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## **Woolgoolga to Ballina Pacific Highway upgrade**

### **Tyndale borrow site community consultation report**

October 2017



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## Executive summary

The Woolgoolga to Ballina Pacific Highway upgrade will duplicate 155 kilometres to four lane divided road from about six kilometres north of Woolgoolga (north of Coffs Harbour) to about six kilometres south of Ballina.

Roads and Maritime Services has engaged Pacific Complete, comprising Laing O'Rourke and WSP, to partner with the Pacific Highway Project Office to deliver the upgrade.

The Woolgoolga to Ballina project team invited the community and stakeholders to provide feedback from Thursday 14 April 2016 to Tuesday 26 April 2016 on a proposal to use the Tyndale borrow site.

Consultation activities during this time included:

- Distributing a letter and feedback form to about 40 residents within Tyndale
- A community information session at Tyndale on Tuesday 12 April attended by about 23 people.

We received feedback from seven people. Of the feedback received five respondents objected to the proposal and two were in favor of it.

Key matters raised included blasting, legacy, use of local roads, potential damage to private property and the environment, funding and social amenity.

Responses to key matters raised will be provided directly to the people who made comments and is also included in this report which will be made available to the public.

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

All feedback was submitted to the NSW Department of Planning and Environment as part of the Tyndale Borrow Site Management Plan.

The Woolgoolga to Ballina project team has decided to proceed with the proposal to use the Tyndale borrow site.

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

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## 1. Introduction

The Australian and NSW governments are jointly funding the \$4.36 billion Woolgoolga to Ballina Pacific Highway upgrade. Roads and Maritime Services Pacific Highway Project Office and Pacific Complete are working together to deliver the project. The Woolgoolga to Ballina project will upgrade 155 kilometres of road to dual carriageway.

When complete, the project will:

- Reduce the overall length from 180 kilometres to 167 kilometres, saving about 13 kilometres in travel distance
- Allow for a higher posted speed limit of up to 110 kilometres/hour
- Reduce travel time from 130 minutes to about 105 minutes, saving 25 minutes
- Reduce crash rates by an expected 27 percent due to divided carriageways
- Improve travel reliability through better flood immunity, fewer incidents and more readily available alternative routes.

The Tyndale borrow site is a privately owned quarry decommissioned about 15 years ago. The Tyndale borrow site has been identified as an ancillary facility, close to the project site, where materials can be extracted and used to build the project.

Using material from this site to build the project will reduce travel distances and the number of trucks on the existing highway, improving safety and efficiency for all road users. It will also allow us to reduce the number of controlled blasts behind more densely populated areas in Tyndale.

Activities at the Tyndale borrow site will include:

- Removing vegetation
- Installing environmental controls and site security including fencing
- Installing a small site office and staff amenities
- Operating the site for about three years and removing materials
- Rehabilitating the site.

During operation at the Tyndale borrow site, drilling and blasting will occur to remove about 270,000 cubic metres of rock. The material will be crushed on site and moved to other areas of the project by trucks.

We expect about 120 truck movements per day during peak building times. All trucks will enter and leave the project alignment from the new intersection built about 470 metres north of Tyndale Village. This access point will be for construction vehicles only.

During April 2016 feedback was sought from the community and stakeholders on a proposal to re-open and extract materials from the site. This feedback was included in an assessment of the site which was submitted for approval to the Department of Planning and Environment. The proposal to source building materials for the project from the Tyndale site was approved by the Department on 5 August 2016.

The Tyndale borrow site was identified and assessed for use throughout the Woolgoolga to Ballina project. It is currently planned to extract materials from this site to build sections of the new road between Maclean to Devils Pulpit.

## **2. Consultation approach**

### **2.1. Consultation objectives**

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

- Inform the community about the proposal to extract material from the site
- Seek comment, feedback, ideas and suggestions for the Woolgoolga to Ballina project team to consider in the Tyndale borrow site management plan prior to submission to the Department.

### **2.2. How consultation was done**

The local community was encouraged to provide feedback in person or via mail, email or phone. Consultation was carried out from Thursday 14 April 2016 to Tuesday 26 April 2016.

The letter and feedback form were distributed by letterbox drop to more than 40 residents within Tyndale.

