

APPENDIX B STAKEHOLDER CONSULTATION

Table 1A Stakeholder consultation summary

STAKEHOLDER CONSULTATION	DATE	PARTICIPANT AGENCIES
Investment Logic Mapping Workshop	4 December 2017	<ul style="list-style-type: none"> • Main Roads • SWDC • Great Southern Ports • Qube (bulk minerals sand transporter)
Project Steering Committee	June 2018 – ongoing (bi-monthly)	<ul style="list-style-type: none"> • Chaired by MD Main Roads • Main Roads Project Director • Department of Treasury • DPLH • Department of Infrastructure, Regional Development and Cities • Others by invitation
Project Enabling Group	June 2018 – ongoing (bi-monthly)	<ul style="list-style-type: none"> • Chaired by Main Roads Executive Director Planning and Technical Services • City of Bunbury • Shire of Capel • Shire of Harvey • Shire of Dardanup • DPLH • BORR Integrated Project Team (IPT)
BORR Regional Local Government Advisory Group	August 2018 – ongoing (quarterly or at Key Milestones)	<ul style="list-style-type: none"> • Chaired by Main Roads Executive Director Planning and Technical Services • City of Bunbury • Shire of Capel • Shire of Harvey • Shire of Dardanup • Bunbury Outer Ring Road Integrated Project Team (BORR IPT)
Economic Advisory Group	October 2018 – ongoing (at Key Milestones)	<ul style="list-style-type: none"> • City of Bunbury • Bunbury Geographe Economic Alliance (BGEA) • SWDC • Regional Development Australia South West • Chamber of Minerals and Energy • Wespine • Bunbury Geographe Chamber of Commerce and Industry • Main Roads • BORR IPT
Drainage Reference Group (DRG)	August 2018 – ongoing (at Key Milestones)	<ul style="list-style-type: none"> • DBCA – Parks and Wildlife Service • DWER • Water Corporation • City of Bunbury • Shire of Capel • Shire of Dardanup • Shire of Harvey • Department of Primary Industries and Regional Development (DPIRD) • Harvey Water

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		<ul style="list-style-type: none"> • Leschenault Catchment Council • South West Catchments Council • BORR Team • Main Roads
Freight and Road Users Group	August 2018 – ongoing (at Key Milestones)	<ul style="list-style-type: none"> • City of Bunbury • Shire of Capel • Shire of Dardanup • DPLH • Department of Transport • Freight and Logistics Council WA • Livestock & Rural Transport Association • Public Transport Authority • RAC WA • WA Pilot Drivers Association
Local Members meetings	Ongoing	<ul style="list-style-type: none"> • Member for Bunbury, Don Punch • Member for Collie - Preston, Mick Murray • Member for Murray - Wellington, Robyn Clarke • Nola Marino - Federal Member • Adele Farina, MLC
BORR – Bunbury Freight Access Enhancement – Options workshop	25 January 2018	<ul style="list-style-type: none"> • Department of Transport
Presentation to Chamber of Commerce	14 November 2018	<ul style="list-style-type: none"> • Main Roads • Chamber of Commerce • BORR IPT
Shire Project Briefing Meetings	May 2018 – ongoing (at Key Milestones)	<ul style="list-style-type: none"> • City of Bunbury • Shire of Capel • Shire of Dardanup • Shire of Harvey • Main Roads • BORR IPT
Gnaala Karla Boodja WC1998/058 Native Title Claim group (GKB NTC) meeting	7 May 2018, 29 October 2018	<ul style="list-style-type: none"> • Brad Goode & Associates • Nine representatives from the GKB NTC group • DPLH • Main Roads • BORR IPT
General public and local residents drop in sessions	24, 25, 30 and 31 October 2018	<ul style="list-style-type: none"> • Community members
Project newsletter	2018	<ul style="list-style-type: none"> • Local community (distribution) • General public (via website) • Local Government Areas (LGAs) (distribution)

