



Have your say

Temporary asphalt batch plant between Maclean and Devils Pulpit

October 2018



New bridge over the Clarence River at Harwood

The Australian and NSW governments are jointly funding the Woolgoolga to Ballina Pacific Highway upgrade. Roads and Maritime Services, Pacific Complete and its contractor partners are working together to deliver the upgrade.

In this update

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- Asphalt supply between Tucabia and Devils Pulpit
- Identifying potential sites for a temporary asphalt batch plant
- Map of identified sites
- Community feedback and mitigation measures
- Have your say
- Next steps

Background

In July 2018, the project team started a review of the supply strategy for the manufacture and delivery of asphalt for the Woolgoolga to Ballina Pacific Highway upgrade.

The review to date has involved:

- Assessing how much asphalt will be used for the upgrade and when and where it is needed
- Reviewing the capacity of existing permanent asphalt batch plants and the need for temporary asphalt batch plants
- Identifying potential sites for temporary asphalt batch plants and developing a shortlist of possible sites
- Engaging with directly affected residents to seek their views on the shortlisted sites.

This update outlines the outcomes of our review so far, including the shortlisted locations for temporary asphalt batch plants between Maclean and Devils Pulpit. Community members are invited to provide feedback on the shortlisted locations by **Friday 9 November 2018**.

Asphalt supply between Tucabia and Devils Pulpit

More than 240,000 tonnes of asphalt is needed for the upgrade between Glenugie and Ballina.

Existing permanent batch plants in Ballina and Coffs Harbour are already engaged to supply the upgrade north of Devils Pulpit and south of Tucabia respectively. About 40 percent of all the asphalt needed for the upgrade will be supplied by these permanent batch plants.

Between Tucabia and Devils Pulpit, about 170,000 tonnes of asphalt will be needed between 2018 and 2020.

In reviewing the Asphalt Supply Strategy for this section of the upgrade, three options were considered:

1. Using existing permanent batch plants only
2. Using existing permanent batch plants and on-site temporary asphalt batch plant
3. Using two on-site temporary batch plants.

These options were then assessed against a number of technical requirements, including the quantities needed, timeframes for production and capacity of existing permanent batch plants.

Due to peak production requirements and considering safety, program and cost, the project team's assessment determined two temporary batch plants are needed to supply asphalt for the upgrade between Tucabia and Devils Pulpit.

From the review, the project team has identified:

- One temporary batch plant is needed to supply asphalt between Maclean and Devils Pulpit
- One temporary batch plant is needed to supply asphalt between Tucabia and Maclean.

Identifying and assessing sites between Maclean and Devils Pulpit is well progressed. Work to mobilise the preferred site will need to start before the end of 2018 with asphalt supply required from January 2019.

A temporary asphalt batch plant between Glenugie and Maclean will need to be mobilised in the first quarter of 2019. We are continuing to identify and assess possible locations and will update the community in the coming months once shortlisted sites are confirmed.



15,000 tonnes of asphalt per month to build the upgrade

How possible sites were identified

Several factors were considered in identifying possible locations.

Sites between Maclean and Devils Pulpit have been assessed against the Minister's Conditions of Approval which outline strict requirements for managing the project's construction impact.

Technical requirements

- Traffic impacts and access arrangements, including access to the highway
- Haulage distances
- Available land (at least one hectare needed)
- Available capacity of batch plant and guaranteed supply
- Proximity to the upgrade.

Environmental factors

- Compliance with the project's Conditions of Approval
- Key environmental considerations including flooding, drainage and air quality
- Potential impacts to threatened species and endangered ecological communities
- Ability to mitigate environmental impacts identified.

Community impacts

- Distance to properties
- Key concerns raised by community members as part of consultation for the proposed temporary asphalt batch plant near Woombah
- Ability to mitigate impacts to the community.

This information has been used to inform how we will supply asphalt for this section of the upgrade as well as considering safety, program and cost.

Fast facts

- The standard production capacity of a batch plant is about 15,000 tonnes of asphalt per month
- About 75,000 tonnes of asphalt will be needed between Tucabia and Devils Pulpit during peak demand from May to July 2019
- Asphalt batch plants emit very low levels of emissions which do not pose a risk to the health or safety of workers or nearby residents
- The amount of asphalt each temporary batch plant will produce will depend on project requirements and staging of work.

