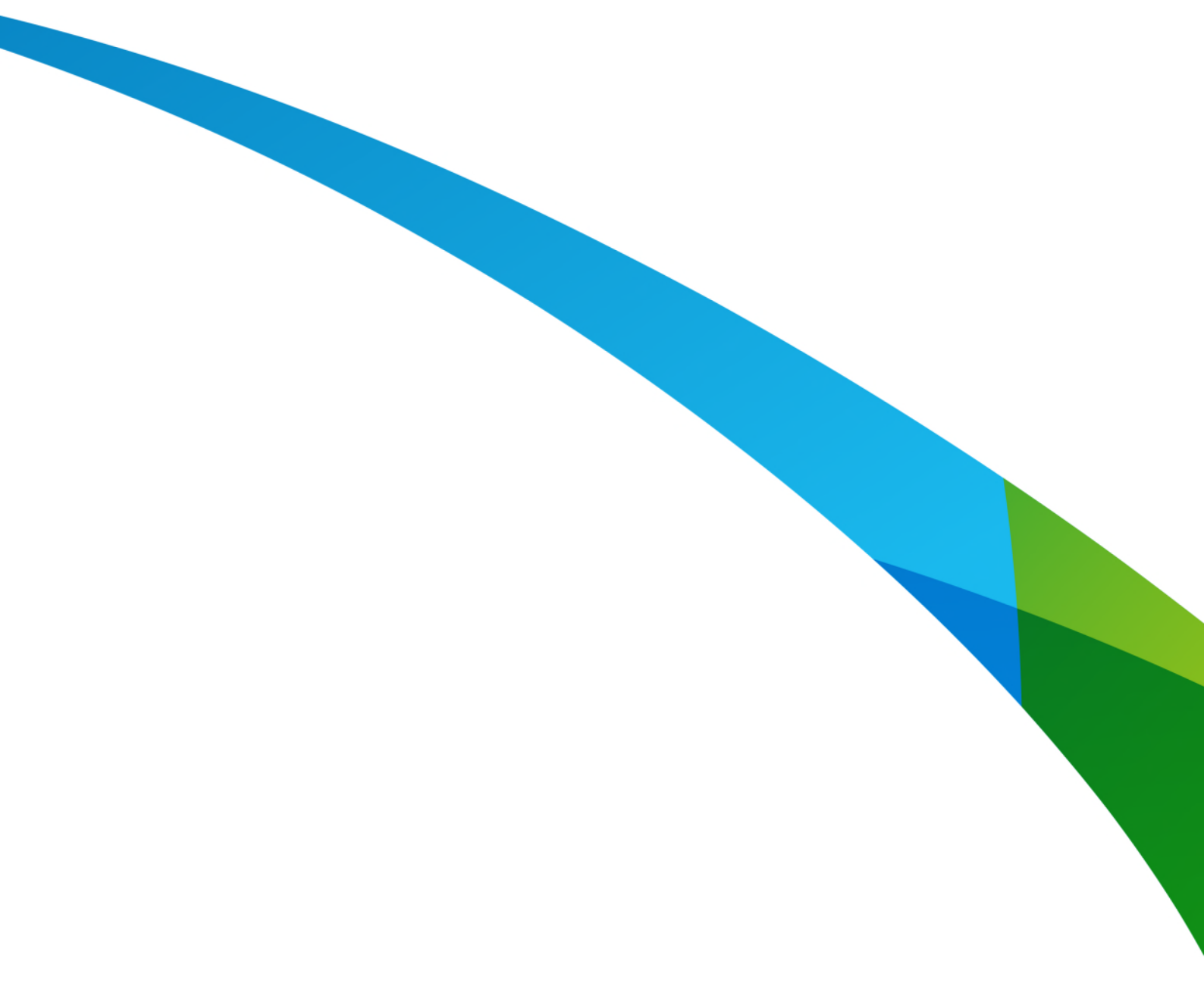


Lumleys Hill, Wardell
Site compound, batch plant and borrow site
Community Consultation Report

March 2017



Executive summary

This report provides a summary of the Woolgoolga to Ballina Pacific Highway upgrade team's community and stakeholder consultation for the proposed site compound (office and auxiliary services), batch plant (concrete) and a borrow site (source of general earth fill). The proposal is part of the \$4.36 billion Woolgoolga to Ballina Pacific Highway upgrade, which the Australian and NSW governments are funding.

This site was assessed as part of the project's Environmental Impact Statement (EIS) in 2012 and the Submission/Preferred Infrastructure Report (SPIR) in 2013. The ancillary facility site was identified within the SPIR's Ancillary descriptions and impact statement which was produced as a Condition of Approval for the Woolgoolga to Ballina Pacific Highway upgrade.

The proposal

The Woolgoolga to Ballina team proposed to operate a site compound, batch plant and borrow site within the project boundary at Lumleys Hill, in Wardell with access via Wardell Road and Hillside Lane for about three years to support building the road in this area. The site compound involves building:

- temporary offices with amenities for staff including car parking
- storage and stockpiling areas for equipment and materials.

The batch plant involves building:

- temporary offices with amenities for staff including car parking
- truck parking area
- storage and stockpiling areas for equipment and materials
- installing machinery and equipment.

The borrow site involves:

- removing isolated pockets of vegetation
- establishing site access
- building temporary offices with amenities for staff including car parking
- installing environmental controls, fencing and site security
- installing offices and staff amenities
- installing plant and equipment
- storage and stockpiling areas for equipment and materials.

We are proposing to use Lumleys Hill as a borrow site to provide about 750,000 cubic metres of earth and rock to build the new road. The site is located next to the project route and within the project boundary. This work will involve mechanical excavation and crushing and screening of material, then hauling it from the site 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
- establish site access
- build temporary offices with amenities for staff including car parking
- install environmental controls, fencing and site security
- install offices and staff amenities

- install machinery and equipment
- create storage and stockpiling areas for equipment and materials.

