

**Bunbury Outer Ring Road (BORR) Project
SOUTHERN CRG MEETING
5:30pm, Tuesday 10 December 2019
Venue: Gelorup Community Hall**

1. WORKSHOP PURPOSE AND CONTEXT

Linton Pike (facilitator) welcomed CRG members to the CRG meeting explaining that the context for this meeting was as follows:

- This is the final CRG meeting proposed for the planning and development phase;
- The BORR Team will be demobilised at the end of February 2020;
- All project information and communication will be managed by Main Roads from the end of February 2020 until an Alliance contract for the delivery is awarded. This is timetabled for late 2020.

The meeting will:

- Provide an update for all sections of the project;
- Present the urban and landscaping strategy and seek views and suggestions;
- Update on the environmental and heritage referrals / assessments; and
- Review the CRG process and highlight where this has shaped the project scope.

The meeting agenda is provided at Attachment One. A list of meeting participants is provided at Attachment Two.

The material presented at the CRG meeting is available from the Main Roads' project website.

Actions arising are closed out in the meeting summary as far as practicable. CRG members are welcome to email the project team if they have further comments or questions with regard to closed out actions.

2. PREVIOUS WORKSHOP ACTION CLOSE OUT

A number of follow up actions arose during this meeting and were closed out as noted below:

Actions Arising from This Meeting	Update Information
<p>Padraic asked the question if people would rather see vegetation in front of wall or on their side of the fence? Everyone agreed both. Action: Padraic Murphy.</p>	<p>This preference has been investigated in more detail and unfortunately it will not be possible to provide vegetation within the road reserve on both sides of the noise wall. This is because of the restricted width of the reserve in some locations.</p> <p>The approach described at the meeting will be adopted, namely that where possible to do so walls will be visually screened from the road with vegetation. Where this is not possible the wall include artwork and/or patterns. Where there is sufficient room between the wall and residents' boundaries planting will be provided where appropriate.</p>
<p>Great opportunity to write a publication of the wetlands, trees, habitat etc in the Greater Bunbury Region. Action: Dominic Boyle & Martine Scheltema</p>	<p>This is a great suggestion and would need to be undertaken at the conclusion of the environmental assessment process, at which time an Alliance contractor will have been appointed.</p> <p>This will be added to the list of issues to be considered by the Alliance.</p>

Actions Arising from This Meeting	Update Information
<p>Did Main Roads promise to provide the volume of basalt that will be potentially stabilised?</p> <p>Action: Dominic Bole & Tammy Mitchell.</p>	<p>There is no record of a commitment to provide this information being provided.</p> <p>As was described at the meeting, the basalt flow extends over a wide area. The Department of Mines, Industry Regulation & Safety designates Regionally Significant Raw Materials. These include basalt deposits in Gelorup, and also across an area south of the Capel townsite. The Primary Regional Road Reserve for BORR through Gelorup is not part of the area designated as Regionally Significant Raw Materials - as part of land use planning, this land was reserved for road purposes. Similarly, other land in which lies above the basalt flow was reserved for a variety of purposes. This includes residential development.</p> <p>In response to community concerns a connection between BORR and Bussell Highway at Centenary Road is proposed. Some of the land required for this connection crosses the area designated as Regionally Significant Raw Material (but does not form part of the existing quarry sites).</p> <p>The volume of material potentially impacted cannot be precisely calculated without detailed surveys, however it is a small relative to the overall volume of this material designated by The Department of Mines through Gelorup and Capel. Interestingly, Main Roads understands a basalt quarry may be being developed elsewhere near Capel and that the resource being developed does not form part of the designated Regionally Significant Resource.</p>
<p>Charles Jenkinson and other CRG members offered to put a nesting box for the black cockatoos in their backyard if they were guided on what to do.</p> <p>Action: Martine Scheltema & Fionnuala Hannon.</p>	<p>Fact sheets on how to design and where to place artificial hollows for black cockatoos are available from the Department of Biodiversity, Conservation and Attractions and are included as Attachment Three and Attachment Four to the summary notes. Further information is available on their website: https://www.dpaw.wa.gov.au/plants-and-animals/threatened-species-and-communities/threatened-animals/208-saving-carnaby-s-cockatoo</p>
<p>Provide construction cost for both the entire Southern Section and the Yalinda Drive Bridge.</p> <p>Action: Dominic Boyle.</p>	<p>Detailed cost estimation cannot be released as this is commercially sensitive, however the construction cost of the southern section is expected to be in the region of \$100M.</p> <p>The construction of the Yalinda Drive bridge is estimated to be around \$3M, based upon bridge deck area. Other costs associated with the bridge such as earthworks are included within the total construction cost for the southern section provided above.</p>