Why some sites were shortlisted

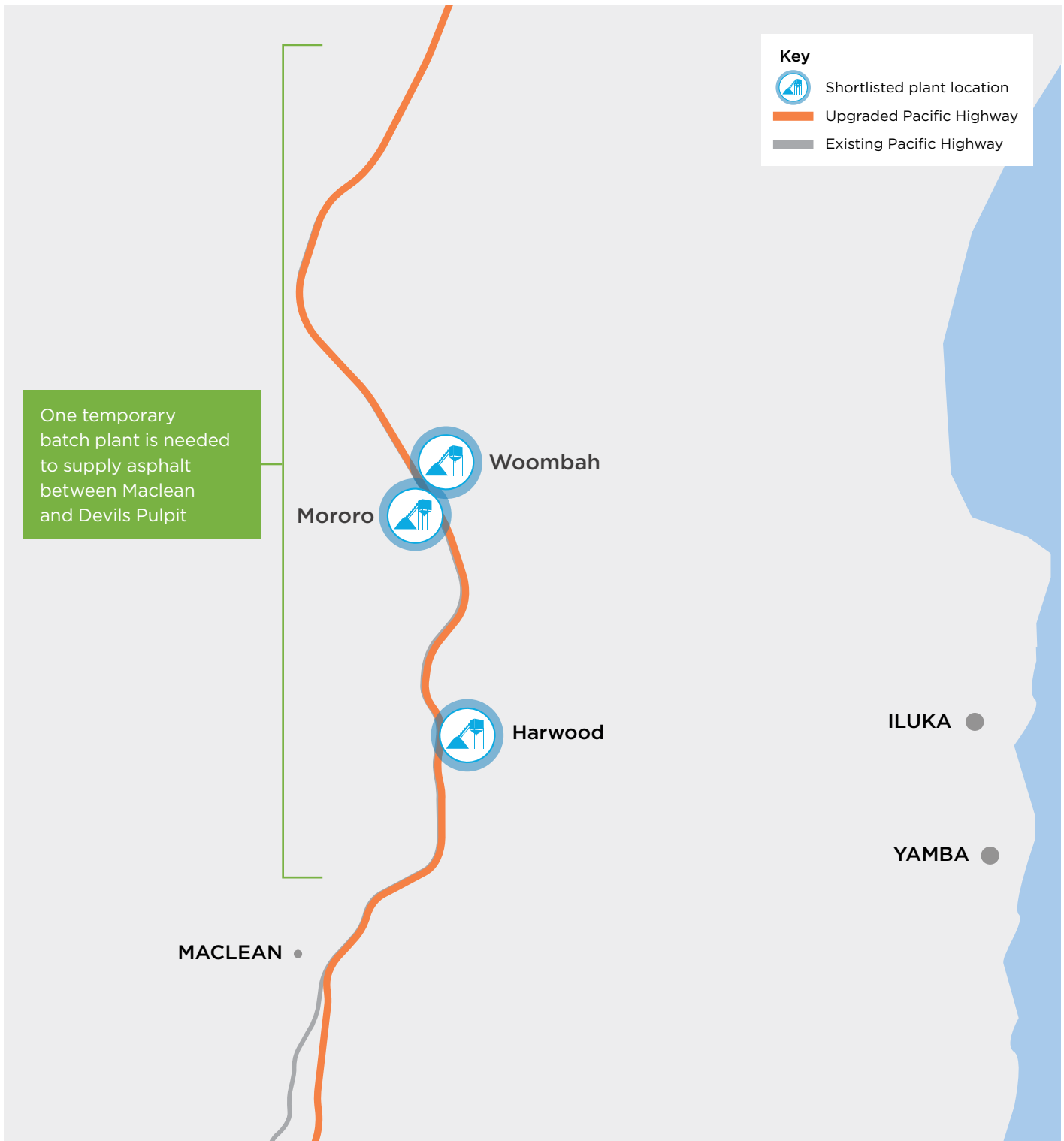
All eight locations identified as possible sites were assessed against the Minister's Conditions of Approval.

Following the review, three sites were identified as best meeting the assessment criteria to supply asphalt between Maclean and Devils Pulpit because they:

- Satisfied all or most of the technical requirements
- Met all or most of the requirements under the Minister's Conditions of Approval or impacts were able to be mitigated
- Either have existing access to the highway or have capacity for intersections to be upgraded.

We are seeking your feedback on the three possible sites. The preferred site will then be progressed to the Department of Planning and Environment's independent Environmental Representative for consideration and approval.

Identified locations for temporary asphalt batch plants



Community feedback

Roads and Maritime appreciates community feedback. All feedback received to date has been considered in the review of asphalt supply between Tucabia and Devils Pulpit and has informed our decision-making for the shortlisted sites.

We have provided a table which outlines the key matters raised and the measures we will use to mitigate these concerns.