The Woolgoolga to Ballina team invited feedback on this proposal from Thursday 20 October to Friday 18 November 2016, including an information session at Wardell on Wednesday 2 November. We received comments from 25 people and two organisations, with four people supporting the proposal, 20 against it and four neutral. Key matters included:

- dust
- noise
- health
- water quality
- koalas.

The project team was also invited to a meeting with some residents in the Meerschaum Vale area, who raised their concerns and received more information about the proposals and the project. This meeting was held 25 February 2017. The matters raised are addressed in the response section of this report.

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

The outcome

The Woolgoolga to Ballina 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 Woolgoolga to Ballina Pacific Highway upgrade.

The Woolgoolga to Ballina team will seek to build a site compound, batch plant and borrow site, however we will not be using Hillside Lane for access as part of this work.

The Woolgoolga to Ballina team has decided not to build the batch plant for the initial phase of construction. Concrete for this work will be provided from an off-site location and will be transported to the site via trucks. Due to the requirement for concrete operations to be in close proximity to the work to provide about 1000 cubic metres per day for the concrete paving operation, a batch plant will be needed at this location. This means the project team will seek to operate a batch plant at this location from mid-2018 to mid-2019 to provide concrete for road pavement. The plant will take about six months to build starting in early 2018 and also six months to demobilise in late-2019.

The Woolgoolga to Ballina 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.

Next steps

The Woolgoolga to Ballina team will be producing management plans for the site compound, batch plant and borrow site. These will each 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 Woolgoolga to Ballina team expects the site compound and the borrow site to be operational by mid-2017, weather permitting.

The community and stakeholders will be notified in advance of this construction work. We will continue to keep the community and stakeholders 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 needs several site compounds and concrete batch plant facilities along the 155 kilometre route. For the northern section of the upgrade, we need a site compound (office and auxiliary services) and a separate batch plant (concrete). Additionally, we need a borrow site (source of general earth fill) in this area for the project. The site is at Lumleys Hill, in Wardell.

This site was assessed as part of the project's Environmental Impact Statement (EIS) in 2012 and the Submission/Preferred Infrastructure Report (SPIR) in 2013. The ancillary facility site was identified within the SPIR's Ancillary descriptions and impact statement which was produced as a Condition of Approval for the Woolgoolga to Ballina Pacific Highway upgrade.

1.2 The proposal

The Woolgoolga to Ballina team is proposing to operate a site compound, batch plant and borrow site within the project boundary at Lumleys Hill, in Wardell with access via Wardell Road and Hillside Lane for about three years to support building the road in this area.

The proposed site compound involves building:

- temporary offices with amenities for staff including car parking
- storage and stockpiling areas for equipment and materials.

The proposed batch plant involves building:

- temporary offices with amenities for staff including car parking
- truck parking area
- storage and stockpiling areas for equipment and materials
- installing plant and equipment.

The proposed borrow site involves:

- removing isolated pockets of vegetation
- establishing site access
- building temporary offices with amenities for staff including car parking
- installing environmental controls, fencing and site security
- installing offices and staff amenities
- installing plant and equipment
- storage and stockpiling areas for equipment and materials.

We are proposing to use Lumleys Hill as a borrow site to provide about 750,000 cubic metres of earth and rock to build the new road. The site is located next to the project route and within the project boundary. This work will involve mechanical excavation and possibly blasting and crushing and screening of material, then hauling it from the site along the construction corridor. To prepare for work we propose to:

- remove isolated pockets of vegetation
- establish site access
- install environmental controls and site security, including fencing

- install offices and staff amenities
- install plant and equipment.

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 projects approved plans.

Key activities at the site will include:

- establishment – building the compound and associated parking areas, installing environmental controls, machinery and equipment and minor vegetation clearing
- operation – staff and truck parking, operational machinery, material and equipment storage, stockpiling, delivery of materials, batching concrete, transporting concrete for use on the highway
- demobilisation – removing building, parking areas and stockpiles, revegetating the area and landscaping.

We have provided a map to explain our proposal.