Actions Arising from This Meeting	Update Information
<p>CRG Members advised they would welcome the opportunity for a further meeting to be held in 2020 to further discuss ongoing project matters including the Socio – Economic Report.</p> <p>Action: Dominic Boyle.</p>	<p>Because project development is largely complete, and as the BORR Team demobilises at the end of February there is limited opportunity to hold a further meeting. Project updates will continue to be provided, including providing the socio – economic assessment when available.</p>

3. PROJECT UPDATE

Dominic Boyle provided an update on the following items:

- Northern and Central Sections
- Southern Section
 - Access Strategy – Jules Road
 - Jules Road Connection
 - Community Views
 - Traffic Modelling
 - Main Roads recommendations for local connectivity

A number of questions resulted as follows:

Q	<p>The conversion of Hasties Road to become a cul de sac west of BORR will prevent traffic movement through Gelorup and reduce traffic volumes along Hasties Road. In spite of that, there are still two signs on Hasties there saying that the freeway will run through there, which is untrue. It is disappointing that people aren't recognising the benefits we have got from these meetings in influencing the project.</p> <p>There have also been letters in my letterbox saying that the freeway will run along Yalinda Drive. These things need to be brought up in this forum as being untrue.</p>
A	<p>Thank you for bringing those examples up in this forum.</p>
Q	<p>What does Conditional Environmental Approval mean?</p>
A	<p>It means two things:</p> <ul style="list-style-type: none"> • We don't assume that we will get approval; and • If approval is provided it may be subject to conditions such as management controls and actions.

4. URBAN AND LANDSCAPE DESIGN

Marion Dalton presented the proposed Urban and Landscape Design strategy. A number of questions resulted as follows:

Q	<p>The presentation talked a lot about local heritage and planting themes but didn't identify any inclusions reflecting local Indigenous culture. Will that be included?</p>
A	<p>Yes, definitely, in the next stage of the design. Local Aboriginal people will be consulted as part of that process.</p>
Q	<p>It is good to see the work that has been done and the emerging themes, well done. I would also like to see recognition or acknowledgement of the Black Striped Minnow.</p>
A	<p>Thank you, and we will give consideration to how we might recognise the presence of the minnow.</p>
Q	<p>Are you resuming any more land for the revegetation along the corridor as the map shown suggests that the revegetation is on private land?</p>