STAKEHOLDER CONSULTATION	DATE	PARTICIPANT AGENCIES
		<ul style="list-style-type: none"> MLAs (distribution)
Community Reference Group (CRG) Southern Alignment	July 2018 – ongoing (monthly)	<ul style="list-style-type: none"> Community members
Local landowners and residents	23 Oct 2018	<ul style="list-style-type: none"> Landowners within BORR Southern Section GBRS Alignment Residents (if renting within BORR Southern Section GBRS Alignment)
WRP Recovery Team – Regional Survey Presentation	July 2018	<ul style="list-style-type: none"> Friends of Gelorup Corridor

Table 1B Agency consultation

AGENCY	DATE	PURPOSE
DWER – EPA	13/03/18	Project update
	05/09/18	Project update
	13/02/19	Project update
	09/07/19	BORR site walk through – BORR Southern Section Gelorup
	04/07/19	Regional WRP Survey Presentation
DEE	25/5/18	Project briefing
	26/5/18	BORR site walk through – BORR Southern Section Gelorup
	17/07/18	Meeting at Main Roads head office, Don Aitken Centre (DAC) Perth- Project update
	08/10/18	Meeting at DAC - Project update
	14/2/19	Meeting at DAC - Project update
	03/05/19	Regional WRP Survey Presentation
	09/07/19	BORR site walk through – BORR Southern Section Gelorup
DWER – Environmental Regulation	25/5/18	Briefing South West Regional Office
	26/5/18	BORR site walk through – BORR Southern Section Gelorup
	09/07/19	BORR site walk through – BORR Southern Section Gelorup
DBCA	25/5/17	BORR Project update
	13/11/17	Site visit BORR south wetlands
	30/7/18	BORR Project Update
	24/5/18	BORR and Western Ringtail Possum issues

AGENCY	DATE	PURPOSE
	14/9/18	Western Ringtail Possum issues
	28/11/18	BORR Project update
	05/07/19	Regional WRP Survey Presentation

Table 1C Summary of key concerns raised during consultation

AGENCY	FORUM	CONCERN RAISED	MAIN ROADS RESPONSE
CRG Members, Community members	CRG Meetings, Community Drop in Sessions,	<p>Need for BORR and Strategic Traffic Modelling Basis</p> <p>There have been numerous enquiries by CRG members into the basis of population statistics used to inform the traffic model. More broadly there have been questions relating to the need for BORR.</p>	<p>There is already significant pressure on the road network around Bunbury, and this is projected to increase due to a number of factors:</p> <ul style="list-style-type: none"> • Population growth in Greater Bunbury • Proposed development in Wanju, Waterloo and surrounding areas • Increased freight movements, due to mining activity and associated growth in Bunbury Port activities. <p>The existing road network in and around Bunbury supports a range of vehicle movements including freight and light vehicles, regional and local traffic. These combinations of vehicles on local road networks impact on road safety and amenity.</p> <p>As a Port City, Bunbury plays an important role in the WA economy. Twelve per cent of the world exports of alumina leave from the Port of Bunbury. The current access to Bunbury Port is problematic and impacts on freight efficiency.</p> <p>Currently, vehicles travelling between the Bussell Highway and Forrest Highway have to navigate 13 sets of traffic lights and one rail level crossing.</p> <p>When complete, between 10,000 and 15,000 vehicles per day on average are expected to use the new road. These regional / port movements would otherwise mix with local traffic on local roads.</p> <p>Population forecasts used in strategic traffic modelling come from land use planning by the Department of Planning, Land and Heritage and it considers the City of Bunbury, Shire of Dardanup and Shire of Harvey and is based on planned land use changes forecast for the ultimate design life of BORR.</p>
Community members, CRG members,	CRG Meetings, Community Drop in Sessions, Public Enquiries,	<p>Southern Alignment Investigations</p> <p>Questions have been raised around why an alternative alignment has been investigated, what were the triggers</p>	<p>Land for the southern alignment of has been reserved within the GBRS for many years. It contains habitat for the WRP, Black Cockatoo and Banksia Woodland Threatened Ecological Community (TEC) which are Federally listed. In May 2018, the Commonwealth changed the status of the WRP</p>

