parked in higher locations over the weekend and are capable of being removed during high rainfall events.

Emergency crews are available over all holiday periods to ensure immediate response in the event of floods or heavy rainfall periods.

### *2.11 Hazard and Risk Management*

A Hazard and Risk Management Sub Plan has been developed for the site. All persons (including subcontractors) who work on the site are inducted, with the induction including information relating to hazards and risks associated with the project. Job Hazard Analysis forms are filled out regularly, Work Method Statements are developed and risk assessments are undertaken to ensure all workers are aware of their safety issues. Weekly safety inspections are also undertaken by each of the foreman and engineers.

A record of incidents are retained and when required, notification occurs to the relevant agencies.

## **3. Applications for consents, licences and approvals, and responses from relevant authorities**

The main permits and licenses for this first six month period include eleven water extraction permits from Department of Natural Resources (DNR), the Environment Protection Licence and Section 87 and 90 permits from Department of Environment and Climate Change (DECC).

The documentation to demonstrate compliance with licences, consents and approvals can be found in the electronic Environmental Compliance Navigator under the heading 'Licences, Permits and Approvals'. The electronic links go to the approval, licence or permit issued by the relevant regulatory authority. The following provides a list:-

- DECC Environment Protection Licence (No 12592), for all stages of substantial construction has been granted;
- DoP approval for commencement of construction has been granted;
- NPWS Concurrence Report;
- DNR Permit for water extraction from Bonville Creek, Reedys Creek and Pine Creek (30PE002392 to 30PE002394) has been granted. Also five bore licence certificates and six bore use submissions have been granted;
- a Review of Environmental Factors (REF) has been approved for road redirections at Williams Road, East Bonville Road, and Keever Drive / Pacific Highway Link;
- a Review of Environmental Factors (REF) has been approved for the batch plant. In addition approval has been granted for the establishment of a pug mill within the alignment;
- S90 Aboriginal Impact Heritage Permit (AIHP) 2624;
- Coffs Harbour City Council approval of septic system.

For consultation and issues arising from the authorities, these can be found in the ECN under correspondence.

#### **4. Implementation and effectiveness of environmental controls and conditions relating to the work undertaken**

Environmental controls for the project are documented in the EMP (Construction Stage) as well as the Work Method Statements (WMS). A list and link to the WMS are provided in the electronic Environmental Compliance Navigator.

The implementation and effectiveness of environmental controls are reviewed regularly through:-

- fortnightly combined environmental inspections;
- the EMP compliance checklists which are completed each week or each month (whichever is required). Copies of the completed checklists are also located in and accessible from the electronic Environmental Compliance Navigator;
- internal and external audits;
- regular on site environmental monitoring of parameters such as water quality, dust, noise, and sediment basin release;

Also available from the Environmental Compliance Navigator are the 'Monitoring Results', and 'Reporting' documents providing commentary of environmental issues.

Any non-compliances or concerns are either dealt with on site, included in the fortnightly environmental inspection sheet for rectification or are dealt with by Environmental Improvement Notices (EIN's). To date only four EIN's have been issued for the project.

## 5. Identification of construction impact predictions made in the EIS and any supplementary studies and details of the extent to which actual impacts reflected the predictions

Please refer to the tables below for the EIS construction impact predictions and actual on site impacts.

The 'Compliance Report' also details the EIS requirements and how they are being achieved. This can be found in the electronic Environmental Compliance Navigator. Refer to Part B of this report.

**Table 5.1:- Topography geology and soils**

Predicted Impacts (ref EIS 6.1.6)	Actual Impacts (as assessed at this construction stage)
<p><i>Topography</i></p> <p>The topography influences the proposal by its interaction with the geometric design of the highway. In order to achieve safe grades, fill embankments and / or bridge structures will be required over gullies and cut excavations through ridges.</p>	<p>Many cut, fills and bridge structures have been incorporated into the final design of the project.</p>
<p><i>Geology</i></p> <p>The Argillite north of Bonville Creek will be difficult to excavate in the base of the Williams Road cutting. In this vicinity heavy excavation conditions and possibly blasting are expected.</p> <p>The phyllite encountered over the remainder of the route has low strength and therefore to minimise erosion early vegetation on the batters will be required.</p>	<p>Five blasts have been required to date in the Williams Road cutting. Each of the blasts have been monitored and non-compliances notified to DECC. There is the potential that one final blast may be required in the coming week or two, after which a Blast Monitoring Report will be submitted to DECC.</p> <p>Early revegetation through topsoiling and hydromulching of batters has been occurring over much of the project site.</p>
<p><i>Soils</i></p> <p>Soft compressible soils were identified in low lying areas along the northern portion of the route. Preloading will allow a proportion of the final settlement. This may take up to six months, so must commence during initial stages.</p>	<p>Preloading has been occurring over many fill areas over the northern section of the project, particularly for the bridge abutments. Preloading occurring during the early stages of the project.</p>
<p><i>Acid sulfate soils</i></p> <p>Construction work in areas containing acid sulphate soils has the potential to disturb soils, allow oxidation and lead to the generation of acidic run-off.</p>	<p>To minimise the impacts associated with the disturbance of acid sulfate soils, an acid sulfate soils management plan was prepared and has been implemented on site. All PASS / ASS material are neutralised and incorporated into fill or spoil sites.</p>

