

**Gibsons borrow site and Jali borrow site, Wardell**  
**Community Consultation Report**

June 2017





## Executive summary

This report provides a summary of the Woolgoolga to Ballina Pacific Highway upgrade community and stakeholder consultation for two proposed borrow sites (sources of general earth fill and rock for use in foundation work). The proposal is part of the \$4.36 billion Woolgoolga to Ballina Pacific Highway upgrade, which the Australian and NSW governments are funding.

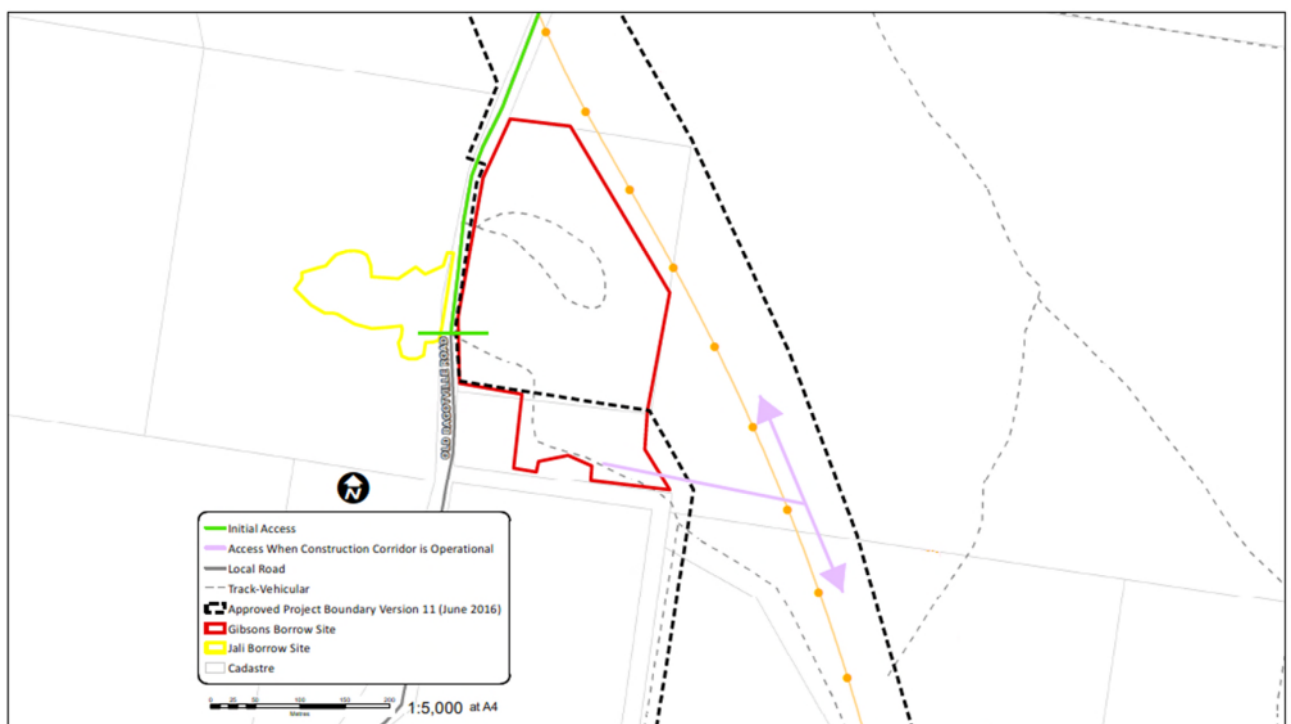
The sites were assessed as part of the project's Environmental Impact Statement (EIS) in 2012 and the Submission/Preferred Infrastructure Report (SPIR) in 2013.

## The proposal

The Woolgoolga to Ballina project team proposed to operate two borrow sites within the project boundary at Old Bagotville Road, Wardell for about three years to provide material to build the road in this area. The proposed sites are existing quarries known locally as Gibsons borrow site and Jali borrow site.

We are proposing to use the two borrow sites to provide earth and rock for the upgrade in the Wardell area. The sites are located next to the project route. This work will involve mechanical excavation and crushing and screening of material, then hauling it from the sites along the construction corridor. There is a possibility that controlled blasting may be required and if so, further consultation will be carried out. To prepare for work to start we propose to:

- Remove isolated pockets of vegetation
- Build site access
- Build temporary offices with amenities for staff including car parking
- Install environmental controls, fencing and site security
- Install machinery and equipment parking
- Create storage and stockpiling areas for equipment and materials.