A	The image is diagrammatic only and the proposed revegetation will only be in the project area. In some circumstances revegetation may be provided on private land however this is only with the agreement of the relevant landowners.
Q	Where are noise walls proposed?
A	The noise model is still being finalised. The details of noise mitigation will only be resolved as part of the final design to get the exact wall details including location and height.
Q	I thought you would have had the noise modelling done by now. You've been working on this for 2 years.
A	A noise model can only be prepared once the concept design is available. The concept design has only recently been finalised following the alignment selection review.
Q	What is proposed in the median in the narrowest section of the corridor through Gelorup?
A	A plain concrete safety barrier is proposed.
Q	The landscaping themes include Wandoo trees. Why don't we include Tuart instead of Wandoo or in addition to it as Tuart trees grow here?
A	We can add Tuart to the list and the examples shown are themes for the whole project not just the south. Thank you for the suggestion.
Q	You said that no land will be acquired through Gelorup for revegetation yet land acquisition is happening at the moment. Why is land being acquired then?
A	We acquire land that is required for road purposes and road purposes only and cannot acquire land solely for revegetation purposes. We will take every opportunity to revegetate where we can and where it is safe to do so, for example on earthworks batters. If there are landowners that want to sell surplus land we may consider this, however we cannot resume land solely for revegetation. The additional land acquisition outside of the road reserve is to avoid impacting upon the large Tuart tree, in response to community concerns.
Q	The light green strip revegetation strip shown from the east of Gelorup to the feature planting at the interchange with Bussell Highway. Is that land being acquired through the Gelorup corridor to be revegetated?
A	The lines are thick so as to be visible on a plan at this scale. As explained earlier it is a guide to give an indication of where the revegetation is going. Land in the road reserve will be revegetated as much as possible. We are also looking at legacy opportunities to provide further revegetation where possible.
Q	Where are the noise walls in that modelling?
A	As explained the noise modelling is still being finalised. Targeted consultation will be undertaken where noise treatments are required.
Q	Will the batters be revegetated?
A	Yes. We seek to revegetate where we can to create good, safe visual amenity for neighbours and road infrastructure users.
Q	At the last CRG meeting considerable concern was expressed about the scale and visual impacts of the Bussell Highway / BORR interchange upon nearby landowner's homes. You explained that Main Roads cannot acquire land just for landscaping but if people offer to sell some land to help improve view lines could you do that?
A	Yes, it is possible to acquire land for revegetation if this is appropriate and if the owner wants to sell. In certain circumstances Main Roads will provide planting on private land to provide visual screening.
Q	This area is populated with orchids, black cockatoo, possums, minnows and other features that are listed for conservation. What about the Coastal Regional Park, Leschenault Regional Park, and Collie River Valley as other suggested themes?

A	It may be difficult to create a theme for a specific park but the natural attributes of the parks can be included.
Q	Naturally occurring basalt plays a significant part in the state's development and could be considered for recognition too it as people drive through. Could we have recognition of the raw material using the colour or texture of blue metal?
A	We may include some of the colours, texture or other relevant attributes where we can as part of our key attributes.
Q	The slides only show hard surfaces at abutments and piers. There are lots of programs on TV about greening walls, buildings, etc to soften walls instead of leaving a hard, hot or cold wall. Some of the images are horrible and I would like to see a green planted wall to screen abutments and planting screening to other spaces.
A	The introduction of green walls is difficult in locations such as this as they require reticulation. This presents a maintenance problem and also worker safety and network impacts for maintenance. We look for water sensitive planting solutions. The wall shown as an example is from NorthLink WA and is in an urban setting. The colours and designs here are yet to be decided but will reflect the character of the area.
Q	Are there places where the planting in front of walls can be provided?
A	The preference is to screen walls with vegetation wherever possible. We only provide painted designs and relief on walls or abutments where this is not possible.
Q	What do you mean by relief?
A	Relief is the inclusion of some different levels on the face of the wall to avoid creating a singular flat wall surface. The combination of relief and colour creates a positive aesthetic effect on structure walls and has been shown to deter graffiti.
Q	Wouldn't the vegetation provide better noise outcomes than a wall?
A	Vegetation is not a noise reducing feature. There is anecdotal evidence that screening with vegetation helps with perception of noise, in that if you can't see the vehicles the perception of the noise changes.
Q	I would prefer not to see any geometric shapes on the resultant walls through Gelorup.
A	As noted earlier the images shown were from NorthLink to build understanding of the approaches that have been used elsewhere.
Q	Could we include murals on the walls?
A	Yes this is a potential opportunity.
Q	Wouldn't flat concrete walls just encourage people to graffiti the walls as seen on other concrete structures?
A	Graffiti can be an issue in some areas. As described, the approach is to seek to hide walls with vegetation. Where this is not possible relief and painting is used which has been shown to reduce graffiti. Anti-graffiti paint is used to aid removal where it does occur. Further CRG discussion agreed that revegetation should be used on both sides of walls where possible.
Q	Hard surfaces generate runoff when it rains. Couldn't this be captured to irrigate green walls?
A	This was investigated on a previous Main Roads project where it was found that capturing sufficient water in the winter for year-round watering was not feasible.