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impacted businesses	Landowner Briefings	<p>and what investigations have been undertaken to assist in making a decision.</p> <p>Community members within the 'green' alternative southern alignment voiced anxiety and mental health concerns in regards to the alignment uncertainty and potential for direct impact to their properties.</p> <p>Confusion between the Environmental Impact Assessment (EIA) process for the southern alignment and the environmental referral process for the northern and central alignment.</p>	<p>under the Environment Protection and Biodiversity Conservation Act from Vulnerable to Critically Endangered. This is the highest classification level possible before a species is declared extinct.</p> <p>When referring a Project for environmental assessment it is necessary to demonstrate that there are no feasible alternatives with lesser environmental impact. As a result of the reclassification of the WRP and the presence of other MNES such as the Black Cockatoo, investigations into an alternative alignment located further to the east (green corridor) have been undertaken to support the environmental referral process. These investigations, including detailed site surveys, have been undertaken in addition to those in the existing GBRS alignment to support preparation of EIAs.</p> <p>The Project team consulted with landowners potentially affected by this alternative alignment. Following completion of consultation and environmental surveys, the findings will be presented to landowners, the CRGs established for BORR Project and the wider community.</p> <p>Once an alignment is selected, based on results of the selection study and design progresses, then the southern alignment will be referred to the EPA and DEE for environmental assessment and approval.</p>
CRG members, Community members	Northern & Central and Southern CRG meetings	<p>Western Ringtail Possum</p> <p>Management of impacts to WRPs.</p> <p>What studies were undertaken and by whom?</p>	<p>The WRP is critically endangered, which means the Commonwealth Minister for the Environment is responsible for ensuring that any approved actions by The Minister will not put the species at further risk.</p> <p>Regional surveys of the WRP were commissioned to more accurately estimate the population size and determine the potential impact of the BORR Project on the WRP population. The methodology for these surveys was agreed with the DBCA and the WRP Recovery Team. WRP studies were completed by specialist zoological consultants Biota Environmental Sciences (Biota).</p>

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			Investigations have been undertaken in the Southern Swan Coastal Plain (SCP), Cape to Capes, Southern Forest and Albany Areas to get a total estimate for the species.
		Will possums be relocated/translocated?	There have been examples of successful relocations in the region. If we could do it successfully that would be wonderful but we and the federal regulator must be confident that any relocation would be successful. That confidence does not exist currently. This is something we need to better understand to ensure it is successful if adopted with no perfect solution available.
		Offset areas – have they been selected, what offset ratios will be applied and is there a maintenance budget for offsets?	Offsets have not been identified yet. This comes later in the process when the nature and extent of the impacts are known. Main Roads has a bank of offsets available with further acquisitions likely to be required depending upon values impacted. There is a calculator used for determining offsets, which are generally greater in area than the impact. Budgets would depend on the offsets selected. There are previous examples where there are contributions to maintenance.
		If relocation fails what else is there? Are animals euthanised?	One of the challenges with the WRP is that there is no approved translocation program currently in operation. Other measures are available for birds, such as cockatoos. The first steps are to avoid or minimise impacts wherever possible. Native fauna are not euthanised.
		Fragmentation of possum/ fauna habitats.	Any alignment resulting in fragmentation will consider mitigation measures including bridges or underpasses.
Community members, CRG Members	Enquiries, Northern & Central and Southern CRG meetings, Drop in Sessions	<p>Longevity of GBRS Alignment</p> <p>Queries about investigating an even more eastern alignment have been raised by numerous newly concerned communities including concerns about the redundancy of the GBRS Alignment between Hasties Road and Bussell Highway. This has been raised</p>	Currently there is no planning or consideration for a further outer ring road (more eastern alignment). The capacity provided by the BORR and existing roads will service the region well into the future. The BORR is being designed to cater for the long term planning needs which includes catering for the transport movements of a future population of 200,000 people living in the Greater Bunbury area. The transport movement basis is built upon the Greater Bunbury Strategy (2013) report and includes