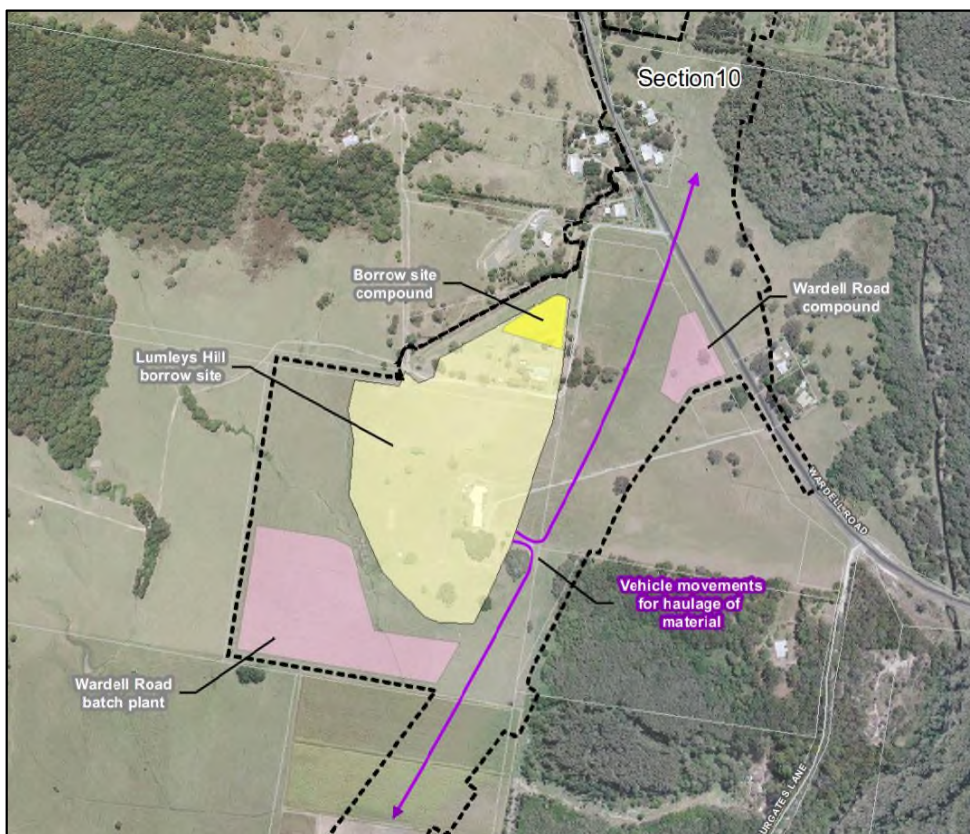


Figure 1 – The proposed site at Lumleys Hill for the site compound, batch plant and borrow site.

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 an information session, mail, email or phone. Consultation was carried out from Thursday 20 October to Friday 18 November 2016, including an information session at Wardell on Wednesday 2 November 2016.

About 400 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 28 people and two organisations, with four people supporting the proposal, 20 against it and four neutral. The people and organisations raised 27 different matters with 21 related to the proposal. Many people provided comments on more than one topic in their feedback. Key matters included:

- dust
- noise
- health
- water quality
- koalas.

The project team was also invited to a meeting with some residents in the Meerschaum Vale area, who raised their concerns and received more information about the proposals and the project. This meeting was held 25 February 2017.

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. Relevant appendices include:

- Construction Traffic and Access Management Plan (Appendix B1)
- Construction Flora and Fauna Management Plan (Appendix B2)
- Construction Soil and Water Quality Management Plan (Appendix B3)
- Construction Noise and Vibration Management Plan (Appendix B4)
- Construction Heritage Management Plan (Appendix B5)
- Construction Air Quality Management Plan (Appendix B6)
- Construction Waste, Resources and Energy Management Plan (Appendix B7)
- Construction Contaminated Land Management Plan (Appendix B8)
- Ancillary Facilities Management Plan (Appendix B9).

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
- Ballina Koala 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 Responses

Category	Matter raised	The Woolgoolga to Ballina team’s response
Noise and vibration 15 comments	Impact on people and koalas	Noise modelling was completed in September 2016 for the proposed facilities (the compound site, batch plant and borrow site). Modelling provides a conservative scenario for the site and is calculated based on what the maximum noise levels would be when all the equipment is operating on the entire site. The modelling has identified potential impacts above noise management levels for the area. Noise mitigation and management measures outlined in the approved <i>Construction Environmental Management Plan – Appendix B4 Construction Noise and Vibration Management Plan</i> would be implemented where appropriate to minimise and manage these impacts.
	Impact from borrow site	
	Impact from operation of facilities and truck reversing beepers	
	Impact from increased truck and car movements	
	Impact on lifestyle – alternative would be to build a haul road rather than use Wardell Road	The approved Koala Management Plan assessed and considered environmental impacts on Koalas including construction noise. The assessment determined that these impacts would be effectively managed through the implementation of reasonable and feasible controls as outlined in the approved <i>Construction Environmental Management Plan</i> and <i>Appendix B4 Construction Noise and Vibration Management Plan</i> .
	Impact on lifestyle	
	Has noise monitoring been undertaken and when and what mitigation measures are being implemented	As an individual site the batch plant modelling did not return exceedances of the noise management levels during daytime construction hours. Operations of the compound (during stockpiling activities) and the borrow site are anticipated to exceed the noise management levels for the area. Noise exceedances are also expected due to cumulative impacts during operation of both the borrow site and batch plant.
Request for additional information on noise monitoring, mitigation measures and management	The sites will be managed in accordance with the approved <i>Construction Environmental Management Plan – Appendix B4 Construction Noise and Vibration Management Plan</i> and mitigation measures will be implemented to ensure that noise levels are minimised. These measures include, but are not limited to: <ul style="list-style-type: none"> • establish site entry and exit points away from residential properties • service and maintain plant and equipment so they are in good working order • where practicable noise generating plant and equipment will be directed away from residential properties 	

Category	Matter raised	The Woolgoolga to Ballina team's response
Noise and vibration continued		<ul style="list-style-type: none"> • only schedule high noise activities between Mondays and Fridays from 8am to 5pm and on Saturdays from 8am to 1pm for no longer than three hours at a time with a minimum respite time of one hour between blocks of work • minimise the number of plant and equipment operating at the same time • monitor noise • use natural features and site structures to provide noise shielding. <p>The proposed batch plant is located more than 400 metres from the nearest resident. In addition to the above measures, machinery used to make concrete within the batch plant site will be located as far as possible from nearby residents. The layout of the batch plant, compound and borrow site will aim to arrange structures to decrease noise and vibration for nearby residents as much as possible.</p> <p>Noise background levels for the area were determined as part of the <i>Construction Environmental Management Plan – Appendix B4 Construction Noise and Vibration Management Plan</i>. Noise monitors will be set up at identified sensitive receivers before construction starts to confirm existing background levels.</p> <p>Ongoing monitoring will be carried out to ensure compliance with <i>Construction Environmental Management Plan – Appendix B4 Construction Noise and Vibration Management Plan</i> and the noise management levels for Meerschaum Vale and Wardell.</p> <p>The Woolgoolga to Ballina team provides the Environment Protection Authority with a monthly report which has results of water quality, noise and dust monitoring carried out for the project.</p>