6. ENVIRONMENT AND HERITAGE UPDATE

Fionnuala Hannon provided an update on environment and heritage. A number of questions resulted as follows:

Q	How will the noise treatment process unfold?
A	We have commenced some discussions with local communities in the northern section where the modelling shows that noise walls will be required at Kingston. For rural properties we are proposing architectural noise mitigation, for example replacement glazing. The situation through Gelorup is different. We are proposing targeted consultation with residents where the noise modelling indicates mitigation is required. Our intention is to complete this consultation prior to submitting the Noise Report to the EPA.
Q	Can you please explain what TEC's and PEC's are?
A	A TEC is a Threatened Ecology Community. A PEC is a Priority Ecological Community. An Ecological Community is generally a plant community, not just one plant type.
Q	What is a Claypan?
A	A claypan is another type of vegetation community, mainly associated with wetlands. A claypan TEC can look to some like a drain with of weeds in it, however they aren't weeds. Claypans are very diverse and are generally found on impermeable clay soil that doesn't drain.
Q	The orchid survey was done in November 2019 but all the orchids on my place were all gone in the first week of October. How is that accounted for?
A	We definitely found orchids when we were surveying, but the survey is not a one-off event and we will be doing more surveys. We were also surveying in October, and found orchids at that time as well.
Q	In this region we get orchids as early as July, why did you only mention Donkey orchids?
A	We look for all types during surveys, however Donkey Orchids were mentioned as these were specifically requested by EPA.
Q	If you are looking for all orchids, you need to start looking in July.
A	Agreed, that is why we do ongoing survey work.
Q	The survey found 538 trees which would be appropriate for nesting. If there are no hollows there are no nests and the 3 types of black cockatoos compete with bees, other birds and other animals for available hollows.
A	The 538 trees have nesting potential, they are not trees with hollows as the DBH (diameter breast height) is met. When we do this sort of work, it is within our guidelines to extrapolate data. We didn't do extrapolating in this corridor; the zoologists have mapped and used GPS for every single tree that meets that DBH criteria. Eighteen additional trees with hollows were found, in addition to the 538.
Q	One particular type of donkey orchid grows in wet areas and flower 12 months of the year.
A	Thank you for this information.
Q	At an earlier meeting you advised that the EPA asked that consideration be given to an alternative alignment?
A	The EPA have asked for information on any alternatives that were investigated so that this can be considered as part of their assessment.
Q	The alternative "green" corridor was quite contentious. Were a couple of the wetlands reassessed because they had the black-striped minnow?
A	The BORR Team was not aware of any changes in classification arising from finding the black striped minnow. Jim Scott explained that investigations had found many protected animals in the green corridor and some endangered bird species, he advised that he understands the conservation status of three areas will be upgraded as a result.

