

Parkes Bypass

Newell Highway upgrade

Transport for NSW | May 2023

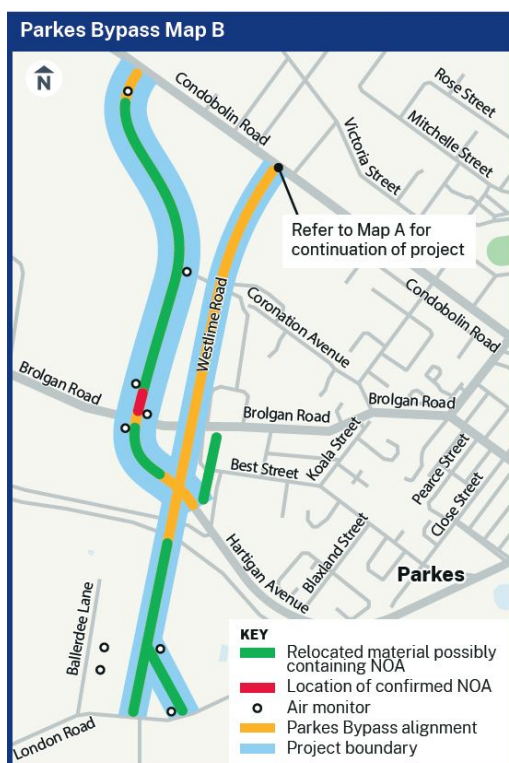
Naturally Occurring Asbestos Update

In September 2022, Naturally Occurring Asbestos (NOA) was identified within the Parkes Bypass site, in two cuttings between Condobolin Road (Henry Parkes Way) and Painter Street, and in a cutting adjacent Brolgan Road. Refer to the *red* areas on the Parkes Bypass maps below showing these locations.

In addition, prior to the identification of NOA on the project, material from the affected areas was used as general fill material in other locations across the project site. Refer to the *green* areas on the maps below showing these locations.

Following the discovery of NOA at these sites, work was immediately stopped as a precautionary measure whilst an Asbestos Management Plan was finalised. The plan involves implementing controls that ensure the safety of workers and the public while conducting works in areas affected by NOA as well as ensuring that the site is remediated prior to completion of the project.

In February 2023, the Asbestos Management Plan was finalised in consultation with SafeWork and Environmental Protection Authority (EPA) allowing work in these NOA affected locations to recommence. The NOA affected material that is required to be removed in order to construct the project is being excavated out of the areas shown in red in the maps below, with all blasting now complete.

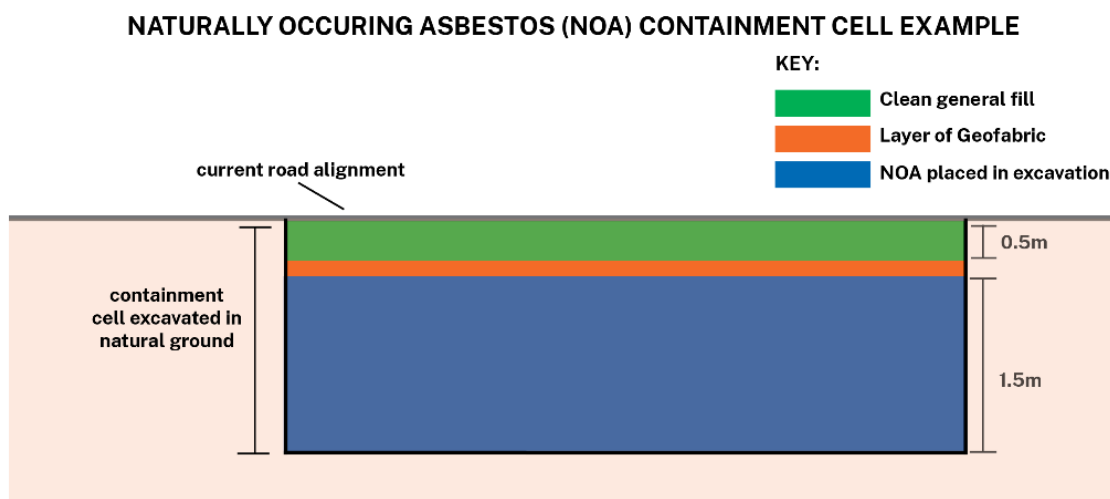


How is the NOA being safely managed?

All works are being undertaken under full asbestos management controls, overseen by a Class A Asbestos Supervisor and Licensed Asbestos Assessor. Workers are dressed in appropriate protective clothing, including coveralls and masks as a required safety measure. An **exclusion zone** of ten metres for vehicles or plant equipment that involve NOA ground disturbing activities is in place.

The remaining potentially NOA affected material is being excavated, loaded into trucks and then transported to designated **containment cells to be encapsulated within the project site** (refer to the blue lines in Map A). The cells are approximately two metres deep with 1.5 metres of NOA affected material storage and 0.5 metres of clean capping to finish cells at the existing ground level. It's important to note that all the material being placed in the containment cells is not pure NOA. It is estimated that in the material being excavated on site contains less than 10% of NOA material.