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		specifically in the context of a future north south freeway grade road.	consideration of the planned expansion of residential and industrial areas at Wanju, Waterloo Industrial Park and Picton Industrial Park as well as other investigation areas for potential urban development rezoning.
CRG members, Community members	Northern & Central and Southern CRG meetings, Drop in Sessions	<p>Environmental Approvals Process and Studies</p> <p>The community has been highly interested in the types of environmental studies being completed to support the Project.</p> <p>The process of submitting comments on the environmental referral. Concerns around the public comment period.</p>	<p>An EIA study including multiple investigations has been undertaken for the two alternative southern alignments. We are committed to ensuring that all environmental aspects of the Project are completed with great sensitivity and in accordance with all State and Commonwealth legislative requirements.</p> <p>Detailed reports were completed for the Surveyed Area of the Proposal Area (refer to section 1.2 and Figure 4, Appendix A) including:</p> <ul style="list-style-type: none"> • Noise management plan • Targeted fauna (including MNES) assessment • Aquatic Fauna • Flora and Vegetation assessment • Air quality impact assessment. <p>There are three opportunities in the environmental approvals process for the public to provide feedback, they are:</p> <ul style="list-style-type: none"> • At the start of the process when the level of assessment is set • In review of the information submitted by the BORR Team to the regulator/s • In response to the Draft Ministerial Conditions that result if approval is granted. <p>This is a formal process, managed by the responsible regulatory entity (EPA) and is not a process managed by Main Roads.</p> <p>Detailed information can be found at www.epa.wa.gov.au</p>

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CRG members, Community members	Northern & Central and Southern CRG meetings	<p>Flora and Fauna</p> <p>How will impacts to flora and fauna be managed?</p>	<p>The BORR alignment includes habitat for critically endangered species, as determined under the Commonwealth Government’s EPBC Act.</p> <p>Avoidance is the first option for impacts, but where avoidance of impacts is not practicable, minimisation of impacts is sought.</p> <p>In the BORR Northern Alignment Selection report, the environmental criteria (alongside other criteria) used in the multi criteria analysis to assess options included:</p> <ul style="list-style-type: none"> • Rare flora and native vegetation • Rare fauna, fauna habitat and TECs • Waterways or wetlands. <p>When considering BORR interchange options and local connectivity options, assessment of the environmental criteria included: Wetlands, remnant native vegetation, rare Fauna (particularly WRP), TECs, European Heritage and Aboriginal Heritage.</p>
CRG members (local residents, road users and property owners/ farmers)	Northern & Central Community CRG Meetings (10/18, 11/18, 12/18)	<p>Social and Economic Bypass Impacts</p> <p>Primacy of Bunbury and economic impacts of ‘bypass’. Consideration of social and economic impacts on community business, particularly of severance on farmers. Formation of an economic advisory group was first discussed in the October North and Central CRG.</p>	<p>An Economic Advisory Group was subsequently developed and is chaired by the SWDC.</p> <p>KPMG has been commissioned by Main Roads to undertake a Social and Economic Study for the wider BORR Project. Impacts for the local farming community will be included in this assessment. The study will be in line with NSW Road Maritime Services Environmental Impact Assessment Practice Note – Socio-economic Assessment (EIA-N05).</p>

