

Stakeholder Consultation

Table B – 1 Stakeholder consultation summary

STAKEHOLDER	DATE	TYPE OF CONSULTATION	PEOPLE INVOLVED	SUMMARY OF DISCUSSIONS	KEY OUTCOMES OF CONSULTATIONS
Commonwealth Government					
Department of Agriculture, Water and the Environment (DAWE) Formerly the Department of Environment and Energy	25 May 2018 17 July 2018 8 October 2018 14 February 2019	Meeting	<ul style="list-style-type: none"> • EPA Services • Main Roads • BORR IPT. 	<ul style="list-style-type: none"> • Pre-referral meeting to inform of intention to submit an EPBC Act referral for the Proposal. Discussion of potentially significant matters and spatial scope of the submission • Project update meetings throughout 2018 and in February 2019. 	<ul style="list-style-type: none"> • Understanding of Proposal scope, timing, setting and impacts.
Regional Development Australia	Early 2017 onwards	Meeting	<ul style="list-style-type: none"> • Main Roads • Regional Development Australia. 	<ul style="list-style-type: none"> • Planning awareness / overview • Seek regional context and input into BORR North Alignment Selection process • Input into the IA process. 	<ul style="list-style-type: none"> • Share information and obtain regional context for BORR. • Obtain input into the Alignment Selection process. • Obtain input into the IA process.
State Government					
DBCA Parks and Wildlife	1 August 2019	Site inspection	<ul style="list-style-type: none"> • DBCA • Main Roads • Ecoedge • BORR IPT. 	<ul style="list-style-type: none"> • A Parks and Wildlife flora officer (DBCA) and MRWA representative visited the Survey Areas with an Ecoedge Botanist to seek their clarification and confirmation on the presence/absence of the TEC. 	<ul style="list-style-type: none"> • DBCA provided advice on presence of TEC within the Proposal Area

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	2 December 2019	Workshop		<ul style="list-style-type: none"> A follow up workshop was held to discuss the TECs identified in the field survey. 	<ul style="list-style-type: none"> DBCA provided further advice on presence of TEC within the Proposal Area
DPLH	Early 2017 onwards	Meeting	<ul style="list-style-type: none"> Main Roads DPLH officers and SW Director. 	<ul style="list-style-type: none"> Planning awareness / overview Obtain input into BORR North Alignment Selection process given the interactions with land use planning Explore risks and opportunities Coordination of BORR planning with planning for the future Wanju/Waterloo developments. 	<ul style="list-style-type: none"> Coordinate transport and land use planning for the Greater Bunbury area.
Local Members (Ongoing)	2018 – 2019 (as required)	Meeting	<ul style="list-style-type: none"> Member for Bunbury, Don Punch Member for Collie- Preston, Mick Murray Member for Murray- Wellington, Robyn Clarke. 	<ul style="list-style-type: none"> Project awareness / overview Share feedback received from community Outline engagement opportunities Opportunity to raise stakeholder / community concerns Inform design development. 	<ul style="list-style-type: none"> Briefing of project status and any contentious issues and/or constituent concerns.

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DWER (Office of the EPA)	13 March 2018 5 September 2018 13 February 2019 13 November 2019	Meeting	<ul style="list-style-type: none"> EPA Services Unit Main Roads BORR IPT. 	Pre-referral meeting. Overview of the Proposal and discussion on the EP Act Part IV assessment path for the Proposal.	<ul style="list-style-type: none"> Understanding of Proposal scope, timing, setting and impacts. Confirmation of the referral and assessment process.
Department of Transport	25 January 2018	BORR – Bunbury Freight Access Enhancement – Options workshop	Key stakeholder representatives from Main Roads WA and the Department of Transport	In preparation for the workshop participants were provided with a draft paper outlining the long list of options as well as the decision criteria.	At the workshop the decision criteria and long list of options were confirmed. A consensus scoring process was used to score each option against the decision criteria. Where participants were unable to reach unanimity to assign a score, the majority score was taken with any dissenting comments noted.

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Chamber of Commerce	14 November 2018	Presentation	<ul style="list-style-type: none"> • Main Roads • BORR IPT. 	<ul style="list-style-type: none"> • Project overview and background • BORR ultimate planning concept • IA submissions • Project development and funding • Economic risks and opportunities • Planning and design • Ultimate planning criteria for BORR • Interchange options • Community and stakeholder engagement. 	<ul style="list-style-type: none"> • Presentation only.
Bunbury Port Authority	Early 2017 onwards	Meeting	<ul style="list-style-type: none"> • Main Roads • Southern Ports officers and Managing Director. 	<ul style="list-style-type: none"> • Planning awareness / overview • Obtain an understanding of current and future Port operations and plans/objectives • Seek input into BORR North Alignment Selection process • Coordinate transport planning requirements for the port and broader network. 	<ul style="list-style-type: none"> • Coordinate transport planning and future port requirements.
Local Government					

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City of Bunbury	July 2017	Project briefing meeting	<ul style="list-style-type: none"> City of Bunbury Main Roads. 	<ul style="list-style-type: none"> Planning review. 	<ul style="list-style-type: none"> Presentation.
	October/ November 2017	Project briefing meeting	<ul style="list-style-type: none"> Elected members of City of Bunbury Main Roads. 	<ul style="list-style-type: none"> Planning Study Consultation process. 	<ul style="list-style-type: none"> Presentation.
	3 July 2018	Project briefing meeting	<ul style="list-style-type: none"> City of Bunbury Main Roads BORR IPT. 	<ul style="list-style-type: none"> Funding commitments Infrastructure Australia submissions Establishment of IPT including Main Roads, GHD and BG&E Northern section planning review Alignment selection to alignment definition – investigation areas Existing environment including crash history, traffic flow Network operation objectives Forward planning for connectivity, rail Community and stakeholder engagement strategy and activities. 	<ul style="list-style-type: none"> Presentation.

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	13 November 2018	Project briefing meeting		<ul style="list-style-type: none"> • Project overview • Key dates • Stage 1 – shortlist criteria • Stage 2 – Multi criteria assessment • Paris-Clifton, Raymond Road, Waterloo, Willinge Drive options • Project update • Community engagement. 	<ul style="list-style-type: none"> • Presentation • Request for further information regarding the impact on the economy of Bunbury and the support for the socio-economic assessment work.
	30 July 2019	Project briefing meeting		<ul style="list-style-type: none"> • Environmental approvals • Ministerial announcement • Urban and Landscape Design • Northern interchange built form 	<ul style="list-style-type: none"> • Project briefing – no additional matters raised.
Shire of Capel	July 2017	Project briefing	<ul style="list-style-type: none"> • Shire of Capel • Main Roads. 	<ul style="list-style-type: none"> • Planning review. 	<ul style="list-style-type: none"> • Presentation.
	October/ November 2017	Project briefing meeting	<ul style="list-style-type: none"> • Elected members of Shire of Capel • Main Roads. 	<ul style="list-style-type: none"> • Planning Study • Consultation process. 	<ul style="list-style-type: none"> • Presentation.

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	23 May 2018	Project briefing meeting	<ul style="list-style-type: none"> • Shire of Capel • Main Roads • BORR IPT. 	<ul style="list-style-type: none"> • Progress update – Northern Section alignment selection • Funding commitments • Establishment of IPT including Main Roads, GHD and BG&E • BORR project objectives and benefits • Environmental approvals. 	<ul style="list-style-type: none"> • Presentation.
	25 July 2018	Project briefing meeting		<ul style="list-style-type: none"> • Northern Section planning study • Project update • Network operation objectives • Forward planning for connectivity, rail • Key risks and opportunities • Community and stakeholder engagement strategy and activities. 	<ul style="list-style-type: none"> • Presentation.
	26 June 2019	Project briefing meeting		<ul style="list-style-type: none"> • Southern alignment selection • WRP regional surveys • Avoidance of tuart tree • Southern section local access arrangements • Environmental referrals • Raymond Road North Facing Ramps • BORR northern interchange configuration 	<ul style="list-style-type: none"> • Project briefing – no additional matters raised.

