APPENDIX B8

Ancillary Facilities Management Plan

Early Works – Wave 1 & 3 (part) Woolgoolga to Ballina

Pacific Highway Upgrade

DECEMBER 2015

Document control

File name	RMS00031-122 B8 AFMP greenhill 5.0.docx
Report name	W2B Early Works - Wave 1 & 3 (part): Ancillary Facilities Management Plan
Revision number	5.0 (Greenhill Cutting addition)

Plan approved by:

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Golding Contractors Pty Ltd Project Manager	Golding Contractors Pty Ltd Environmental Manager	Roads and Maritime Authorised Delegate	Environmental Representative

Revision history

Revision	Date	Description	Approval
This document supersedes *'RMS00031-2429-1028 Appendix B8 AFMP'*			
1.0	17/08/2015	First controlled issue	Rob Blyth
2.0	13/10/2015	Greenhill Cutting addition	Rob Blyth
3.0	20/11/2015	Greenhill Cutting addition	Rob Blyth
4.0	09/12/2015	Greenhill Cutting addition	Rob Blyth
5.0	17/12/2015	Greenhill Cutting addition	Rob Blyth

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1	Dean Gregory	1.0
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Contents

Tables

Appendices

Glossary / Abbreviations

AFMP	Ancillary Facilities Management Plan
CEMP	Construction Environmental Management Plan
CoA	Condition of Approval
DPI	Department of Primary Industries (Fishing and Aquaculture)
EEC	Endangered Ecological Community
EIS	Environmental Impact Statement
EPA	Environment Protection Authority
EP&A Act	*Environmental Planning and Assessment Act 1979*
EPL	Environment Protection Licence
EWMS	Environmental Work Method Statements
FM Act	*Fisheries Management Act 1994*
Golding	Golding Contractors Pty Ltd
Minister, the	Minister for Planning
NOW	NSW Office of Water
OEH	Office of Environment and Heritage
Project, the	Early Works – Wave 1 & 3 (part), Woolgoolga to Ballina, Pacific Highway Upgrade
RMS	NSW Roads and Maritime Services
Secretary	Secretary of the Department of Planning and Environment (formerly known as the Director General)
SPIR	Submissions / Preferred Infrastructure Report

1 Introduction

1.1 Context

This Ancillary Facilities Management Plan (AFMP or Plan) forms part of the Construction Environmental Management Plan (CEMP) for the Early Works - Wave 1 and part of Wave 3 Project, which is part of the upgrade of the Pacific Highway between Woolgoolga and Ballina.

This AFMP has been prepared to address the requirements of the Minister's Conditions of Approval (CoA) and the mitigation measures listed in the Pacific Highway Upgrade Woolgoolga to Ballina Environmental Impact Statement (EIS), Submissions/Preferred Infrastructure Report (SPIR) and all applicable legislation.

This Plan has been prepared for Wave 1 and 3 (part) of the Project which broadly includes:

- Ground treatment and preparatory earthworks (soft soils treatments) between STN 83400 and 91000.
- Excavation of material taken from a highway cutting at Tyndale (at approximate STN 69000 to 69500) for the soft soil treatments.
- Excavation of material taken from highway cuttings north of McIntyres Lane, Gulmarrad (at approximate STN 77500 to 78400) for the soft soil treatments.
- Excavation of material south of McIntyres Lane, Gulmarrad - Greenhills cutting (at approximate STN 76000 to 77075) for the soft soil treatments. McIntyres Lane may need to be widened in consultation with Clarence Valley Council to support truck movements from this cutting.
- Relocation of utility services at various locations throughout STN 67200 to 95100.

These works are located within Sections 4 and 5 of the Approved Project.

1.2 Background

The Pacific Highway Upgrade Woolgoolga to Ballina EIS (RMS 2012) assessed the impacts of construction and operation of the Project.

As part of EIS development, detailed assessments were prepared to address the Environmental Assessment Requirements issued by the Department of Planning and Infrastructure. These assessments were included in the EIS, SPIR and Working Paper for environmental issues associated with the construction and operation of the Project, including ancillary facilities.

Additional management measures were provided within the *Woolgoolga to Ballina Submissions / Preferred Infrastructure Report Nov 2013*, with some management measures from that report being relevant to this AFMP.

1.3 Environmental management systems overview

The overall Environmental Management System for the Project is described in the Construction Environmental Management Plan (CEMP).

The AFMP is part of the Golding environmental management framework for the Project, as described in Section 4.1 of the CEMP.

Used together, the CEMP, strategies and procedures form management guides that clearly identify required environmental management actions for reference by Golding personnel and contractors.

The review and document control processes for this Plan are described in Sections 9 and 10 of the CEMP.

2 Purpose and objectives

2.1 Purpose

The purpose of this Plan is to describe how the potential environmental impacts associated with the construction and operation of the ancillary facilities will be minimised and managed.

2.2 Objectives

The key objective of the AFMP is to ensure that impacts resulting from the construction and operation of the ancillary facilities are minimised and within the scope permitted by the planning approval. To achieve this objective, Golding will undertake the following:

- Ensure best management practice controls and procedures are implemented to avoid or minimise any potential environmental impacts associated with construction and operation of the ancillary facilities.
- Ensure appropriate measures are implemented to address the relevant CoA and the safeguards detailed in the EIS and Submission / Preferred Infrastructure Report (SPIR).
- Ensure appropriate measures are implemented to comply with all relevant legislation and other requirements.

2.3 Targets

The following target has been established for the management of environmental impacts during the establishment and operation of the compound:

- Ensure full compliance with the relevant legislative requirements and CoA.

3 Environmental requirements

3.1 Relevant legislation and guidelines

3.1.1 Legislation

Legislation relevant to the ancillary facilities includes:

- *Environmental Planning and Assessment Act 1979* (EP&A Act).
- Environmental Planning and Assessment Regulation 2000.
- *Protection of the Environment Operations Act 1997*.
- Protection of the Environment Operations (Waste) Regulation 2005.
- *Contaminated Land Management Act 1997*.
- *Environmentally Hazardous Chemicals Act 1985.*
- *Water Management Act 2000.*

Relevant provisions of the above legislation are explained in the register of legal and other requirements included in Appendix A1 of the CEMP.

3.1.2 Guidelines and standards

The main guidelines, specifications and policy documents relevant to this Plan include:

- Managing Urban Stormwater: Soils and Construction. Landcom, (4th Edition) March 2004 (reprinted 2006) (the "Blue Book"). Volume 1 and Volume 2.
- Waste Classification Guidelines 2014 (EPA Publication).

3.2 Minister's Conditions of Approval

The CoA relevant to this Plan are listed in **Table 3-1**. A cross reference is also included to indicate where the condition is addressed in this Plan or other Project management documents.

Table 3-1 Conditions of Approval relevant to the AFMP

CoA No.	Condition Requirements	Document Reference
B73	The sites for ancillary facilities that are associated with the construction of the SSI and that have not been identified and assessed in the documents listed in condition A2 shall: (a) be located more than 50 metres from a waterway (100 metres for a State Environmental Planning Policy No. 14 wetland or known Oxleyan Pygmy Perch habitat waterway); (b) not impact on connectivity structures or vegetation leading to a connectivity structure; (c) be located within or adjacent to the SSI boundary; (d) have ready access to the road network; (e) be located in areas of low ecological significance and require no clearing of native vegetation; (f) be located more than 50 metres from threatened species and endangered ecological communities and their habitats; (g) be located on relatively level land;	This Plan Section 4

CoA No.	Condition Requirements		Document Reference
	(h)	be separated from the nearest residences by at least 200 metres (or at least 300 metres for a temporary batching plant) and comply with construction noise management levels at sensitive receivers;	
	(i)	be above the 20 year ARI flood level unless a contingency plan to manage flooding is prepared and implemented;	
	(j)	have minor impacts on flood storage and not result in obstruction of floodplain flow or blockage of culverts and drains;	
	(k)	not unreasonably affect the land use of adjacent properties;	
	(l)	operate in accordance with the construction hours set out in conditions B15 andB16;	
	(m)	provide sufficient area for the storage of material to minimise, to the greatest extent practical,	
	(n)	be located in areas of low heritage conservation significance (including areas identified as being of Aboriginal cultural value) and not impact on heritage sites beyond those already impacted by the SSI.	
	The Applicant shall undertake an assessment of the facility against the above criteria in consultation with the relevant public authority(s) and the relevant council. The assessment shall be approved by the Environmental Representative and		
D21	The Applicant shall prepare and implement an **Ancillary Facilities Management Plan** to detail the management of ancillary facilities associated with the SSI. The Plan shall be prepared in consultation with the EPA, OEH, DPI (Fisheries), DoE, and the relevant council, and to the satisfaction of the Environmental Representative, and shall include, but not necessarily be limited to:		This Plan:
	(a)	a description of the ancillary facility (including a site layout plan), its components and details of the existing environment on and in the vicinity of the site;	Section 4 and Appendix A
	(b)	details of the activities to be carried out at the facility, including the hours of operation, staging of operation and predicted date of commissioning;	Section 4.1
	(c)	a description of the plant, equipment and materials to be used and/or stored on the site, including dangerous and hazardous goods;	Section 4.1
	(d)	details of the light and heavy construction vehicle movements to and from each facility, including site access and route(s) to be used during the establishment and operation of the facility, and an assessment of potential construction traffic impacts on the local road network and access tracks;	Section 4.2
	(e)	a summary of the potential environmental impacts associated with the construction and operation of the facility;	Section 5
	(f)	demonstrate compliance with the locational and environmental criteria in condition B73(a) – B73(n);	Section 6
	(g)	details of the mitigation, monitoring and management procedures specific to the facility that would be implemented to minimise environmental and amenity impacts or, where this is not possible, feasible and reasonable measures to offset these impacts;	Section 5
	(h)	a description of how the management and mitigation measures set out in the documents listed in condition A2 will be implemented on the site, and if not, justification for such decisions particularly on those sites assessed as having a high risk of flood impacts;	Section 5
	(i)	an assessment of alternative site layouts where either noise management levels are predicted to be exceeded and acoustic treatment of residences is not proposed, or where such treatment is proposed (consequent to the operational impacts of the SSI) but will not be provided prior to establishment of an ancillary facility;	Section 6.1
			Appendix B3

CoA No.	Condition Requirements		Document Reference
	(j)	a cumulative noise impact statement for the ancillary facility addressing the worst-case cumulative noise impacts resulting from the concurrent operation of the site (including construction traffic movements to and from the site), nearby construction works within the SSI corridor and any other nearby construction activities associated with other road upgrade projects;	of the CEMP
	(k)	identification of the timing for the completion of activities at the facility and how the site will be decommissioned (including any necessary rehabilitation); and	Section 4.1
	(l)	mechanisms for the monitoring, review and amendment of this plan.	Section 7
	The plan shall be approved by the Environmental Representative prior to the establishment of the ancillary facilities described therein. In considering the approval of the plan, the Environmental Representative shall take into account the Applicant's response to public authority and council comments on the plan. The Applicant may prepare a separate plan for the facility or include multiple sites within a single or multiple management plans.		