Q	You explained that your surveys found that the 50cm diameter breast height trees count identified 757 trees. A similar community count of trees of 50cm circumferences or more counted 50,000 trees that would be lost. If we are going to lose so many trees of a reasonable size, are we going to revegetate with the same trees?
A	Revegetation will use seed or tube stock as these survive better. Tuart trees can be planted where safe to do so.
Q	The proposed corridor is the shortest possible route to go through the vegetated area and would appear to need little or no earthworks to build the road. In 1975, this was mostly virgin bushland and the amount of clearing of private land for residential development is more than the clearing that will be required for the road.
A	Noted. Whilst there will be little if any requirement to import fill material for the southern section there will be substantial earthworks (cut and fill).
Q	The current project proposal is larger in area than the original, will the offset strategy be larger as well?
A	We calculate the residual project impact after trying to avoid or minimise impacts with design refinements where possible. The deviation to avoid the large Tuart tree is one example of this. Where we affect an environmental value we seek to replace it with a like for like value. If it is a Banksia TEC, Western Ring Tail Possum habitat, Tuart habitat, or other impact we look to purchase land. This is usually substantially greater in area than that cleared. The offset strategy is being developed at present and will be considered by regulators. It may include a combination of things including protecting vegetation and creating additional areas of vegetation.
Q	Do you have to provide this information to the EPA as part of the assessment?
A	Yes.
Q	Is the giant paperbark that is often referred to on private or public land and will it be considered as an offset?
A	The project team has not been supplied with any details of the location of this tree however the understanding of the project team is that the paperbark referred to is on private land outside of the project area. It is not being considered as an offset.
Q	Recent rumours going around in the community suggest that property in Gelorup will be bought by Main Roads as offset strategy. Is that so?
A	No. Main Roads does not have powers to resume land for environmental offset purposes. As CRG members are aware Main Roads is negotiating to acquire land which was impacted to avoid the large Tuart tree. This cannot be discussed further until these negotiations are concluded.
Q	Did you say that the additional report will be submitted to the EPA for assessment at the end of quarter one in 2020?
A	Yes, that is the current timetable.
Q	Some people are opposed to the alignment. Is there any way that this can still be rejected given there are still a lot of gates to go through?
A	We do not take obtaining environmental approval for granted. There are several points along the process for the public to comment. We are preparing the additional information requested by the EPA. This will be reviewed by the EPA before it is issued for public comment.
Q	The Capel Shire Council recently recognised the tourism value of having 5 giant tree species in the Gelorup Region and they are trying to develop the tourism aspect of these, how is the BORR project going to help this happen?

A	It is understood that the Shire of Capel has written to the Minister of Transport, the Project Team has not had sight of this correspondence. The large Tuart tree is on land owned by Main Roads and has been avoided. The locations of other trees understood to be outside of the proposal area have not been provided. If people want to provide the locations of the five trees referred to by the Shire of Capel this could then be considered further.
Q	Who is the best person for this information to go to?
A	Please provide to Tammy Mitchell in the first instance.
Q	I have a personal interest in trees and found bigger trees than the ones we are talking about. One was at the Grammar school but is not there now. This is a good opportunity to identify those huge trees are and protect them.
A	Noted, if GPS co-ordinates for the trees in question could be provided this would be useful.
Q	This is a great opportunity for a publication of some sort to convey all of this information about the birds, trees, wetlands, offsets and other information. Could that be done?
A	That is a great idea. The information that goes to the EPA and the Commonwealth regulator is publically available. A summary document could be produced after any approvals were granted. There is also the opportunity for interpretative signage to be provided to highlight a particular significant tree or feature. This will be considered further. Action: Dominic & Martine
Q	What is a PSP?
A	It is a Principal Shared Path - for use by pedestrians and cyclists.

5. CRG REVIEW

Tammy Mitchell provided an acknowledgment on the consultation journey and celebrated the influence through the Community Reference Group process. A number of questions resulted as follows:

Q	An email went out on the 4 th December to Northern & Central CRG members advising that the Northern/Central CRG was being postponed until the Socio-economic Report is released and the project case definition completed. Shouldn't the Southern CRG meet again to discuss these matters?
A	Yes, the Northern / Central CRG was postponed and we expect that that meeting will be held in February 2020. There is a significant project scope issue for the northern section being resolved and it was decided to wait until this is resolved before meeting. The socio-economic assessment will also be provided if available. No further Southern CRG meetings are planned, the socio-economic assessment report will be provided once available. Action: Dominic Boyle
Q	At an earlier CRG meeting, Main Roads made a commitment to complete an estimate of the volume and value of basalt that will be quarantined. Has that happened?
A	We made a commitment to consult with the Department of Mines, Industry Regulation and Safety to discuss this matter. The BORR team will review this further and provide additional information subsequently if possible. Action: Dominic & Tammy
Q	You explained that consultation with local government, the Bush Fire Advisory Committee and others would be undertaken. Did the BORR team have meetings with them? And how did those meetings influence decision making?