The community were invited to attend a community information session at Tyndale on Tuesday 12 April 2016 from 6pm to 7.30pm. This session aimed to provide an update on the Woolgoolga to Ballina upgrade and an opportunity for residents and business owners to learn more about the project, ask questions and provide feedback. The information session included a short presentation followed by an update from the project team about upcoming work activities.

The Tyndale borrow site proposal was raised at this meeting and copies of the letter and feedback form were provided. This session was attended by 23 people.

## **3. Consultation summary**

### **3.1. Overview**

We received comments from seven people. Six feedback forms were received (from five people) and two stakeholders provided feedback verbally. Five people objected to the proposal and two were in favour of it.

Key matters raised included blasting, legacy, use of local roads, potential damage to private property and the environment, funding and social amenity.

Table 1 outlines the feedback received and the project team's responses.

### **3.2. Feedback and Roads and Maritime's responses**

The Woolgoolga to Ballina project team has provided responses to all feedback received on this proposal. All comments have been considered to help the Woolgoolga to Ballina team make decisions on this proposal.

**Table 1 – Community and stakeholder feedback**

| Category        | Matters raised  | Response  |
|-----------------|---|---|
| <b>Legacy</b>   | Indicate history of subsidence as a result of previous quarry operation   | Environmental representatives from the project team carried out a site inspection with the community member regarding this matter. The team determined the incident was related to the overflow of water from a dam at the top of Bondi Hill. During the event the dam wall failed. Measures have been put in place to prevent further impacts. This dam is not related to the operation of the borrow site.  |
|                 | Indicate borrow site's use has caused environmental damage in the past  | <p>The borrow site will be governed by the environmental management requirements outlined in the approval documents for the Woolgoolga to Ballina upgrade and the site will be operated in accordance with regulations, guidelines and legislation applicable to the operation of the site.</p> <p>Specifically, our activities at the borrow site are required to be carried out in accordance with the project's approved Construction Environmental Management Plan (and its associated sub plans), a site specific borrow site management plan and our Environment Protection Licence issued by the NSW Environmental Protection Authority.</p> |
|                 | Objects to the reopening of the borrow site as reason for initial closure still stands  | <p>The borrow site will be governed by the environmental management requirements outlined in the project's approval documents for the Woolgoolga to Ballina upgrade and the site will be operated in accordance with regulations, guidelines and legislation.</p> <p>Our activities at the borrow site are required to be carried out in accordance with the project's approved Construction Environmental Management Plan (and its associated sub plans), a site specific borrow site management plan and our Environment Protection Licence issued by the NSW Environmental Protection Authority.</p>   |
|                 | Objects to the reopening of the borrow site as attempts to reopen the site previously had been rejected by the NSW Land and Environment Court | <p>Roads and Maritime sought approval for the use of the Tyndale borrow site through the Department of Planning and Environment.</p> <p>The project team will carry out activities safely at the proposed borrow site so that they do not pose a risk to property, people or the environment. All activities at the borrow site will be carried in accordance with the project's approved Construction Environmental Management Plan (and its associated sub plans), a site specific borrow site management plan and the project's Environment Protection Licence issued by the NSW Environmental Protection Authority.</p>                         |
| <b>Blasting</b> | Concerned blasting may result in subsidence   | <p>Blasting activities are managed, controlled and monitored by processes as detailed in the project's approved Pacific Complete Construction Environmental Management Plan (including the Construction Noise and Vibration Management Plan).</p> <p>Limits for noise and vibration associated with blasting</p>  |
|                 | Concerned debris from blasting may incur damage to person or property   |   |