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	27 November 2019	Project briefing meeting		<ul style="list-style-type: none"> Briefing content Southern section proposed interchange designs Proposed local access arrangements Landscape design Environment & heritage update Land acquisition Community engagement update Delivery procurement update. 	<ul style="list-style-type: none"> Project briefing – no additional matters raised.
Shire of Harvey	July 2017	Project briefing	<ul style="list-style-type: none"> Shire of Harvey Main Roads. 	<ul style="list-style-type: none"> Planning review. 	<ul style="list-style-type: none"> Presentation.
	31 August 2017	Project briefing consultation	<ul style="list-style-type: none"> Shire of Harvey Main Roads. 	<ul style="list-style-type: none"> Main Roads requested comment on draft letter to landowners prior to distribution. 	<ul style="list-style-type: none"> The Shire of Harvey objected to the proposed alignment revision as it impacted upon an urban investigation area in local planning scheme. The Shire requested that landowner consultation not be undertaken for this reason.
	October/ November 2017	Project briefing meeting	<ul style="list-style-type: none"> Elected members of Shire of Harvey Main Roads. 	<ul style="list-style-type: none"> Planning Study Consultation process. 	<ul style="list-style-type: none"> Presentation.

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	9 October 2018	Project briefing	<ul style="list-style-type: none"> • Shire of Harvey • Main Roads • BORR IPT. 	<ul style="list-style-type: none"> • Planning and project development update focussing on the Northern Section and interchange options • Community and stakeholder engagement update • Noise management process. 	<ul style="list-style-type: none"> • Presentation only.
	18 December 2018	Project briefing		<ul style="list-style-type: none"> • Project update • Future traffic volumes • Proposed BORR Northern Section Alignment and connectivity • Local road modifications • Urban design and landscaping • Environmental referral process • Noise management • Business case update/ socio-economic study • Community and stakeholder engagement update • Next steps. 	<ul style="list-style-type: none"> • Presentation only.

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	27 August 2019	Project briefing		<ul style="list-style-type: none"> • Project update • Northern and central sections <ul style="list-style-type: none"> ○ Raymond Road north facing ramps ○ Northern interchange configuration ○ Signing strategy elements ○ Interchange configurations ○ Environmental approvals • Southern section <ul style="list-style-type: none"> ○ Alignment announcement ○ Tuart tree • Delivery planning • Community and stakeholder engagement update 	<ul style="list-style-type: none"> • Project briefing – no additional matters raised.
Shire of Dardanup	July 2017	Project briefing	<ul style="list-style-type: none"> • Shire of Dardanup • Main Roads. 	<ul style="list-style-type: none"> • Planning review. 	<ul style="list-style-type: none"> • Presentation.
	October/ November 2017	Project briefing	<ul style="list-style-type: none"> • Elected members of Shire of Dardanup • Main Roads. 	<ul style="list-style-type: none"> • Planning Study • Consultation process. 	<ul style="list-style-type: none"> • Presentation.

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	14 August 2019	Project briefing	<ul style="list-style-type: none"> Elected members of Shire of Dardanup Main Roads BORR IPT. 	<ul style="list-style-type: none"> Project update Northern and central sections <ul style="list-style-type: none"> Raymond Road north facing ramps Northern interchange configuration Signing strategy elements Interchange configurations Environmental approvals Timber hub access Southern section <ul style="list-style-type: none"> Alignment announcement Tuart tree Delivery planning. 	<ul style="list-style-type: none"> Project briefing – no additional matters raised.
Community					
GKB NTC	29 October 2018 22 November 2019 23 January 2020	Ethnographic consultation including field inspections	<ul style="list-style-type: none"> Brad Goode & Associates Nine representatives from the GKB NTC group DPLH Main Roads 	<ul style="list-style-type: none"> The purpose of the ethnographic survey was to discuss any Aboriginal heritage sites, sacred places, such as water courses, wetlands and river crossings or places of historical significance that maybe a constraint to planning 	<p>Approval under Section 18 of the AHA be granted on the provision that Main Roads gives consideration to the GKB NTC group representatives requests (Brad Goode & Associates, 2020):</p> <ul style="list-style-type: none"> Pylons for the proposed bridges not be situated

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			<ul style="list-style-type: none"> BORR IPT. 	<p>for the Northern and Central section of BORR</p> <ul style="list-style-type: none"> Where consent under the AH Act is required if avoidance is not possible, such as where bridges are required The focus of the field inspections was to determine impacts from bridge construction. 	<p>within the actual water channels of the Preston, Collie, Ferguson and Brunswick Rivers and their tributaries</p> <ul style="list-style-type: none"> Cultural monitors be present for any ground disturbing works occurring within the 30 m buffer zone on either side of the waterways Main Roads re-consults with the GKB NTC group representatives once the actual plans for the bridges over the Preston and Collie Rivers have been finalised The results from geotechnical investigations be provided to the GKB NTC representatives Nyungar access to the Collie, Preston, Ferguson and Brunswick Rivers and their tributaries be retained <ul style="list-style-type: none"> Any archaeological material uncovered during the works be salvaged and relocated as directed by the GKB NTC group representatives

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					<ul style="list-style-type: none"> • Workshops with the landscape design team and the GKB NTC group representatives be held to incorporate Nyungar cultural values into the project • Clearing of native vegetation be minimised wherever possible and native plant species from the local provenance be used in the rehabilitation works • The new bridges be given Nyungar names • Employment opportunities and skill development training be provided to the Nyungar community as part of the project. <p>No new ethnographic sites were identified within the Proposal Area.</p>
Northern/ Central CRG (Monthly)	9 July 2018	Meeting # 1	<ul style="list-style-type: none"> • CRG members • BORR IPT. 	<ul style="list-style-type: none"> • Meeting purpose and process • Project overview and context • Planning and project development • Planning and design criteria • Terms of reference 	<p>The CRG was formed to facilitate and enhance communication and collaboration with the various communities of interest and:</p>

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	3 September 2018	Meeting # 2		<ul style="list-style-type: none"> • Community issues and priorities • Next steps. <ul style="list-style-type: none"> • Meeting purpose and process • Previous workshop summary and actions arising • Project update • Meadow Landing Working Group update • Northern Section project development – options • Consultation and engagement update • CRG member comment • Next steps. 	<ul style="list-style-type: none"> • Provide a conduit for two-way communication and stakeholder input. • Communicate matters to, and from, their respective organisations, groups and committees • Collaboratively inform the planning and development process for the project • Assist in identifying and responding to project issues and opportunities identified by project stakeholders to ensure an optimal solution

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	1 October 2018	Meeting # 3		<ul style="list-style-type: none"> • Workshop purpose and process • Project update – CRG governance • Previous meeting summary and actions arising • Traffic data • Alignment selection information • Alignment definition • Noise management process and environmental management • Consultation and engagement update • CRG comment • Next steps. 	<ul style="list-style-type: none"> • Provide issue-specific liaison in selecting / assessing options • The remit of the CRG is bounded by and focussed on the project’s area of influence. <p>Refer to Table B-2 for a summary of key concerns from these consultations.</p>

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	5 November 2018	Meeting # 4		<ul style="list-style-type: none"> • Meeting purpose and process • Previous meeting summary and actions arising • Urban landscape design strategy • Preferred BORR Northern and Central Section interchange options • Environmental assessment process • Noise management process • Consultation and engagement update • CRG member comment • Next steps. 	
	3 December 2018	Meeting # 5		<ul style="list-style-type: none"> • Previous meeting summary and actions arising • Environment update • Local road access strategy • Overview of Economic Advisory Group • Project milestones • CRG member round table • Next steps • Resources. 	