Section 6 of this AFMP addresses compliance against CoA B73 and the structure and content of this AFMP has been developed to address the requirements of CoA D21.

4 Description

This AFMP covers the proposed site compound located south-west of the intersection of Chatsworth Road and the Pacific Highway, Chatsworth Island. The site is located within Lot 22 DP 1184890 and is within section 5 of the Woolgoolga to Ballina Pacific Highway upgrade.

The site is identified within the CoA A2(d) document as part of site 4b and is wholly located within the Approved Project boundary.

The ancillary facility will be primarily used as a site compound and for minor material storage. Under the CoA A2(d) document, the adjacent site 4a was approved as a satellite compound, material storage and stockpile site; however it was recommended that the site be relocated to minimise flood impacts associated with the obstruction of a 16-cell culvert. Subsequently, site 4b was identified as a more suitable location for a compound. As the CoA A2(d) document only assessed stockpile uses in relation to site 4b, the site and proposed uses need to demonstrate compliance with CoA B73. This is provided in Section 6 of this AFMP.

The site is located within the Clarence River floodplain on land utilised for sugar cane farming. The site is in an area that would experience low velocity flows during flooding and is likely to incur moderate flood impacts during large events.

The northern arm of the Clarence River is located approximately 750 m west of the site. The Serpentine Channel is located approximately 510 m east of site.

The site is located on land identified within the EIS as having a high probability of occurrence of acid sulphate soils between 1 and 3 metres below the ground surface.

According to the EIS/SPIR assessments the nearest sensitive receivers (two) are located approximately 480 m east of the site. Additional residential receivers are located along North Arm Road, approximately 660 m west of site.

According to the EIS/SPIR, there are no ecological or heritage constraints associated with the site.

A locality map and site layout plan is provided at Appendix A and sensitive area plans are provided in Appendix A5 of the CEMP.

Satellite Site Compounds:

The proposed use of residences acquired by RMS within the W2B Project boundary at the Tyndale Cutting and Greenhill Cutting as temporary satellite compounds will be addressed by separate detailed Minor Consistency Review assessments. The approved Minor Consistency Review for the Satellite Site Compound at Tyndale Cutting is included in Appendix B. The Minor Consistency Review for the proposed Satellite Site Compound at Greenhill Cutting is currently under assessment and will be appended to this report upon approval.

Outlying works may be supported by mobile crib facilities to address short term requirements.

4.1 Activities

The primary use of the ancillary facility is a site compound for both construction contractors and RMS staff associated with the Wave 1 & 3 (part) construction works. Activities within the site would typically involve administrative, design and project management tasks associated with the highway construction. Given the relatively small scale of the Wave 1 & 3 (part)

contract, the site compound is considered to be similar in scale to a 'satellite compound' in the context of the broader Woolgoolga to Ballina project planning and approval documents.

The site compound features two office buildings, vehicle access, light vehicle and heavy vehicle parking. The compound will also feature staff amenities and small containers (bunded) for storage of minor items such as small power tools, cleaning products, oils, fuel cans for power tools and the like. No maintenance workshop is proposed at the site.

Activities associated with the use of the site compound would be undertaken during the following standard construction hours:

- 7:00am to 6:00pm Monday to Friday, inclusive.
- 8:00am to 5:00pm Saturday.
- at no time on Sunday or public holidays.

Low noise impact activities associated with the site uses would enable additional site compound works activities between 6.00am and 7.00am Monday to Friday and 6.00pm and 7.00pm Monday to Friday under the Project Approval.

4.2 Plant and equipment

Light vehicles will utilise the site on a daily basis. Heavy vehicles will deliver construction materials to the site and will sometimes be parked at the site. Small power tools will be utilised.

4.3 Vehicle movements

Vehicle access to the site will be via construction gates; designed and constructed to accommodate vehicles including haulage trucks. The site will have a peak of approximately 50 light vehicles, some with a number of movements a day. This will be part of the Traffic Management Plan requiring approval by RMS and issued to Council. Due to the small scale of the site compound traffic impacts on the local road network would be considered minor.

5 Potential environmental impacts and mitigation measures

A range of environmental requirements and control measures are identified in the various environmental documents, including the EIS, supplementary assessments, Conditions of Approval and RMS documents, and from recent experience on similar road projects. Specific measures and requirements to address potential environmental impacts at the site are identified in **Table 5-1**.

Table 5-1 Potential environmental impacts and mitigation measures

Issue	Construction activity / aspect	Potential impact	Mitigation Measures
Hydrology and flooding	• Locating the site compound in the floodplain	• The site is in an area of the floodplain that would experience low velocity flows and incur moderate flood impacts during large events.	• Fill the site to the 20 year ARI flood level or prepare and implement a contingency plan to manage flooding.
Soils, sediments and water	• General earthworks and construction for establishment of the site compound • Storage of fuels, chemicals and other dangerous goods	• Impacts to sensitive receiving environments through accidental release of pollutants during construction/operation of the compound. • Exposed soils during earthworks leading to dirty water runoff. • Potential acidic leachate from exposure of acid sulfate soils	• As per Table 6-1 of Appendix B4 Construction Soil and Water Quality Management Plan and Appendix B11 Construction Acid Sulphate Materials Management Plan
Biodiversity	• The site and adjoining land is free of native vegetation. • No native vegetation clearing would occur.	• The site is free of vegetation and does not adjoin any areas of native vegetation.	N/A

Issue	Construction activity / aspect	Potential impact	Mitigation Measures
Visual amenity, urban design and landscaping	• General earthworks and construction for site preparation • Site compound	• Temporary change to landscape character and visual environment as a result of establishing and operating the site compound	• Site compounds and areas surrounding them will be kept tidy and be regularly cleaned and maintained.
Heritage	• Construction of site compound • Temporary access roads	• Impacts on unknown Aboriginal sites or artefacts • Disturbance and/or destruction of items of heritage significance, including items listed on heritage registers Note: The site has been assessed as constraint free regarding heritage under the EIS/SPIR assessment. No significant excavation would be undertaken to establish the compound.	• As per Table 7-1 of Appendix B5 Construction Heritage Management Plan
Traffic and transport	• Compound vehicle movements and deliveries • Travel to /from site	• Minor increases to traffic on local roads	• As per Appendix B1 Construction Traffic and Access Management Plan
Noise and vibration	• Site compound establishment and operation Note: the nearest sensitive receivers (two) are located approximately 480 m east of the site.	• Temporary negligible to minor noise impacts on sensitive receivers during construction	• As per Table 8-1 of Appendix B3 Construction Noise and Vibration Management Plan

Issue	Construction activity / aspect	Potential impact	Mitigation Measures
Greenhouse gas emissions	• Establishment and operation of the site compound • Vehicular movements • Vehicle emissions	• Greenhouse gases emitted from construction plant, equipment and vehicles	• As per Table 6-1 of Appendix B7 Construction Waste and Energy Management Plan
Air quality	• Site establishment • Vehicular movements	• Potential for decreases in air quality during compound construction associated with dust generating activities and emissions from vehicles • Complaints from nearby residents	• As per Table 7-1 of Appendix B6 Construction Air Quality Management Plan
Resource management and waste	• Operation of the site compound	• Generation of waste associated with the operation of the compound.	• As per Table 6-1 of Appendix B7 Construction Waste and Energy Management Plan

6 CoA B73 compliance

CoA D21 (f) requires demonstration of compliance with the locational and environmental criteria in CoA B73(a)—B73(n). The ancillary facility locational and environmental criteria assessment in relation to CoA B73 is provided in **Table 6-1**.