Summary of community concerns	Mitigation measures
<p>Traffic and safety:</p> <ul style="list-style-type: none"> • Increase in the number of light and heavy vehicles • Increasing interaction between construction vehicles and local traffic • Safety of intersections where construction vehicles access the highway • Intersection capacity and potential for increased congestion. 	<p>To ensure access to the temporary batch plant site meets safety requirements, traffic arrangements would be site-specific and may include:</p> <ul style="list-style-type: none"> • Creating a separate construction vehicle only access • Minimising interactions between local and through traffic and construction heavy vehicles • Reducing the speed limits at accesses • Implementing traffic safety initiatives. <p>We have provided maps to show the proposed traffic arrangements for the shortlisted sites. More information about safety initiatives for construction access is provided on the next page.</p>
<p>Air quality:</p> <ul style="list-style-type: none"> • Potential emissions from plant and equipment, odours and dust • Dust from batch plant operation and haulage routes • Potential impacts to health from batch plant operations. 	<p>Temporary asphalt batch plants for the Woolgoolga to Ballina upgrade will be built to stringent standards which are regulated by the NSW Environment Protection Agency.</p> <p>Independent air quality and odour specialists have been engaged to assess the potential impacts and will prepare an air quality impact assessment for the chosen site.</p> <p>To manage air quality impacts at temporary asphalt batch plants, the project team will:</p> <ul style="list-style-type: none"> • Install and maintain particulate extraction equipment • Maintain bitumen products at the lowest possible temperature • Ensure that machinery meets industry standards • Monitor and spray water on aggregate stockpiles to minimise dust. <p>The project team will regularly monitor the air quality around the plants to ensure compliance with legislation, air emission standards and the conditions of the project's Environment Protection Licence.</p>
<p>Noise and vibration from batch plant operation and vehicle movements</p>	<p>Independent acoustic specialists have been engaged to assess the potential noise and vibration impacts from construction and operation of a temporary batch plant. Initial assessments indicate that noise and vibration levels would be within the limits set out by the NSW Environment Protection Agency and the project's Environment Protection Licence.</p> <p>Noise and vibration monitoring would be carried out to ensure they are within the allowable limits.</p> <p>Construction and operation of a temporary asphalt batch plant will be carried out in accordance with the project's Construction Noise and Vibration Management Plan.</p>

Summary of community concerns	Mitigation measures
<p>Water management:</p> <ul style="list-style-type: none"> • Effect of batch plant on the quality of ground water in immediate areas • Ground water being taken for batch plant operations • Disposal of contaminated sediment from erosion control ponds • Management of run off from site into adjacent waterways and flooding. 	<p>The project's Conditions of Approval outline strict requirements for the management and mitigation of flooding. Detailed flood modelling has been completed for all identified sites as part our assessment to make sure the project's flood impact objectives have been met.</p> <p>Groundwater management and erosion and sediment controls would be implemented in accordance with the project's Construction Environment Management Plan.</p>
<p>Flora and fauna</p>	<p>All identified sites have undergone a biodiversity assessment by an ecologist to ensure potential impacts to flora and fauna can be mitigated.</p> <p>Construction and operation of a temporary batch plant would be carried out in line with the project's Construction Environment Management Plan to ensure that impacts to environmentally sensitive areas are minimised.</p>
<p>Work outside normal construction hours</p>	<p>Most activities for the construction and operation of temporary asphalt batch plants will be done during normal work hours (from 7am to 6pm between Monday and Friday and 8am to 5pm on Saturday).</p> <p>Some work would be done outside normal hours:</p> <ul style="list-style-type: none"> • Starting operation from 6am to maximise asphalt production • Supplying asphalt during night work, such as traffic changes. <p>All activities would be carried out in line with the project's out of hours work procedure and impacted residents would be notified before work starts.</p>
<p>Hazardous materials and emergency management</p>	<p>All dangerous goods and substances will be stored and used in accordance with the Australian Standard (AS1940).</p> <p>Emergency management plans are in place for situations that may include:</p> <ul style="list-style-type: none"> • Personal injury • Plant and equipment related emergencies • Natural events including flood and fire • Environmental events including those involving hazardous materials. <p>The project team ensures that all contractors working on the upgrade have an emergency management plan relating to their work, which is trialled and tested regularly. Fatal and severe risk reviews are also used to proactively plan and manage working environments to avoid emergency situations.</p>

Safety initiatives for managing construction access

Yellow line marking may replace existing white road markings on the Pacific Highway to alert motorists to changed conditions such as reduced speed limits or workers and machinery nearby.

Electronic message signs will be used to deliver information to road users about the area they are travelling through.

Radar-activated speed signs will be installed to remind motorists of their speed.