Category	Matter raised	The Woolgoolga to Ballina team's response
Health 12 comments	Impact on people's health - it will cause illness and death	The proposed batch plant is located more than 400 metres from the nearest resident. The batch plant, compound and borrow site layouts have been designed to minimise potential dust impacts for nearby residents as much as possible.
	Impact on health including asthma and related conditions	
	Impact on health of residents overarching and particularly from the batch plant and borrow site	The Woolgoolga to Ballina team acknowledges that emissions of atmospheric particulates – particularly the finer particles such as PM10 and PM2.5 – should be reduced as far as practical, and the project team will be implementing a range of dust suppression measures during the works in line with the approved <i>Construction Environmental Management Plan – Appendix B6 Construction Air Quality Management Plan</i> .
	Accumulated impacts from vehicles, equipment, borrow site and batch plant operations, tree clearing, possibly blasting are unacceptable	Cement powder at batch plants is required to be held and transported in a sealed containment system as exposure to moisture will cause it to harden prematurely. To exclude moisture and mitigate the release of concrete dust the below measures will be implemented:
	Dust from the batch plant containing chemicals and having a negative impact on people's health	<ul style="list-style-type: none"> • deliveries being made in enclosed road tankers with the powder fluidised and pumped from there through closed pipes • cement powder being stored in enclosed vertical silos to protect against contamination by moisture • silos having overfill protection and dust filters • transfer of concrete from silos to agitator bowl trucks ensuring dust generation is suppressed and mitigated.
	Overarching impact of project on the health of people and koalas in the area	
	Concrete dust contains silica which causes silicosis and lung cancer and hexavalent chromium which causes skin and respiratory allergies	Roads and Maritime has an approved <i>Construction Environmental Management Plan – Appendix B6 Construction Air Quality Management Plan</i> for the project which details all measures that will be implemented where possible to manage dust and the community and stakeholder expectations in this area. Specific measures outlined in the plan relating to the operation of the batch plant include:
	Activities are impacting on people's mental health	<ul style="list-style-type: none"> • water carts will be used to suppress dust around batch plants (AQ26) • batch plants will be swept and cleaned to keep them in a tidy state to prevent the build-up of dust, similarly with storage of potentially dust generating material (AQ27)

Category	Matter raised	The Woolgoolga to Ballina team's response
Health continued		<ul style="list-style-type: none"> • high dust emitting structures or processors in batch plants, for example conveyer belts, will have water spraying systems installed to suppress dust (AQ28) • concrete batch plants to be fitted with dust filters or similar to minimise air quality impacts from batching operations (AQ29). <p>Other air quality management measures outlined in the Plan will also be implemented at the site.</p> <p>All proposed water sources for dust suppression require due diligence water testing determining if the water quality is suitable for use under the project management plans and Environmental Protection License.</p> <p>We understand that exposure to silica in construction materials may be considered an occupational hazard for those who work closely with these materials on a daily basis over a long period of time. Our safety management plans and safe work method statements seek to limit workers' exposure to silica as part of our regular work. To our knowledge, the World Health Organisation has not undertaken general exposure studies relating to silica due to the varied aspects of the natural occurrence and individual's different health conditions.</p> <p>The Woolgoolga to Ballina team take comments about mental health seriously. If members of the public are suffering from mental health problems then they should seek help from an appropriate health specialist or service. The Woolgoolga to Ballina team may on a case-by-case basis provide, if appropriate, access to a specified free mental health service if community members feel they need support due to the impact of the project.</p>
Dust 11 comments	Impact on rain water tanks	<p>The proposed batch plant is located more than 400 metres from the nearest resident. The batch plant, compound and borrow site layouts will be arranged to minimise dust for nearby residents as much as possible.</p> <p>The Woolgoolga to Ballina Pacific Highway upgrade team is committed to minimising, mitigating and managing dust through the construction of this project. Project dust impacts that have been considered include, but are not limited to, wind-blown dust, traffic-generated dust, the haulage of material on roads and dust generated through the operation of plant and machinery. All activities which take place within the proposed facilities will be managed to minimise dust.</p>
	Impact on people's lifestyles and health	
	Request for additional information on dust monitoring, mitigation measures and management	

Category	Matter raised	The Woolgoolga to Ballina team's response
Dust continued	Dust and any other particulate matter from the facilities getting into and impacting rain water tanks which are the drinking water for many residents	<p>Roads and Maritime has an approved <i>Construction Environmental Management Plan – Appendix B6 Construction Air Quality Management Plan</i> for the project which details all measures that will be implemented where possible to manage dust and the community and stakeholder expectations in this area. Specific measures outlined in the plan relating to the operation of the batch plant include:</p> <ul style="list-style-type: none"> • water carts will be used to suppress dust around batch plants (AQ26) • batch plants will be swept and cleaned to keep them in a tidy state to prevent the build-up of dust, similarly with storage of potentially dust generating material (AQ27) • high dust emitting structures or processors in batch plants, for example conveyer belts, will have water spraying systems installed to suppress dust (AQ28) • concrete batch plants to be fitted with dust filters or similar to minimise air quality impacts from batching operations (AQ29). <p>Other air quality management measures outlined in the Plan will also be implemented at the site.</p> <p>Ongoing monitoring will be carried out in accordance with the approved <i>Construction Environmental Management Plan – Appendix B6 Construction Air Quality Management Plan</i>. Dust monitors will be installed and samples analysed using the dust deposition gauge procedures (part of Appendix B of the Plan) which was prepared in accordance with the Australian Standards for sampling and analysis of ambient air. The Woolgoolga to Ballina team provides the Environment Protection Authority with a monthly report that contains results of water quality, noise and dust monitoring carried out for the project.</p>
	Concrete dust contaminating rain water tanks and drinking water	

