

MEETING	Community Consultative Committee (CCC) - Eden Breakwater Wharf Extension Project		
MEETING NO.	26 –Extraordinary General Meeting	DATE	Wednesday, 13 December 2017
LOCATION	The Auditorium – Eden Fishermen’s Club	TIME	6.00pm
ATTENDEES	Gail Ward, John Aveyard, Richard Lamacraft, Leanne Scott, Simon Wakefield, Mike Crandell, Mark Lomas, Greg Thomson, Glenn Vardy, Chantel Steele, Tony Matthews, Rob Davis, Tomas Rooney, Coral Reynolds		
APOLOGIES	Megan Cleary, Kell Dillion, Natalie Godward, Debbie Meers, Dr Denis Lawrence, Graham Stubbs, Rob Bain, Andrew Dooley		
PREPARED BY	Coral Reynolds		

1. Acknowledgement to Country, welcome and apologies

Simon thanked attendees for coming to the meeting and acknowledged the traditional custodians and peoples of the Country, both land and sea, and paid his respects to Elders past and present.

Simon also acknowledged meeting apologies.

2. Stage 2 overview

Mike provided an overview of Stage 2 works which included a discussion of the works to be undertaken as follows:

- Dolphins – 30 piles
- Wharf – 78 piles with approximately 23 rock sockets to be bored
- Onshore bollards -15 piles with approximately 15 rock sockets to be bored
- Navigation Tower – 1 to 3 piles
- Services installation
- Line marking activities
- Approved construction hours
 - Monday to Friday 7am to 6pm
 - Saturday 8am to 1pm
 - Sunday and Public Holidays – No Work
 - Additional rostered days off during the year.

Richard asked about the tug working and turbidity in the Port. Mike advised there were high spots on the seabed and that these high spots were being removed which has caused minor turbidity levels.

Richard asked if the turbidity would be an issue for the Mussel Farm. Greg advised that the modelling that has been undertaken has shown that settling of the sediment would be relatively quick. It was discussed that a toxic algal bloom forced the temporary closure of the Mussel Farm prior to dredging commencing and the temporary closure is not related to dredging or any direction given to the mussel farm by the Department. The Mussel Farm has chosen to undertake maintenance on their vessels and harvest/grow out mussels from the Boydtown mussel farm during the dredging campaign. . Leanne suggested that additional communications should be prepared to communicate this to the community.

John asked about the scour protection being laid and how to know if the mattresses were being laid in the right place. Mike advised there was a grid pattern being followed and that laying the mattresses was similar to paving. In addition, detailed hydrographic surveys were also being undertaken to ensure correct alignment, and that divers were under the water to guide the

mattresses into place. Rob advised the hydrographic survey is being done weekly and that Waterways were approximately a quarter of the way through the works.

3. Review of Stage 2 Construction Environmental Management Plan sub-plans

Mike advised the group that under the project's Infrastructure Approval the Traffic, Access and Transport and Noise and Vibration sub-plans must be prepared in consultation with the CCC, the Bega Valley Shire Council and the Environment Protection Agency (EPA).

These sub-plans will be sent to Environmental Representative for endorsement prior to being submitted to the Secretary of the Department of Planning and Environment (DP&E) for approval. It is envisaged that these sub-plans will not be approved until late February.

4. Traffic, Access and Transport sub-plan

Rob Davis introduced himself as the Project Manager and Tomas Rooney as Lead Engineer for Waterway Constructions. Rob provided an overview of the sub-plan as follows:

- Plan purpose/overview
- Truck routes - proposed routes for 19m semi-trailers and articulated vehicles, 12.5m heavy rigid vehicles and 18.7m truck and dog, and for medium rigid vehicles and small rigid vehicles
- Hours, duration and truck movements per day
- Marine construction and vessel mooring zones
- Minimising disruption to Port businesses
- Pedestrian access arrangements
- Managing public safety.

Transport routes

Rob discussed the proposed routes using Calle Calle, Chandos, Museum, Barclay and Mitchell streets.