Variable speed limit signs will be used so speed limits can be changed quickly and easily, reducing delays for motorists and improving safety for workers

Reduced speed limits where necessary to improve safety near construction access roads.

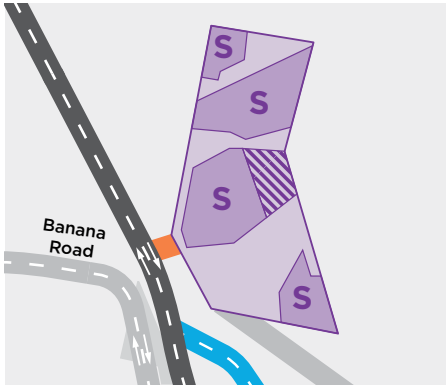
Monitoring road safety

We continually monitor and review the changes we have made to the road. Some of the ways we do this include:

- Auditing road safety before and after we switch traffic onto new or upgraded roads
- Video audits
- Traffic control queue management
- Weekly traffic control work site audits
- Traffic management awareness and training workshops for staff and contractors.

Shortlisted sites – Maclean to Devils Pulpit

Woombah



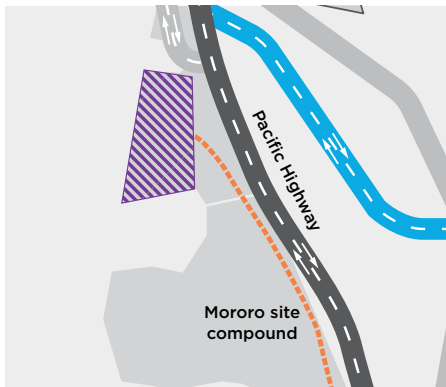
Benefits:

- ✓ Meets all the criteria in the Minister's Conditions of Approval
 - B73 Ancillary Facilities with no additional mitigation measures needed
- ✓ Out of the flood plain and has a 1 in 100 year flood immunity
- ✓ Nearest residence is more than 500 metres from the site boundary
- ✓ Screened by vegetation around the whole site
- ✓ No vegetation removal required
- ✓ No direct impacts to environmentally sensitive areas
- ✓ Area is within the approved project boundary and Environment Protection Licence boundary.

Constraints:

- Dedicated construction access would need to be built to minimise interaction with traffic on local roads to mitigate community concerns.

Mororo



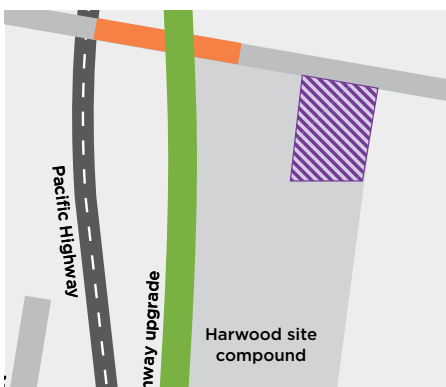
Benefits:

- ✓ Partially meets all the criteria in the Minister's Conditions of Approval
 - B73 Ancillary Facilities, but the impacts can be mitigated through additional measures
- ✓ Nearest residence is more than 550 metres from the site boundary and is separated by the existing Pacific Highway
- ✓ Access to the highway available through an existing fully functional intersection
- ✓ Area is within the approved project boundary and Environment Protection Licence boundary
- ✓ No additional vegetation removal required.

Constraints:

- Additional requirements for drainage and erosion and sediment controls due to manmade clean water diversion drain within 50 metres of the site
- Site is within 50 metres of sensitive ecological environments including koala and green-thighed frog habitat.