Table 6-1 CoA B21 compliance

CoA	Condition	Chatsworth Road Compound	Criteria Met
B73(a)	*be located more than 50 metres from a waterway (100 metres for a State Environmental Planning Policy No. 14 wetland or known Oxleyan Pygmy Perch habitat waterway);*	The nearest waterway is the Serpentine Channel, located approximately 510 m east of the site.	Y
B73(b)	*not impact on connectivity structures or vegetation leading to a connectivity structure;*	No native vegetation is located within or adjacent to the site.	Y
B73(c)	*be located within or adjacent to the SSI boundary;*	The site is located within the project boundary	Y
B73(d)	*have ready access to the road network;*	The site has ready access directly off Chatsworth Road and the construction corridor.	Y
B73(e)	*be located in areas of low ecological significance and require no clearing of native vegetation;*	No native vegetation or items of ecological significance are located within or adjacent to the site.	Y
B73(f)	*be located more than 50 metres from threatened species and endangered ecological communities and their habitats;*	No threatened species and endangered ecological communities and their habitats are located within or adjacent to the site.	Y
B73(g)	*be located on relatively level land;*	The site is relatively level	Y
B73(h)	*be separated from the nearest residences by at least 200 metres (or at least 300 metres for a temporary batching plant) and comply with construction noise management levels at sensitive receivers;*	According to the EIS/SPIR assessments the nearest sensitive receivers (two) are located approximately 480 m east of the site. Given the site is to be used as a site compound, noise emissions from the site would be negligible to minor and would not exceed construction noise management levels at sensitive receivers. This is consistent with noise assessment assumptions under Table 15-6 of the EIS (construction noise levels).	Y
B73(i)	*be above the 20 year ARI flood level unless a contingency plan to manage flooding is prepared and implemented;*	The site is located in a flood prone area and may be below the 20 year ARI flood level (flood modelling being undertaken by RMS). Assuming the site is below the 20 year flood level, the site shall either be filled or a contingency plan will be prepared and implemented.	Y
B73(j)	*have minor impacts on flood storage and not result in obstruction of floodplain flow or blockage of culverts and drains;*	Temporarily raising the site to be above the 20 year ARI levels would result in only minor impacts to flood storage and obstruction of flows.	Y

CoA	Condition	Chatsworth Road Compound	Criteria Met
B73(k)	*not unreasonably affect the land use of adjacent properties;*	Sugar cane harvesting on the adjoining land would need to be mindful of burning activities during operation of the ancillary facility. This approach would however be consistent with due consideration required for previous operation of the Pacific Highway and for future highway uses following completion of the highway upgrade.	Y
B73(l)	*operate in accordance with the construction hours set out in conditions B15 and B16;*	The ancillary facility would operate in accordance with construction hours criteria detailed in conditions B15 and B16.	Y
B73(m)	*provide sufficient area for the storage of material to minimise, to the greatest extent practical, the number of deliveries required outside standard construction hours;*	Material storage at the site would be minor and be directly related to uses associated with function of the site compound. Deliveries required for the site compound would be primarily received during standard operating hours detailed in the Project Approval.	Y
B73(n)	*be located in areas of low heritage conservation significance (including areas identified as being of Aboriginal cultural value) and not impact on heritage sites beyond those already impacted by the SSI.*	According to the EIS, there are no ecological or heritage constraints associated with the site.	Y

6.1 Alternative Site layout

No alternative site layouts are proposed as the uses of the site compound would comply with requirements of the SSI approval including noise management levels.

7 Plan monitoring, review and amendments

7.1 Roles and responsibilities

The Project Team's organisational structure and overall roles and responsibilities are outlined in Section 4.2 of the CEMP. Specific responsibilities for the implementation of environmental controls are detailed in the relevant sub plans.

7.2 Training

All employees, contractors and utility staff working on site will undergo site induction training. The induction training will address all relevant environmental impacts and issues associated with the ancillary facilities.

7.3 Auditing

Audits (both internal and external) will be undertaken to assess the effectiveness of environmental controls, compliance with this plan, CoA and other relevant approvals, licenses and guidelines.

Audit requirements are detailed in Section 8.2 of the CEMP.

7.4 Reporting

Reporting requirements and responsibilities are documented in Sections 8.3 and 8.4 of the CEMP.

7.5 Continuous improvement

Continuous improvement of this Plan will be achieved by the ongoing evaluation of environmental management performance against environmental policies, objectives and targets for the purpose of identifying opportunities for improvement.

The continuous improvement process will be designed to:

- Identify areas of opportunity for improvement of environmental management and performance.
- Determine the cause or causes of non-conformances and deficiencies.
- Develop and implement a plan of corrective and preventative action to address any non-conformances and deficiencies.
- Verify the effectiveness of the corrective and preventative actions.
- Document any changes in procedures resulting from process improvement.
- Make comparisons with objectives and targets.

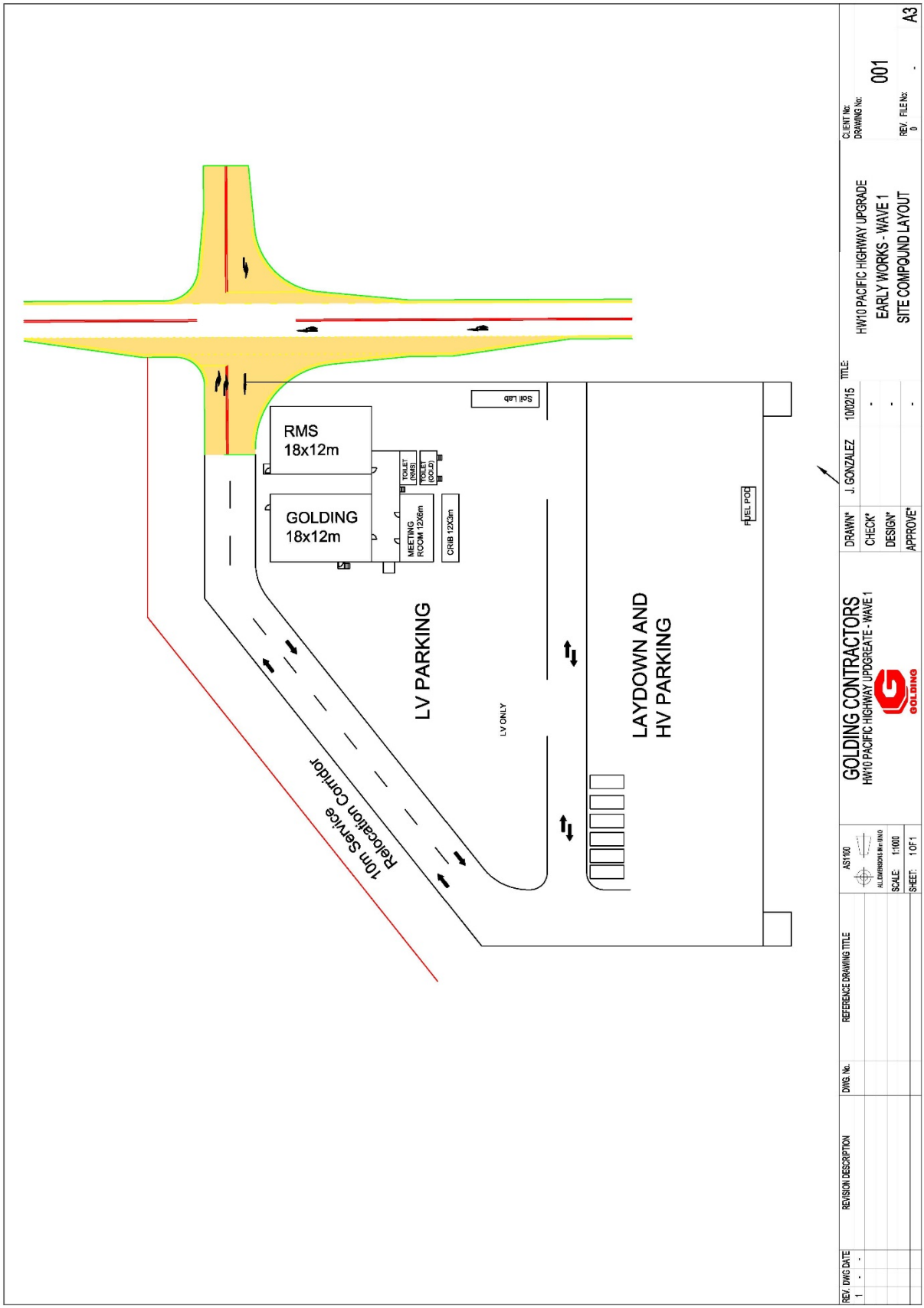
7.6 AFMP update and amendment

The processes described in Chapter 8 and Chapter 9 of the CEMP may result in the need to update or revise this Plan. This will occur as needed.

Any revisions to the CWEMP will be in accordance with the process outlined in Section 1.6 of the CEMP.

A copy of the updated plan and changes will be distributed to all relevant stakeholders in accordance with the approved document control procedure – refer to Section 10.2 of the CEMP.

Appendix A
Locality Map and Site Layout Plan


RMS
18x12m
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TOILET (RMS)
TOILET (GOLD)
MEETING ROOM 12X6m
CRIB 12X3m
Soil Lab
FUEL POD
LV PARKING
LV ONLY
LAYDOWN AND
HV PARKING
10m Service
Relocation Corridor
GOLDING CONTRACTORS
HW10 PACIFIC HIGHWAY UPDGREATE - WAVE 1
HW10 PACIFIC HIGHWAY UPGRADE
EARLY WORKS - WAVE 1
SITE COMPOUND LAYOUT
DRAWN* J. GONZALEZ 10/02/15
CHECK* -
DESIGN* -
APPROVE* -
TITLE:
CLIENT No:
DRAWING No: 001
REV. FILE No: 0
A3
REV. DWG DATE
REVISION DESCRIPTION
DWG. No.
REFERENCE DRAWING TITLE
AS1100
ALL DIMENSIONS IN m UNLESS
SCALE: 1:1000
SHEET: 1 OF 1
GOLDING

Site Compound | Fill Location | Noise Sensitive Receiver

Notes:
1. Not to Scale
2. Refer to Site Compound Layout Drawing for further detail on Ancillary Facilities Layout

GOLDING

Site Compound Locality May	Sheet 1
HW10 Pacific Highway Upgrade, Woolgoolga to Ballina – Early Works Wave 1	

Appendix B
Minor Consistency Review – Tyndale Satellite Site Compound

MINOR CONSISTENCY REVIEW

Tyndale Satellite Site Compound, Private Access and Water Main Diversion, and Gate 4A Access/Clearing Widening and Soil Bund Emergency Truck Stop:

Early Works – Wave 1

Woolgoolga to Ballina

Pacific Highway Upgrade

December 2015

Document control

File name	2536-1045 RMS00031-031 MCR-TYN_4.0.docx
Report name	Woolgoolga to Ballina Minor Consistency Review: Tyndale Satellite Site Compound, Private Access and Water Main Diversion, and Gate 4A Access/Clearing Widening and Soil Bund Emergency Truck Stop
Revision number	4.0

Plan approved by:

[signed]	*[signed]*	*[signed]*
Rob Blyth	*Douglas Caldwell*	*Jeff Boylan*
Golding Contractors Pty Ltd Project Manager	Golding Contractors Pty Ltd Environmental Manager	Roads and Maritime Representative

Revision history

Revision	Date	Description	Approval
1	02/10/2015	First draft for approval	Rob Blyth
2	06/11/2015	First draft of Version 2 for approval	Rob Blyth
3	27/11/2015	Version 3 for approval	Rob Blyth
4	08/12/2015	Version 4 for approval	Rob Blyth

Distribution of controlled copies

Copy no.	Issued to	Version
1	Jeff Boylan, Pacific Complete	1.0
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5		

Contents

Appendices

1 Introduction

1.1 Background

Under section 75C of the EP&A Act, the Minister for Planning declared, by Order dated 5 December 2006 and published in the NSW Government Gazette No. 175, that development for the purposes of upgrading segments of the Pacific Highway is a project to which Part 3A of the EP&A Act applies (the declared project). The Minister also declared by Order dated 8 December 2006 published in Gazette No. 175 that the same development is a critical infrastructure project under section 75C of the EP&A Act. This was subsequently modified through a further Ministerial Order gazetted on 3 December 2010 (Gazette No. 133).