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		Economic impacts of BORR and impacts on businesses.	<p>Bunbury is the gateway to the South West Region. The Region has a strong economy based on mining, manufacturing, building and construction, agriculture, viticulture, aquaculture, forestry, tourism and emerging smart and creative industries, generating \$13 billion in the 2016-2017 financial year (SWDC, 2018).</p> <p>In addition, the Port of Bunbury is a large deep sea port which allows the berthing of commercial cargo vessels and is supporting the development of tourism by welcoming large tourist cruising passengers to our shores.</p> <p>The construction phase of the Project will create jobs and provide economic benefits to the region. Once constructed, BORR will provide more efficient access for freight to the Bunbury Port, and enable the expansion of industrial centres, leading to more manufacturing, agricultural processing and local employment.</p>
Community members, CRG Members	Main Roads enquiries, CRG meetings and Community Drop In Sessions.	<p>Noise Impacts</p> <p>Community members along the alignment have raised concerns in regards to noise from vehicle traffic (particularly trucks), braking vehicles at interchanges and roundabouts and vehicles travelling over bridge joints.</p>	<p>The BORR Team is committed to managing the impacts of noise in line with the State Planning Policy 5.4 “Road and Rail Transport Noise and Freight Considerations in Land Use Planning” with the aim to protect communities from unreasonable levels of transport noise.</p> <p>The BORR Team has committed to undertake a noise study for the Ultimate Planning Design Concept of the Southern Section of BORR. This noise study will be informed by the development of a noise model that will help to identify locations where noise mitigation may be required to comply with State Planning Policy 5.4</p> <p>The noise model will consider topography, distances between properties and the road, road design levels, gradients and surface type and consideration of future projected traffic volumes and types. Existing noise in the study area will be recorded to be used in the model development.</p>

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Community members, CRG Members	Main Roads enquiries, CRG meetings and Community Drop In Sessions.	Future Development Noise Mitigation Impacts and management of noise to any future developments.	Where houses pre-date the road it is Main Roads responsibility to mitigate. Where the road pre-dates the development, it is the developer's responsibility to comply with the policy.
CRG Members	Main Roads enquiries, CRG meetings and Community Drop In Sessions.	Noise Modelling Assumptions Assumptions used in developing the noise model in regards to exclusion of mitigation measures and choice of road surface treatments.	The noise modelling process is conservative and assumes a worse-case noise scenario to ensure likely noise exceedances are identified and appropriate management implemented.
Community members, CRG members	Main Roads Enquiries line, CRG Meetings, Community Drop In Sessions	Light pollution and Visual Amenity Impact of light pollution from street lights and vehicle headlights, as well as impacts to visual amenity as the result of construction of roads, associated interchanges, bridges and overpasses.	<p>The EIA process considers impacts to visual amenity including lighting. This includes reporting potential visual impacts and identifying likely locations where design measures may be required to mitigate the impacts. Mitigation may include providing screening, which can take a variety of forms including the construction of walls, earth mounds and planting of vegetation.</p> <p>Strategies will be developed to comply with the Australian and New Zealand Standard (AS/NZS 1158) Lighting of public roads (Standards Australia, 2005). This will include consideration of light backspill and treatments such as backshades and reducing light pole height where possible to minimise impact on adjacent properties.</p> <p>Visual amenity is also a key consideration of the Urban and Landscape Design Framework that has been prepared for the BORR Project.</p>
Property owners	Main Roads Enquiries, Southern CRG (07/18, 12/18)	Air and Water Quality. Residents of some farming and residential properties, are not connected to scheme water and rely upon rainwater tanks as their primary source of potable water. Impact of traffic pollution particulate matter on water tank water quality is a concern to the community.	<p>There is no comparative air quality policy or legislative requirement for pollutants from traffic in comparison to <i>State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning</i> (SPP 5.4) that deals with noise from traffic. Air quality modelling to the relevant standards will be completed to establish baseline conditions.</p> <p>National standards for air and water quality apply for land and water managed under the EP Act, but not necessarily water in rainwater tanks.</p>