The locations of proposed Gibsons and Jali borrow sites, noting planned access points.

The Woolgoolga to Ballina project team invited feedback on this proposal from Monday 3 April to Wednesday 26 April 2017. We received comments from nine people and two organisations, with three people supporting the proposal, one against the proposal and seven neutral. Key matters raised included:

- Traffic and access
- Noise and vibration
- Hours of operation
- Biodiversity
- Rehabilitation
- Impact on the use of Lumleys Hill borrow site.

We thank everyone who provided comments and the community and stakeholders for considering the proposal.

### The outcome

The Woolgoolga to Ballina project team has considered feedback from the community and stakeholders. The approved *Construction Environmental Management Plan* and its sub-plans provide information on many of the measures that will be put in place for the operation of these two sites to minimise impact on nearby property owners, residents and the wider community plus the environment. Additionally, the *Koala Management Plan* and *Ballina Koala Plan* provide clear direction about the measures Roads and Maritime is taking to protect and manage this important native animal as we build the Woolgoolga to Ballina upgrade.

The project team will seek to operate from the proposed borrow sites, known as Gibsons and Jali.

The project team will continue to work with the community and stakeholders to mitigate and manage impact of the work it needs to carry out to build the upgrade.

### Next steps

The project team will be producing management plans for the borrow sites. These will undergo a consistency assessment in line with project requirements and where needed, will be submitted to the Department of Planning and Environment for approval. They will be reviewed against the Minister's Conditions of Approval to determine compliance.

The project team expects the borrow sites to be operational from mid-2017, weather permitting.

The project team will continue to notify the community and stakeholders before work starts and keep them informed as the project progresses.

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## 1.0 Introduction

### 1.1 Background

To enable the construction of the Woolgoolga to Ballina Pacific Highway upgrade, Roads and Maritime Services identified several potential borrow sites (sources of general earth fill and rock) along the 155 kilometre route. For the northern section of the upgrade, the Woolgoolga to Ballina project team needs access to borrow sites close to the project corridor to build the new road. A separate proposal to use a site at Lumleys Hill, Wardell has been progressed, and in this proposal, additional sites at two existing quarries, known as Gibsons and Jali, at Bagotville have been proposed.

These sites were assessed as part of the project's Environmental Impact Statement (EIS) in 2012 and the Submission/Preferred Infrastructure Report (SPIR) in 2013.

### 1.2 The proposal

The Project team is proposing to operate borrow sites at two existing quarries known as Gibsons and Jali, at Wardell, for about three years to provide materials to build the road in this area.

The proposed borrow sites involve:

- Removing isolated pockets of vegetation
- Building site access
- Building temporary offices with amenities for staff including car parking
- Installing environmental controls, fencing and site security
- Installing plant and equipment parking
- Storage and stockpiling areas for equipment and materials.

We are proposing to use Gibsons and Jali as borrow sites to provide earth and rock for building the new road in the Wardell area. The site is located next to the project route. This work will involve mechanical excavation and possibly blasting and crushing and screening of material, then hauling the vast majority of it to the site along the construction corridor.

#### How will the work affect you?

We will manage noise and dust ensuring minimal impact to the community. This involves using mitigation measures including water spraying to increase the moisture content of the material, ensuring equipment is serviced and maintained, placing stockpiled materials in mounds to help reduce noise as well as conducting noise and dust monitoring in accordance with the project's approved plans.

Key activities at the site will include:

- Using machines and equipment
- Excavating, drilling and blasting
- Crushing and sorting the material according to size and grade
- Stockpiling
- Moving material to the project area
- Staff arriving and leaving.

We have provided a map to explain our proposal.