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	4 February 2019	Meeting # 6		<ul style="list-style-type: none"> • Meeting purpose and process • Project update • Raymond Road • Land use and population – Principal Shared Path (PSP) network, freight vehicle provisions • Environmental referral update – noise modelling, drainage strategy • Community and stakeholder engagement update • CRG member round table • Next steps. 	
	13 March 2019	Meeting # 7		<ul style="list-style-type: none"> • Meeting purpose and process • Previous meeting action closeout • Environmental approval process • WRP regional survey • Environmental impacts for North • Noise impacts • Raymond Road alignment • CRG member round table • Next steps. 	

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	12 August 2019	Meeting # 8		<ul style="list-style-type: none"> • Meeting purpose and process • Previous meeting summary and actions arising • Project update • Northern interchange • Raymond Road – northern ramps • Environmental approval update • Project case considerations • CRG member round table • Next steps 	
	14 October 2019	Meeting # 9		<ul style="list-style-type: none"> • Meeting purpose and process • Previous meeting summary and actions arising • Project update • Raymond Road configuration • Environmental update • Heritage update • CRG member round table • Next steps 	
	February 2020 – planned	Meeting # 10		<ul style="list-style-type: none"> • TBA 	

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Land owners	November 2017 – May 2018	Meetings	Lot owners and BORR Team members	<ul style="list-style-type: none"> • Met with majority of land owners individually to discuss impacts on their properties, potential access arrangements and the process for an acquisition to proceed • During the flora and fauna surveys land owners provided consent for the surveys to be completed and where the land owner required a meeting on site occurred prior to the survey • Geotechnical investigations have been occurring in parallel to the environmental investigations and this entry onto private land has been managed in consultation with the landowner. 	<ul style="list-style-type: none"> • Additional noise loggers were deployed at residences who had concerns about noise as part of the noise assessment • The geotechnical investigation program was amended to take into account landowner concerns regarding impacts on farming operations.

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	November 2017	Letters	<ul style="list-style-type: none"> Potentially impacted landowners Main Roads. 	<ul style="list-style-type: none"> Letters sent to all potentially impacted landowners Individual landholder meetings offered to all those intersected by potential BORR North corridors. Input into the Alignment Selection process sought prior to a decision as well as potential impacts on the property holders. 	<ul style="list-style-type: none"> Input into the Alignment Selection process prior to a decision. Obtain an understanding of potential impacts to businesses/ lifestyle.
	April 2018	Letters	<ul style="list-style-type: none"> Potentially impacted landowners Main Roads. 	<ul style="list-style-type: none"> Letters sent to an additional five landowners located east of the proposed Shire of Harvey Investigation Area, offering a meeting to discuss an extension to BORR Northern Eastern Alignment Corridor. Individual landholder meetings offered to all those intersected by potential BORR North corridors. Input into the Alignment Selection process sought prior to a decision as well as potential impacts on the property holders. 	<ul style="list-style-type: none"> Input into the Alignment Selection process prior to a decision. Obtain an understanding of potential impacts to businesses/ lifestyle.

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	20 November 2018	BORR Northern and Central Section landowner briefing	<ul style="list-style-type: none"> • Main Roads • BORR IPT • Landowners. 	<ul style="list-style-type: none"> • Project overview • Project timelines • Main alignment – Northern section • Northern interchanges • Local Access Strategy • Environmental process and preliminary findings • Noise management process • Landscaping • Land acquisition process. 	<ul style="list-style-type: none"> • Q & A session.
	November 2019	Kingston noise wall letters	<ul style="list-style-type: none"> • Potentially impacted landowners • Main Roads. 	<ul style="list-style-type: none"> • Braidwood Drive and Carlingford Court properties that back onto Forrest Highway were notified about proposed noise wall mitigation measures. • Provided information on proposed treatment at their property including plan, sketch and example images. 	Concern about noise wall placement and potential unsocial behaviours. Location of wall provides best environmental outcome and meets noise level targets.

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General public and local residents	February 2018	Letters	<ul style="list-style-type: none"> Residents in Roelands (Meadow Landing) Main Roads. 	<ul style="list-style-type: none"> Letters sent to residents in Roelands (Meadow Landing) seeking their comment on the Alignment Selection Study prior to a decision. 	<p>A meeting of approximately 30 residents (from 170 homes) was held to seek feedback and discuss concerns regarding the alignment.</p> <p>Subsequent meetings were held with approx. five individuals to obtain input into the Alignment Selection process.</p>
	24, 25, 30 and 31 October 2018	<p>Community information 'Drop In' Sessions (4:30-7:30 pm – three hours each) – please note these sessions addressed both BORR Northern and Central Sections, and BORR Southern Section</p> <p>Community information 'Drop-In' Sessions were held at four locations:</p> <ul style="list-style-type: none"> Eaton Sports Club 	<ul style="list-style-type: none"> Main Roads BORR IPT Community members 	<p>The Community Drop In Sessions were designed to:</p> <ul style="list-style-type: none"> Raise awareness of the project including the planning concept, features, impacts and benefits Disseminate factual and consistent information to key stakeholders and the community; and dispel myths being circulated by project opponents Encourage greater community and stakeholder involvement and deliberation of key issues Provide a conduit for active engagement - forum for residents and landowners to interact with members of the project team to raise 	<p>Key themes raised by the community:</p> <ul style="list-style-type: none"> Alignment selection Environmental impacts Land acquisition/ compensation Local access/ connections Impact on amenity/ lifestyle Certainty of future development Traffic volumes/ movement Impact on agricultural land/ businesses Impact on the local economy "the bypass effect".

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		<ul style="list-style-type: none"> Leschenault Leisure Centre Bunbury RSL Gelorup Community Hall. 		<p>questions, comments, concerns and/or preferences</p> <ul style="list-style-type: none"> Assist in identifying project issues and/or opportunities that can inform key project decisions and help to develop an optimal project solution Achieve a sustainable outcome that is generally accepted by stakeholders and the community and meets the relevant local, regional and State infrastructure requirements Monitor perceptions and sentiment through direct liaison and surveys. 	
	July 2018	<p>Project newsletter # 1</p> <p>(Distribution by unaddressed mail and Connect Click Dimensions)</p>	<p>Local community (distribution)</p> <p>General public (via website)</p>	<ul style="list-style-type: none"> Project awareness / overview Promote public display Promote opportunity for email registration (project updates). 	<ul style="list-style-type: none"> Copies are provided to all relevant LGAs and local Members of Parliament; distribution to households/ businesses involved approx. 38,000 copies.
	Monthly (indicative only)	Website update	Main Roads	<ul style="list-style-type: none"> Project awareness / progress update / latest news. 	<ul style="list-style-type: none"> This has been timed with key announcements/ progress.