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			<p>It is recognised that pollutants are emitted from diesel and petrol powered vehicles. The concentration levels of those chemicals have decreased with improved engine and fuel technology. Fuel used to have lead and sulphur additives but these have been removed or reduced in current vehicle fuels. Vehicle age is another factor with the average vehicle age around 10 or 11 years in Perth. As a result, the pollutants coming out of an exhaust pipe are steadily reducing over time.</p> <p>Pollutants in water tanks is a separate issue that is up to the land owner with various potential pollutant sources to consider.</p>
Directly impacted property owners	Southern CRG meetings, Main Roads Enquiries	<p>Land Acquisition and Compensation Process</p> <p>Property owners, particularly famers, are concerned about the impact of severance on their properties and businesses. Concerns include land compensation process and valuation, impacts to current and future business operations as well as social & mental health impacts that this will have on their families.</p> <p>Timeline of land acquisition and ability for impact on broader Project implementation timeline.</p>	<p>Main Roads appoints up to three independent land valuers and pays for the land owner to appoint a valuer of their choice. The valuation process includes business compensation. Main Roads can only compulsorily acquire land needed for the Project but can acquire small remnant land parcels through negotiations. We provide access to small parcels and if unviable it would be part of the compensation calculation.</p> <p>Main Roads is planning to deliver the Project and will progress the enabling tasks including talking to the owners of property required for the Project to try and agree an early settlement as part of a voluntary acquisition process.</p>
Local community and road users CRG Members	Southern CRG meetings	<p>Local Access Changes on Journey Times</p> <p>Is compensation payable as a result of impacts of local road severance on journey times?</p>	<p>Compensation is only payable where land is required for the Project. Main Roads will endeavour to ensure connectivity remains but it will change.</p>
Directly impacted property owners	Southern CRG meetings, Main Roads Enquiries	<p>Property Severance</p> <p>Property owners who are likely to have access to their properties altered or their land parcels split are concerned about how they will access their</p>	<p>Main Roads will provide access to the portions of land that are severed. Any associated economic loss is included as part of the compensation payable and depends on individual circumstances. Under the Act we can't resume land that isn't required for road purposes.</p>

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		properties/land and how business as usual will take place.	Main Roads often finds that if a convoluted route to provide access results, compensation will be payable. In some cases, other measures are considered to walk or even truck cattle.
Directly impacted property owners	Southern CRG meetings, Main Roads Enquiries	<p>Property Access</p> <p>Property owners who are likely to have access to their properties altered are concerned about what form new access will take.</p>	<p>Any existing accesses affected by the ultimate design of the highway will require consideration of alternative routes. The planning, construction and funding of alternative routes will be undertaken by Main Roads WA as part of the Project scope. These works can include the provision of new service roads and upgrades, or realignment of existing driveways.</p> <p>Main Roads does not generally provide slip lanes for individual properties as they are usually only provided for local roads. However, in some instances where there is a need due to higher traffic volumes or presence of trucks or a road safety risk, a slip lane can be provided. This will be assessed on a case by case basis.</p> <p>If access is required via adjacent privately owned land – we will undertake discussions with the landowners around access routes, acquisition and compensation.</p>
Gelorup residents, local road users	Southern CRG Meeting (07/18, 9/18, 10/18, 11/18, 12/18, 2/19)	<p>Traffic and Safety</p> <p>BORR connection to Gelorup via Hasties Rd due to increased traffic through community and past community infrastructure, interaction with school traffic and narrow road reserve. Concern was raised at numerous CRG meetings.</p>	Centenary Road connection concept options were subsequently developed and assessed as part of the Gelorup connectivity assessment. The Centenary Road connection is the preferred connection recommended by the BORR Team.
CRG Members, Fire Emergency Service, Shire of Capel	Southern CRG meetings	<p>Emergency Service Access and Emergency Egress</p> <p>The effects of road severance on emergency access e.g. to allow firefighting and provide emergency egress to the community either side of the alignment.</p>	The BORR Team has undertaken consultation with the Shire of Capel and the Bush Fire Service to determine issues which will arise from severance of local roads and determined the requirements for provision of additional water tanks and stand pipes. Local and access road connections are being planned where existing local and access roads will be disrupted.