Category	Matter raised	The Woolgoolga to Ballina team's response
Water 12 comments	Will there be any impact on the quality and quantity of ground water currently available	Roads and Maritime has an approved <i>Construction Environmental Management Plan – Appendix B3 Construction Soil and Water Quality Management Plan</i> which details the measures to be used to manage erosion, sediment control and runoff generated at the proposed facilities. Additionally, mitigation measures will be implemented at the facilities to prevent impacts to surface and ground water.
	Impact on ground water of supply being taken from Gibsons old quarry and the Richmond River – find an alternative source	A groundwater assessment was carried out as part of the management plan for the proposed borrow site. The assessment concluded the proposed work would not have a meaningful impact on the groundwater levels, quality and on existing users in the area. Ongoing groundwater monitoring will be carried in accordance with our water quality monitoring program.
	Impact of dust on rain water tanks which are the drinking water for many residents	Water used at the facilities will be sourced from the main water supply or brought in by truck. Bore water would only be used as a last resort. The Woolgoolga to Ballina Pacific Highway upgrade team may use water within the project footprint from Gibsons old quarry as a dust suppression agent along the project boundary provided that it meets water quality requirements outlined under the project Environmental Protection Licence.
Koalas 9 comments	Impact on drinking water for koalas	All proposed water sources for dust suppression require due diligence water testing determining if the water quality is suitable for use under the project management plans and Environmental Protection License.
	Concrete dust contaminating rain water tanks and drinking water	The batch plant will operate in accordance with the project's Environment Protection Licence which provides guidelines for the discharged of water from the project into nearby waterways. Any water to be discharged will be tested to ensure it meets these guidelines.
	Request for additional information on water quality monitoring, mitigation measures and management	Ongoing monitoring will be undertaken in accordance with the <i>Construction Environmental Management Plan – Appendix B3 Construction Soil and Water Quality Management Plan</i> . The Woolgoolga to Ballina team provides the Environment Protection Authority with a monthly report which has results of water quality, noise and dust monitoring carried out for the project.
	Batch plant impact on koalas	A number of alternative locations were considered for the batch plant. The proposed site was selected because of its proximity to the construction corridor, absence of natural vegetation (including koala habitat and feed trees), distance from known koala habitat (occurring primarily between 400 metres and 500 metres southeast of the facility's boundary), absence of surface watercourses and flood immunity.
	Facilities' impact on koalas	
	Traffic impact on koalas	

<p>Koalas continued</p>	<p>Request for further information about the project's koala management</p>	<p>The batch plant would be located in the southern-most area of the site to reduce impacts for local residents and is not located within or adjacent to an area of koala habitat or koala feed trees.</p> <p>To manage impacts on koalas, Roads and Maritime is implementing measures including:</p> <ul style="list-style-type: none"> • speed limits on local roads will be temporarily reduced • all workers will be inducted and trained in koala awareness and management • koala awareness signs will be placed on Wardell Road and within the alignment • predator control activities targeting wild dogs, foxes and cats • an ecologist with suitable experience in koala handling will be available during pre-clearing surveys, clearing activities and throughout the work. <p>The site will be managed in accordance with the approved <i>Koala Management Plan</i>, <i>Ballina Koala Plan</i> and the approved <i>Construction Environmental Management Plan</i>.</p> <p>Monitoring of nearby koala populations will be carried out in accordance with the approved <i>Koala Management Plan</i> and <i>Ballina Koala Plan</i> and the Conditions of Approval. Koala connectivity structures are being designed and will be built during the project. These structures will be opened to fauna once the permanent fauna fencing has been erected and construction in the area is complete. Planting of koala vegetation will be carried out in accordance with the <i>Koala Revegetation Strategy</i> (see <i>Koala Management Plan</i> Appendix I). This will provide additional habitat for koalas as well as links to connectivity structures.</p> <p>A designated koala connectivity structure will be installed on Wardell Road on the eastern side of Thurgates Lane directing fauna south of the construction footprint. Connectivity will also be maintained to known connectivity areas at Buckombil Mountain Road and Lumleys Lane. These measures will be implemented concurrently during construction.</p> <p>To help ensure the safety of the local koala population and meet the projects Koala Zero Harm target for construction. The proposed facility boundaries will be fenced to prevent wildlife from entering the site. The fencing features a special portion which prevents koalas from scaling and climbing over the top. Permanent koala fencing along Wardell Road will be installed in the coming months.</p>
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Category	Matter raised	The Woolgoolga to Ballina team's response
Traffic and safety 11 comments	Increase of truck and car movements	<p>As part of the project, the Woolgoolga to Ballina Pacific Highway upgrade team is building a construction haulage road between McAndrews Lane, Pimlico and Back Channel roads, Bagotville. We expect to have this haulage road in place from November 2017. Once this is operational, the majority of construction-related traffic on Wardell Road and local roads will be project and contractor staff traveling to and from the site and deliveries.</p> <p>Traffic management for the proposed facilities and construction work will be implemented in accordance with the approved <i>Construction Environmental Management Plan – Appendix B1 Construction Traffic and Access Management Plan</i>.</p> <p>The Woolgoolga to Ballina team will investigate and consider any other required traffic management measures where the functionality of the road or intersection changes including, but not limited to, decreasing speed limits. Consultation will be carried out with local schools on traffic management, safety and impacts on school bus routes and stops. Ongoing consultation will also continue to occur with Ballina Shire Council on the use of local roads during the construction of the project.</p> <p>To help ensure the safety of the local koala population and meet The Woolgoolga to Ballina team's Koala Zero Harm target for construction, the proposed facility boundaries will be fenced to prevent wildlife from entering the site. The fencing features a special portion which prevents koalas from scaling and climbing over the top. Permanent koala fencing along Wardell Road will be installed in the coming months.</p>
	Reduce speed limit on Wardell Road for safety considering increased traffic movements	
	Increased traffic impact on safety of people	
	Impact on koalas from increase of vehicle movements	