A	Yes, the BORR team met with DFES, the Shire and members of the local firefighting brigades. The consultation influenced some of the commitments and solutions that have resulted. A number of meetings occurred and as a result a water tank was included on Ducane Road and south of the Bridge at Yalinda Drive. Changes also resulted to local access roads around Ducane and Lillydale Roads.
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7. CRG MEMBERS ROUND TABLE DISCUSSION

Each CRG member was invited to provide any other comment or raise a question. CRG members provided the following comment and input:

Name	Comment
Alan Mason	I have nothing further to add tonight.
Brad Brooksby	I am grateful to the BORR team, all of my issues raised have been resolved.
Andrew Fleming	<p>There is a lot of talk about preserving and conserving flora and fauna so they aren't disadvantaged. If people were classified as fauna, we would be a TEC but don't get the same protection.</p> <p>Some of the maps shown tonight are not very clear on the east side. You just can't get through and some of the roads shown don't exist or are mud and sand. There has to be some form of high-level discussion to ensure that there is safe access in an emergency. I'm scared you are going to cut off our access if a fire comes from the east.</p> <p>Answer:</p> <p>In an emergency, you will have a decision point and be able to head either north or south along the BORR corridor to get to safety depending on where the fire is coming from.</p>
Charles Jenkinson	<p>I think it would be good to mitigate the nesting impacts of the road and I am happy to put a nesting box in my backyard if you let us know what to do. Other CRG members agreed.</p> <p>Answer:</p> <p>The BORR team will take this on notice and give further consideration to how that might occur.</p> <p style="text-align: right;">ACTION: Martine Scheltema & Fionnuala Hannon</p>
Merissa Macquarie	<p>I came on board with concern at access on the eastern side of BORR. You said you consulted with DFES in developing local access solution but why can't there be a bridge linking Hasties Road to Ducane Road?</p> <p>Answer:</p> <p>This has come up a couple of times and we responding to the community's concern at regional traffic coming through Gelorup and resulted in the Centenary Road option. We have always said that there will only be two connections – one at Centenary and one at Yalinda Drive. Emergency response is a safety and compliance issue and we have consulted with and taken the advice of DFES in developing this solution.</p> <p>The Minister for Transport has not visited this community and walked the corridor or listened to us. There are lots of people that have emailed her with their concerns.</p> <p>Answer:</p> <p>BORR is one of many significant transport infrastructure projects occurring around the State at the moment. Please be assured that the Transport Minister is fully aware of the views and comments of community members both for and against the project.</p>

Name	Comment
David Macquarie	I have nothing further to add tonight.
Miet Vermeiren	With regards to the access issues on the eastern side of BORR it's not only for fire, it applies to the other emergency services too.
Petrina Prowse	<p>I live on Jilley Road and there is a small section at the end that is unsealed. When there is a fire or other emergency, people try to use Jilley Road and some get bogged. I feel that it will become a rat run and should be brought up to relevant road standards and sealed.</p> <p>Answer: The BORR project does not result in any more traffic using the section of Jilley Road described so upgrading is not included in the project scope as a result. The BORR team has highlighted this issue with the Shire of Capel as an issue of community concern.</p>
Jim Smith	I would like to thank everybody for involving us in this process. I hope that the community can come together now and see the positives and stop fighting each other.
Chris Scott	<p>I participated in a meeting with Main Roads and the Shire about fire access and confirm that it did happen. With regard to road access, a lot of mapped roads out there don't even exist. I am surrounded by one myself that is not usable and the short section of Jilley Road referred to abuts my farm.</p> <p>The last 18 months has been a rollercoaster ride, especially for farmers along the green route that was also considered. If adopted I would have lost half my land and there are people here and on Facebook saying half-truths and they are not even losing much by the red corridor remaining where it is as the preferred corridor.</p>
Glenys Malatesta	<p>Time and time again I have asked for a total price for the southern section of BORR and for the Yalinda Drive bridge. Will I ever see that?</p> <p>Answer: We will only ever get estimated of cost until we go to tender but we can include an indicative cost and include it in the Meeting Summary.</p> <p style="text-align: right;">Action: Dominic Boyle</p> <p>How much money have you spent to date as part of the work on BORR so far?</p> <p>Answer: Planning and project development work completed to date has cost around \$20M.</p>
Jeff McDougall	I wish the BORR team a Merry Christmas but note that BORR project has severely divided the Gelorup community.

