

MANAGING CONSTRUCTION IMPACTS IN VICTORIA



The Inland Rail project in Victoria is being built to provide sufficient height and width clearance to support the safe running of double-stacked freight trains.

Construction partner McConnell Dowell is delivering the first tranche of works at Glenrowan, Wangaratta, Barnawartha North and Seymour Avenel Road, Seymour as well as along the rail corridor.

As with any major construction project, noise, dust and vibration impacts may be experienced and can vary depending on the nature of the works. To minimise impacts on local communities wherever possible, McConnell Dowell has developed a detailed Construction Environmental Management Plan that defines how construction impacts are effectively monitored, managed and mitigated.

Supporting this plan are dust, vibration and noise management practices, which are being used at each construction site.

WHAT CAUSES NOISE AND VIBRATION?

The main sources of noise and vibration expected on the Beveridge to Albury section of Inland Rail include the following:

- ▶ piling (ground drilling or boring) works
- ▶ ground excavation
- ▶ rock and concrete breaking
- ▶ soil compaction
- ▶ materials deliveries (such as ballast)
- ▶ reversing beepers on construction vehicles
- ▶ ballast compaction
- ▶ bridge demolition works
- ▶ heavy machinery and power tools.

MANAGING NOISE AND VIBRATION

Before starting construction, McConnell Dowell undertakes noise monitoring at different locations in the work area.

Monitoring of sound levels before and during works helps McConnell Dowell assess the potential impact to nearby residents and determine what onsite mitigation measures are required.

The vibration intensity of some works depends on ground conditions and the distance of structures from work areas. While some ground vibration may be felt, construction activities are planned and managed onsite to avoid damage to property.



Where possible, McConnell Dowell uses various mitigation measures to minimise construction noise and vibration including:

- ▶ scheduling noisy works during daytime construction hours (7am to 6pm Monday to Friday and 7am to 1pm on Saturdays)
- ▶ providing adequate rest breaks during noisy or vibration-intensive works (where possible)
- ▶ offering respite and relocation to the most impacted nearby residents during noisy works
- ▶ conducting real time noise, dust and vibration monitoring at work sites to proactively assess construction intensity
- ▶ using temporary noise mounds, barriers and enclosures at noisy work sites
- ▶ maintaining a buffer zone between work areas and homes wherever possible
- ▶ equipping plant and vehicles with quieter reversing alarms which protect worker safety
- ▶ keeping machinery in good working order.

MINIMISING POTENTIAL DUST AND DIRT IMPACTS

When setting up construction sites, McConnell Dowell assesses the potential for dust creation and determines appropriate dust minimisation measures to use during construction including:

- ▶ using water trucks to regularly wet down the site
- ▶ minimising the amount of soil exposed to wind
- ▶ covering soil stockpiles and trucks delivering soil
- ▶ reducing the speed of construction vehicles
- ▶ using steel grids at site exit points to reduce dirt tracked onto local roads
- ▶ cleaning the roads around work sites with street-sweepers at regular intervals.

McConnell Dowell also installs dust monitors at various locations around work sites to measure air quality and weather conditions at regular intervals. This helps to validate the adequacy of dust controls throughout work sites.

More information

Stay up to date on project construction by scanning the QR code and signing up for regular email updates or visit inlandrail.com.au/t2a



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ARTC is committed to working with communities and landowners, state and local government as a vital part of our planning and consultation work, and we value your input. If you have any questions or comments, please let us know.