Harwood

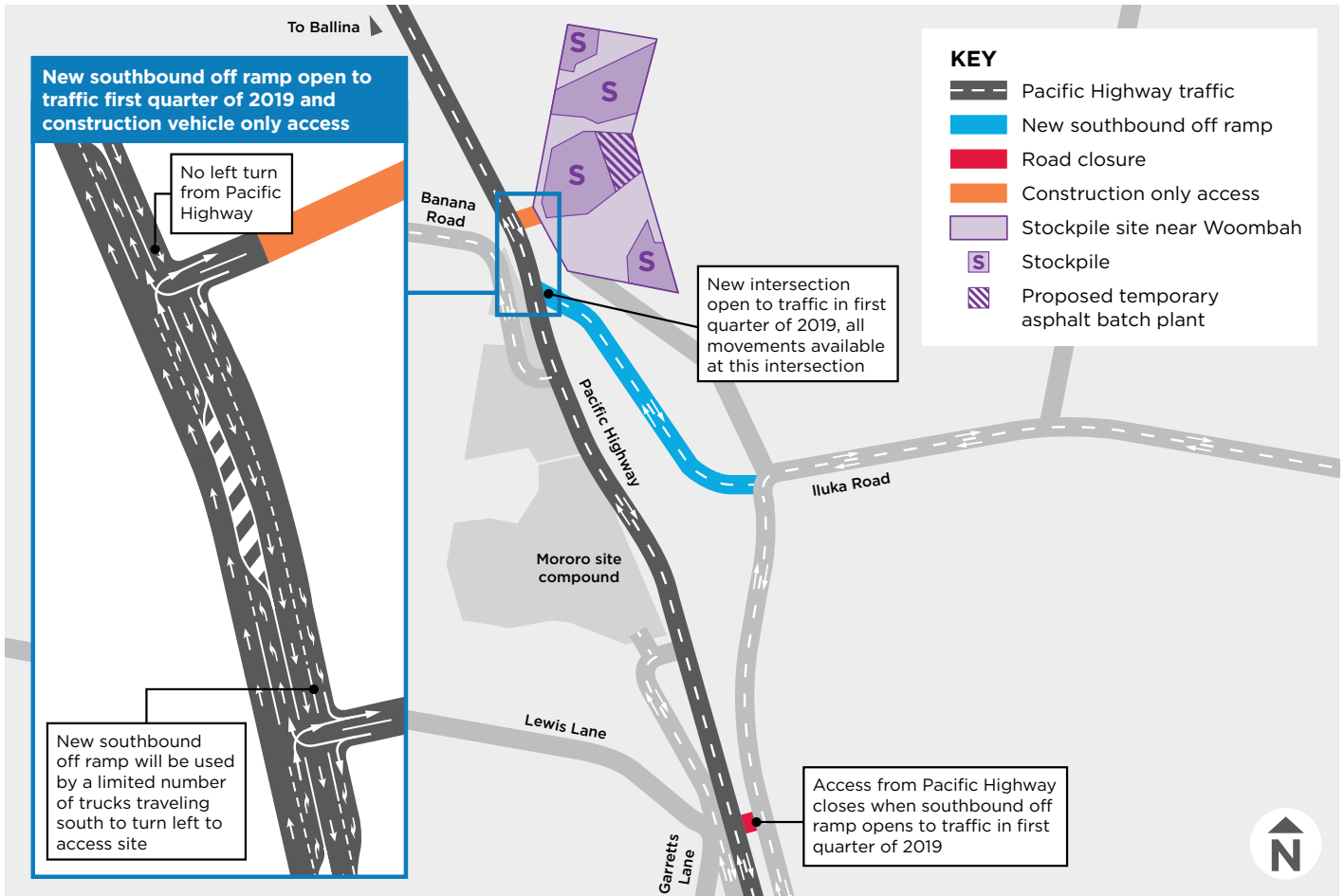


Benefits:

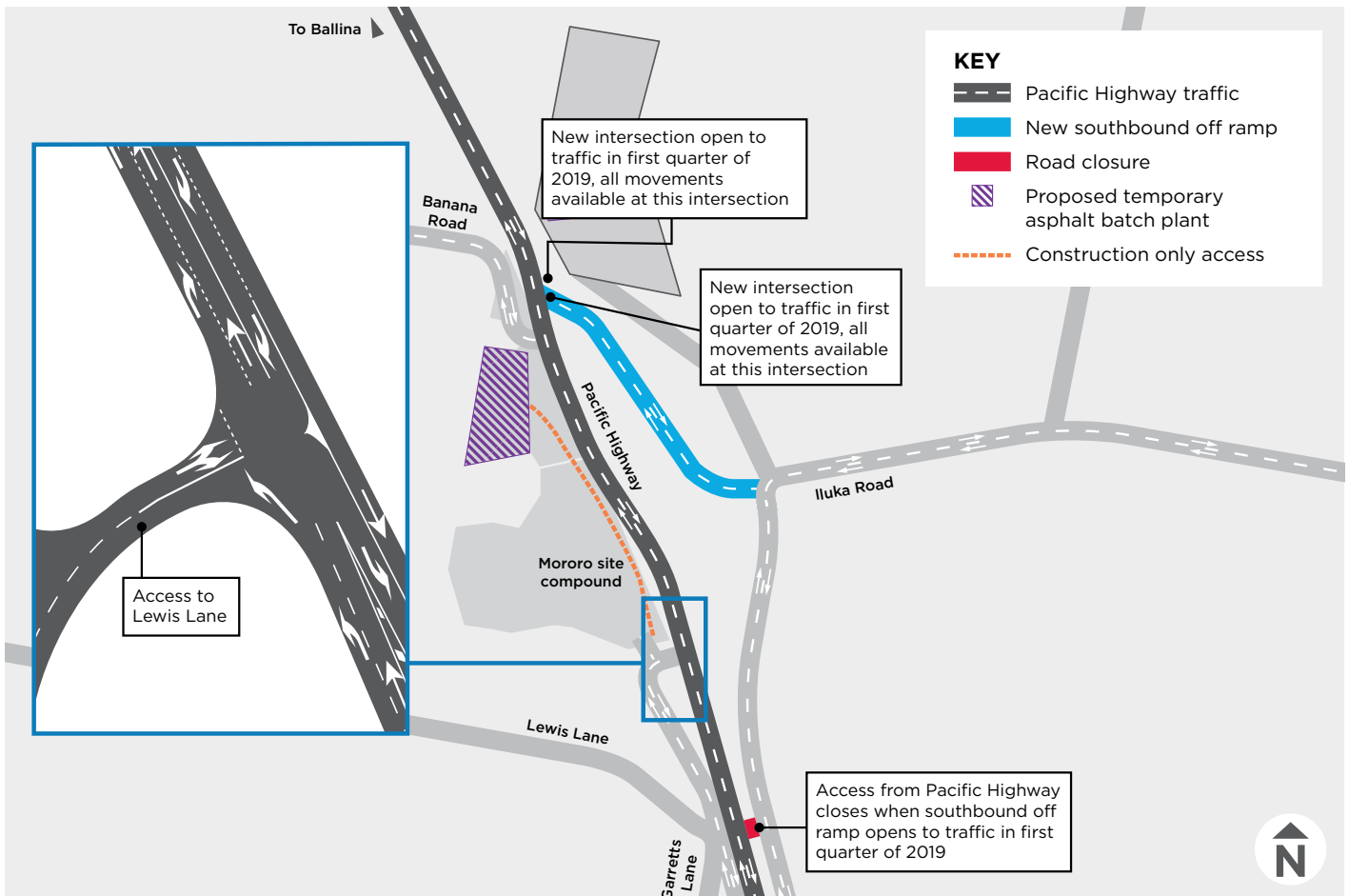
- ✓ Partially meets all the criteria in the Minister's Conditions of Approval
 - B73 Ancillary Facilities, but the impacts can be mitigated through additional measures
- ✓ Located within the previously established site for construction of the new bridge over the Clarence River at Harwood, which is being demolished
- ✓ Nearest residences are more than 300 metres from the site and are separated by the existing Pacific Highway and local roads
- ✓ Area is within the approved project boundary and Environment Protection Licence boundary
- ✓ No additional vegetation removal required
- ✓ Site already established with a 1 in 20 flooding immunity
- ✓ No upgrades to intersections required
- ✓ Construction traffic can use dedicated access
- ✓ Potential to haul asphalt within the corridor until late 2019 minimising interactions between public and construction vehicles.