The Ministerial Order specified the Project would involve:

Development for the purposes of upgrading the following segments of the Pacific Highway, located within the Tweed, Byron, Ballina, Richmond Valley, Clarence Valley, Coffs Harbour, Bellingen, Nambucca, Kempsey, Port Macquarie-Hastings, Ports Stephens and Newcastle Local Government Areas and at the locations shown on the map marked 'Pacific Highway Upgrade Planning Projects', to achieve at least four lanes of dual carriageway ('the Project'):

4. Iluka Road to Woodburn, from the Iluka Road intersection extending for approximately 35 kilometres to a point approximately 3 kilometres south of Woodburn.

5. Wells Crossing to Iluka Road, from approximately 23 kilometres south of Grafton extending for approximately 71 kilometres to the Iluka Road Intersection approximately 56 kilometres north of Grafton.

6. Woolgoolga to Wells Crossing, from Arrawarra Creek, approximately 5 kilometres north of Woolgoolga for approximately 28 kilometres to the intersection of the Pacific Highway and Bald Knob Tick Gate Road.

Sinclair Knight Merz (SKM) on behalf of the Roads and Maritime Services completed an environmental impact statement of the Woolgoolga to Ballina Pacific Highway Upgrade (the Project EIS) in December 2012. The Project EIS identified a range of environmental, social and planning issues associated with the construction and operation of the Woolgoolga to Ballina Pacific Highway Upgrade and proposed measures to mitigate or manage those potential impacts.

The Project EIS was publicly exhibited between 7 November 2012 and 19 December 2012. Following public exhibition, submissions from stakeholders were received and addressed by Roads and Maritime Services in the Preferred Infrastructure Report (PIR) which was lodged with the Director-General in November 2013.

After consideration of the Project EIS and PIR, the Minister for Planning approved the Woolgoolga to Ballina Pacific Highway Upgrade under Part 5.1 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) on 24 June 2014 subject to the Minister's Conditions of Approval (CoA) being met. The approval is referred to as SSI-4963.

For the purposes of this environmental assessment, the concept design described and assessed in the Project EIS and consequently approved by the Minister, is referred to as the Approved Project.

This Minor Consistency Review is supplementary to the Ancillary Facilities Management Plan (AFMP or Plan) which forms part of the Construction Environmental Management Plan (CEMP) for the Early Works - Wave 1 and part of Wave 3 Project, which is part of the

upgrade of the Pacific Highway between Woolgoolga and Ballina and has been prepared to address the requirements of the Minister's Conditions of Approval (CoA) and the mitigation measures listed in the Pacific Highway Upgrade Woolgoolga to Ballina Environmental Impact Statement (EIS), Submissions/Preferred Infrastructure Report (SPIR) and all applicable legislation.

The Minor Consistency Review has been prepared for the following temporary construction works/activities (hereon referred to as the proposal):

- Use of a residence acquired by Roads and Maritime Services within the Woolgoolga to Ballina (W2B) Approved Project Boundary to be used as a temporary satellite compound.
- Construction of a temporary all-weather access and water main diversion around (north) of the cutting at Tyndale to maintain services to a private residence. The road and water main will service a private residence located east of Tyndale Cutting. The existing access road and water main intersects the Approved Project Boundary within the Tyndale cutting footprint. Diverting the access road and water main is required to maintain safe vehicles access for the affected resident to the Pacific Highway and maintain water supply to the residence. The access and water main diversion would be located within the Approved Project Boundary.
- Construct Gate 4A and associated construction access road with access/clearing widening at the gate to encompass two way traffic movement and a soil bund emergency truck stop within the Approved Project Boundary. Gate 4A provides a critical access for the Wave 1 Early Works Project by allowing safe access from Tyndale Cutting to the Pacific Highway.
- Installation of a full Automatic Weather Station (AWS) at Tyndale to provide weather data for the duration of the project. The location of the weather station requires a 30m radius clear of trees, buildings, and overhead structures (i.e. power lines). The proposed location is within the Approved Project Boundary. There would be no additional clearing required for the installation of the AWS.

1.2 Purpose of consistency review

The purpose of this environmental review is to:

- Describe the proposed activity relative to the approved project;
- Assess the environmental risks associated with undertaking the activity confirming it is of minimal environmental impact; and
- Determine whether the proposed activity is consistent with the project approval requirements.

2 Proposed activity

2.1 W2B Project Description

The Woolgoolga to Ballina Project Pacific Highway Upgrade (W2B) commences at the northern end of the Sapphire to Woolgoolga upgrade of the Pacific Highway and ends at the Ballina Bypass project in the north. The Approved Project comprises 11 upgrade sections.

The proposal (i.e. Tyndale satellite site compound; private access and water main diversion; installation of AWS and Gate 4A and construction access road/ clearing widening and soil bund emergency truck stop) comprises temporary construction activities/works associated with the Wave 1 and 3 (part) Early Works at the Tyndale cutting. The Proposal is located within the Approved Project Boundary, within section 4 of W2B.

Section 4 of the Approved Project is approximately 13.2 kilometres long, located between Tyndale and Maclean. It involves new road construction approximately 800 metres east of the existing highway.

Key works within Section 4 of the Approved Project include:

- New road construction, to motorway standard (Class M), with the existing highway to be maintained as a service road.
- Interchange at Maclean to provide access to and from the south and north.
- Major bridge across Shark Creek for flood mitigation and twin bridges over Edwards Creek.
- Pedestrian underpass at Jubilee Street.
- Realignment of Bondi Hill Road, Gallaghers Lane, McIntyres Lane, Cameron Street and Jubilee Street.
- Flood-free access (up to the 1 in 20 year flood) between Townsend and Maclean by the Maclean interchange (Jubilee Street to be closed to vehicles).
- Access road from Maclean interchange to McIntyres Lane.
- Major cutting over Green Hill and Gulmarrad.
- Upgrade of various local road access arrangements.
- Disposal of surplus material for visual noise attenuation within the road reserve.

Section 4 of the Approved Project is located within the Clarence Valley Council Local Government Area.

2.2 W2B Project boundary concepts

As identified within the EIS/SPIR assessments, the W2B Project boundary is subject to variation based on design refinements and property acquisitions. All such variations from the EIS/SPIR assessments are incorporated into the Approved Project via either a Roads and Maritime approved consistency assessment or formal modification of the SSI-4963 approval.

A licence issued by the Environment Protection Authority of NSW authorises the carrying out of scheduled development work or scheduled activities or controlling the pollution of water arising from non-scheduled activities, being a licence issued under Chapter 3 of the POEO Act. The boundary and approval conditions of the EPL may be revised by the EPA with the submission of a Licence variation application and appropriate supporting documentation.

The above processes and resulting variations to the Approved Project boundary are conceptualised using a variety of boundary naming conventions. Table 2-1 provides an overview of W2B Project boundary naming conventions relevant to this assessment.

Table 2-1 W2B Project boundary naming conventions.

W2B Project boundary naming convention	Description
EIS/SPIR Project Boundary (Nov 2013) (CD_SPIRProjectBoundarySectionDiv_20131018)	The area of acquisition plus an area outside the project boundary required temporarily for road works such as sediment basins and ancillary sites. Reflects the total area of assessment under the original SSI-4963 approval.
Approved Project Boundary (Approved Project Boundary – V8) (CD_ApprovedProjectBoundary_draft_v8_20151015.shp)	EIS/SPIR Project boundary plus any assessed and approved changes from an internal RMS consistency assessment.
EIS/SPIR Clearing Boundary (based on M Class) (CD_ClearingBoundary_20131014)	A line located a maximum of 10 metres from the edge of the construction of the project (the "construction footprint") based on the original SSI-4963 approval.

W2B Project boundary naming convention	Description
Golding Clearing Footprint (November 2015) (2536 Assessed extent of works 05 11 15)	A line defining the edge of the construction of the Wave 1 and 3 (part) Works based on the data supplied by RMS and Golding contractors. This area quantifies the maximum extent of disturbance associated with the proposal and includes clearing of vegetation and ground excavation.
Environment protection licence boundary	The line bounding the area covered by a licences issued by the Environment Protection Authority of NSW authorising the carrying out of scheduled development work or scheduled activities or controlling the pollution of water arising from non-scheduled activities, being a licence issued under Chapter 3 of the POEO Act.

The above W2B Project boundary naming conventions are shown within Appendix A, and are central concepts to this consistency assessment.