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CRG members	Southern CRG meetings	<p>Impacts to Cultural Heritage</p> <p>Potential for loss of cultural heritage.</p>	There are no European heritage sites expected to be impacted within the Project Area.
CRG members	Southern CRG Meetings (03/19)	<p>Impacts to Aboriginal Heritage</p> <p>What was the source of data used to show aboriginal sites used to inform field investigations.</p> <p>Concerns around the Aboriginal Heritage values and history of the assessment process and what additional studies are being completed.</p>	<p>The source of mapped Aboriginal Heritage sites used to inform field investigations was publicly available data from the DPLH and a previous Aboriginal Heritage Survey which covered a portion of the Project Area (Brad Goode & Associates, 2012).</p> <p>Main Roads will re-consult with members of the Aboriginal community on the preferred southern alignment to update the 2012 Aboriginal Heritage Survey.</p>
CRG members	Southern CRG meetings	<p>Construction Impacts</p> <p>Construction impacts on access to and from properties – particularly if there is an emergency such as a fire.</p>	Bushfire and other emergency responses will be a prime consideration to manage during and after construction. Main Roads includes requirements to maintain emergency routes during construction in contracts. The same would apply to standpipes and other fire response assets.
		Construction noise/vibration and hours of works.	Point source noises (e.g. horns) and noises during construction are not subject to SPP 5.4. Details on the management of construction noises and vibrations will form part of the construction contract.
Drainage Reference Group (DRG)	DRG meetings	<p>Wetlands and Waterways</p> <p>Concern in relation to two TEC (wetlands) located within the ‘green’ alternative alignment. DBCA encouraged BORR Team to liaise with DBCA Wetlands unit.</p>	<p>The BORR Team has undertaken a wetland study within a portion of the Proposal Area as part of a survey located predominantly to the north.</p> <p>The BORR Team has liaised with DBCA officers where appropriate regarding TECs within the Proposal Area.</p>
		Request for spill management for wetlands, outside of wetland buffers – and be based on risk based approach.	Main Roads has requirements around what is to be provided where spill control is required, but not around where spill control is required. Recommendations from DRG members were discussed.
Land owners	Landowner meetings	<p>Irrigation and Drainage</p>	The BORR Team will undertake discussions with landowners to determine suitable alternate access where access will be directly impacted by BORR once a decision on the southern alignment has been made.

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		<p>Concerns have been raised by landowners in relation to localised flooding impacting on access and egress to and from their properties under BORR.</p> <p>Landowners have also raised concerns where investigations have been required in relation to use of heavy machinery impacting on contours/ damaging drainage of their land.</p>	<p>Prior to all investigations, landowners were contacted by the BORR Team for approval to access their land and landowners were consulted on the proposed machinery details, size, weight etc. to be used on their property. Investigations with machinery on land vulnerable to becoming waterlogged during wet months was timed to occur where possible prior to the onset of the wet season.</p>
Drainage Reference Group (DRG) Members, Water Corporation	DRG (08/2018)	<p>Water Quality</p> <p>Need for spill management (e.g. oil and chemical spills). Oil spill traps were initially only considered for water draining to sensitive environmental receptors (e.g. wetlands). Water Corporation indicated that spill protection was required upstream of their drains.</p>	The BORR drainage strategy includes the use of oil spill traps to waterways.
DRG Members, Leschenault Catchment Council Inc.	DRG (08/2018)	<p>Water Quality</p> <p>Nutrient stripping (via soil amendments using Iron Man Gypsum) in the buffer strip along the alignment.</p>	Options were investigated, but it was identified that the major source of nutrients was farm land. Water, particularly in irrigated plots, is carefully managed on farms by paddock grading and is collected by drains and therefore is unlikely to reach the road alignment. There is limited benefit and a very high cost for undertaking soil improvement measurements within the alignment.