Richard asked if there would be enough visibility at the intersection of Imlay and Wirriga Streets as this is quite dangerous. Rob advised he will review these routes and this intersection with his team. Greg confirmed with the group that traffic and transport assessment has been undertaken to confirm safe access.

Hours and truck movements per day

Rob advised there will be up to 20 movements per day on some days such as concrete pours taking place but this would not happen every day.

John asked who the concrete suppliers will be for the project. Rob advised that Waterway Constructions is currently negotiating this. It was also noted that truck drivers will undergo the site specific induction which included truck routes.

Management measures

The following management measures were discussed:

- Providing delivery instructions and access routes to suppliers along with purchase orders or provided separately prior to dispatch of materials for delivery
- Providing regular suppliers (i.e. concrete trucks) with a site specific truck induction
- Ensuring delivery vehicles do not park on public roads, and instead park within the Project site boundary
- Developing a Vessel Interaction Management Plan to manage barge movements to and from the Port/Construction Site
- Preparing anchor layouts for the main barge spreads and provide to Port Stakeholders as part of ongoing consultation
- Ensuring regular consultation with the Port of Eden Harbour Master during construction to ensure maintenance of safe navigation for shipping.

Site deliveries and access to Shelly Beach was discussed as well as managing safety by keeping pedestrians separate from vehicles.

The marine works area/zone was discussed with marker buoys on anchors. These drawings will be updated regularly and provided to the Harbour Master.

Richard asked about the pedestrian crossings at the Port and that he had witnessed pedestrians nearly being hit by vehicles. Greg advised he would follow up on ownership of the different crossings at the Port and would advise them of the near misses.

5. Noise and Vibration sub-plan

Tony and Rob provided an overview of the sub-plan as follows:

- Plan purpose/overview
- Overall duration of piling
- Construction hours
- Background noise and predicted noise levels per activity
- Noise monitoring locations and testing
- Vibration testing
- Mitigation measures including respite periods
- Community consultation and contact details.

Piling activities summary

Rob discussed the proposed duration of piling:

- Mid April 2018 – End October 2018 (approx. 6 to 7 Months)
- Main Wharf Piles (end April – end Sept – incl. sockets)
- Land-based Bollard Piles (mid April – end July incl. sockets)
- Dolphin Piles (end July – end Oct)
- Background noise and predicted noise levels per activity
- Mitigation measures including respite periods.

Noise monitoring

Construction noise levels during piling will be monitored via a combination of attended (for the first two weeks of piling) and unattended (throughout the duration of piling) noise measurements. Monitoring will include:

- Operator attended 15 minute measurements both during and outside piling activities at locations representative of the nearest monitoring locations and sensitive receivers for the first two weeks of pile driving works. The date, time and location of monitoring will be recorded, in addition to the name of the person conducting the monitoring and details of site activity, environmental noise characteristics and weather being noted.
- Unattended background noise measurements in consideration to AS1055.1. Monitoring will be continuous over the period of piling. The noise loggers with telemetry reporting will upload and save data every 15 minutes, to allow for remote viewing through a password protected website.

Rob showed the CCC images of the Casilis barge and how piling will be done on the barge, the Calliope barge which is due to arrive closer to piling commencement, and the Kochi barge.

Leanne asked how many piles will be going into hard rock. Rob advised that it is expected that they will be hitting hard rock for the on-shore bollards and some of the piles on the wharf. However, a smaller hammer will be used for some of these piles reducing noise impacts. Tony noted that when piles hit hard rock, drilling is then undertaken.

Respite periods

Rob discussed respite periods as follows:

- Planned respite from pile driving for a 1 hour duration between 12pm and 2pm

- Non-scheduled respite during natural breaks in construction activities, such as while resetting for piles
- Moving barge/rig position
- Setting up the gate
- Rigging the pile for lifting
- Lifting the pile into the gate
- Disconnecting the pile (rigging gear)
- Lifting the hammer onto the pile
- Driving the pile (20 min to 90 min)
- Two crib breaks per day.

Mike advised that there are 135 piles to be driven and that some days only one pile may be driven. Tony advised there will be days when only set up will take place and there may be days when more than one pile will be driven.