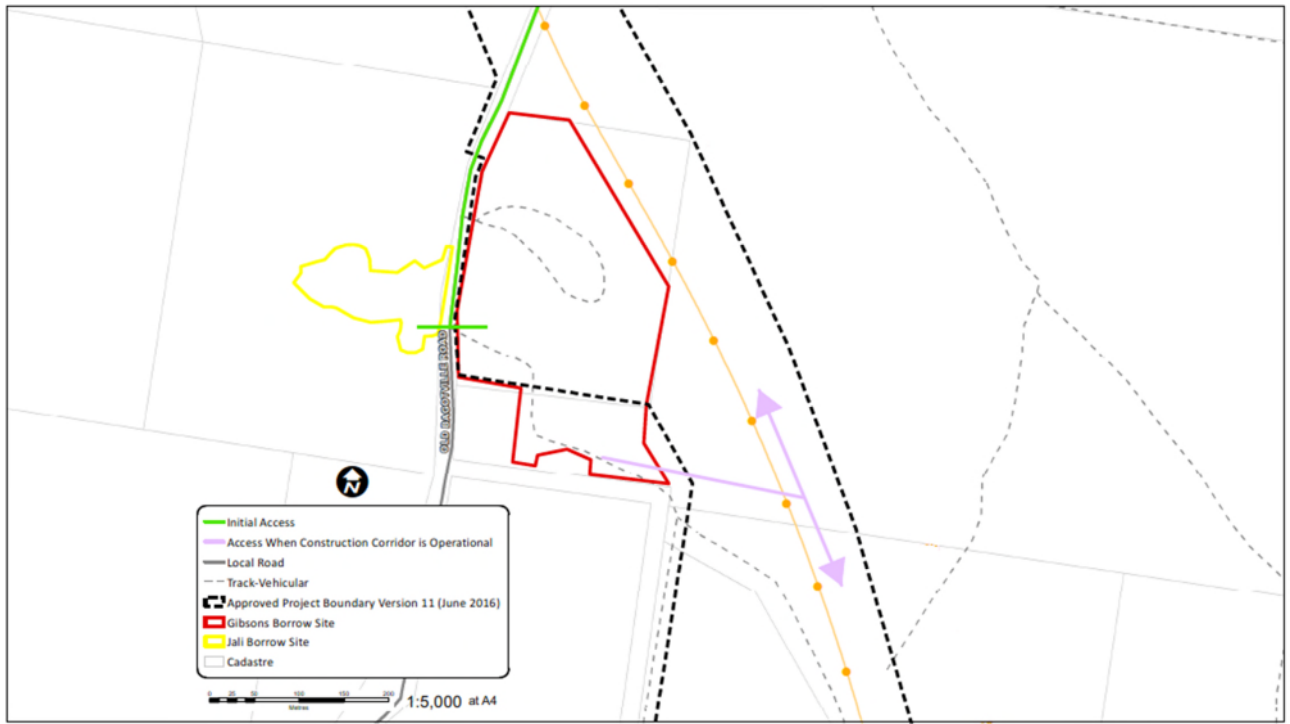


Figure 1 – The locations of proposed Gibson's and Jali borrow sites, noting planned access points.

## 2.0 Consultation approach

### 2.1 Consultation objectives

We consulted with the community and stakeholders on the proposal to:

- seek comment, feedback, ideas and suggestions for consideration in the decision making
- build a database of interested community members which the project team could continue to engage throughout the project.

### 2.2 How consultation was done

The community and stakeholders were encouraged to provide feedback via mail, email or phone. Consultation was carried out from Monday 3 April to Wednesday 26 April 2017.

About 300 letters were delivered to local residents and businesses and stakeholders inviting feedback on the proposal (Appendix A). Copies were also provided to the NSW Member of Parliament for Ballina, Ballina Shire Council and emergency services.

## 3.0 Consultation summary

### 3.1 Overview

We received comments from nine people and two organisations, with three people supporting the proposal, one against the proposal and seven neutral. The people and organisations raised six different matters related to the proposal. Some people provided comments on more than one topic in their feedback. Key matters included:

- Traffic and access
- Noise and vibration
- Hours of operation
- Biodiversity
- Rehabilitation
- Impact on the use of Lumleys Hill borrow site.

### 3.2 Feedback and responses

We have provided responses to all feedback received on this proposal. The responses are provided directly to the person who commented as well as being summarised in this report, which will be made available to the public. All comments have been considered to assist us in the decision making on this proposal.

A number of responses refer to the project's Construction Environmental Management Plan (CEMP) and its appendices. The relevant one for this proposal include:

- Construction Traffic and Access Management Plan (Appendix B1)
- Construction Soil and Water Quality Management Plan (Appendix B3)
- Construction Noise and Vibration Management Plan (Appendix B4).

These plans are available on the Roads and Maritime website at [http://www.rms.nsw.gov.au/projects/northern-nsw/woolgoolga-to-ballina/project-documents.html#ConstructionEnvironmentalManagementPlans\(CEMPs\)](http://www.rms.nsw.gov.au/projects/northern-nsw/woolgoolga-to-ballina/project-documents.html#ConstructionEnvironmentalManagementPlans(CEMPs))

Additional plans referenced in our responses to community and stakeholder comments include:

- Koala Management Plan
- Communications and Stakeholder Engagement Strategy.