2.3 Proposal Description

As discussed previously, the Proposal is located within the Approved Project Boundary, within section 4 of W2B. It is also located within the current approved Wave 1 and 3 (part) EPL Premises Boundary. Small areas of the Proposal footprint extend outside the EIS/SPIR Clearing Boundary however no native vegetation removal outside of the EIS/SPIR Clearing Boundary is required as part of the Proposal. *Note: Proposed works at the subject access roads and gate to Tyndale cutting involving works outside the Approved Project Boundary and requiring small areas of native vegetation clearing outside the EIS/SPIR Clearing Boundary are covered under a separate Major Consistency Assessment currently in preparation. The current approved EPL Premises Boundary is proposed to be updated to encompass the works outside the Project Boundary/EPL Premises Boundary covered by the separate Major Consistency Assessment.*

The area adjacent to this location has been assessed as a potential ancillary site (Section 4 - Site 1) in A2d for use as a:

- Satellite compound (early works and construction)
- Batch plant (construction)
- Plant workshop (construction)

2.3.1 Satellite Compound

The Proposal includes temporary use of a residential dwelling acquired by Roads and Maritime Services as a satellite compound. The residence is located at Tyndale on Lot 13 DP 805843 and is within the Approved Project Boundary (refer to **Appendix A**).

The proposed satellite compound will provide workforce facilities (such as lunch rooms and amenities) along with storage of equipment and materials. The intention is to use the existing house as a crib shed (refer **Appendix B**). New facilities that are likely to be provided at the site include additional amenities (e.g. portaloo), vehicle parking, and small containers for storage of minor items such as small power tools, cleaning products, oils, fuel cans for power tools and the like. Waste will be managed at the proposed compound in accordance with the Construction Waste and Energy Management Plan approved in the Wave 1 and 3 (part) Construction Environmental Management Plan (CEMP).

It is proposed the temporary satellite compound will be occupied from mid-October to March 2016.

No additional native vegetation clearing is proposed to enable use of the site. The access track to the satellite compound will be improved including construction of a gate providing safe access off the Pacific Highway.

Activities associated with the use of the temporary satellite compound would generally be undertaken during the following standard construction hours:

- 7:00am to 6:00pm Monday to Friday, inclusive.
- 8:00am to 5:00pm Saturday.
- at no time on Sunday or public holidays.

Given the low noise impact activities associated with the site uses; office uses may also be undertaken between 6.00am and 7.00am Monday to Friday and 6.00pm and 7.00pm Monday to Friday under the Project Approval.

2.3.2 Private Access and Water Main Diversion

The Proposal includes construction of a temporary all-weather access road and water main diversion north of the cutting at Tyndale to maintain services for a private residence located east of Tyndale cutting (refer to **Appendix A**). The existing access road and water main to the residence intersects the Approved Project Boundary and construction footprint, including the Tyndale cutting footprint. Diverting the access road and water main is required to maintain safe vehicles access for the affected resident to the Pacific Highway and maintain water supply from the council water main to the house.

This access road will extend off the one-way construction access road from Gate 4A to Tyndale cutting (discussed in **section 2.3.3**), covering a length of approximately 220 metres. The water main will follow the alignment of both the out-going one-way construction access road and the private access road (total length of approximately 330 metres). Both the new private access road and water main diversion are located within the Approved Project Boundary and EIS/SPIR Clearing Boundary. The location of the access track has been positioned so that clearing of vegetation is minimised. A maximum of approximately 0.027 hectares of *Forest Red Gum - Swamp Box of the clarence valley lowlands* located within the EIS/SPIR Clearing Boundary would be required to be cleared to enable construction. No EEC removal or clearing outside the EIS/SPIR Clearing Boundary is required.

For construction of the access road, following clearing and grubbing, road base material (eg 150 millimetres) then potentially a finer capping material to provide a surface suitable for a private access. The water main diversion would be via trenching (approximately 600 millimetres deep), laying the water pipe and back filling with excavated material. The construction methodology broadly includes:

1. Mark out exclusion areas (delineating adjacent retained native vegetation and trees not to be cleared).
2. Establish erosion and sedimentation controls.
3. Clear and grub within the footprint.
4. Import and place road base and potentially finer capping material to construct access.
5. Trench water main alignment with excavator or backhoe to approximately 600 millimetres deep, lay water pipe and backfill.
6. Tie-in temporary water main diversion pipe to existing water main for the affected residence.

The materials required include:

- Select Fill
- Gravel
- Diesel/oil/fuel for plant.
- Water pipe (eg poly-pipe).

The construction equipment utilised may include:

- Excavator
- Grader
- Truck and dogs
- Tipper truck
- Compactor
- Roller
- Backhoe
- Plate compactor
- Water cart

2.3.3 Gate 4A, Associated Access Road and Emergency Truck Stop

The Proposal includes a temporary construction access gate off the Pacific Highway (referred to as Gate 4A) and a circuit access road allowing safe vehicle movement between the highway and Tyndale cutting (refer to **Appendix A**). The gate would provide a dual entry/exit point and split traffic into a circuit construction access road providing one-way vehicle movements. The proposed access is located within the Approved Project Boundary and includes a small area outside EIS/SPIR Clearing Boundary (*Note: Proposed works at the subject access roads and gate involving works outside the Approved Project Boundary and requiring small areas of native vegetation clearing outside the EIS/SPIR Clearing Boundary are covered under a separate Major Consistency Assessment currently in preparation*). As the approach to the gate when exiting the site/entering the Pacific Highway is on a downhill gradient, a Soil Bund Emergency Truck Stop is also proposed be constructed immediately south of the out-going access road near the gate. Approximately 10 m x 5 m would be cleared for the construction of the Emergency Truck Stop. The footprint of Gate 4A and the associated access road largely overlap the alignment of existing former private access roads. The removal of 2 Jacaranda trees on the south western side of the one way (outgoing access) and trimming of a number of Jacaranda trees on the northern side of the one way (outgoing) access would be required to ensure safe sighting for vehicles existing the work site.

The proposed gate, access road and emergency truck stop are located mainly within the EIS/SPIR Clearing Boundary, though localised areas extend outside the EIS/SPIR Clearing Boundary. No native vegetation clearing outside the EIS/SPIR Clearing Boundary is required as part of the Proposal (ie works outside the EIS/SPIR Clearing Boundary would be restricted to existing cleared areas). In total approximately 0.10 hectares of *Forest Red Gum - Swamp Box of the clarence valley lowlands* located within the EIS/SPIR Clearing Boundary would be required. No EEC removal is required.

The construction methodology for Gate 4A is as follows:

1. Traffic Management - implement approved Traffic Control Plan and set up temporary traffic signage and VMS boards.
2. Set-up survey for pothole and existing services and implement Erosion and Sediment Controls.
3. Clear & grub and strip topsoil the footprint of the gate.
4. Excavate to subgrade and dispose of spoil in an approved location.
5. Import and place drainage rock including installation of geofabric (top and bottom), light compaction and survey.
6. Import and place road base (350 mm) including conditioning, compaction, trimming, testing and survey.
7. Prime and seal the wearing surface.
8. Installation of traffic signage and line marking.

The construction methodology for the access road broadly includes:
1. Mark out exclusion areas (delineating native vegetation and trees not to be cleared).
2. Establish erosion and sedimentation controls.
3. Re-grading of existing access track provide a level access for trucks. The access may need to be capped with a layer of road base during the length of the Project due to general ware and tare.

The construction methodology for the emergency truck stop broadly includes:
1. Mark out exclusion areas (delineating native vegetation and trees not to be cleared).
2. Clear and grub within the footprint.
3. Establish erosion and sedimentation controls.
4. Construct soil bund at the end of the truck stop.
5. Excavate a pit to approximately 0.5 m. Sediment spoils with be managed in accordance to the CEMP requirements.
6. Fill pit with sand or gravel material and undertake compression testing (as required).

The materials required potentially include:
- Geofabric
- Select Fill
- Gravel
- Sand
- Diesel/oil/fuel for plant.

The construction equipment utilised for the gate and access construction includes:
- Excavator
- Grader
- Truck and dogs
- Tipper truck
- Compactor
- Roller
- Backhoe
- Plate compactor
- Water cart
- Crane truck (for barrier or materials deployment)

2.3.4 Automatic Weather Station

The installation of a full AWS is required at Tyndale to provide weather data for the duration of the project. It is proposed to be installed within the satellite compound area (refer to Appendix A). Due to the limited cleared land available around the cutting, the selected site represents the best available siting for the following reasons;
- The site is reasonable open with a gentle slope.
- The site enables a 30m clear radius from the centre of the weather station
- Located at the Southern end of the project and therefore well positioned to monitor the Southern half of the project.

The AWS sits approximately 10m high and is anchored down with four concrete footings and surrounded by a 15 m x 15 m star picket fence.

2.3.5 Stockpile

A stockpile site is required outside the Tyndale cutting footprint for stockpile of topsoil and mulch following clearing and grubbing of the cutting (refer to Appendix A). The materials would be re-used by the Principal at later stages of the W2B project. The stockpile would be positioned within the Approved Project Boundary, within the EIS/SPIR Clearing Boundary and managed in accordance to the project Stockpile Management Protocol. In total approximately 0.095 hectares of Forest Red Gum - Swamp Box of the clarence valley lowlands would require removal. No EEC removal is required.

2.4 Need

Chapter 6 of the EIS details property adjustments (including private access and utilities) construction access roads and ancillary facilities as essential preconstruction and site establishment activities associated with the Approved Project.

The proposed satellite compound would be used temporarily for Golding staff and subcontractors; responsible for works associated with Wave 1 of W2B. The acquired residence is a suitable size for a site crib shed, and is already connected to water services. The satellite site compound is located approximately 30 km to the south of the main ancillary facility, and is to be utilised for the workforce at the Tyndale Cutting. Typically between 10 and 20 people would utilise the crib facility. A designated car parking area for light vehicles would be fenced off and set up.

2.5 Location and setting

The site comprises a former rural property and the buildings/structures located on the site include a house, kennels, shed and bird/reptile cages. Only the house would be utilised for the satellite compound. The closest sensitive receiver is located approximately 330 metres to the west on the opposite side of the Pacific Highway.

The site is located on a ridge with an elevation of around 19.8 metres Australian Height Datum (AHD) and generally slopes towards the north-east. There are no defined waterways or drainage lines on the site. Stormwater runoff would be via sheet flow across the site. The site is grassed with sparse tree cover. The South Arm of the Clarence River is located approximately 470 m to the west of the site.