Name	Comment
Neill Rowandson	<p>When is the socio-economic report likely to be available? Answer: It is currently with the office of the Transport Minister and will be provided once available.</p> <p>You said that the Northern CRG was deferred because of this, we should be presented with this information too. Answer: There were two reasons why the northern/central CRG meeting was deferred – the socio-economic report and a significant project scope issue to be determined. The BORR Team demobilises in February 2020 so it will be difficult to accommodate a further meeting. ACTION: Dominic Boyle</p> <p>How will firefighters get across BORR in an emergency? Answer: In severe fire events, the firefighting commander takes control and will establish access arrangements. On NorthLink WA emergency median crossings were provided for firefighters to cross and this could be considered for BORR as part of detailed design.</p>
Lyn King	<p>There is still a lot of information that is yet to come and as a result it would be great to have another meeting. Answer: Main Roads will continue to provide information through the course of 2020 and further consultation will be carried out by the delivery Alliance.</p>
Kevin Jones	<p>Some Stratham residents have approached me about access in a fire or other emergency. Is there possibility for provision of additional access options with limited vehicle stacking space so that people coming out in emergency can get away from a fire coming from the north-east, given Lakes Road is left out only? Answer: This request hasn't come up previously. What is proposed is that people could head South on Minnip Road to Fisherman's Road which caters for all movements onto Bussell Highway.</p> <p>Stratham residents were also concerned that Lakes Road may be closed off in an emergency. Answer: The Shire has done some patch burning in that area to mitigate this risk.</p>

Name	Comment
Danni Barbera	<p>At no time have we seen what the Yalinda Road bridge looks like. How big and visually intrusive will the resultant bridge and other infrastructure be? I am struggling to get a sense of how big it is going to be.</p> <p>Answer: A visual impact assessment is being prepared for the EPA environmental impact assessment which will include consideration of the bridge. Also a project visualisation is in production which will help in understanding the scale of this structure.</p> <p>Will you talk to any of the people that live near the bridge about how it is going to impact driveways etc.</p> <p>Answer: In the immediate future discussions with adjacent residents will be about noise management where this is required. To date individual consultation has been focused on owners whose land is required for the project. Further consultation may be carried out in detailed design.</p> <p>Are saying we can expect a knock on the door and someone to come and talk to us?</p> <p>Answer: Yes, if noise attenuation is required at the property and possibly as part of the detailed design process.</p>
Neil Davies	<p>I understand that the green corridor would affect people's properties, but people need to understand that this red corridor has forced people's houses to be bought out, and the goal posts have changed quite a bit and we should also recognise and consider these impacts too.</p> <p>Answer: We acknowledge that the project has impacts and encourage people to raise any concerns during the environmental assessment process.</p>
Bill Dear	I have nothing further to add tonight.
Phil Harbour	<p>Tonight, we have heard many times reference to environmental approval. The process is an environmental impact assessment and can be approved or refused.</p> <p>Answer: Yes, that is correct.</p> <p>There are still lots of questions, what does the bridge look like, how much does it cost, etc. We are in design phase and I accept that it is difficult to come up with these figures when we are in design stage.</p> <p>I have also heard about decisions regarding where the road is going to go. These are preferences, not decisions. The Minister's preference and Main Roads preference is for the road to go through Gelorup but my preference is for it to go somewhere else and others in the community agree. Lots of things affect the decision – political, environmentally etc and we are only in the preliminary design stage.</p> <p>I want certainty for the environment. We are running out of the habitat that the endangered species need. There is still a long way to go for the EPBC Referral.</p> <p>I would like to thank the BORR team for the effort they have put in and the CRG members for their contribution. It has been a pleasure to hear everyone's opinions and there is still a long way to go.</p> <p>I would like to make it clear that I would like an alternative corridor to result.</p>

Name	Comment
Kevin Martin	It is time for people to start coming together and being open for discussion. This was the best CRG meeting so far as some people are starting to come together and listening to each other even if they do not agree with the corridor.
David Smith	I would also like to thank Main Roads for agreeing that every person who wanted to get onto the CRG did. It has given us all a great opportunity to influence and I have been impressed by most of the members in this forum. I am not a Gelorup resident but I encourage you all to keep listening to the information provided and listen to each other to understand the different views that exist. I also hope that Main Roads agrees with the Commonwealth about all the local strategy accesses.