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	25 and 26 February 2019	Community Information Sessions (4pm to 7pm) BREC Leischenault Leisure Centre.	<ul style="list-style-type: none"> Members of Parliament LGA Main Roads BORR IPT Community members. 	<ul style="list-style-type: none"> BORR alignment and connectivity (local access and modifications) Location and configuration of interchanges, with most interest in the northern interchange (BORR/Forrest Highway), Raymond Road and South Western Highway Traffic volumes and key movements Environmental impacts and proposed mitigations Noise/ visual amenity and proposed mitigations. <p>Information regarding landscaping and urban design, and sustainability was also on display.</p>	<ul style="list-style-type: none"> Suggestion by numerous attendees/stakeholders was the need to modify the Ultimate Planning Concept Design to include a full interchange at Raymond Road (the design presented did not include north-facing ramps). As a result of stakeholder and community feedback, the interchange has been amended and full access provided at this location Feedback from the sessions was positive with many attendees indicating their support for BORR Project.
Committees and Reference Groups					
Bunbury Wellington Economic Alliance	Early 2017 onwards	Meeting	<ul style="list-style-type: none"> Main Roads BWEA CEO. 	<ul style="list-style-type: none"> Planning awareness / overview Seek regional context and input into BORR North Alignment Selection process. 	<ul style="list-style-type: none"> Share information and obtain regional context for BORR. Obtain input into the Alignment Selection process.

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ILM Workshop	4 December 2017	Workshop	<ul style="list-style-type: none"> • Main Roads • South West Development Commission • Great Southern Ports • Qube (bulk minerals sand transporter). 	<ul style="list-style-type: none"> • Two 'problem statements' were formulated based on an understanding of the current context and environment facing the movement of freight and people around and within the Greater Bunbury Area • A series of 'problem / opportunity elements' were identified for each problem / opportunity statement to demonstrate the magnitude of each problem / opportunity, together with underlying root causes. 	<ul style="list-style-type: none"> • The outcomes of the ILM were used as the basis to progress the options development and assessment process.
Project Steering Committee (Bi-monthly)	28 June 2018	Meeting	<ul style="list-style-type: none"> • Chaired by MD Main Roads • Main Roads' Executive Directors • Department of Treasury 	<ul style="list-style-type: none"> • Project update • Planning and project development • Program • Budget • Other business. 	<ul style="list-style-type: none"> • Direction setting • Strategic leadership / guidance • Promote collaboration between agencies • Strategic partnerships • Decision making for key / critical issues

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	23 August 2018	Meeting	<ul style="list-style-type: none"> • Department of Transport • Department of Infrastructure, Regional Development and Cities • Others by invitation. 	<ul style="list-style-type: none"> • Project update • Planning and project development update • BORR Northern Section interchange options • Community and stakeholder engagement update. 	<ul style="list-style-type: none"> • Ministerial liaison • Project advocacy.
	17 October 2018	Meeting		<ul style="list-style-type: none"> • Project update • Planning and project development program update • Community and stakeholder engagement update. 	
	13 December 2018	Meeting		<ul style="list-style-type: none"> • Project update • Planning and project development program update • Community and stakeholder engagement update. 	
	5 July 2019	Meeting # 6		<ul style="list-style-type: none"> • Project update • WRP regional surveys • Landscape urban design and aesthetic strategy / early planting • Delivery – procurement planning • Community & stakeholder engagement update 	

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	19 September 2019	Meeting # 7		<ul style="list-style-type: none"> • Project update • Southern section preferred interchange concepts & local access arrangements • Socio-economic assessment • Community & stakeholder engagement update • Delivery procurement update 	
	6 December 2019	Meeting # 8		<ul style="list-style-type: none"> • Project Update • Project Definition • Community & Stakeholder Engagement Update • Delivery procurement 	
Project Enabling Group (Bi-monthly)	12 June 2018 (formation and Meeting # 1)	Meeting # 1 (meets bi-monthly chaired by Main Roads)	<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 IPT. 	<ul style="list-style-type: none"> • Project overview • Funding • IA submissions • Key risks and opportunities • Project governance and PEG Terms of Reference • Project objectives and key result areas • Performance framework • BORR Team objectives and program • Community and Stakeholder Engagement 	<ul style="list-style-type: none"> • Liaison between agencies • Operational decision making • Inform recommendations to the Steering Committee • Enable and facilitate progress • Technical and operational input • Promote efficient interface management • Ensure that project planning is consistent with and supports Government policy.

STAKEHOLDER	DATE	TYPE OF CONSULTATION	PEOPLE INVOLVED	SUMMARY OF DISCUSSIONS	KEY OUTCOMES OF CONSULTATIONS
				<ul style="list-style-type: none"> • Ultimate planning criteria and objectives • Issues • Round table – PEG member input. 	
	16 August 2018	Meeting # 2		<ul style="list-style-type: none"> • Project update • Community and stakeholder engagement update • Site investigations update • Sustainability and performance framework • Planning update • Interchange options selection process • Other work • BORR Northern Section Alignment and interchange options • BORR South options and BORR South Alternative investigation corridor • Typical cross sections • Round Table – PEG member input. 	
	4 October 2018	Meeting # 3		<ul style="list-style-type: none"> • Consultation to date • Site investigations • Recommended BORR Northern Section interchanges 	

STAKEHOLDER	DATE	TYPE OF CONSULTATION	PEOPLE INVOLVED	SUMMARY OF DISCUSSIONS	KEY OUTCOMES OF CONSULTATIONS
	29 November 2018	Meeting # 4		<ul style="list-style-type: none"> • Network operations and other connectivity • Waterways and drainage • Utilities • BORR South status • Roundtable discussion • Next steps. <ul style="list-style-type: none"> • Urban design and landscaping • Consultation to date • BORR Northern Section environmental Proposal Area • BORR Northern Section local road access strategy • BORR Northern Section environmental findings and BORR South status • Social and economic impact assessment update. 	

STAKEHOLDER	DATE	TYPE OF CONSULTATION	PEOPLE INVOLVED	SUMMARY OF DISCUSSIONS	KEY OUTCOMES OF CONSULTATIONS
	6 August 2019	Meeting # 6		<ul style="list-style-type: none"> • Project Update • Southern Environmental Referral Boundary and Impacts • Southern Interchange Selection • Bussell Hwy Interchange • Gelorup Local Access • Timber Hub Access • Delivery Planning • Community and Stakeholder Engagement Update 	
BORR RLGAG (Quarterly or at Key Milestones)	16 August 2018	Meeting # 1	<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 • BORR IPT. 	<ul style="list-style-type: none"> • Project and IPT overview • Funding and IA process • Performance framework • Key risks and opportunities • Project governance and RLGAG Terms of Reference • Ultimate planning criteria and objectives • Existing environment • Issues • Community and stakeholder engagement • Environmental approval process • 90 look ahead • Questions and discussion. 	<ul style="list-style-type: none"> • Project briefing

STAKEHOLDER	DATE	TYPE OF CONSULTATION	PEOPLE INVOLVED	SUMMARY OF DISCUSSIONS	KEY OUTCOMES OF CONSULTATIONS
	21 November 2018	Meeting # 2		<ul style="list-style-type: none"> • Project update • Consultation update • Site investigations • Recommended BORR Northern Section interchanges and connectivity • BORR South status • Environmental approval process • Key program milestones • Roundtable discussion • Next steps. 	<ul style="list-style-type: none"> • Project briefing
	14 June 2019	Meeting # 3		<ul style="list-style-type: none"> • Project update <ul style="list-style-type: none"> ○ Southern alignment decision ○ Tuart tree ○ Centenary Road interchange ○ Raymond Road north facing ramps ○ Northern interchange configuration • Environmental approvals process <ul style="list-style-type: none"> ○ BORR northern and central • BORR southern 	<ul style="list-style-type: none"> • Project briefing

STAKEHOLDER	DATE	TYPE OF CONSULTATION	PEOPLE INVOLVED	SUMMARY OF DISCUSSIONS	KEY OUTCOMES OF CONSULTATIONS
Economic Advisory Group (At Key Milestones)	30 October 2018	Meeting # 1	<ul style="list-style-type: none"> • City of Bunbury • Bunbury Geographe Economic Alliance (BGEA) • South West Development Commission (SWDC) • Regional Development Australia South West (RDASW) 	<ul style="list-style-type: none"> • Project overview and background • Project objectives and benefits • Planning and project development • Ultimate planning criteria for BORR • Terms of Reference • Bypass effect concerns • Discussion • Next steps. 	<ul style="list-style-type: none"> • Project briefing
	28 November 2018	Meeting # 2	<ul style="list-style-type: none"> • Chamber of Minerals and Energy • Wespine • Bunbury Geographe Chamber of Commerce and Industry 	<ul style="list-style-type: none"> • BORR Northern and Central Section preferred interchange designs and connectivity • Comments and discussion on socio-economic assessment • Next steps – project milestones and future meetings. 	<ul style="list-style-type: none"> • Endorsement of the scope for the socio-economic assessment.
	6 August 2019	Meeting # 4	<ul style="list-style-type: none"> • Main Roads • BORR IPT. 	<ul style="list-style-type: none"> • Signage strategy • Local employment • Socio-economic Impact Assessment key findings • Landscaping design 	<ul style="list-style-type: none"> • Local organisations to further consider promotion of Bunbury as a tourism destination – including signage and broader marketing.