According to the Department of Lands Acid Sulfate Soil Mapping and the Project EIS mapping, the site is not located within an area with a risk of Acid Sulfate Soils occurrence.

An identified Aboriginal cultural heritage archaeological site is located to the north of the site outside the approved Project Boundary (refer Appendix A). Environmental No-Go Flagging would be installed to demark this area and prevent access.

Weeds are to be managed in accordance with the Weed Management Plan (within Appendix B2 of the CEMP) and site specific recommendations of the Ecologist undertaking the weed inspection and reporting in accordance with QA Specification G40.

A Pre-Construction Contamination Report has been undertaken on the proposed satellite compound and is provided in Appendix C. The proposed satellite compound area has been assessed for potential heritage sites and no heritage sites have been recorded. A sensitive area plan for the site is provided at Appendix A.

3 Need and planning context

3.1 NSW Environmental Planning & Assessment Act 1979 (EP&A Act)

NSW Roads and Maritime Services applied for approval from the Minister for Planning and Infrastructure for the project under Part 5.1 of the Environmental Planning and Assessment Act 1979 (EP&A Act). The project was declared critical State significant infrastructure (SSI) under section 115V of the EP&A Act, by virtue of clause 16 and Schedule 5, clause 1(c) of State Environmental Planning Policy (State and Regional Development) 2011; essential for the State for environmental, social and economic reasons.

Pursuant to clause 16 of State Environmental Planning Policy (State and Regional Development) 2011, the project is SSI under section 115U of the EP&A Act and is permissible without consent under Part 4 of the EP&A Act. The project is therefore being assessed under Part 5.1 of the EP&A Act.

Application under section 115X of the EP&A Act to carry out the project was submitted to the Director-General of the Department of Planning and Infrastructure. A report accompanying the application was submitted addressing environmental assessment requirements by the Director General of the Department of Planning and Infrastructure under section 115Y of the EP&A Act. In preparing the environmental assessment requirements, the Director-General was required to consult relevant public authorities and have regard to the need for the requirements to assess any key issues raised by those public authorities.

The Approved Project was approved on 24 June 2014 by the Minister for Planning (SSI-4963) subject to a number of conditions being met.

Under the SSI-4963 approval definitions an ancillary facility is defined as:

> *Temporary facility for construction, including for example an office and amenities compound, construction compound, batch plant (concrete or bitumen), material crushing and screening, materials storage compound, maintenance workshop, testing laboratory or material stockpile area.*
>
> *Note:*
> *Where a stockpile management protocol has been approved by the Secretary for the SSI, material stockpile areas are not considered to be ancillary facilities.*

The use of a temporary satellite compound under the proposal is consistent with the approval definition of an 'ancillary facility'.

SSI-4963 approval condition B73 sets criteria for ancillary facilities that have not been identified and assessed in the documents listed in condition A2. The proposal is assessed against the B73 approval criteria in Table 3-1 below. SSI-4963 approval condition D21 has been addressed in the AFMP (refer to Appendix D).

Table 3-1 Proposal assessment against CoA B73 criteria for ancillary facilities

CoA	Condition	Comment	Complies (Y/N)
B73(a)	be located more than 50 metres from a waterway (100 metres for	The closest waterway is a cane drain and is approximately	Y

	a *State Environmental Planning Policy No. 14* wetland or known Oxleyan Pygmy Perch habitat waterway);	290 m to the north-east. The South Arm of the Clarence River is located approximately 470 m to the west of the site.	
B73(b)	not impact on connectivity structures or vegetation leading to a connectivity structure;	No native vegetation or connectivity structures would be impacted by the proposal.	Y
B73(c)	be located within or adjacent to the SSI boundary;	The site is located within the EIS/SPIR project boundary.	Y
B73(d)	have ready access to the road network;	The site will be accessed off the Pacific Highway, Tyndale via an existing track.	Y
B73(e)	be located in areas of low ecological significance and require no clearing of native vegetation;	No native vegetation or items of ecological significance are located within the satellite compound footprint. The proposed temporary satellite compound involves use of an existing former residential dwelling. No clearing of native vegetation is required.	Y
B73(f)	be located more than 50 metres from threatened species and endangered ecological communities and their habitats;	No threatened species and endangered ecological communities and their habitats are located within 50m of the site.	Y
B73(g)	be located on relatively level land;	The site is relatively level.	Y
B73(h)	be separated from the nearest residences by at least 200 metres (or at least 300 metres for a temporary batching plant) and comply with construction noise management levels at sensitive receivers;	The closest residence is located approximately 330 m to the west of the site.	Y
B73(i)	be above the 20 year ARI flood level unless a contingency plan to manage flooding is prepared and implemented	The site is above the 20 year ARI flood level, at 19.8m AHD.	Y
B73(j)	have minor impacts on flood storage and not result in obstruction of floodplain flow or blockage of culverts and drains;	The site is located on an elevated area not subject to flooding. In addition, the proposal will not result in obstruction of floodplain flow or blockage of culverts and drains.	Y
B73(k)	not unreasonably affect the land use of adjacent properties;	The use would not affect the land use on adjacent properties. In addition, in regards to traffic volumes the use of the crib facility would reduce the traffic movements in/out of the access gate throughout the day.	Y
B73(l)	operate in accordance with the	The satellite compound would	Y

	construction hours set out in conditions B15 and B16;	operate in accordance with construction hours criteria detailed in conditions B15 and B16.	
B73(m)	provide sufficient area for the storage of material to minimise, to the greatest extent practical, the number of deliveries required outside standard construction hours;	There would be minimal deliveries required to the satellite site compound. Even so, deliveries required for the site office would be received during standard operating hours detailed in the Project Approval.	Y
B73(n)	be located in areas of low heritage conservation significance (including areas identified as being of Aboriginal cultural value) and not impact on heritage sites beyond those already impacted by the SSI.	There is an identified PAD Aboriginal site to the north of the proposed site outside the approved Project Boundary. This site would be fenced off to prevent site access. In addition, the proposal is in an area assessed as having low heritage significance.	Y

SSI-4963 approval condition B74 sets criteria for ancillary facilities that have not been identified and assessed in the documents listed in condition A2 and result in additional impacts to biodiversity, heritage, flooding and noise beyond those approved for the SSI, shall be approved by the Secretary prior to their establishment. As demonstrated in Table 3.1, the proposed ancillary facility complies with condition B73 and would not result in additional impact to biodiversity, heritage, flooding and noise beyond those approved for the SSI.

3.2 Commonwealth Environmental Protection and Biodiversity Conservation Act 1997 (EPBC Act)

The Approved Project was referred to the Commonwealth Minister for Sustainability, Environment, Water, Population and Communities (now the Department of the Environment) on 20 June 2012, in accordance with the requirements of the EPBC Act. The Minister confirmed the project would be a controlled action requiring assessment and approval.

The Commonwealth Minister determined that the preparation and submission of the Project EIS was an accredited assessment process for the purpose of the Commonwealth approval. A separate environmental assessment for the EPBC approval was therefore not required. However, a separate Commonwealth approval for the project was provided as the Approved Project is a controlled action.

Consultation between the NSW Department of Planning and Environment and the Commonwealth Department of the Environment (DoE) determined environmental assessment requirements for the project; issued on 11 July 2012. The specific matters required to be assessed were addressed in the Project EIS.

The Minister's decision was received on 14 August 2014 subject to a number of conditions being met.

The proposal involves property adjustments (including private access and utilities), construction access roads, a topsoil and mulch stockpile, a satellite compound and an automatic weather station. In total approximately 0.222 hectares of Forest Red Gum - Swamp Box of the clarence valley lowlands located within the EIS/SPIR Clearing Boundary

would be required. No EEC removal is required. No EPBC listed items would be impacted by the proposal; therefore no EPBC approval conditions are directly relevant to the proposal.

4 Consultation

Consultation for the Approved Project began in 2004. The consultation is detailed in Chapter 7 of the Project EIS and may be conceptualised as three phases of consultation for the Approved Project; prior to the EIS, during the EIS and future consultation required.

Tools used during the consultation process to engage with stakeholders include:

- Community update newsletters.
- Displays of the concept design.
- Focus groups on flooding and with Aboriginal representatives.
- Community information sessions.
- Letters to, and phone calls and meetings with, affected property owners.
- Meetings with business and industry representatives.
- Meetings with individual community members.
- Letters to, and workshops and meetings with, government agencies.
- Free call phone number and project email.
- Collaborative online mapping tool.
- Advertisements in local news media.

4.1 Community

Community consultation was undertaken as part of the Project EIS process for the Approved Project. Various sectors of the community and stakeholders were consulted during this process, Community concerns were addressed in the SPIR prepared for the Approved Project.

Consultation has been undertaken with the landowner regarding the temporary access required for the residence located on Lot 695 DP 1199716.

Consultation with sensitive receiver 842 (refer to Appendix A) has been undertaken as the construction activities for the proposed Gate 4a are within 70 metres of the residence.

There has been no additional consultation as part of this proposal as there are no affected landowners within 330 m of the site and the proposed use of the existing building as a satellite compound is incidental to the works approved under the CEMP in this area.

4.2 Government agencies

Generally, any issues related to the Approved Project, including pre-construction activities (such as property acquisition) were addressed in the EIS. The EIS undertook consultation with various government agencies and addressed the relevant concerns.

The use of the house as a temporary satellite compound has been discussed at the Environmental Review Group meetings with Roads and Maritime Services, EPA, DPI and the Environmental Representative and there were no issues raised during this consultation. Consultation was also undertaken during preparation of the AFMP which refers to the subject temporary satellite compound.

5 Environmental Risk Review

An environmental risk review of the proposed activity has been undertaken and is provided below in Table 5-1. A sensitive area plan is provided at Appendix A.