Category	Matter raised	The Woolgoolga to Ballina team's response
Alternative locations 7 comments	Request to build facilities on Whytes Lane where nobody lives in close proximity	<p>A number of alternative locations were considered for the batch plant. The proposed site was selected because of its proximity to the construction corridor, absence of natural vegetation (including koala habitat and feed trees), distance from known koala habitat (occurring primarily between 400 metres and 500 metres southeast of the facility's boundary), absence of surface watercourses and flood immunity. The proposed batch plant is located more than 400 metres from the nearest resident. Due to the requirement for concrete operations to be in close proximity to the work to provide about 1000 cubic metres per day for the concrete paving operation, a batch plant will be needed at this location for about a year. We will operate it from mid-2018 to mid-2019 with building on site expected to start in early-2018 and demobilisation to finish in late-2019.</p> <p>Within the site boundaries, machinery used to make concrete will be located as far as possible from nearby residents. The layout of the site will aim to arrange structures to decrease noise and visual amenity impacts to nearby residents as much as possible.</p> <p>The location proposed for the batch plant was identified in the Environmental Impact Statement and the Submissions / Preferred Infrastructure Report (SPIR) for the project. The batch plant was identified within the SPIR's <i>Ancillary descriptions and impact statement</i> which was produced as a condition of approval for the Woolgoolga to Ballina Pacific Highway upgrade. The site was identified within that document as Section 10, Site 3a. No boundary or activity changes have been proposed for the facility since the SPIR was approved. The site is on Roads and Maritime land and within the project boundary and it will be rehabilitated after use of the site.</p> <p>A large amount of fill material is required to construct the new highway. The location of the borrow site was determined based on the type of material required for the project and the proximity to the construction work as this minimises traffic and safety impacts. The site is also located on and adjacent to predominately cleared agricultural land, minimising the need to clear native vegetation and fauna habitat. The location at Lumleys Hills was identified because it met these criteria. The quarries on Old Bagotville Road have also been identified for the extraction of material for use on the project. Consultation on these sites will be carried out shortly through a separate consultation process to this one. The site will be rehabilitated after use.</p>
	Request an alternate site be found for the facilities – suggests Whytes Lane or old quarry on Bagotville Road	
	Borrow site and batching plant should not be built at Lumleys Hill because of noise impacts	
	Request an alternative site be found for batching plant	
	Site will impact koalas – request a different location is used	

Category	Matter raised	The Woolgoolga to Ballina team's response
Alternative locations continued		<p>The Lumleys Hill borrow site was identified in the Environmental Impact Statement and the Submissions / Preferred Infrastructure Report (SPIR) for the project. No boundary or activity changes have been proposed for the facility since the SPIR was approved.</p> <p>The compound was not initially identified for use in the Environmental Impact Statement or the Submissions / Preferred Infrastructure Report (SPIR), however has been identified as an appropriate location for a compound because it is within the project boundary and proximity to the work occurring in the area.</p> <p>The project plan for Section 10 (Coolgardie Road to Richmond River) could not be progressed until the Conditions of Approval for managing the koala population had been met. The community was notified in September 2016 that the <i>Ballina Koala Plan</i> and <i>Koala Management Plan</i> had been approved, fulfilling the final Conditions of Approval for work to proceed in Section 10. The site will be managed in accordance with the approved <i>Koala Management Plan</i>, <i>Ballina Koala Plan</i> and the approved <i>Construction Environmental Management Plan</i>.</p>
Wildlife 6 comments	<p>Facilities are not safe and healthy for wildlife</p> <hr/> <p>Loss of native bird life</p> <hr/> <p>Borrow site will destroy wildlife</p> <hr/> <p>Impact of existing or current batch plants on wildlife</p>	<p>A number of alternative locations were considered for the batch plant. The proposed site was selected because of its proximity to the construction corridor, absence of natural vegetation (including koala habitat and feed trees), distance from known koala habitat (occurring primarily between 400 metres and 500 metres southeast of the facility's boundary), absence of surface watercourses and flood immunity. Due to the requirement for concrete operations to be in close proximity to the work to provide about 1000 cubic metres per day for the concrete paving operation, a batch plant will be needed at this location for about a year. We will operate it from mid-2018 to mid-2019 with building on site expected to start in early-2018 and demobilisation to finish in late-2019.</p> <p>The location of the borrow site was determined based on the type of material required for the project and the proximity to the construction work as this minimises traffic and safety impacts. The site is also located on and adjacent to predominately cleared agricultural land, minimising the need to clear native vegetation and fauna habitat.</p> <p>The site compound location was identified due to its location within the project boundary and proximity to the works occurring in the area.</p>

Wildlife continued		<p>The operation of the site compound, batch plant and borrow site are temporary while the new highway is being built. A decrease in the presence of wildlife is anticipated for the duration of these construction activities. The perimeter of the facility boundaries will be fenced to prevent koalas and other wildlife from entering.</p> <p>Roads and Maritime has an approved <i>Construction Environmental Management Plan – Appendix B2 Construction Flora and Fauna Management Plan</i>, <i>Construction Environmental Management Plan – Appendix B6 Construction Air Quality Management Plan</i> and <i>Construction Environmental Management Plan – Appendix B4 Construction Noise and Vibration Management Plan</i> which include measures to be used to manage impacts during construction and operation of the proposed facilities.</p> <p>The sites are on Roads and Maritime land and will be rehabilitated after use.</p>
Amenity 6 comments	Impact our peaceful lifestyle and native surrounds	<p>A decrease in the visual and social amenities of the rural setting is anticipated for the duration of construction activities for the highway upgrade. The operation of the site compound, batch plant and borrow site are temporary and coincide only with the construction of the highway.</p> <p>Roads and Maritime has an approved <i>Construction Environmental Management Plan – Appendix B6 Construction Air Quality Management Plan</i> and <i>Construction Environmental Management Plan – Appendix B4 Construction Noise and Vibration Management Plan</i> which detail all the measures which can be used to manage the dust and noise generated during construction and operation of the facilities. Measures will be employed on site to minimise the visual amenity impact to nearby residents as much as possible. This may include, but not be limited to, orienting plant and buildings away from residents.</p> <p>The sites are on Roads and Maritime land and it will be rehabilitated after use.</p> <p>Any complaints will be dealt with in accordance with the <i>Communications and Stakeholder Engagement Strategy</i> for this project. Complaints received will be investigated and will include the review of monitoring results in the area. Additional measures will be implemented, if it identified that they are required.</p>
	Loss of peaceful surroundings	
	Facilities' impact on rural lifestyle	
	What compensation will there be for resident who can't cope with the impact of the facilities	
	Impact on property values	