**Table 5.2:- Flooding**

Predicted Impacts (ref EIS 6.2.2)	Actual Impacts (as assessed at the construction stage)
If bridge width is too narrow it can cause an afflux or build up of waters behind it.	The design of the bridge structures involves detailed hydraulic modelling to determine the bridge opening widths required to ensure minimal afflux was created during a 1 in 100 flood event.

**Table 5.3:- Flora and Fauna**

Predicted Impacts (ref EIS 6.3.9)	Actual Impacts (as assessed at the construction stage)
Barrier effects	Project design has included a number of fauna underpasses and a fauna overpass to ensure that movement is restricted. As much as possible, vegetation has been retained to ensure connectivity for arboreal mammals such as gliders.
Pine Creek State Forest and NPWS land adjacent to Bongil Bongil National Park - loss of habitat	<p>Additional land has been purchased by RTA and will be transferred to DECC as part of the compensatory habitat package.</p> <p>Pine Creek State Forest is considered significant as it forms part of the Pine Creek corridor. To minimise impacts fauna underpasses and an overpass have been incorporated into final design and consultation is currently underway with DECC concerning finalisation of design of these structures.</p> <p>Exclusion fencing has not only been included in final design but has also been installed temporarily to minimise potential for koalas dying as road kill.</p>
Creek crossings	Loss of habitat from creek crossings has been mitigated from fauna crossings installed in these locations.
Disturbance is likely to have a local effect on fauna	<p>To minimise effects on fauna due to disturbance, pre-clearing inspections were carried out to identify potential habitat trees. Where habitat trees required removal, the ecologist was present during clearing and preinspected hollows.</p> <p>The Giant Barred Frog was a threatened species noted to be potentially affected by disturbance. Individuals of this species were captured by the ecologist and relocated to a location approximately 2km upstream of the project site.</p>

**Table 5.4:- Water Quality**

Predicted Impacts (ref EIS 6.5.3)	Actual Impacts (as assessed at the construction stage)
Potential for erosion and suspended solids being carried into the local water courses	<p>The following mitigation measures have assisted greatly with reduction of erosion potential and potential for sediment laden runoff into nearby watercourses:-</p> <ul style="list-style-type: none"> <li>development and implementation of progressive erosion and sediment control plans for the project.</li> <li>inspections occur on a regular basis, at least fortnightly, and inspection reports are signed off by site foremen when actions complete.</li> <li>specially trained erosion and sediment control crews operate across the project.</li> </ul>

Predicted Impacts (ref EIS 6.5.3)	Actual Impacts (as assessed at the construction stage)
	<ul style="list-style-type: none"> <li>• implementation of the Soil and Water Quality Management Sub-Plan.</li> <li>• installation of sediment basins early in the project to capture dirty water runoff.</li> <li>• revegetation of batters and disturbed areas through application of topsoil and hydromulch.</li> <li>• regular monitoring of the quality of receiving waters.</li> </ul>

**Table 5.5:- Dust**

Potential Impacts (ref EIS 6.6.5)	Actual Impacts (as assessed at this construction stage)
Dust would be generated from earthworks associated with the construction.	<p>Earthworks activities generate dust under dry conditions. To minimise the potential for actual impacts the following measures have been applied on site:-</p> <ul style="list-style-type: none"> <li>• hydromulching and handseeding of exposed areas;</li> <li>• stabilisation of completed earthworks areas (through compacting with roller or application of select material);</li> <li>• use of water carts to suppress dust;</li> <li>• use of a full time street sweeper to assist with tracking.</li> </ul>