Table 5-1 Environmental risk review

Issue	Y/N	Notes
Are works required outside the Roads and Maritime Services property acquisition boundary, or land not previously impacted on by project works?	N	The proposal is located within the Roads and Maritime Services property acquisition boundary and Approved Project Boundary. No works outside the Approved Project Boundary are required as part of the proposal.
Will the works result in any changes to form or functionality of the approved project?	N	The proposal relates to property adjustments (including private access and utilities) construction access roads and a satellite compound; essential preconstruction and site establishment activities associated with the Approved Project. The proposed activities would not represent any changes to the form or functionality of the approved project.
Do the works require any changes or new traffic access arrangements?	Y	Safe vehicle access to the private property, Tyndale cut area and satellite compound will be via the Pacific Highway and Gate 4A. The access is being improved as part of the Wave 1 and 3 (part) W2B Early Works, as outlined in the CTAMP and approved under the CEMP and a major consistency assessment for the Wave 1 works. The works involves temporary closure of the Pacific Highway Southbound overtaking lane during gate construction and minor pavement widening.
Are the works within 50m of an EEC or threatened species?	N	The proposal is not located within 50m of an EEC or threatened species.
Do the works require clearing of native vegetation or habitat trees?	Y	In total approximately 0.222 hectares of *Forest Red Gum - Swamp Box of the clarence valley lowlands* located within the EIS/SPIR Clearing Boundary and Approved Project Boundary would be required. No EEC removal is required.
Are works within 50m of a known heritage site or within an area of potential heritage value?	Y	The proposal has a known heritage site less than 50m to the north of the site, which is located outside the approved Project Boundary. This site would be fenced off to prevent site access.
Do the works involve ground disturbance of more than 2 hectares?	N	The proposal requires ground disturbance associated with clearing and grubbing and construction of the temporary Gate 4a, access roads and utilities, and a site compound; the footprint of these combined works is less than two hectares.
Are the works in an area of known acid sulphate soil risk?	N	The proposal is not within an area of known acid sulfate soil risk.
Are the works within 40m of a waterway or water	N	The closest waterway is a cane drain and is approximately 290 m to the north-east. The

body?		South Arm of the Clarence River is located approximately 470 m to the west of the site.
Will works impact on sensitive receivers?	N	Sensitive receiver 842 (refer to Appendix A) is within 70 metres of construction activities for the proposed Gate 4a. Potential dust/noise impacts to the receiver would be suitably addressed under the Wave 1 and 3 (part) Works CEMP.
Will works require temporary or permanent placement of surplus spoil material?	Y	Works associated with the construction of the gate would involve excavation to subgrade and disposal of spoil in an approved location. No spoil material associated with the proposal would be stored within the site.
Will works result in any operational impacts further to those detailed in the approved project?	N	The proposal relates to property adjustments (including private access and utilities) construction access roads, a stockpile, automatic weather station and a satellite compound; essential preconstruction and site establishment activities associated with the Approved Project. The proposal would not result in any operational impacts further to those detailed in the approved project.

5.1 Matters of National Environmental Significance

Under the environmental assessment provisions of the *Environment Protection and Biodiversity Conservation Act 1999*, the following matters of national environmental significance and impacts on Commonwealth land are required to be considered for the proposal.

Factor	Impact
Any impact on a World Heritage property?	Nil
Any impact on a National Heritage place?	Nil
Any impact on a wetland of international importance?	Nil
Any impact on a listed threatened species or communities?	Nil additional impacts (vegetation/ habitat clearing is within EIS/SPIR Clearing Boundary).
Any impacts on listed migratory species?	Nil additional impacts (vegetation/ habitat clearing is within EIS/SPIR Clearing Boundary).
Any impact on a Commonwealth marine area?	Nil
Any impact on the Great Barrier Reef?	Nil
Any impact on water resources associated with coal seam gas development/and or large coal mining development?	Nil
Does the proposal involve a nuclear action (including uranium mining)?	No
Additionally, any impact (direct or indirect) on Commonwealth land?	Nil

5.2 Environmental Management

The site would be managed in accordance with the Golding Construction Environmental Management Plan (CEMP) for Wave 1 works as relevant.

The site would be included in the Ancillary Facilities Management Plan and resubmitted as an Addendum to the currently approved CEMP.

An Erosion and Sediment Control Plan has been produced for the proposal and submitted to the Principal for approval as per G38.

6 Consistency assessment

Table 6-1 below details three questions that assist Roads and Maritime Services in determining whether the proposed activity can be considered consistent with the Minister's approval.

Table 6-1 Consistency questions

Consistency question(s)	Discussion	Response
Q1) Are the proposed works being carried out as part of an approved project? Eg. Are works "generally in accordance with" project documents and plans, where relevant?	The proposal activities are an integral component of the Approved Project. The property adjustments (including private access and utilities) construction access roads, site compound and automatic weather station and a satellite compound are listed within the EIS as pre-construction and site establishment activities required for construction of the Approved Project. The extent of the works associated with the proposal is consistent with that assessed under the EIS/SPIR and do not vary the form or functionality of the Approved Project.	Y
Q2) Is the modification such a radical transformation of the project as a whole, as to be, in reality, an entirely new project? *Note: If answered Yes, a new project application may be required*.	The proposal activities are construction activities associated with the Approved Project and do not represent a modification of the existing project or an entirely new project.	N
Q3) Are the proposed works a modification that is considered "consistent with" the project as approved? This will require the work in question to have environmental impacts contemplated by the approval (such as EA / EIS, CEMP, spoil management plan, heritage management plan or the like), including documents forming part of the approval, or as a minimum, very few additional impacts.	The proposal activities are construction works required for the Approved Project and would not result in any additional impacts beyond those identified in the EIS/SPIR and approved under SSI-4963. The required works are therefore considered consistent with the SSI-4963 approval.	Y

7 Conclusion

The consistency review has considered the proposal in terms of consistency against the project approval conditions.

Further to the details provided in Table 6-1 above, the proposal is considered:

- ✓ Consistent with the Ministers Conditions of Approval, and the Statement of Commitments / mitigation measures.
- ☐ Not consistent with the Ministers Conditions of Approval, and the Statement of Commitments / mitigation measures. A Modification to the project approval must be prepared and submitted to the Department of Planning and Infrastructure for approval.

8 Certification

Certification – Golding Contractors

This Minor Consistency Review provides a true and fair review of the proposed activity for the W2B project.

Signed			
Name	Rob Blyth		
Position	Project Manager	**Date**	10/12/15

Environmental Representative's Certification

I have reviewed the information contained within this Minor Consistency Review and based on this information provided I certify that the proposed activity has minimal environmental and community impacts.

Signed			
Name	Daniel Saunders	**Date**	11/12/2015

Certification - RMS

The proposal subject to the implementation of all the environmental requirements of the project is consistent with the Ministers Approval and is likely to result in minimal environmental impacts additional to that already described.

Signed		**Signed**	
Name	Matthew Stephens	**Name**	Jeff Boylan
Position	Environmental Officer	**Position**	RMS Delegated Authority
Date	11/12/15	**Date**	11/12/15

In accordance with Section 115ZI(2) of the EP&A Act (or alternatively Section 74W(2) of the EP&A Act and transition provisions in Schedule 6A of that statute), I have examined consistency of the proposal with the Minister's approval and consider that the proposal is consistent with the existing project approval conditions.

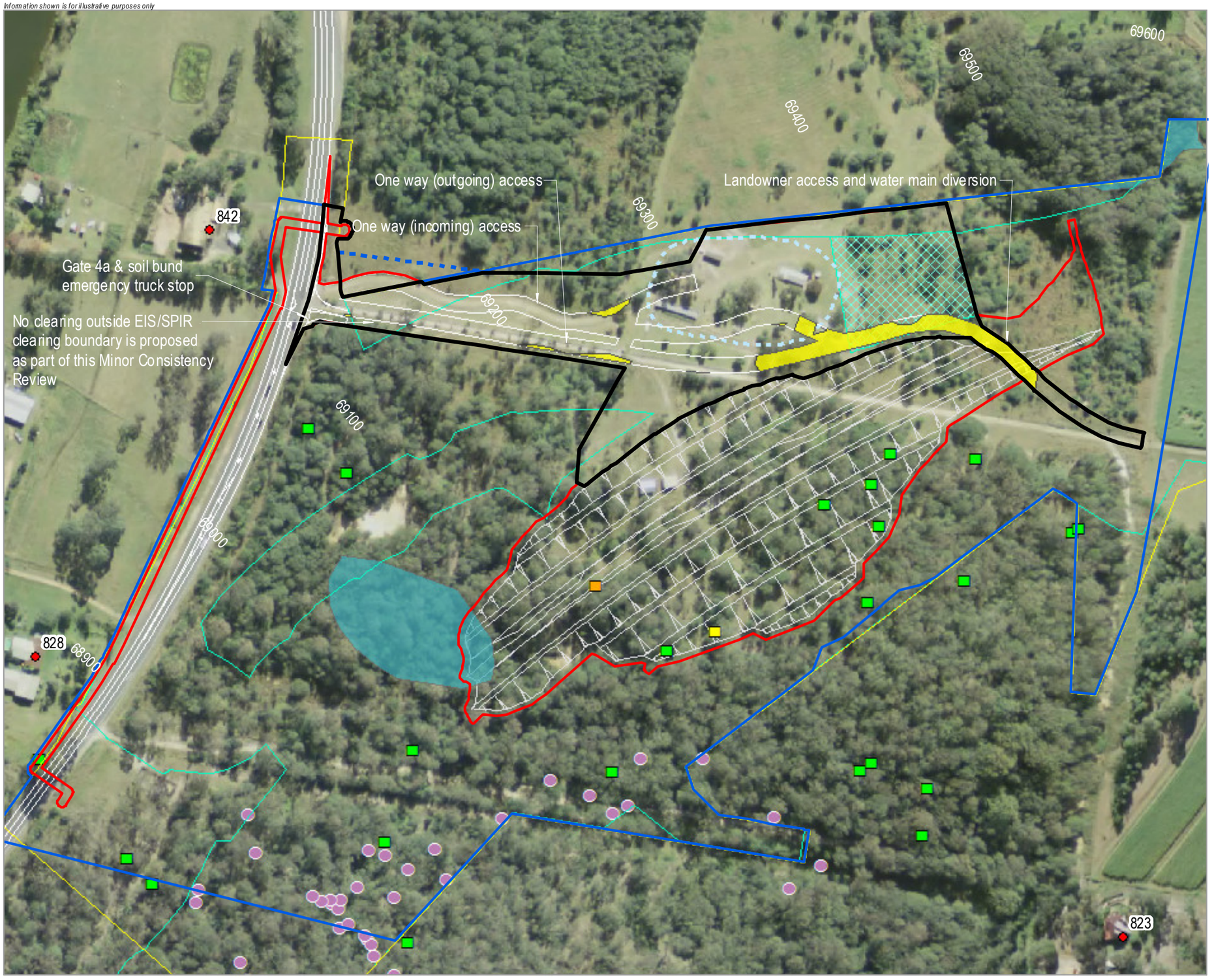
I agree with the recommendations of Matthew Stephens and approve carrying out the proposed activity in accordance with those recommendations.