Category	Matter raised	The Woolgoolga to Ballina team's response
Consultation 3 comments	Need for additional consultation and more information	<p>The location proposed for the borrow site and batch plant was identified in the Environmental Impact Statement and the Submissions / Preferred Infrastructure Report (SPIR) for the project. The ancillary facility site was identified within the SPIR's <i>Ancillary descriptions and impact statement</i> which was produced as a condition of approval for the Woolgoolga to Ballina Pacific Highway upgrade. The site was identified within that document as Section 10, Site 3a. No boundary or activity changes have been proposed for the facility since the project approval (June 2014). The site is on land which Roads and Maritime has acquired and within the approved project boundary.</p> <p>The project plan for Section 10 (Coolgardie Road to Richmond River) could not be progressed until the Conditions of Approval for managing the koala population had been met. The community was notified in September 2016 that the <i>Ballina Koala Plan</i> and <i>Koala Management Plan</i> had been approved, fulfilling the final Conditions of Approval for work to proceed in Section 10.</p> <p>Consultation on the proposed facilities was carried out from Thursday 20 October to Friday 18 November 2016 including an information session at Wardell on Wednesday 2 November 2016. About 400 letters were distributed throughout the Wardell and Meershaum Vale communities and to stakeholders. The information and process carried out for this consultation is consistent with that used for the same facilities throughout the Woolgoolga to Ballina Pacific Highway upgrade and aligns to Roads and Maritime's <i>Communications and Stakeholder Engagement Strategy</i> for this project.</p>
	More information should have been provided in the consultation material	
	Concern the project team isn't aware of community issues	

Category	Matter raised	The Woolgoolga to Ballina team's response
Fuel and chemical storage on site 5 comments	What is the maximum and range of fuel to be stored at the site	<p>The facilities will be offices, parking, storage and stockpiling concrete making operations, excavating and rock crushing and screening operation. Above ground fuel storage would be located at both the batch plant and borrow site. They will hold enough diesel fuel to operate site generators. The tanks will be self-contained and appropriately bunded. No bulk fuel will be stored within the site compound, batch plant and borrow site.</p> <p>Before establishing a batch plant, there are several risk management activities that will take place:</p> <ul style="list-style-type: none"> • an occupational hygiene survey including baseline dust and noise monitoring • a workplace health and safety risk assessment for the plant operability including dust and noise management • chemical and fuel environmental risk assessment to determine appropriate management and mitigation measures. <p>All fuel and chemical storage and labelling requirements will be carried out to meet Australian Standard 1940-2004, safety data sheets and the project's soil and water quality management plan.</p>
	How long will the maximum amount be stored at the site	
	What will happen if there is an explosion or fire	
	What are the impacts of fuel and chemical storage at the site	
Operating hours 4 comments	Request that there be no out of hours work as it will increase disturbance of residents	<p>The proposed facilities will be managed in accordance with the Conditions of Approval and the project Environment Protection License. The operating hours will be:</p> <ul style="list-style-type: none"> • Monday to Friday from 7am to 6pm • Saturday from 8am to 5pm • Sunday and public holidays no work is carried out. <p>Given the batch plant meets the criteria for a 'sparsely populated area' it will be operated under the augmented construction hours described in B16 which are:</p> <ul style="list-style-type: none"> • Monday to Friday from 6am to 7pm • Saturday from 8am to 5pm • Sunday and public holidays no work is carried out.
	Impact of out of hours work on koalas	
	Does high noise activity from 8am include trucks, excavators, crushers and screens, loaders and blasting	
	Confirm operating hours of batch plant	

Category	Matter raised	The Woolgoolga to Ballina team's response
Aboriginal heritage 2 comments	Ongoing management of Aboriginal heritage	The proposed locations of the borrow site, batch plant and satellite compound were assessed for their Aboriginal heritage significance at the time of the Environmental Impact Statement. No artefacts or significant places were identified within these areas. The sites will be managed in accordance with the approved <i>Construction Environmental Management Plan – Appendix B5 Construction Heritage Management Plan</i> (including the Unexpected Finds Procedure Appendix B).
Operation of other batch plants 2 comments	Request for information on the location and operation of existing and previous batch plants and their effect on people and wildlife	<p>Two borrow sites and a number of batch plants have been approved under the conditions of approval for the project. None of these are currently operational for the project (sections 3 to 11 of the Woolgoolga to Ballina Pacific Highway). Previously approved batch plants as well as the proposed batch plant near Wardell Road will be established in accordance with condition B73, which contains a number of locational criteria for ancillary facilities (including separation distances from residents).</p> <p>Any complaints will be dealt with in accordance with the <i>Communications and Stakeholder Engagement Strategy</i> for this project. Complaints received will be investigated and will include the review of monitoring results in the area. Additional measures will be implemented, if it identified that they are required.</p>
Power 1 comment	How will the site be powered	The facilities will be offices, parking, storage and stockpiling concrete making operations, excavating and rock crushing and screening operation. Power is likely to be provided to the site compound, batch plant and borrow site through the use of generators.