8. NEXT STEPS

Next steps include:

- The transition from project development to delivery:
 - Project development phase (planning and concept) complete by end of February 2020. Majority of BORR Team will be stood down with environmental assessment, heritage and land acquisition activities to continue through 2020;
 - The request for proposals for delivery contract timed to be issued in March 2020;
 - An 8-week public comment period is required for the Environmental Assessment process. This will be managed by the EPA;
 - Main Roads will continue to provide project updates through the website. Initiatives to improve website content and accessibility are ongoing;
 - Early in 2021 the Delivery Alliance will take over community engagement;
 - Main Roads’ usual approach is to establish one or more Construction Reference Groups for detailed design and construction. These would be a similar forum to this but focus solely on construction interfaces and impacts. If Construction Reference Groups are established a re-nomination process will apply;
 - Main Roads will deal with all project queries in the periods from March 2020 to the mobilisation of the delivery Alliance;
- From March 2020 questions or queries should go to Main Roads on 138 138 and/or you can email enquiries@mainroads.wa.gov.au

Dominic Boyle thanked all CRG members for their contribution, noting that this has been a challenging process for everyone, and for community members in particular. The BORR team has been treated with respect for the most part and that is appreciated.

Dominic also thanked the BORR team especially Padraic and Tammy, and wished everyone a Merry Christmas and Happy New Year.

The meeting closed at 8:30pm.

ATTACHMENT ONE

MEETING AGENDA

5:15	Arrival – light refreshments available	
5:30	Meeting Purpose and Context	Linton Pike
5:40	Project Update	Dominic Boyle
6:00	Urban and Landscape Design	Marion Dalton
6:30	Environment and Heritage Update	Fionualla Hannon
7:15	CRG Review	Tammy Mitchell
7:30	CRG Member Round Table Discussion	CRG Members
8:20	Next Steps	Dominic Boyle
8.30	Close	Linton Pike

**ATTACHMENT TWO
MEETING PARTICIPANTS**

CRG Members

NAME		NAME
Alan Mason		Jeff McDougall
Brad Brooksby		Neill Rowlandson (Proxy)
Andrew Fleming		Lyn King (Proxy)
Charles Jenkinson		Kevin Jones
Merissa Macquarie		Carolyn Bell (Proxy)
David Macquarie		Danni Barbera
Miet Vermeiren		Neil Davies
Petrina Prowse		Bill Dear
Jim Smith		Phil Harbour
Chris Scott		Kevin Martin
Glenys Malatesta		David Smith

Apologies

NAME		NAME
Rosina Mogg		Peter Kerr
Pawel Mrugalski		Wayne Bennett
Lee Edmundson		Nathan Brennan
Danni Barbera		Craig Johnston
Tim Saxon		Murray Bell
Phil Hope		Aron Abolis
Malcolm McAuley		Barney Tompkins
Brad Scott		Greg Bell
Adrian McAuley		Neil Macquarie

BORR Team

Linton Pike (Facilitator)		Fionnuala Hannon
Tammy Mitchell		Rob Barnsley
Martine Scheltema		Bruce Walker
Dominic Boyle		Hannah Ruprecht
Jessica Hughes		Padraic Murphy
Marion Dalton		

Observers

Helen Bell		Brian Hearne
Lyn Clapp		Patricia Kennedy
Nola Prowse		Tanja Kirk
Barbara Stone		Helen Oostryck
Kerry Bemrose		Kim (Grace) Begley