



Australian Government

BUILDING OUR FUTURE



December 2016

Your feedback on the proposed Broadwater compound site

The Australian and NSW governments are jointly funding the \$4.36 billion Woolgoolga to Ballina Pacific Highway upgrade. Roads and Maritime Services Pacific Highway Office and Pacific Complete are working together to deliver the project.

Thank you for your feedback on the proposed Broadwater compound site.

We invited feedback for two weeks in September 2016 and received responses from 13 people.

The plan for the Broadwater compound site has been submitted for approval. It includes the community's comments and Roads and Maritime's responses.

Why was the Broadwater site selected for a compound?

The location of the Broadwater site compound meets the required flood immunity and generally satisfies environmental conditions relating to the threatened Oxleyan Pygmy Perch.

The project team has considered several alternative locations between Trustrums Hill and the Richmond River, however some of the sites are already in use and other sites don't meet the required flood immunity or have environmental constraints that limit the type of activities which can be carried out.

Consultation on the Broadwater compound site

Areas of interest	How the project team is managing impacts
Past consultation Two comments	<p>The Broadwater site (Section 9, Site 3) was identified and assessed for use as a project compound site as part of the Environmental Impact Statement (EIS) in 2012 and Submissions/Preferred Infrastructure Report (SPIR) in 2013. These reports are available through the project documents link at rms.nsw.gov.au/W2B.</p> <p>This site was also identified in the 'Ancillary descriptions and impact statement' in 2012 as a condition of approval for the Woolgoolga to Ballina Pacific Highway upgrade. No boundary or activity changes have been proposed for this site since this statement.</p>
Visual amenity Three comments	<p>The compound site will only be used on a short-term basis to support the construction of the road. If we were to plant vegetation, it would not provide ample visual screening until it reaches maturity which will not happen during the operation of the site. Visual amenity may be decreased during construction and operation of the compound site. We will arrange the site to minimise noise and visual impacts to nearby residents as much as possible.</p> <p>Management measures to mitigate visual impacts may include facing plant and buildings away from residents.</p>

Areas of interest	How the project team is managing impacts
Traffic Three comments	<p>Broadwater Evans Head Road will be used by light and heavy vehicles to access the compound site. The project corridor will also be used once it is accessible to heavy vehicles.</p> <p>Traffic management will be used at the intersection of Broadwater Evans Head Road and the Pacific Highway and the speed limit will be reduced near the site access.</p>
Batch Plant Five comments	<p>The site layout will be arranged to minimise noise, dust and visual impacts to nearby residents as much as possible.</p> <p>To reduce impacts for local residents we will locate the batch plant away from houses in the southern-most area of the site. Noise levels will be monitored to check compliance with Noise Management Levels for the Broadwater area.</p>
Dust Five comments	<p>The project team has developed a Construction Air Quality Management Plan as Appendix B6 of the Construction Environmental Management Plan. This is available through the project documents link at rms.nsw.gov.au/W2B.</p> <p>We are committed to minimising dust emissions from the site. Dust emissions include, but are not limited to, wind-blown dust, traffic, plant and machinery-generated dust and tracking mud onto roads.</p> <p>The Air Quality Management Plan requires all compound sites to install a hardstand. The Broadwater compound proposal includes a hardstand and it will be used while the site is operational.</p> <p>Dust suppressing measures at and around the batch plant and stockpiles will include, but are not limited to, using water carts to increase moisture in dusty materials, installing water spraying systems on dust emitting structures or processors and dust filters to minimise air quality impacts.</p>
Compound site noise Seven comments	<p>Noise modelling of the compound site has identified potential minor increases in noise during construction hours for residents who live within 300 metres of the facility boundary.</p> <p>The modelling provides a conservative scenario for the site and is calculated based on maximum noise levels. This includes modelling all site equipment, operating at maximum at the same time.</p> <p>The site will be managed in line with the approved Noise and Vibration Management Plan. To ensure noise levels are kept to a minimum we will:</p> <ul style="list-style-type: none"> • Build site entry and exit points away from residential properties where practicable • Service and maintain plant and equipment so they are in good working order • Face plant and equipment away from residential properties

Areas of interest	How the project team is managing impacts
	<ul style="list-style-type: none"> • Only schedule high noise activities: <ul style="list-style-type: none"> ○ Between 8am and 5pm from Mondays to Fridays ○ between 8am and 1pm on Saturdays ○ for no longer than three hours at a time with a minimum respite of one hour between blocks. • Minimise the number of plant and equipment operating at the same time • Monitor noise • Use natural features and site structures to provide noise shielding.
Operational Noise Two comments	<p>We have recorded your feedback about operational noise.</p> <p>We recognise road traffic noise can be a major annoyance, especially in residential areas. We are committed to mitigating and managing road traffic noise impact when planning and building new roads.</p> <p>As a first priority, we seek to reduce road traffic noise at the source through careful road design and a range of reasonable and feasible mitigation measures including:</p> <ul style="list-style-type: none"> • Architectural treatments – window glazing and air-conditioning to allow windows and doors to remain closed as required • Opportunities to use excess material from the project to create soil mounds • Design of road pavement. <p>An operational noise report for the upgrade will be developed once detailed design is finalised. This report will identify houses eligible for noise mitigation. We will keep you informed and advise of next steps once the report is finalised.</p>

For more information

If you have any questions, please contact the project team on 1800 778 900 and dial 1, email W2B@pacificcomplete.com.au or visit the project website at rms.nsw.gov.au/W2B.



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 778 900.