Gail noted that some businesses at the Port are not open after 3pm. Leanne asked the possibility of modifying the program and being flexible to business owners. Rob advised that Waterway Constructions will accommodate businesses as much as possible whilst still adhering to the program.

John asked how loud the piling will be. The meeting discussed the piling previously undertaken at the Navy Wharf, and noise type and loudness.

Vibration and testing

Rob discussed the following:

- Current predicted vibration modelling (based on the modelling previously done by Pacific Environment Limited (PEL) shows that vibration levels should be well below the guidelines
- A Senior Acoustic Engineer from PEL will undertake vibration testing at the commencement of piling over a two week period to confirm predicted vibration levels
- Testing will include measurements at decreasing distances from the nearest sensitive receivers toward the piling activities to estimate site-specific vibration levels.

Testing will involve the following steps:

- Taking measurements using a vibration monitor with a triaxial accelerometer which will be coupled to the ground and/or structures
- Determining the vibration dose values and peak particle velocities in accordance with Assessing Vibration: A Technical Guideline (DEC 2006)
- Reporting, including date, time and location of monitoring, the name of the person conducting the monitoring, the peak particle velocity and vibration dose value.

Following completion of testing, a report, summarising the findings compared to the relevant guideline vibration levels, will be completed.

Mike discussed utilising PEL through the EIS period and dredging. Rob noted that if there are higher than predicted levels of vibration other mitigation measures may be investigated and implemented after the testing period.

Leanne asked if the same consultation will be in place as there was for the dredging. Coral advised this will be the case.

Management measures

The following management measures were discussed:

- Implementation of respite periods (planned and unplanned)
- Where possible, plant and equipment will be selected that can be fitted with options to minimise noise such as covers, mufflers, shrouds, etc

- Plant and equipment will be turned off and not left idling when not in use
- Plant and equipment will be well maintained and serviced regularly to ensure it is not generating excessive noise
- Use of high pressure washes to green cut concrete instead of using pneumatic scabblers
- A concreting work method statement will be developed with consideration for minimising noise, such as care to be taken not to contact the pile with the concrete pokers during the concrete works
- Site induction protocols will include awareness of noise generating activities and mitigation measures that are to be implemented
- Piling work method statement shall be developed and implemented during piling works
- Soft-start procedures for piling operations will be developed and implemented during piling works
- Noise monitoring will be undertaken during piling activities
- The community will be notified by the department in the lead up to noise intensive activities commencing such as piling
- Works will be scheduled wherever possible to minimise the number of noisy plant and equipment operating at any one time.

Mike noted that by having a soft start procedure for piling the noise levels will gradually increase as the piling increases from half blows to full blows.

6. Questions

Glenn noted that larger piles to be delivered by water and stored at the laydown area at the Navy Wharf with only some of the smaller piles to be delivered by road.

Leanne asked if mid-April is a definite commencement date for piling. Rob advised that this date is highly likely. Glenn noted that delivery of the piles is the critical path for the project.

Simon noted that DP&E approval of plans will be occurring concurrently and that DP&E has been notified that these plans will be submitted shortly for their review.

John asked if scour protection was running to schedule. Mike advised that scour protection works are on schedule to be completed in late January - early February and there will be a slight lull in works before Stage 2 commences. Glenn advised the sweeper dredge will come back at the end of the project to flatten out any lumps on the seedbed caused by the piling barge anchoring.

Gail asked if work activities will have to be reduced with the arrival of cruise ships in the next week. The meeting discussed the exclusion zone in place around the divers and the works. Glenn noted that a large number of deliveries to site had been made to minimise the number of vehicles at the Port on a cruise day.

7. Next steps

Simon advised attendees that they will be sent the draft minutes and presentation for review and if they have any queries to direct these to Coral. Simon reiterated that the sub-plans once endorsed by the ER will then be submitted to the Secretary of DP&E for approval.

8. Next Community Consultative Committee meeting

Simon advised that the next CCC meeting will be held on 31 January 2018 and thanked the CCC for attending.

Gail asked about the project shutting down over the Christmas period and was advised this will be from 22 December to 8 January.

The meeting closed at 7.05pm.