These plans are available on the Roads and Maritime website at <http://www.rms.nsw.gov.au/projects/northern-nsw/woolgoolga-to-ballina/index.html>



**Table 1 – Feedback summary and the Woolgoolga to Ballina team project team responses**

| Category           | Matters raised                         | Project team response  |
|--------------------|--|--|
| Traffic and access | Heavy vehicle movements on local roads | Traffic management for the establishment and operation of the two proposed borrow sites would be implemented in accordance with the approved Woolgoolga to Ballina Pacific Highway Construction Traffic and Access Management Plan (sections 3 to 11), Appendix B1 of the CEMP for all traffic movements associated with the proposed borrow sites. The contractor/s operating the sites would also be required to prepare a number of site specific traffic management, safety and control plans.   |
|                    | Traffic management signage             |  |
|                    | Speed reductions for heavy vehicles    | The project team will be working with identified contractors through the procurement process to minimise the duration and number of heavy and light vehicle movements on local roads. The construction of the haul corridor within the project alignment will minimise vehicles using local roads and will therefore be recommended to the preferred contractor.   |
|                    | Road surface/condition                 |  |
|                    | Haulage routes on local roads          | <p>In instances where direct access to the project within the boundary is unable to be achieved, material excavated from the two proposed borrow sites would be hauled along Old Bagotville Road, onto Back Channel Road and then either divert onto Carlisle Street and then the existing Pacific Highway or onto Bath Street towards Wardell Road. This haulage route has been used previously for the operation of quarries in the area including during times of the supply of material for other Pacific Highway projects including Alstonville Bypass and Ballina Bypass. It is estimated that at peak construction, up to 600 heavy vehicle movements and 100 light vehicle movements per day would use this route during the early operation of the site for about four months, prior to the opening of the construction corridor.</p> <p>It is noted that the use of this haulage route may coincide with the cane harvest season. The project team works closely with industry to coordinate and manage traffic and will be particularly doing this during the cane harvest season to manage impact.. The additional haulage vehicles on the road network will be considered in preparing management plans as required.</p> <p>When material is being hauled along the local road network, the project team does expect there to be increased vehicle numbers and noise. Material required to build access along the corridor would be extracted from the two proposed borrow sites therefore the corridor can't be used as a haul route during this early work.</p> <p>Driver behaviour and safety training and toolbox talks would be provided to all drivers working on the project to ensure they are aware of obligations and expectations of safe driving practices. All haul vehicles used would be fitted with IVMS trackers to monitor speed limits and routes. In addition to vehicle tracking, the project team has implemented project vehicle speed limits through the local road network of 80 kilometres/hour. This system is monitored to ensure compliance.</p> |

| Category            | Matters raised                  | Project team response  |
|---------------------|---------------------------------|--|
|                     |                                 | <p>The road condition of the haul route will be assessed before project haul starts. Any requirements for road improvements or maintenance, changes to speed limits and/or additional traffic control measures would be considered before operation of the site. The project team has established strong working relationships with Ballina Shire Council to proactively plan, implement and manage traffic movements for proposed work activities. Traffic management, safety and control plans would be prepared by the contractor/s to detail traffic movements and additional traffic controls required to ensure safety.</p> <p>The following upgrades and maintenance measures will be carried out within the vicinity of the borrow sites and the township of Wardell. It is intended that this work will be completed before operation of the proposed borrow sites. The work includes:</p> <ul style="list-style-type: none"> <li>• At Old Bagotville and Back Channel roads intersection Council to replace signage and line marking</li> <li>• On Old Bagotville Road assess road condition with possible management measures being sealing, grading and/or use of water carts to reduce the generation of dust</li> <li>• At Bath and Carlisle streets intersection carry out improvement for safer truck movements</li> <li>• On the Pacific Highway build a northbound acceleration lane from Carlisle Street.</li> </ul> <p>The project team will notify community before work start, and will work with identified stakeholders and site neighbours to minimise impacts and maintain access.</p> |
| Noise and vibration | Noise and vibration<br>Blasting | <p>Noise background levels for the area were determined as part of the Construction Environmental Management Plan – Appendix B4 Construction Noise and Vibration Management Plan. These background levels are considered to be reflective of the background levels for the area.</p> <p>Noise modelling for the operation of the two sites was carried out and provides a conservative scenario for the operation of the sites and is calculated based on what the maximum noise levels would be when all equipment is operating on the site. The modelling identified some potential impacts above the noise management level for the area. Noise mitigation and management measures outlined in the approved Construction Environmental Management Plan – Appendix B4 Construction Noise and Vibration Management Plan would be implemented where appropriate to minimise and manage these impacts. These measures include, but may not be limited to:</p> <ul style="list-style-type: none"> <li>• establishing site entry and exit points away from residential properties</li> <li>• service and maintain plant and equipment so they are in good working order</li> <li>• where practical noise generating plant and equipment would be directed away from residential properties</li> <li>• minimise the number of plant and equipment operating at the same time</li> <li>• monitoring noise</li> </ul>  |