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|  |  | <p>have been set by the Department of Planning and Environment in the project's approval and the project's Environment Protection Licence issued by the NSW Environmental Protection Authority.</p> <p>Blasting at the proposed borrow site will be carried out by an appropriately qualified and experienced blasting contractor. All blasts will be planned and monitored to ensure compliance with the project's noise and vibration management plan and conditions of approval.</p>   |
|  | <p>Indicates blasting would incur damage to mental health</p>                                  | <p>We have strict environmental controls for managing noise and vibration. The blast design and modelling work carried out considers the location of controlled blasts, ground conditions and nearby residents.</p> <p>Exclusion zones will be in place during each controlled blast, including the Pacific Highway and some local roads. There will be minimal noise and vibration effects outside the exclusion areas.</p> <p>We will provide advance notice of all controlled blasting activities, road closures and changes to dates and times on electronic message boards and the project website. Where required, 'blast mats' (made of thick shock absorbing rubber) or other similar measures may be used to minimise material becoming airborne.</p> <p>If you live within the controlled blast affected zones we will contact you to explain the process and to agree safety procedures.</p> <p>This notification process will provide residents with prior notice of any blasting to assist in alleviating concerns. All properties within 500 metres of a blast location will be offered a property condition survey. This survey will be carried out before work starts and includes an inspection of the interior and exterior of the property. In the unlikely event damage occurs to property, this survey can help demonstrate if this was the result of the project.</p> |
|  | <p>Suggests borrow site reopening and subsequent blasting may result in damage to property</p> | <p>The Woolgoolga to Ballina project team is committed to carrying out activities at the proposed borrow site so that they do not pose a risk to property, people or the environment.</p> <p>Blasting activities are managed, controlled and monitored by processes as detailed in the project's approved Construction Environmental Management Plan (including the Construction Noise and Vibration Management Plan).</p> <p>Limits for noise and vibration associated with blasting have been set by the Department in the project's approval and the project's Environment Protection Licence issued by the NSW Environmental Protection Authority.</p> <p>Blasting at the proposed borrow site will be carried out by an appropriately qualified and experienced blasting contractor. All</p>   |



|                       |   |  |
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|                       |   | <p>blasts will be planned and monitored to ensure compliance with the noise and vibration limits.</p> <p>All properties within 500 metres of a blast location will be offered a property condition survey. This survey would be carried out before work starts and includes an inspection of the interior and exterior of the property. In the unlikely event damage occurs to property, this survey can help demonstrate if this was the result of the project.</p>   |
| <b>Damage</b>         | Suggest borrow site's reopening would result in environmental damage.           | <p>The Woolgoolga to Ballina project team is committed to carrying out activities at the proposed borrow site so that they do not pose a risk to property, people or the environment.</p>  |
|                       | Indicate borrow site's use would result in damage to property and surroundings. | <p>Roads and Maritime and the project team are committed to protecting the surrounding environment during the establishment, operation and decommissioning of this borrow site. The management plan for the site has assessed the environmental impacts and has concluded the impacts are considered to be in accordance with those approved under the Woolgoolga to Ballina upgrade.</p> <p>Our activities at the borrow site are required to be carried out in accordance with the project's approved Construction Environmental Management Plan (and its associated sub plans), a site specific borrow site management plan and our Environment Protection Licence issued by the NSW Environmental Protection Authority.</p>  |
| <b>Funding</b>        | Indicate the proposal is a poor use of Government funding                       | <p>The Tyndale borrow site will provide the project with Kangaroo Creek sandstone, which is suitable for the construction of the new road. The project team has determined opening the borrow site is a more economical option than purchasing the required material from existing quarries and transporting it for use on the project.</p> <p>The use of the proposed borrow site provides an efficient and economical use of government funds.</p>   |
| <b>Social amenity</b> | Indicates use of borrow site would disrupt lifestyle                            | <p>The borrow site itself is located more than 450 metres from the closest receiver. The site will be accessed from the Pacific Highway via the construction corridor, north of the main town centre of Tyndale, and then onto the modified existing borrow site access track. Incidental traffic may use Sheehy's Lane until the new access from the Pacific Highway is constructed, however this will not include heavy vehicles.</p> <p>The project team's activities at the borrow site are required to be carried out in accordance with the project's approved Construction Environmental Management Plan (and its associated sub plans), a site specific borrow site management plan and our Environment Protection Licence issued by the NSW Environmental Protection Authority.</p> |
| <b>Local roads</b>    | Concerned Sheehy's Lane will be used for haulage of materials from borrow site  | <p>The proposed borrow site will be accessed from the existing Pacific Highway along the construction corridor, north of the main town centre of Tyndale, and then onto the modified existing borrow site access track. Exported material will be transported directly from the borrow site to the existing highway. Access</p>  |