STAKEHOLDER	DATE	TYPE OF CONSULTATION	PEOPLE INVOLVED	SUMMARY OF DISCUSSIONS	KEY OUTCOMES OF CONSULTATIONS
	18 November 2019	Meeting # 5		<ul style="list-style-type: none"> • Project update – delivery arrangements, local business briefing, local and Aboriginal Participation • Project communications activities and transition arrangements • Signing strategy 	<ul style="list-style-type: none"> • Options for local business capability register being considered
SWDC	2018 – 2019 (as required)	Project briefing meeting	<ul style="list-style-type: none"> • Main Roads • SWDC. 	<ul style="list-style-type: none"> • Project overview and background • Industry participation • Funding commitments • Procurement models. 	<ul style="list-style-type: none"> • Agreement to form the Economic Advisory Group and work collaboratively to create opportunities for local supplier participation.

STAKEHOLDER	DATE	TYPE OF CONSULTATION	PEOPLE INVOLVED	SUMMARY OF DISCUSSIONS	KEY OUTCOMES OF CONSULTATIONS
Drainage Reference Group (At Key Milestones)	1 August 2018	Meeting # 1	<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 • Leschenault Catchment Council • South West Catchments Council 	<ul style="list-style-type: none"> • Project overview and context • Planning and project development • Terms of reference • Existing conditions and constraints • Transverse drainage • Drainage options • Next steps. 	<ul style="list-style-type: none"> • Collaboratively inform the Drainage Strategy for BORR • Assist in coordinating the concerns, suggestions and advice of the various agencies and stakeholders to ensure an optimal solution results • Adopt innovative outcomes extending beyond compliance to the maximum extent possible in keeping with BORR objectives • Provide issue-specific liaison in developing the drainage solution • Communicate project matters to, and from, relevant drainage and stakeholder groups.
	4 December 2018	Meeting # 2	<ul style="list-style-type: none"> • BORR Team • Main Roads. 	<ul style="list-style-type: none"> • Project update • Highway runoff quality • Soil amendments • Drainage strategy • General comments • Next steps. 	<ul style="list-style-type: none"> • Agreement to the principles set out in the drainage strategy for BORR Northern and Central Section, including the treatment of the water quality and quantity processes

STAKEHOLDER	DATE	TYPE OF CONSULTATION	PEOPLE INVOLVED	SUMMARY OF DISCUSSIONS	KEY OUTCOMES OF CONSULTATIONS
					<ul style="list-style-type: none"> The DWER supports in principle the drainage strategy for the Northern and Central sections of BORR project. No fatal flaws or areas of concern were identified with what was both discussed prior to and presented at the Drainage Reference Group (4 December 2018).
Freight and Road Users Group (At Key Milestones)	22 August 2018	Meeting # 1	<ul style="list-style-type: none"> City of Bunbury Shire of Capel Shire of Dardanup DFES DPLH Department of Transport Freight and Logistics Council WA Livestock & Rural Transport Association Public Transport Authority RAC 	<ul style="list-style-type: none"> Workshop purpose and process Project overview and context Terms of Reference Road network operations – overview of existing conditions Bunbury Port exports Other road users Freight rail network Existing network issues Proposed network conditions Discussion – proposed network, RAV/ OSOM and pedestrian and cycling. 	<ul style="list-style-type: none"> Provide input on road user objectives, issues and opportunities Promote integration and understanding between the various road users Advise on operational requirements Provide input into possible network management options Provide input and feedback on the development of the Network Operations Plan Provide issue-specific liaison in developing the project.
	28 November 2018	Meeting # 2		<ul style="list-style-type: none"> Project update Network operation goals and objectives 	

STAKEHOLDER	DATE	TYPE OF CONSULTATION	PEOPLE INVOLVED	SUMMARY OF DISCUSSIONS	KEY OUTCOMES OF CONSULTATIONS
			<ul style="list-style-type: none"> • WA Pilot Drivers Association • Southern Ports – Port of Bunbury • Westport Taskforce • Trans Bunbury (PTA) • TransWA (PTA) • QUBE • K&S Freighters (Dardanup) • Greater Bunbury Bicyclers Users Group Inc. • Main Roads • BORR IPT. 	<ul style="list-style-type: none"> • Discussion – network operations goals and objectives • Road network connections and interchange forms (BORR Northern Section) • Discussion – road network connections and interchange forms (BORR Northern Section) • Principal shared path network (PSP) • Discussion – principal shared path network (PSP) • Amenities • Discussion – amenities • Priorities project case planning • Discussion – priorities project case planning. 	

STAKEHOLDER	DATE	TYPE OF CONSULTATION	PEOPLE INVOLVED	SUMMARY OF DISCUSSIONS	KEY OUTCOMES OF CONSULTATIONS
	14 October 2019	Meeting # 3		<ul style="list-style-type: none"> • Project update • Road user priority map • Discussion- road user priority map • RAV networks and OSOM Provisions • Discussion - RAV networks and OSOM Provisions • Principal shared path network (PSP) • Discussion – principal shared path network (PSP) • Rest areas • Discussion – rest areas 	<ul style="list-style-type: none"> • No subsequent FRUG meetings were scheduled • Project Case information will be provided at a future date in a single briefing of all Reference Groups to present the intended first stage of construction work. This is anticipated during the first quarter of 2020 • Members were thanked for feedback and contribution.
Transafe WA Road Transport Industry Safety Forum	14 August 2019	Meeting	<ul style="list-style-type: none"> • Transafe WA forum • BORR IPT. 	<ul style="list-style-type: none"> • Project overview • Ministerial announcement: Raymond Road • Interchange forms • Local road network • Environmental approvals • Ministerial announcement: Southern alignment, tuart tree • Delivery planning 	<ul style="list-style-type: none"> • Project briefing – no additional matters raised.