| Category | Matters raised | Project team response   |
|----------|----------------|---|
|          |                | <ul style="list-style-type: none"> <li>• use natural features and site structures to provide noise shielding.</li> </ul> <p>When material is being hauled along the local road network, the project team does expect there to be increased vehicle numbers and noise. Material required to build access along the corridor would be extracted from the two proposed borrow sites, therefore the corridor can't be used as a haul route during this early work.</p> <p>The project team notes the concerns of residents where noise and vibration from passing heavy vehicles has been raised. The project team will carry out structural reports for houses along the proposed Bath Street and Carlisle Street haul route before work starts.</p> <p>The project team understands heavy vehicle movements may be inconvenient for residents along local road haul routes for the proposed period, particularly where cane harvesting season or other heavy vehicle operators may be using the route outside of the project. The project team will continue to meet with key stakeholder groups to manage these concerns during the proposed period of local road use, particularly where this period coincides with the local cane harvesting season.</p> <p>A Blast Management Plan would be implemented for the site to manage all blasting activities at the proposed borrow sites. The plan would include all safety measures to be implemented on sites before blasting activities are carried out. Blasting activities would be carried out during normal operating hours and where required nearby residents would be notified in advance of the activities.</p> <p>In accordance with the project conditions of approval (B21), blasting will be carried out:</p> <ul style="list-style-type: none"> <li>• Between 9am and 5pm from Monday to Friday</li> <li>• Between 9am and 1pm on Saturday.</li> </ul> <p>Blasting may occur outside the above hours and in accordance with the standard construction hours where:</p> <ul style="list-style-type: none"> <li>• no sensitive receivers in sparsely populated areas would be impacted by blasting or</li> <li>• an agreement has been made with receivers within 200 metres of the blast zone to permit blasting in accordance with the standard construction hours.</li> </ul> |

| Category           | Matters raised     | Project team response   |
|--------------------|--------------------|---|
| Hours of operation | Hours of operation | <p>The two proposed sites would operate under the project's approved construction hours of:</p> <ul style="list-style-type: none"> <li>• Between 7am and 6pm from Monday to Friday</li> <li>• Between 8am and 5pm on Saturday.</li> </ul> <p>No work would take place on Sundays or public holidays. As there are no residents within 200 metres of the site, extended work hours of between 6am and 7pm on weekdays may be permitted.</p> <p>Any out of hours work would be approved and carried out in accordance with the project's approved Construction Noise and Vibration Management Plan, Appendix B3 of the Construction Environmental Management Plan. Residents would be notified at least five working days in advance of any activities scheduled outside of the above working hours as required under the project's Communications and Stakeholder Engagement Strategy.</p>   |
|                    | Out of hours work  |   |
| Biodiversity       | Vegetation removal | <p>The excavation work at both proposed sites would occur within the already disturbed footprint of the previous quarries that existed. Areas of remnant vegetation/regrowth have occurred within the site and would be removed before excavation work starts. This vegetation is not considered to be a biometric vegetation type. Removal limits would be defined.</p> <p>Temporary fauna (koala) exclusion fencing will be installed on the boundary of the proposed sites. This fencing will also prevent disturbance and impacts to adjacent areas of existing vegetation. Temporary koala fencing has already been installed along Old Bagotville Road toward Back Channel Road to improve safety and reduce the incidence of fauna mortality. The effectiveness of temporary fencing will be monitored while the work is carried out. Additional measures for fauna management will include driver education, reduced speed limits, additional awareness signage and koala grids at each borrow site access point.</p> |
|                    | Fauna management   |   |
| Rehabilitation     |                    | <p>The two borrow sites would be rehabilitated in accordance with the principles outlined in the Urban Design and Landscape Plan (UDLP) for sections 10 and 11 including:</p> <ol style="list-style-type: none"> <li>1. Establishing landowner requirements and identifying rehabilitation objectives</li> <li>2. Considering the location context and amenity requirements</li> <li>3. Integrating rehabilitation with adjacent landform, topography</li> <li>4. Considering fauna connectivity and wildlife corridors and enhancing where possible</li> <li>5. Applying landscape treatments consistent with the project UDLP to ensure an integrated outcome.</li> </ol> <p>The rehabilitation approach for the site would be approved by the Department of Planning and Environment as part of the proposed borrow site management plans.</p>   |