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|                     |  | from the project site to the Pacific Highway has now been built. There are currently no plans to use Sheehy's Lane for haulage of materials from this site.   |
| <b>Out of Scope</b> | Indicates preference for an alternative route which would bypass Tyndale | The final route for the Woolgoolga to Ballina Pacific Highway upgrade has already been determined and approved by the NSW Department of Planning and Environment via the environmental assessment process. This comment is outside the scope of the proposed Tyndale borrow site. |

## **4. Decision**

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

Feedback and comments were considered by the project team and included in the *Tyndale Borrow Site Management Plan, May 2016* submitted to the Department for consideration.

The Tyndale borrow site was approved for use by the Department on 5 August 2016.

## **5. Next steps**

Construction activities are planned to start late 2017 to early 2018 and will run until project completion. The community and stakeholders will be notified before this work starts.

During the next phase of the project we will continue to keep the community informed of the projects progress.

The community are encouraged to contact the project team directly should they have any questions or would like any further information about the project.

## **Appendix A – consultation materials**



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April 2016

## Using rock from Tyndale to build the Woolgoolga to Ballina upgrade

**The Australian and NSW governments are jointly funding the \$4.36 billion Woolgoolga to Ballina Pacific Highway upgrade. Roads and Maritime Services has engaged Pacific Complete, comprising Laing O'Rourke and WSP Parsons Brinckerhoff, to partner with the Pacific Highway Office to deliver the project.**

Rock material for the highway is available on a property next to the project alignment in Tyndale. Using material from this site to build the project will reduce travel distances and the number of trucks on the existing highway, improving safety and efficiency for all road users. Rocks and earth will be transported within the project alignment directly from the material site.

### What are we proposing?

To prepare for work we need to:

- Remove regrowth and small amounts of low grade vegetation along the access track
- Install environmental controls and site security, including fencing
- Install a small site office and staff amenities.

Operational activities involve:

- About 400 truck movements per day to enable work at the site during peak building times. The majority of this number includes trucks moving material within the project alignment. Some trucks will also be required to enter and leave the project alignment via the Pacific Highway, however, we will work to minimise this number wherever possible
- Operating machines and equipment within the site
- Drilling and blasting to remove about 276,000 cubic metres or the equivalent of 110 Olympic swimming pools of Kangaroo Creek sandstone
- Crushing rock material.

Work would start from mid-2016 and the site would be operational for about four years. Once work is finished the area would be rehabilitated.

The Tyndale site is next to the project alignment on the westerly facing slope of Bondi Hill. The site was used as a quarry about 15 years ago.