Category	Matter raised	The Woolgoolga to Ballina team's response
Contaminated Sediment 2 comments	What is the plan for disposal of contaminated sediment from erosion control ponds	<p>Roads and Maritime has an approved <i>Construction Environmental Management Plan – Appendix B3 Construction Soil and Water Quality Management Plan</i> which details the measures to be used to manage erosion, sediment control and runoff generated at the proposed facilities. Additionally, mitigation measures will be implemented at the facilities to prevent impacts to surface and ground water.</p> <p>Ongoing monitoring will be undertaken in accordance with the <i>Construction Environmental Management Plan – Appendix B3 Construction Soil and Water Quality Management Plan</i>.</p> <p>The Woolgoolga to Ballina Pacific Highway upgrade team does not expect to encounter contaminated soils during excavation work at the borrow site. If contaminated soil is encountered then it will be disposed of in accordance with the approved <i>Construction Environmental Management Plan – Appendix B7 Construction Waste, Resources and Energy Management Plan</i> and the <i>Construction Environmental Management Plan – Appendix B8 Construction Contaminated Land Management Plan</i>. Both plans contain protocols for the handling, stockpiling and disposal of contaminated soils and require disposal at a suitably licensed waste facility. Ongoing auditing is also required to ensure compliance with the management plans and suitability of the management measures proposed. The Lumley's Hill area will be rehabilitated in accordance with the approved <i>Ballina Koala Plan</i>.</p>
Compound lighting 2 comments	Will compound lighting be on at night Compound lighting impact on koalas	<p>The facilities will include offices, parking, storage and stockpiling concrete making operations, excavating and rock crushing and screening operation. They will require lighting for use and security. Given the need for security lighting at night, there is the potential for light spill from the compound during its operation. Lights within the compound would be directional and shielded to minimise the potential for light spill. Lighting within the compound would be designed and installed in accordance with <i>Australian Standard – Control of the obtrusive effects of outdoor lighting (AS 4282 – 1997)</i> and management measures presented in the approved <i>Construction Environmental Management Plan</i> and sub-plans.</p>

Category	Matter raised	The Woolgoolga to Ballina team's response
Blasting 1 comment	Impact on residents	A Blast Management Plan will be implemented for the site to manage all blasting activities at the borrow site. The plan will include all safety measures to be implemented on site before blasting activities are carried out. If required, blasting activities will be carried out during normal operating hours and nearby residents will be notified in advance of the activities.
Low noise pavement Resident meeting	Request for low noise pavement on the new highway in section between Wardell and Coolgardie	The matter was raised during consultation and also at a meeting with some residents at Meerschaum Vale attended by the project team 25 February 2017. Subsequent to this meeting, the Woolgoolga to Ballina team committed to review the extent of low noise wearing surface on this section of the highway. The project team will continue to keep the community informed.
Outside the scope of this proposal 8 comments	Resident thinks their property should have been acquired for the project	These matters are outside the scope of this proposal. The Woolgoolga to Ballina Pacific Highway upgrade team has responded directly to residents and organisations about these matters and will continue to work with them on these where required.
	Resident wants to know the distance between the road and their property	
	Resident wants to know the height of the new highway behind their house	
	More information on recruitment of Aboriginal people on the project	
	A new footpath along Carlisle Street for safety	
	Economic benefit of the project to communities	
	Project will decrease value of property	

4.0 Decision

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

The Woolgoolga to Ballina Pacific Highway upgrade 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 Woolgoolga to Ballina Pacific Highway upgrade.

The Woolgoolga to Ballina team has decided to seek to build a site compound, batch plant and borrow site, however we will not be using Hillside Lane for access as part of this work.

The Woolgoolga to Ballina team has decided not to build the batch plant for the initial phase of construction. Concrete for this work will be provided from an off-site location and will be transported to the site via trucks. Due to the requirement for concrete operations to be in close proximity to the work to provide about 1000 cubic metres per day for the concrete paving operation, a batch plant will be needed at this location. This means the project team will seek to operate a batch plant at this location from mid-2018 to mid-2019 to provide concrete for road pavement. The plant will take about six months to build starting in early 2018 and also six months to demobilise in late-2019.

Subsequent to the resident meeting at Meerschaum Vale 25 February 2017, Roads and Maritime Services committed to review the extent of low noise wearing surface on this section of the highway. Roads and Maritime Services and the project team will keep the community informed about the review process.

The Woolgoolga to Ballina 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 site compound, batch plant and borrow site. These will each 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 Woolgoolga to Ballina team expects the site compound and the borrow site to be operational by mid-2017, weather permitting.

The community and stakeholders will be notified in advance of this construction work. We will continue to keep the community and stakeholders informed as the project progresses.

6.0 Appendices

Appendix A - 'Have your say' letter October 2016



October 2016

Building and working at the Wardell Road site compound, Lumleys Hill batch plant and borrow site.

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 building and working at a site compound at Wardell Road, and at a batch plant and borrow site at Lumleys Hill.

To build the Woolgoolga to Ballina upgrade, we will be establishing batch plants and site compounds along the 155 kilometre route. These site compounds will have different functions and will support the building of the road upgrade. We will be working at these sites throughout the project's development.

We are proposing to establish a compound, concrete batch plant and earthworks borrow site at a location within the project boundary accessed via Wardell Road and Hillside Lane. This site was assessed as part of the Environmental Impact Statement (EIS) in 2012 and the 2013 Submissions/Preferred Infrastructure Report (SPIR) and is as highlighted on the included map. If approved, we expect to start building at this site in February 2017, with the compound operational by April 2017. The site is proposed to be operational for about three years and will be rehabilitated after completion, in line with the project's conditions of approval.

Site compound and batch plant

The site compound and batch plant involves building:

- Temporary offices with amenities for staff
- Staff car park
- Truck parking area
- Storage and stockpiling areas for equipment and materials
- Batch plant for making concrete

What to expect

Key activities:

- Establishment – installing environmental controls, minor vegetation clearing, constructing the compound and associated carpark, operating plant and equipment
- Operation – staff parking, operational machinery, material and equipment storage, stockpiling, delivery of materials, batching concrete, transporting concrete for use on the highway
- Demobilisation – removing buildings, car park and stockpiles, reinstating the area, landscaping and rehabilitation.



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