STAKEHOLDER	DATE	TYPE OF CONSULTATION	PEOPLE INVOLVED	SUMMARY OF DISCUSSIONS	KEY OUTCOMES OF CONSULTATIONS
Meadow Landing Working Group	13 August 2018	Meeting	<ul style="list-style-type: none"> • CRG members • BORR IPT. 	<ul style="list-style-type: none"> • Workshop purpose and process • Corridor selection process • Road planning background and CRG meeting recap • Road planning response to CRG concerns • Workshop sessions • Next steps. 	<p>The purpose of the workshop was to:</p> <ul style="list-style-type: none"> • Meet with CRG members from Meadow Landing area to discuss concerns raised at the CRG meeting of 9 July 2019 • Discuss subsequent follow up project development actions • Seek a collaborative approach to ongoing project development.
	18 November 2019	Meeting	<ul style="list-style-type: none"> • Meadow Landing Community Members • CRG members • BORR IPT. 	<ul style="list-style-type: none"> • Workshop objectives and agenda • Project overview • BORR North road design • Noise impacts • Light impacts • Visual amenity impacts • Proposed landscaping concept • Group discussion: proposed landscaping concept • Next steps. 	<p>The purpose of this workshop was to:</p> <ul style="list-style-type: none"> • Present options to mitigate the visual impact of BORR on the residents of Meadow Landing • Seek feedback on the landscaping concept including stakeholder preferences <p>Inform the subsequent landscaping concept</p>
Wanju/ Waterloo Steering Group	Mid 2017 onwards	Meeting	<ul style="list-style-type: none"> • DPLH • DWER 	<ul style="list-style-type: none"> • External meeting • Input into BORR North Alignment Selection process 	<ul style="list-style-type: none"> • Provide progress updates • Ensure the concurrent refinement of the Wanju,

STAKEHOLDER	DATE	TYPE OF CONSULTATION	PEOPLE INVOLVED	SUMMARY OF DISCUSSIONS	KEY OUTCOMES OF CONSULTATIONS
			<ul style="list-style-type: none"> • Shire of Dardanup • South West Development Commission. 	<ul style="list-style-type: none"> • Coordinate transport and land use planning • Coordination of Main Roads and proposed urban development road networks. 	<p>Waterloo and Picton structure plans progress in a consistent manner with planning for BORR</p> <ul style="list-style-type: none"> • Information exchange • Mutual understanding of priorities, constraints or key risks • Promote integration • Coordination of BORR transport planning and the interface with the planning work being undertaken by DPLH and the Shire of Dardanup.
	9 July 2019	Meeting	<ul style="list-style-type: none"> • DPLH • DWER • Shire of Dardanup • South West Development Commission. • LandCorp • BORR Project Team 	<ul style="list-style-type: none"> • Update on Main Roads' work associated with the BORR and network modelling of Greater Bunbury • Post-development Water Modelling and District Water Management Strategy • Water Servicing of Wanju and Waterloo • Summary of submissions to Revised Draft Wanju and Waterloo DSPs 	<ul style="list-style-type: none"> • Group has now been dissolved as the project now progresses to the next phase

STAKEHOLDER	DATE	TYPE OF CONSULTATION	PEOPLE INVOLVED	SUMMARY OF DISCUSSIONS	KEY OUTCOMES OF CONSULTATIONS
				<ul style="list-style-type: none">• Finalising Wanju and Waterloo District Structure Plans• Development Contributions Plan	

Table B – 2 Summary of key concerns raised during consultation

AGENCY	FORUM	CONCERN RAISED	MAIN ROADS RESPONSE
<p>CRG Members, Community members</p>	<p>CRG Meetings, Community Drop in Sessions,</p>	<p>Need for BORR & 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 and why a more eastern alignment has resulted from the alignment previously identified in the GBRS.</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 including:</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 the land use planning by the Department of Planning, Land and Heritage and it considers the City of Bunbury, Shire of Dardanup and</p>

AGENCY	FORUM	CONCERN RAISED	MAIN ROADS RESPONSE
			<p>Shire of Harvey and is based on planned land use changes forecast for the Ultimate design life of BORR.</p>
<p>Community members, CRG members, landowners</p>	<p>CRG Meetings, Community Drop in Sessions, Public Enquiries, Landowner Briefings</p>	<p>Northern Alignment Changes since GBRS</p> <p>Community members, particularly those who did not expect to have a BORR near or directly impacting their properties, have expressed concerns and made queries around why the alignment of the northern section of BORR has changed from the previously proposed alignment of Forrest Hwy – Hynes Road - Martin Pelusey Road. Subsequent questions on basis for traffic modelling have also resulted.</p>	<p>In early 2017, Main Roads commenced an alignment selection planning study for the northern section of BORR. This involved the investigation of two alignments.</p> <p>The planning study has now been completed and a preferred corridor that aligns with the proposed future development of Greater Bunbury has been selected. The decision was supported by the WAPC on 31 May 2018. This corridor, which is further east of the previously considered route, is now the subject of further detailed planning and project development.</p> <p>The preferred corridor:</p> <ul style="list-style-type: none"> • Provides an integrated planning solution and defines an outer perimeter for development rather than dividing the future Greater Bunbury footprint • More effectively separates high speed regional and freight traffic from local Bunbury traffic improving safety, efficiency and improved port access • Starts further north and in doing so will improve safety for a number of intersections along the existing Forrest Highway (including Raymond Road, Grand Entrance, and Hynes Road) • Has the capacity to cater for a future population of up to 200,000 people with four traffic lanes whereas previously considered corridors that joined Forrest Highway further south would require more lanes and larger interchanges.

AGENCY	FORUM	CONCERN RAISED	MAIN ROADS RESPONSE
		<p>Queries about investigating an even more eastern alignment have been raised by numerous newly concerned communities.</p>	<p>Moving the corridor even further to the east would increase project cost, increase journey distance and travel times, reduce efficiency and sever land that is proposed to remain rural.</p>
<p>CRG members (local residents, road users and property owners/farmers)</p>	<p>Northern & Central Community CRG Meetings (10/18, 11/18, 12/18)</p>	<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>Economic impacts of BORR and impacts on businesses.</p>	<p>An Economic Advisory Group (EAG) has been formed and is chaired by the South West Development Commission (SWDC).</p> <p>KPMG has been commissioned by the EAG to undertake a Social and Economic Study for the project as a whole. Impacts for the local farming community will be part of the assessment. The study will be in line with NSW Roads and Maritime Services Practice Note – Socio-economic Assessment (EIA-N05)</p> <p>Bunbury is the gateway to the South West Region that has a strong economy built 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)</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>
<p>Community members,</p>	<p>Main Roads enquiries, CRG</p>	<p>Noise Impacts</p>	<p>Main Roads is committed to managing the impacts of noise in line with the State Planning Policy 5.4 (SPP 5.4) "Road and Rail Transport</p>

AGENCY	FORUM	CONCERN RAISED	MAIN ROADS RESPONSE
identified sensitive receptors, neighbours to sensitive receptors	meetings and Community Drop In Sessions.	<p>Community members along the alignment, in both the northern and southern corridors have raised concerns in regards to noise from vehicle traffic, vehicles (particularly trucks) braking at interchanges and roundabouts and vehicles travelling over bridge joints.</p> <p>Whilst some communities could have expected to be impacted by noise from future upgrades to Forrest Highway (Kingston) and BORR (southern red corridor), from the alignments depicted in shown in the GBRs, the new ultimate planning alignment of the northern corridor may now impact some properties in Meadow Landing.</p> <p>Members of the CRG have requested to have noise loggers on their property to inform the noise modelling process.</p>	<p>Noise and Freight Considerations in Land Use Planning” with the aim to protect communities from unreasonable levels of transport noise.</p> <p>Main Roads has completed a noise study for the Ultimate Planning Design Concept of the northern and central sections of BORR. This informed the development of a noise model and has helped to identify locations where mitigation may be required to comply with SPP 5.4.</p> <p>The noise model considers topography, distances between properties and the road, road design levels, gradients and surface type and consideration of future projected traffic volumes and types. Noise logs from the study are were used in the model development.</p> <p>Supplementary to the CRG meeting request, a noise logger was deployed at a CRG member’s property near the proposed alignment.</p>
Community members, identified sensitive receptors, neighbours to sensitive receptors	Main Roads enquiries, CRG meetings and Community Drop In Sessions.	<p>Noise Mitigation Measures</p> <p>Concerns have been raised by some neighbours of identified sensitive receptors where their own properties have not been identified, particularly in relation to noise mitigation measures. Others have requested for noise walls and bunds, speed changes and similar modifications to their properties now that they are aware that interchanges and BORR will exist.</p>	<p>Main Roads will comply with SPP 5.4 in regards to identification of sensitive noise receptors and the provision of mitigation treatments to properties above the identified threshold. Landowners predicted to be impacted by noise levels above 55 decibels in the northern and central corridors have been sent an initial letter.</p> <p>Noise mitigation treatments may include using a quieter road surface, constructing noise walls or installing architectural treatment at individual properties in order to comply with SPP 5.4. Where mitigation is required, Main Roads will liaise with landowners to help identify the best overall solution for the location.</p>