**Table 5.6:- Noise**

Potential Impacts (ref EIS 7.4.2)	Actual Impacts (as assessed at this construction stage)
EIS noise modelling indicates that, in the worst cases, predicted noise levels would exceed the EPA noise level goal of background plus 10dBA by more than 20dBA.	Noise monitoring has shown that EPA noise level goals are being exceeded, however the EIS predicted levels have only once been exceeded from construction noise. The EIS predicted noise levels appear to provide a much more reliable guideline on true noise levels which can be expected on site.
It is expected that there would be some annoyance from paving noise.	Paving works have commenced however to date there have been no complaints.
Noise from bridgeworks is expected to last longer than earthworks and temporary barriers would need to be constructed.	<p>There have been no complaints from noise from bridgeworks and normally bridgework noise does not last longer than earthworks.</p> <p>Noise mitigation works has been applied to many nearby houses to assist with both operational and construction noise.</p>

## 6. Details and analysis of results of environmental monitoring

The 'Monitoring Results' indicated in the electronic Environmental Compliance Navigator documents the analysis of environmental media monitoring. This electronically provides links back to field sheets and NATA certified laboratory results, and shows the levels required for compliance where applicable.

Monitoring undertaken on site includes air quality monitoring, water quality monitoring, noise monitoring, monitoring of sediment basin release and vibration monitoring.

Water quality monitoring has been occurring within Bonville Creek, Pine Creek and Reedy's Creek and results to date have indicated compliance with the ANZECC guidelines for freshwater or saltwater lowland water quality systems. pH has been relatively low (between 5.5 to 6.0) however these results are recorded at both the upstream and downstream locations and there have been no influences from construction works. For full details please refer to the water quality results in the ECN.

For the past 6 months of noise results, there have been six exceedances above the levels predicted within the EIS. Five of these have been results influenced by traffic noise from the Pacific Highway and the final exceedance related to construction noise. For full details please refer to the monitoring section within the ECN.

Dust results have been mostly compliant, particularly when results are compared against the background dust levels obtained on the project. Exceedances were experienced in the earlier months (December etc) and it has been noted that for April, May and June all results are indicating compliance against the monthly recommended average (calculated for over a 12 month period) of 4mg/L. For full results, please refer to the monitoring section within the ECN.

Vibration monitoring has been occurring for the six blasts undertaken on the project. The first five of these have indicated exceedances, and in accordance with the EPL, notification of this exceedance has been provided to DECC. Mitigation measures which have been employed on site include increasing the stemming length (therefore depth) of the explosive, reducing the number of holes and extensive community consultation which includes VMS signage notifying the date of the next blast, individual notification with affected residents at least 48 hours beforehand, contacting affected residents again on the date of the blast and removing residents located within a 400m radius over the blast period.

## **7. Number and details of any complaints, including summary of main areas of complaints, action taken, response given and intended strategies to reduce complaints of a similar nature**

### *7.1 Introduction*

Abigroup uses a purpose built 'Access' database for the recording and management of all representations, including complaints. The system is called QESE (Quality-Environment-Safety-Engineering).

When someone rings with a request or complaint every effort is made to ensure that they are left satisfied and that their issues have been heard. Representations can be made via the 1800 number, email, mail, fax, personal visit or through a CLG member.

An on-site community relations team has been established. The team has set itself a one hour response time for interim responses to any inquiry, including complaints, with the focus on rapid reaction to ensure stakeholders feel their issue is being taken seriously. In the event that a corrective action can not be achieved in that time, such as when reliant on a third party, stakeholders are advised of the situation so they appreciate the project team is endeavouring to remedy the situation.

Abigroup's focus, in order of importance, is to:

- pre-empt issues and take actions to prevent the potential issue flaring
- respond to issues that do arise as quickly as possible
- look for patterns/locations with re-occurring issues and work with field staff to manage the activities that generate the issues.

A print-out from the database has been included in the electronic Environmental Compliance Navigator 'Complaints Register'.

### 7.2 Complaint Summary

For this first six months period there were 22 community complaints recorded. These complaints can be summarised in the following categories:

- 7 noise complaints were made during the period, with 5 of these related to working hours and 2 related to operational noise house treatment. Toolbox training reminder sessions have been delivered to construction personnel on the topic of working hours.
- 8 dust complaints have been received for the reporting period. With hot dry conditions over the summer period during the reporting period there has been increased dust throughout the region. With the dry conditions however, Abigroup instigated increased numbers of water carts, and amended work methodologies to minimise nuisance dust. It is considered that all reasonable efforts are being undertaken to reduce dust. Dust levels have reduced in March and April 2007.
- 3 complaints were associated with water and sediment control issues, including tracking of dirt onto public roads. The use of temporary surface matting at cross-over points, street sweepers and rock lined entrance and exit-ways have been employed to manage dust and tracking of material on public roads.