### How will the work affect you?

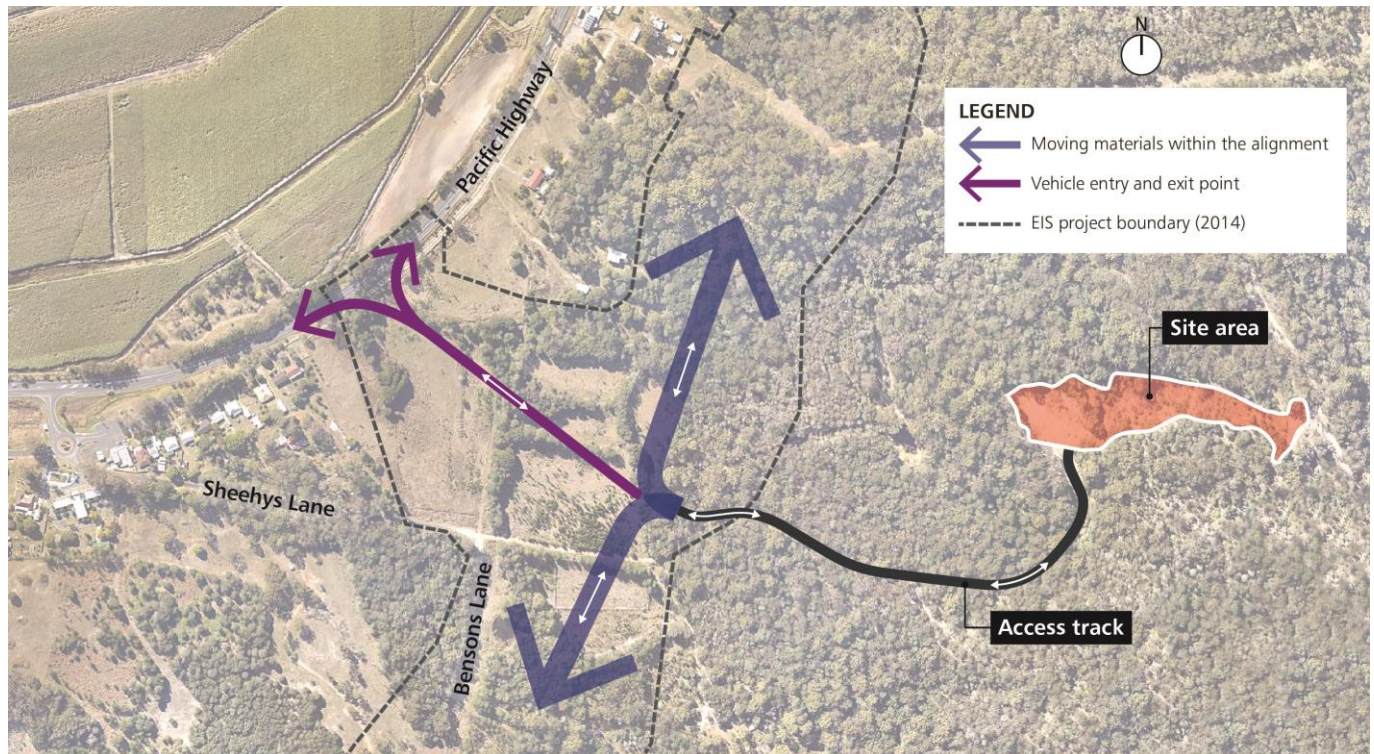
Material from within the Tyndale site requires crushing and screening to make it a uniform size and shape that meets road building specifications. It is proposed to set up a crushing and screening operation within the site area.

Noise and dust will be managed in accordance with our Construction Environmental Management Plan, approved by the Department of Planning and Environment. This will include using mitigation measures like water sprays to increase the moisture content of the material, making sure equipment is serviced and maintained, using non tonal reversing beepers, placing stockpiled materials in mounds to help to reduce noise as well as noise monitoring.

### Hours of work

Approved work hours are 7am to 6pm on weekdays and Saturdays from 8am to 5pm.

Approved hours for blasting are 9am to 5pm weekdays and Saturdays from 9am to 1pm.



### Proposed Tyndale Site

#### Next steps

An assessment of the site will be submitted for approval to the Department of Planning and Environment. As part of this process we are seeking your feedback on use of the Tyndale site.

Please fill in the feedback form attached and return it to us by **Tuesday 26 April 2016**.

You can return it by:

**Email:** [W2B@pacificcomplete.com.au](mailto:W2B@pacificcomplete.com.au)

**Post:** Please use the supplied reply paid envelope.

Alternatively, you can provide your feedback over the phone by calling **1800 778 900**.

#### For more information

For more information about the project, please contact us on 1800 778 900, email [W2B@pacificcomplete.com.au](mailto:W2B@pacificcomplete.com.au) or visit the project website at [www.rms.nsw.gov.au/W2B](http://www.rms.nsw.gov.au/W2B)



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## Woolgoolga to Ballina - Tyndale site

### Feedback form

We would like to confirm your agreement with our approach to the Tyndale site, as outlined in the attached letter.

- Yes I agree
- No I don't agree – If you don't agree would you please provide feedback on your key concerns.

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Would you like the project team to contact you to discuss your concerns?

- Yes
- No

|           |  |
|-----------|--|
| Name:     |  |
| Address   |  |
|           |  |
| Phone:    |  |
| Email:    |  |
| Signature |  |
| Date      |  |

Key issues raised will be included in the sites assessment which will be provided to the Department of Planning and Environment.



[rms.nsw.gov.au/W2B](https://rms.nsw.gov.au/W2B)



1800 778 900



Woolgoolga to Ballina upgrade

Att: Communications

PO Box 546

Grafton NSW 2460

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RMS 17.593