Traffic and access arrangements for shortlisted sites

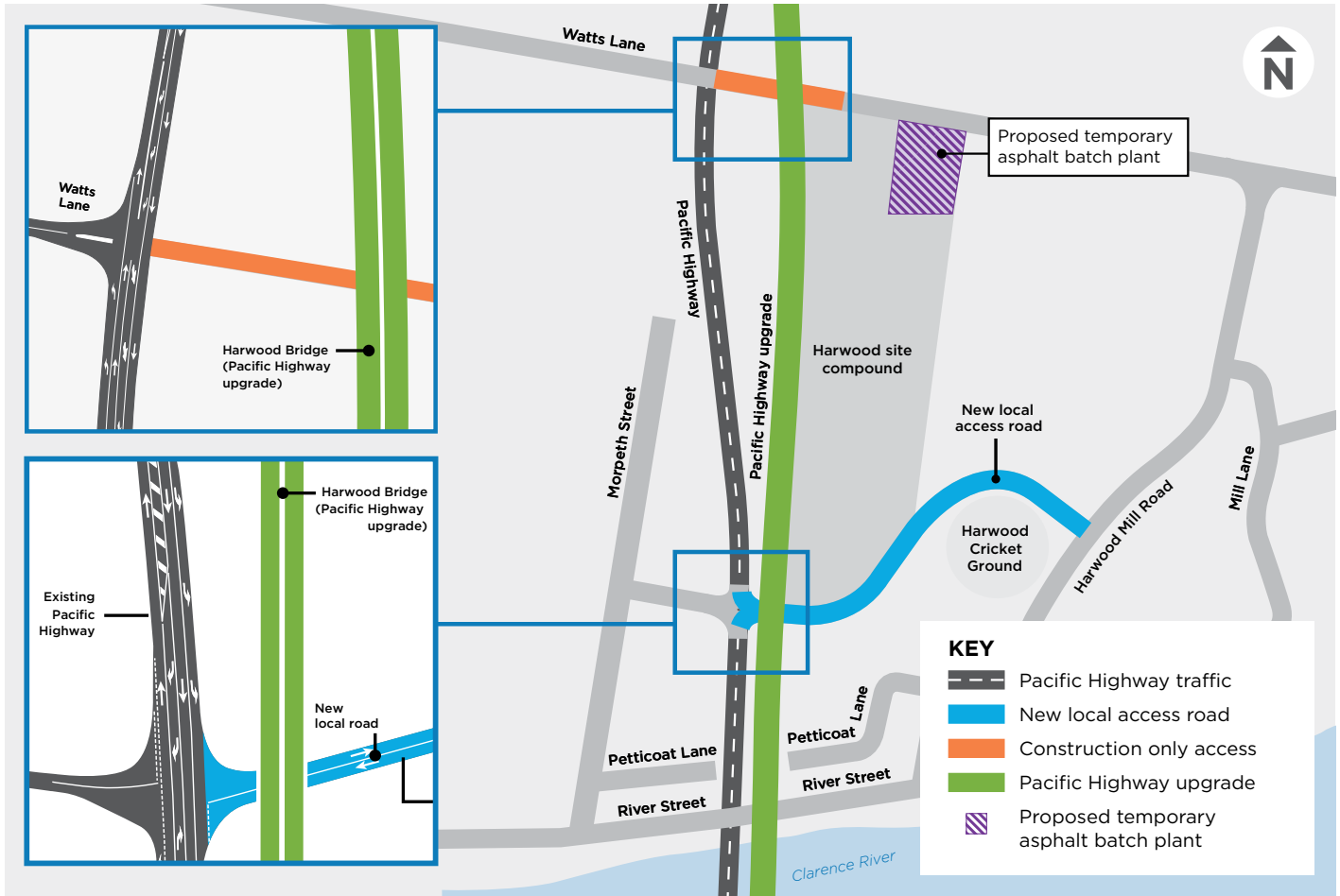
Proposed construction access for Woombah site



Construction access for Mororo site no change



Proposed construction access for Harwood site



What does an asphalt batch plant look like?



Temporary asphalt batch plant for the Warrell Creek to Nambucca Heads section of the Pacific Highway upgrade

Have your say

We are seeking your feedback on the proposed building and operation of a temporary asphalt batch between Maclean and Devils Pulpit. The feedback period closes on **Friday 9 November 2018**.

We have provided a feedback form on the back page. This can be sent to the project team at:



W2B@pacificcomplete.com.au



PO Box 546, Grafton NSW 2460

Information sessions

We will be hosting drop-in sessions for the community to meet with the project team and ask questions.

There will be no formal presentation, so please drop in any time:

Saturday 3 November, 12 noon to 2pm

Woombah Recreational Reserve
Middle Street, Woombah

Monday 5 November, 5pm to 7pm

Mororo site compound
Gate 95.1, Pacific Highway, Mororo

Tuesday 6 November, 5pm to 7pm

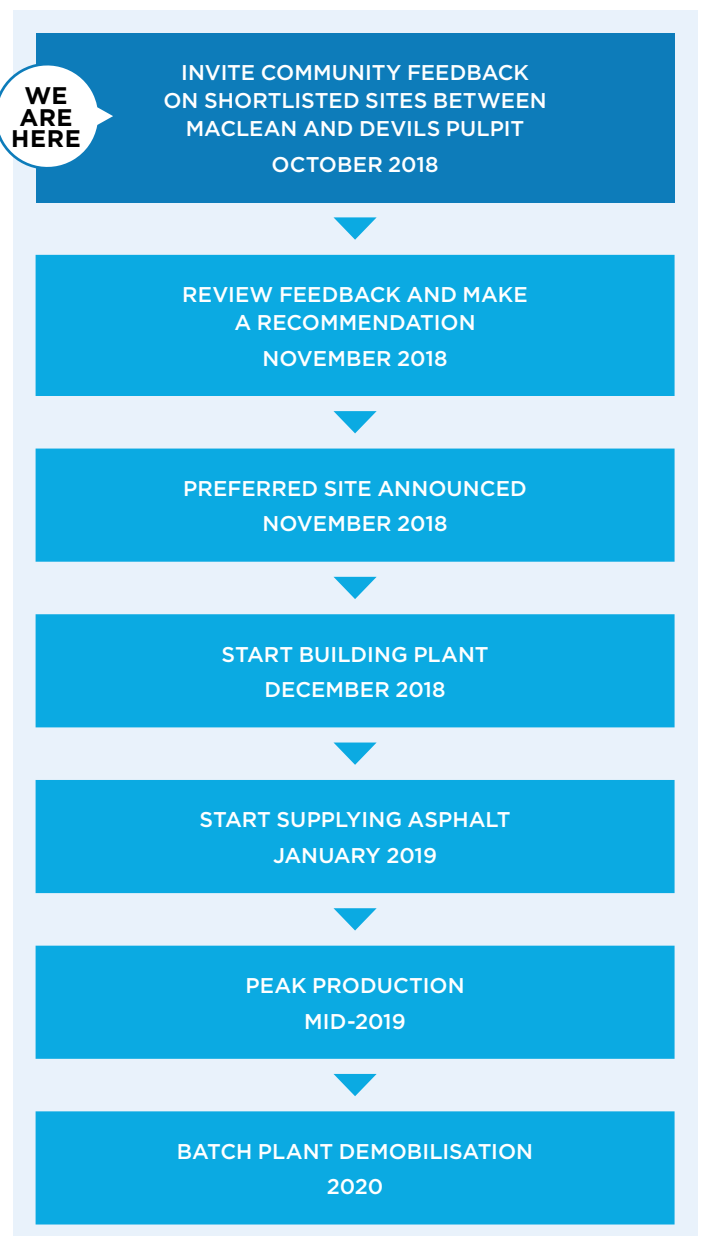
Harwood Community Hall
River Street, Harwood

Next steps

After the consultation period closes, the project team will consider community feedback as part of the environmental assessment of the proposal for a temporary asphalt batch plant.

The assessment of the proposed site will also include, but not be limited to, further consideration of environmental and traffic impacts. The site assessment will be provided to the Department of Planning and Environment's independent Environmental Representative for consideration and approval.

We will provide more information to local residents before work starts to build the batch plant, including working hours and what to expect during construction.




How to produce asphalt

Batch plants are facilities where raw materials are brought in and mixed together to produce asphalt. The asphalt is then loaded into trucks and transported to site for use.

The batch plant is made up of different parts including an aggregate hopper, silo, mixing drum, filters and a conveyor. The modern modular design of the proposed temporary asphalt plant is small and easy to assemble which reduces construction timeframes and impacts.

The batch plant will be removed at the end of the project and the land it is located on will be restored.



**WOOLGOOLGA
TO BALLINA
UPGRADE**

Get home safely

**Plan
Awareness
Caution**

For more information,
visit rms.nsw.gov.au/w2b



131 450

If you need help understanding this information, please contact the Translating and Interpreting Service on **131 450** and ask them to call us on **1800 778 900**.

Contact us

Have a question or just want to chat to someone about the project?
Contact us any time:



1800 778 900 (toll free)



W2B@pacificcomplete.com.au



www.rms.nsw.gov.au/w2b



PO Box 546, Grafton NSW 2460



Roads and Maritime Pacific Highway office
21 Prince Street, Grafton NSW 2460

October 2018

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Woolgoolga to Ballina Pacific Highway upgrade

Have your say – Shortlisted locations for a temporary asphalt batch plant between Maclean and Devils Pulpit

Roads and Maritime Services invites you to have your say on the shortlisted locations for temporary asphalt batch plants between Maclean and Devils Pulpit. All contact details will remain confidential and will only be used to keep you informed about the project.

Name

Address

Postcode

State

Phone number

Email address

Would you like to receive project updates? Email: Yes No SMS: Yes No

After reviewing the information provided (please tick one):

I do not support a temporary asphalt batch plant in my area

I support a temporary asphalt batch plant in my area

Please provide feedback on the shortlisted locations

Harwood

I do not support I support If my concerns can be addressed, I support

Please explain your concerns:

Mororo

I do not support I support If my concerns can be addressed, I support

Please explain your concerns:

Woombah

I do not support I support If my concerns can be addressed, I support

Please explain your concerns:

Thank you for completing this feedback form.

If you would like more information or have a question about the project, please call the toll free community information line on 1800 778 900 or email W2B@pacificcomplete.com.au

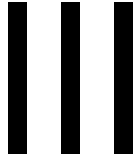


To mail this feedback form fold along the dotted line and seal with clear tape.
Mail your completed form (no stamp required) to address below.

Fold here first

Delivery Address:
PO Box 546
GRAFTON NSW 2460

No stamp required
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Woolgoolga to Ballina upgrade
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