The following table provides further detail of complaints received.

Table 7.1

<b>Type</b>	<b>No. &amp; Nature of complaints</b>	<b>Abigroup Response</b>
Noise	<u>Dec</u> Operational noise mitigation / treatment	A response was provided by the Community Manager to the complainant.
	<u>Jan and Feb</u> 3 X noise after hours For Feb complaint, the complainant advised that fencing works still occurring at 6:06pm.	Foreman notified and fencers stopped works immediately. EIN issued for several of these events to prevent reoffending.
	<u>March</u> 2 X noise after hours – tub grinder operating late.	1 complaint for tub grinder operating late and this was immediately shut down. EIN issued. Had believed grinder would have been inaudible. Second complaint related to early refuelling of vehicles.
	<u>April</u> Operational Noise – mitigation	Complainant not happy with level of mitigation to his property. Level of mitigation in accordance with the EIS.

Soil and Water	<u>March</u> Soil washed over driveway	Load of gravel provided and sheeted over the driveway.
	<u>April</u> 2 X tracking on roads	Streetsweeper attended site.
Dust	<u>Jan and Feb</u> 8 X dust	Immediately sent water cart to the area. One related to dust from the mulcher and the mulcher was relocated.
Other	<u>Feb</u> Platypus observed by residents in some sections of Pine Creek west of Highway.	Noted. Project Fauna Ecologist has reviewed the area and it does not appear to be inhabited by platypus.

In all cases Abigroup's response to the complaints received have been managed in a timely and responsive manner, and also in accordance with the Condition of Approval.

**8. Any other matter relating to the compliance by the Proponent with the conditions of this approval or as requested by the Director-General.**

There are no other known matters relating to the compliance by the Proponent with the conditions of this approval, that require reporting.

Other compliance requirements are listed in the electronic Environmental Compliance Navigator, available on the computer disc attached with this report.

**9. This report shall be provided to Agencies and made publicly available.**

Once approved by the RTA, it is intended that this report will be distributed to state agencies, and local councils. This report will also be available in the project display centre.

## **First Six Monthly Project Environmental Report State Highway No 10 - Pacific Highway. Bonville Upgrade**

### **Part B - Construction Conditions of Approval Compliance**

This part of the Six Monthly Report provides an update of the conditions of approval in the form of a compliance table. This provides specific details of how compliance with project approval conditions is currently being achieved.

Whilst a printed copy of the compliance table is listed below, an electronic version has been prepared which provides electronic links to supporting project documents.

To use the electronic version effectively, open the 'Environmental Compliance Navigator'. This document provides the home page for numerous links to supporting documents. To navigate through the report, press 'Ctrl' on the keyboard and place the mouse over the topic of interest and left click the mouse.

From this navigator the user can search all environmental management system aspects of the works being undertaken for the Project. All writing in blue is a computerised hyperlink to the documentation or an additional navigator screen and can be reached by pressing 'Ctrl' on the keyboard and clicking the left mouse button.

It may be useful to note that since the issue of the project approval in 2000 and the modified activity approval in 2004 by the Planning Minister there have been several important changes to the structure and areas of operation of government authorities to whom the approval refers. For the purposes of simplicity within the document the following terms are used to represent those agencies or organisations noted in the MCoA:

- Department of Urban Affairs and Planning (DUAP) will be known and referred to as Department of Planning (DoP);
- Environmental Protection Authority (EPA) have been known and referred to as Department of Environment and Conservation (DEC) in this report. Future reports will acknowledge the more recent name change to Department of Environment and Climate Change (DECC);
- Department of Land and Water Conservation (DLWC) have been known and referred to as Department of Natural Resources (DNR). Future reports will acknowledge the later name change to Department of Water and Energy (DWE);
- National Parks and Wildlife Services (NPWS) have been known and referred to as Department of Environment and Conservation (DEC) in this report. Future reports will acknowledge the later name change to Department of Environment and Climate Change (DECC); and
- NSW Fisheries will be known and referred to as Department of Primary Industries (DPI).

Attached:

Electronic Compliance Navigator