| Category                                      | Matters raised | Project team response   |
|---|----------------|---|
| Impact on the use of Lumleys Hill borrow site |                | <p>The Woolgoolga to Ballina Pacific Highway upgrade Environmental Impact Statement (EIS) outlines that a large amount of material would be required to build the new highway in this area. The material required from the Gibson and Jali borrow sites is in addition to the material required from the Lumleys Hill borrow site.</p> <p>The project team also wishes to confirm that there is no proposal to relocate the batch plant proposed for the Lumleys Hill site to the Gibsons or Jali borrow sites, mainly due to the size restrictions of the two sites.</p> |

## 4.0 Decision

We thank everyone who provided comments and the community and stakeholders for considering the proposal.

The Woolgoolga to Ballina project team has considered feedback from the community and stakeholders. The approved *Construction Environmental Management Plan* and its sub-plans provide information on many of the measures that will be put in place for the operation of these three sites to minimise impact on nearby property owners, residents and the wider community. Additionally, the *Koala Management Plan* and *Ballina Koala Plan* provide clear direction about the measures Roads and Maritime is taking to protect and manage this important native animal as we build the upgrade.

The project team has decided to seek to operate the proposed borrow sites known as Gibsons and Jali at Wardell.

The project team will continue to work with the community and stakeholders to mitigate and manage impacts of the work it needs to carry out to build the Woolgoolga to Ballina Pacific Highway upgrade.

## 5.0 Next steps

The Woolgoolga to Ballina Pacific Highway upgrade team will be preparing management plans for the proposed borrow sites. These will be submitted to the Department of Planning and Environment for approval. They will be reviewed against the Minister's Conditions of Approval to determine compliance.

The project team expects the proposed borrow sites to be operational from mid-2017, weather permitting.

The project team will continue to notify the community and stakeholders before work starts and keep them informed as the project progresses.

## 6.0 Appendices

### Appendix A - 'Have your say' letter April 2017



April 2017

#### **Have your say on using Gibsons borrow site and Jali borrow site for Woolgoolga to Ballina Pacific Highway upgrade**

**The Australian and NSW governments are jointly funding the \$4.36 billion Woolgoolga to Ballina Pacific Highway upgrade. As part of the project, we are seeking your feedback on working in the quarry known as Gibsons and Jali owned quarry at Bagotville until Wednesday 26 April 2017**

Rock and gravel to build the highway between the Richmond River and Ballina Bypass is available from two previously operational quarries, now known as Gibsons borrow site and Jali borrow site. The two sites are located either side of Old Bagotville Road, Bagotville with Gibsons borrow site located next to the new highway route, and mostly within the approved project boundary.

#### **What are we proposing?**

Our proposal seeks to access the quarry sites as they are close to the project work area. We also propose to construct a haulage road, which will limit the need for heavy vehicles to use local roads.

Roads and Maritime Services own the land where Gibsons borrow site is located. It was identified in the Submissions/Preferred Infrastructure Report as a suitable location to extract material for the upgrade.

Roads and Maritime Services is also proposing to borrow material from the cleared areas of the Jali owned quarry at Bagotville. Using material from these sites to build the road will reduce the number of trucks on the existing highway and travel distances, improving safety and efficiency for all road users.

We expect to start using these sites in late May/early June 2017. We expect to use both sites for about three years and they will be rehabilitated after completion, in line with the project's conditions of approval.

The quarry material will be used to build the new highway. We will remove about 384,000 cubic metres from the two sites. Initially some of the extracted material will be transported along Old Bagotville Road, to Back Channel Road and then onto the existing highway for use on the project. To prepare for work we need to:

- Install temporary fencing along Old Bagotville Road, Bagotville to prevent koalas entering work sites
- Remove scattered patches of vegetation at the sites
- Demolish existing sheds at the sites
- Set up site access
- Install environmental controls and site security, including fencing
- Install site offices
- Use plant and equipment.



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