The diagram below demonstrates an example of a containment cell.



During this process the NOA material is saturated utilising a watercart to minimise dust generation during transport. A stabilising agent will be used on disturbed surfaces as required to reduce generation of dust from wind.

After the NOA material is placed in containment cells using dozers and rollers, the material will be covered in orange fabric and topped with clean material. Once the containment cells have been covered the areas will be revegetated.

Once the asbestos containing material has been relocated and covered in the containment cells, a hygienist will undertake clearance testing to confirm the work area where it was removed is clear of asbestos. This will allow work to progress forward with no controls.

The material moved to locations, shown as green lines in the above maps, will remain **encapsulated within the road formation** as this is the safest method of encapsulation. The diagram below demonstrates an example of how this material will be encapsulated.

NATURALLY OCCURRING ASBESTOS (NOA) ENCAPSULATION WITHIN THE ROAD FORMATION



Air monitors have been installed around the worksite to ensure there is no migration of asbestos fibres beyond the site boundary (refer the black dots on the maps on the front page). Additional dust monitors are also being placed in various locations around the project site this month.

The monitors capture data 24 hours per day and the results are uploaded onto the project website at the end of every month. During the time air quality monitors have been installed, there has only been one instance where NOA fibres left the site. In this instance, the amount recorded was considered negligible according to the relevant EPA guidelines.

Additionally, to support safe movement of excavated NOA material within the project site, **a temporary road closure is now in place on Thomas Street** between the intersections of Moulden Street and Reedsdale Road. A copy of this notification is available via the project website (nswroads.work/parkesbypass).

Why is the NOA being encapsulated on site?

On-site encapsulation of excavated material into containment cells is the preferred treatment for NOA contaminated material to deliver the best safety and environmental outcomes. The containment cell strategy has been developed in accordance with the *Guidelines for the Assessment of On-Site Containment of Contaminated Soil by the Australian and New Zealand Environment and Conservation Council (ANZECC), 1999*.

These on-site containment cells are the safest method endorsed by the Environmental Protection Agency (EPA). This allows the best delivery for safety and environmental outcomes of the NOA contaminated material. This keeps the NOA material within the existing environmental approval boundary and prevents the material being classified as waste.

In addition, this method improves safety for the community as it minimises haulage distances of material. There is also sufficient space within the project site/future road boundary to fully encapsulate the material required. As naturally occurring asbestos is a stable mineral there is no risk of dispersion through groundwater, it is therefore not necessary to line the containment cells.

Orange geo-fabric will provide delineation to clean fill and function as a warning for any future works that there is potentially hazardous material below. In addition, a run of 'Warning Asbestos' tape is to be laid over the top of the containment cell to ensure it can be identified and maintained into the future. GPS location of the containment cell will need to be recorded and added to the Long-Term Environmental Management Plan (LTEMP) for the site.

The option to haul the NOA material off site could not be considered due to the material being classified waste and additional risks and controls to manage are introduced. Additionally, disposing of the NOA material to the Parkes Waste Facility does not have sufficient capacity to take the amount of material required from the project which was not considered feasible given the benefits of encapsulating fully on site.

How much asbestos has been found?

The NOA found on the Parkes Bypass is only present in small quantities but is spread throughout the material that needs to be excavated to enable construction of the Parkes Bypass.

To mitigate risk, all the material in each area where NOA has been identified is considered as affected.

During the development of the Parkes Bypass project, extensive geotechnical investigation was undertaken and NOA was not identified, nor is the Parkes town area geographically known to contain NOA.

It should be noted that the NSW Safework (2015) Mapping of Naturally Occurring Asbestos in NSW-Known and Potential for Occurrence was consulted, and the Parkes Bypass area was mapped as not having any potential to contain Naturally Occurring Asbestos.

For more information on NOA visit:
safework.nsw.gov.au/hazards-a-z/asbestos or epa.nsw.gov.au.

How are we keeping the community informed?

Transport is committed to keeping the community informed and uses a range of methods to notify and consult with affected stakeholders including NOA information, updates and daily air monitoring results posted on the project website, and notification letters issued to affected residents around blasting, road closures and other construction impacts.

Individual briefings have also been arranged with landholders adjacent to the containment cells to provide more information on the process and address any concerns that they may have. If you would like a meeting with our project representatives, please reach out and we can arrange this for you.

Community drop-in sessions will be held on
Tuesday 16 May, 9am – 6pm &
Wednesday 17 May, 4pm – 7.30pm at
The Little Theatre, 34 Bogan Street, Parkes

These sessions will provide an update on the project and will be a great opportunity for the community to meet the project team and find out more about the progress of the Parkes Bypass.

Our hygienist and geologist will be attending these sessions to provide expert advice on the management of Naturally Occurring Asbestos across the project site.

Contact us

If you have any concerns or questions or would like more information please contact our Parkes Bypass project team:



1800 741 636 (option 4)



parkes.community@georgiou.com.au



nswroads.work/parkesbypass



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 741 636 (option 4).