AGENCY	FORUM	CONCERN RAISED	MAIN ROADS RESPONSE
		<p>Future Development Noise Mitigation</p> <p>Impacts and management of noise to the proposed Wanju development.</p>	<p>Where houses pre-date the road it is Main Roads' responsibility to mitigate. Where the development occurs after the road, it is the developer's responsibility to comply with the policy.</p>
CRG Members	CRG Meetings	<p>Noise Modelling Assumptions</p> <p>Assumptions used in developing the noise model in regards to exclusion of mitigation measures and choice of road surface treatments.</p>	<p>The noise modelling process is conservative and assumes a worse-case noise scenario to ensure likely noise exceedances are identified and acted upon.</p>
Community members, CRG members	Main Roads Enquiries line, CRG Meetings, Community Drop In Sessions	<p>Light pollution and Visual Amenity</p> <p>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. Concerns have been raised by residents living near the alignment, particularly those of the communities of Kingston and Meadow Landing.</p>	<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 Standard for lighting of public roads (AS/NZS 1158). 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 BORR Project.</p>
CRG members	Northern CRG (11/18)	<p>Urban Design</p> <p>Community requested review of the 'node' hierarchy in the 'Reflecting Place' within the Urban and Landscape Design.</p>	<p>Willinge Drive is now a node priority has been increased and this will be reflected in the urban and landscape design strategies and treatments. Note: the original request was for Boyanup-Picton Road to be a higher priority node but it does not have connectivity from BORR so Willinge Drive was selected instead.</p>

AGENCY	FORUM	CONCERN RAISED	MAIN ROADS RESPONSE
CRG members	Northern CRG (11/18)	<p>Wayfinding</p> <p>Request to highlight routes to key tourist attractions around BORR.</p>	<p>An information and wayfinding strategy for both vehicles and cyclists will be included in the urban and landscape design strategy. This will consider feedback from the community and user groups on the major routes used to access these attractions. Note: Signage and information will be probably be delivered by others but provision will be made on BORR for this.</p>
CRG members	Northern CRG (11/18) and October 2018 Community Drop In Sessions	<p>Urban Design and Art</p> <p>Request was made for community involvement with project artwork such as at interchanges.</p>	<p>At the October community drop in sessions suggestions were sought on the initial urban design and public art themes. The key theme identified was celebrating community values of the area.</p>
Property owners	Main Roads Enquiries, Southern CRG (07/18, 12/18)	<p>Air and Water Quality.</p> <p>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>	<p>There is no comparative air quality policy or legislative requirement for pollutants from traffic in comparison to SPP 5.4 that deals with noise from traffic. Elective air quality modelling to the relevant standards is undertaken 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> <p>There are a couple of pollutants coming from diesel and petrol powered vehicles. The concentration levels of those elements has decreased with improved engine and fuel technology. Fuel used to have lead and sulphur in it but it is different now. 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 a tail pipe are steadily improving 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>

AGENCY	FORUM	CONCERN RAISED	MAIN ROADS RESPONSE
Directly impacted property owners	Northern and Central 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>Main Roads appoints up to three independent valuations and pays for the land owner to appoint a suitably qualified cost consultant of their choice. That process includes business compensation. MR can only compulsorily acquire land needed for the project but can acquire small remnant land parcels through negotiations. Access is provided to small parcels and if unviable it would be part of the compensation calculation.</p>
		<p>Queries raised if compensation values, particularly for value of land around Waterloo and Wanju developments, will reflect current or future land use.</p>	<p>Compensation based on independent valuation. See above.</p>
		<p>Timeline of land acquisition and ability for impact on broader project implementation timeline.</p>	<p>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	Northern and Central 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. Access will be maintained but may change.</p>
Directly impacted property owners	Northern and Central 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 properties/land and how business as usual will take place.</p>	<p>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. Main Roads cannot resume land unless required for road purposes.</p> <p>If a convoluted route is required to maintain access, this may be reflected in compensation.</p>

AGENCY	FORUM	CONCERN RAISED	MAIN ROADS RESPONSE
Directly impacted property owners	Northern and Central 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 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 do 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>
CRG Members, Fire Emergency Service	Southern CRG meetings	<p>Emergency Service Access and Emergency Egress</p> <p>The impacts of road severance on emergency access eg to allow firefighting and provide emergency egress to the community either side of the alignment.</p>	<p>Main Roads has undertaken consultation with the City of Bunbury, Shire of Harvey and Shire of Dardanup in regards to fire emergency service access. In the northern and central sections of BORR all major roads (Raymond Road, South West Highway, Waterloo Road, Wireless Road, Willinge Drive etc) will not experience disconnection and no severance of community is expected. Therefore existing major routes of access are expected to be maintained. Local and access roads connections have been planned for where local and access roads will be disrupted.</p>
CRG members	Southern CRG meetings	<p>Impacts to Cultural Heritage</p> <p>Potential for loss of cultural heritage.</p>	<p>There are no Heritage WA sites expected to be impacted and there is 1 Australian Heritage site expected to be impacted, 9509 South West Irrigation Area.</p>
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>The source of mapped Aboriginal Heritage sites used to inform field investigations was publicly available data from the Department of Aboriginal Affairs.</p>

AGENCY	FORUM	CONCERN RAISED	MAIN ROADS RESPONSE
		Concerns around the Aboriginal Heritage values and history of the assessment process and what additional studies are being completed.	Consultation with representatives of the GKB NTC group were undertaken in May 2018 to discuss the northern alignment options in October 2018 to undertake archaeological surveys. Results of the studies identified that four river sites will be directly affected by bridge crossings. Two previously recorded archaeological sites and six heritage places were located, may be potentially be impacted
CRG members,	Southern CRG meetings,	Construction Impacts Construction impacts on access to and from properties – particularly if there is an emergency such as a fire.	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 pipe stands and other fire response assets.
		Construction noise/vibration and hours of works.	Point source noises (eg horns) and noises during construction are not subject to SPP5.4. Details on the management of construction noises and vibrations will form part of the Contract.
Meadow Landing residents, local road users	Northern and CRG Group Meetings (07/18, 09/18, 10/18, 11/18, 12/18, 2/19, 3/19)	Traffic, Safety and Noise of Residential Development Lack of connectivity between Raymond Road and BORR resulting in large volumes of traffic, including freight passing Meadow Landings and travelling north on Forrest Hwy. Also concerned about noise being generated from vehicles going through the multiple roundabouts in the vicinity of Meadow Landing community. Speed limiting west of BORR was suggested as one way to reduce noise volume. Concern was raised at numerous CRG meetings.	Following community and stakeholder feedback, north facing ramps have been added to reduce freight traffic on Raymond Road west of BORR. The connection now caters for all movements. Concept design for Raymond Road between the Meadow Landing entrance roundabout and The Grand Entrance has been realigned to the north to increase separation between road and properties. The speed limit on Raymond Road past Meadow Landing will be considered in the project definition stage.
	Norther & Central and	Environmental Approvals Process and Studies	An extensive environmental approvals process has been undertaken for the Northern and Central sections and is being undertaken for