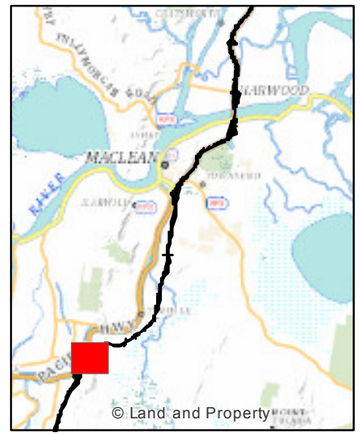
Approved	
Name	Scott Lawrence
Position	RMS Environmental Manager
Date	11/12/15

Appendix A
Sensitive area plan

Information shown is for illustrative purposes only

Drawn by: RE Checked by: GJM Reviewed by: DSA Date: 10/12/2015
Source of base data: Roads and Maritime Services





LEGEND

- Minor Consistency Review Study Area
- Approved Project Boundary V8
- EIS/SPIR Clearing Boundary
- Current EPL Premise Boundary
- Proposed EPL Premise Boundary
- Satellite Compound
- Stockpile area
- Noise sensitive receiver
- Hollow-bearing tree
- Potential hollow-bearing tree
- Termitaria hollow
- Sandstone rough-barked apple
- Swamp sclerophyll forest on coastal floodplains
- Forest Red Gum - Swamp Box of the clarence valley lowlands - For removal

Note:
This Assessment Only Covers Works within the Approved Project Boundary

No Clearing Outside the EIS/SPIR Clearing Boundary is Proposed

North

0 50

GeoLINK environmental management and design

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2536-1037

Appendix A
Illustration 1

Appendix B
Plates

Plate 1 – View looking east at the proposed satellite compound

Plate 2 – View looking north from the front of the proposed satellite compound

Plate 3 – View looking west (towards the Pacific Highway) along the access track (Jacaranda trees to be trimmed)

Appendix C
Pre-Construction Contamination Report

Pre-construction Land Condition Assessment

Early Works - Wave 1 and 3 (part) Woolgoolga to Ballina Pacific Highway Upgrade

Sites:

- **Satellite Compound (Ch 69300 to 69400)**

Section A: Project Information	
Project Name:	Early Works - Wave 1 and 3 (part) Woolgoolga to Ballina Pacific Highway Upgrade
RMS Project Manager:	Jeff Boylan, Pacific Complete
Construction Contractor:	Golding Contractors Pty Ltd
Construction Manager:	Rob Blyth
Proposed period of site occupation:	September 2015 to November 2016
Section B: Site Location	
Location and current land use of the site	Information attached: - Relevant sheet from Sensitive Area Plans showing site location - Lot and DP – Lot 14 DP 805843 - Current land use: Rural
Section C: Proposed Construction Activities for the Site	
Describe the construction activities that are proposed for the site.	Satellite site compound to provide amenities for workers and storage of equipment and materials. The intention is to use the existing house as a crib shed. New facilities that are likely to be provided at the site include fuel storage, additional amenities (e.g. portaloo), vehicle parking, and small containers for storage of minor items such as small power tools, cleaning products, oils, fuel cans for power tools and the like.
Section D: Planning Consent and Internal RMS Consent for Use of Site	
What planning permission has been obtained for the proposed construction activities? (E.g. EIS, REF, local council consent. Attach evidence of approval, consistency assessment)	The site is part of the Woolgoolga to Ballina project, which has state and federal government approval.
Did the Regional RMS Property section provide written consent for the site to be used for the proposed construction activities?	Not applicable – the site is within the project boundary of the W2B project.

Section E: Pre-Construction Site Inspection	
Date of site inspection:	1st September 2015
Name of consultant undertaking inspection:	Duncan Thomson
Position title:	Senior Environmental Engineer
Name of consulting company:	GeoLINK

Attach to this section of the report text descriptions, photographs and annotated site maps to describe the wastes and materials that exist on the site at the time of inspection. Site observations include the following:

- Pre-existing wastes on site (stockpiles, type of waste, where on the site is the waste located, estimated quantity)
- Existing materials stored on site
- Existing excavated areas
- Waterways running through the sites (comments and photographs of any dumped materials in waterways)
- Any other features that help establish the pre-construction land condition (e.g. obvious staining on the ground.

The site comprises a former rural property. The site is located on a ridge and generally slopes towards the north-east. There are no defined waterways or drainage lines on the site. Stormwater runoff would be via sheet flow across the site. The site is grassed with some trees.

The buildings and structures located on the site include:

- House (north-west portion of site) (refer to Plates 1 and 2)
- Kennels (south-west portion of site) (refer to Plates 3 to 8)
- Shed (north-east portion of site) (refer to Plates 9 to 12)
- Bird or reptile cages (south-east portion of site) (refer to Plates 14 to 16)

House:

The house is relatively small and basic. It appears to be in good condition, with no obvious signs of damage. The house is built on posts and the underneath of the house is relatively free of waste. A round concrete slab to the east of the house is likely to be the top of an underground septic tank (refer to Plate 18). To the north-east of the house is an area of reeds and sedges, which is assumed to be the disposal area of the septic system.

Kennels:

The kennels comprise a small brick building and cages constructed on a concrete slab. The brick building contains some minor waste, including foam boxes and a wooden pallet. The cages are constructed of various materials, including concrete, timber and corrugated metal sheeting. A fenced area is located to the south and east of the kennels, presumably to provide the animals with an area to run around. The fencing is typically chain mesh fencing with a combination of star pickets and timber posts. The fencing is in poor condition and the grass within the fenced area is overgrown.

Shed:

The shed is a typical farm shed with a concrete slab base, steel frame and corrugated metal walls and roof. The shed is in good condition. The inside of the shed is clear of debris and waste, except for half a dozen concrete blocks, a single sheet of corrugated steel and some rope. The shed has lighting, plumbing and an electric hot water system. Two lengths of PVC pipe are located on the ground immediately east of the shed.

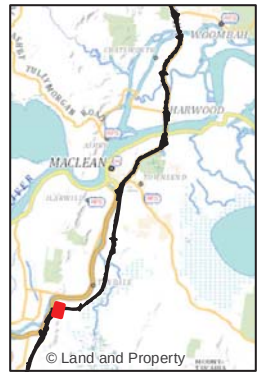
Bird or Reptile Cages:
The bird or reptile cages are simple structures with signs of wear and tear (e.g. loose / broken timbers). The cages are constructed of various materials, including timber, corrugated metal sheeting and chain mesh fencing. Numerous buckets and troughs (typically plastic) are located throughout the area. Several tyres are used to hold down some of the metal roof sheets. Other wastes in this located include metal sheeting, lengths of timber, bricks and about 20 timber logs.

Other items:

- Evidence of a fire (e.g. burning of vegetation waste) in south-west corner of site (refer to Plate 17).
- A small pile of rock rubble (approx. 2m x 2m x 1m) is located between the house and the kennels (refer to Plate 19).
- Two concrete slabs located to the south-west of the shed (refer to Plates 20 to 22).
- Small timber structure with metal sheet roofing located to the north-east of the shed (Plate 13).

Information shown is for illustrative purposes only

Drawn by: GJM Checked by: RE Reviewed by: DMT Date: 10/09/2015
Source of base data: Roads and Maritime Services



LEGEND

- Approximate extent of works
- Satellite compound
- Stockpile
- Approved Project Boundary draft v5 20150610
- Noise sensitive receiver
- Structure for pre-clearing inspection
- Hollow-bearing tree
- Potential hollow-bearing tree
- Termitaria hollow
- Possum drey
- PAD Aboriginal site
- EEC - Sub-tropical Coastal Floodplain Forest
- EEC - Swamp Sclerophyll Forest

Threatened flora

- Sandstone rough-barked apple

0 60

N

GeoLINK

2429-1037

Sensitive Area Plans

SHEET 3 OF 19

Plate 1 – House

Plate 2 – View of underneath of house

Plate 3 – Kennels

Plate 4 – Close up of kennels

Plate 5 – Small brick shed associated with kennels

Plate 6 – Inside of small brick shed associated with kennels

Plate 7 – Example of fencing and gates associated with kennels

Plate 8 – Example of fencing associated with kennels

Plate 9 - Shed

Plate 10 – Inside of eastern portion of shed

Plate 11 – Inside of western portion of shed

Plate 12 – Southern and eastern sides of shed

Plate 13 – Small timber structure located to north-east of shed

Plate 14 – Bird or reptile cages

Plate 15 – Close up of bird or reptile cages

Plate 16 – Southern edge of bird or reptile cages

Plate 17 – Evidence of fire at south-western corner of site

Plate 18 – Circular concrete slab assumed to be septic tank

Plate 19 – Rock rubble

Plate 20 – Concrete slabs to south-west of shed

Plate 21 – Concrete slabs to south-west of shed

Plate 22 – Concrete slabs to south-west of shed