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<p>CRG members, Community members</p>	<p>Southern CRG meetings</p>	<p>The community has been highly interested in the types of environmental studies being completed to support the Proposal.</p>	<p>the southern section. Main Roads is 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:</p> <ul style="list-style-type: none"> • Wetlands Assessment • Noise modelling • Archaeological surveys • Acid Sulphate soil sampling • Lighting and visual amenity • Matters of National Environmental Significance (Threatened and Endangered) • Native Vegetation.
		<p>The process of submitting comments on the environmental referral. Concerns around the public comment period.</p>	<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 Proponent 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	Norther & Central and Southern CRG meetings	Flora and Fauna How will impacts to flora and fauna be managed.	<p>The corridor of BORR includes habitat for Critically Endangered and Endangered species, as determined under the Commonwealth Government EPBC Act.</p> <ul style="list-style-type: none"> • Matters of National Environmental Significance <ul style="list-style-type: none"> – WRP – Critically Endangered – Carnaby’s Cockatoo – Endangered – Banksia Woodlands TEC – Tuart Woodlands TEC. <p>Avoidance is the first option for impacts, but where avoidance of impacts is not possible, minimisation of impacts is sought.</p> <p>In BORR Northern Section 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 (Conservation Category Wetlands and Resource Enhancement), remnant native vegetation, rare Fauna (WRP), TECs, European Heritage and Aboriginal Heritage.</p>
CRG members, Community members	Norther & Central and	Western Ringtail Possum Management of impacts to WRPs.	<p>WRP, Carnaby’s Cockatoos and the Banksia woodland are all protected under the Federal Act.</p> <p>Other factors are assessed under State Act.</p>

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	Southern CRG meetings	<p>What studies are being undertaken and by whom?</p> <p>Were possum communities identified in the northern and central corridor?</p> <p>Will possums be relocated/translocated?</p> <p>Offset areas – have they been selected, what offset ratios will be applied and is there a maintenance budget for offsets?</p> <p>If relocation fails what else is there? Are animals euthanised?</p> <p>Fragmentation of possum/fauna habitats.</p>	<p>The WRP is critically endangered which means the Commonwealth Minister for the Environment is responsible for ensuring any approved actions will not put the species at further risk.</p> <p>Possum studies have been completed by specialist ecologist consultants Biota Environmental Sciences and GHD in 2018.</p> <p>WRPs were found near Paris/Clifton Road in some vegetated areas along with some areas where cockatoos were found.</p> <p>Few previous relocation programs have been successful, however this may be considered as part of the assessment.</p> <p>Offsets have not been identified yet. This comes later in the process when the nature and extent of the impacts are known. A calculator is used for determining offsets, which are generally greater in area than the area impacted. Budgets would depend on the offsets selected.</p> <p>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 cockatubes. The first steps are to avoid or minimise impacts wherever possible. Fauna are not euthanised.</p> <p>Any alignment resulting in fragmentation will consider mitigation measures including bridges or underpasses.</p>
Drainage Reference Group (DRG)	DRG meetings	<p>Wetlands and Waterways</p> <p>Concern about alignment and interchange location in relation to TEC (wetland) at central BORR South West Highway interchange.</p>	<p>Explained that the alignment had been shifted east at this location to avoid the TEC and associated wetland and also to minimise land impacts (reduce fragmentation/maintain existing buildings).</p>

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		<p>Impact of BORR South West Highway interchange on the Resource Enhancement Wetland and TEC, as TEC is within the southern road reserve and future expansion of South West Highway to the south would impact on it.</p> <p>DBCA highlighted that the TEC in Central BORR at South West Highway is sensitive to changes in water conditions.</p> <p>Request for spill management for wetlands, outside of wetland buffers – and be based on risk based approach.</p>	<p>Confirmed that the ultimate design for the interchange was being prepared allowing for widening of the existing South Western Highway to the north.</p> <p>Appreciative of the local insight provided by DBCA.</p> <p>Main Roads have 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.</p>
CRG members	Norther & Central CRG meetings (7/18)	<p>Irrigation and Drainage</p> <p>Road corridor location in prime and scarce irrigation country. Concerns around impacts to Myalup and Harvey water channels and pipes through the corridor.</p>	Harvey Water has been involved in stakeholder discussions and the project will reinstate existing irrigation systems impacted by the project and Harvey Water is comfortable with that.
Water Corporation	Drainage Reference Group (DRG) (08/2018)	<p>Water Quality</p> <p>Need for spill management (eg oil and chemical spills). Oil spill traps were initially only considered for water draining to sensitive environmental receptors (eg wetlands). Water Corporation indicated that spill protection was required upstream of their drains.</p>	BORR drainage strategy includes the use of oil spill traps to Water Corporation drains.

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Leschenault Catchment Council Inc.	DRG (08/2018)	Water Quality Nutrient stripping (via soil amendments using Iron Man Gypsum) in the buffer strip along the alignment.	Options were investigated, but it was identified that the major source of nutrients was farm land. Water, particularly in irrigated plots, is carefully managed in 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.
Community members, CRG members	Main Roads & BORR IPT Enquiries, CRG Meetings, Community Drop In Sessions	Visual Impact Concerns have been raised by residents living near the alignment, particularly those of the communities of Kingston and Meadow Landing that could not have anticipated the level of impacts of BORR to their property due to the change in the alignment of BORR North.	In response to community concerns regarding impacts to the community at Meadow Landing, a visual amenity workshop was held in November 2019. The purpose of the workshop was to: <ul style="list-style-type: none"> • Present options to mitigate the visual impact of BORR on the residents of Meadow Landing, • Seek feedback on the landscaping concept including stakeholder preferences and Inform the subsequent landscaping concept.
Shire of Harvey, Meadow Landing residents, local road users	Shire briefings, Northern CRG Group Meetings	Raymond Road alignment Concern about ultimate Raymond Road alignment being closer to houses at western end of Raymond Road.	Project case concept design for Raymond Road between the Meadow Landing entrance roundabout and The Grand Entrance has been realigned to the north to increase separation between road and properties.
Community members, CRG members	BORR Team Enquiries, CRG Meetings	Traffic noise impact Concerns regarding traffic noise impacts to Meadow Landings residents from continued impact of heavy vehicles using Raymond Road west of BORR.	The addition of north facing ramps at the Raymond Road / BORR interchange will allow traffic travelling west on Raymond Road to access BORR Northbound and will allow southbound traffic on BORR to head east onto Raymond Road. North facing ramps at Raymond Road will provide:

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			<ul style="list-style-type: none"> • Emergency vehicles with direct access to the northbound carriageway of BORR in the case of an incident between Raymond Road and Paris Road. • Further access options for Bunbury. • Improved outcomes for local residents (including at Meadow Landing and Kingston) through diverted freight / regional traffic. • Improved regional connectivity from Collie and surrounding catchments to BORR (Forrest Highway). <p>Strategic traffic modelling indicates that adding the north facing ramps at Raymond Road does not draw more local traffic from Australind and surrounds past Meadow Landing</p>
CRG members, Community members	Northern & Central and Southern CRG meetings	<p>Environmental approvals process</p> <p>What is the level of assessment for the EPA referral for BORR Northern and Central and what does this mean?</p>	<p>Referral Information with additional information required under Section 40(2)(a) of the EP Act (four week public review).</p> <p>This is known as an Assessment on Referral Information (ARI). The EPA has specified that there will be a four week public review of the additional information required to be submitted.</p>
CRG members, Community members	Northern & Central and Southern CRG meetings	<p>Environmental approvals process</p> <p>What is the difference between a Public Environmental Review (PER) and an ARI?</p>	<p>The main difference is that during the public comment period, the public will only be commenting upon the additional referral information submitted.</p>