

5 Stakeholder and community consultation

This chapter discusses the stakeholder and community consultation undertaken for the proposal, describes the consultation process and summarises the issues raised by stakeholders and the community.

5.1 Community involvement

Various consultation activities have occurred through the design development process. Consultation has been undertaken with the local community and stakeholders including OEH, Wagga Wagga City Council, the Department of Defence and the road freight industry.

The selection of a preferred option included two major phases of public consultation:

- Public display of options.
- A value management workshop.

Information and updates have been made available to the public on the Roads and Maritime project website, which would continue throughout the planning and construction phases.

This REF will be displayed for community comment. Any submissions received will be considered in finalising the details of the proposal.

Further details of consultation conducted are provided in the following sections.

5.1.1 Provision of information to the public

Project website

Roads and Maritime has established a website for the proposal at http://www.rta.nsw.gov.au/roadprojects/projects/south_western_region/olympic_hway_kapooka/index.html. The website is continually updated with information as it becomes available.

Community updates

Community updates on the development of options and the selection of the preferred option were prepared in December 2010 and December 2011. These were made available to the public through the project website.

Media releases

A media release was provided to local news agencies, including newspaper, radio and television, on 13 December 2011 detailing the preferred option. Media releases were also provided during the option selection process.

Reports

A preferred option report (RTA 2011f) and value management option selection report (RTA 2011g) (refer to Section 2.4) were made available to the public through the project website. This REF will also be made available to the public through the project website.

5.1.2 Public display of options

Four options for the proposal were placed on public display from December 2010 to February 2011. The options were advertised through the local newspaper and on the then RTA project website. Roads and Maritime received 13 submissions and considered these during the assessment of options and development of the proposal. A summary of the issues raised and where they have been addressed in the concept design or REF are detailed in Table 5.1.

Table 5.1: Summary of issues raised during public display of options

Issue	Details	Where addressed in the REF
Road safety	<ul style="list-style-type: none"> Removing the crest south of the existing bridge, rather than improving it 	<ul style="list-style-type: none"> Addressed in design
Freight demand	<ul style="list-style-type: none"> Catering for freight demand in the long term 	<ul style="list-style-type: none"> Addressed in design
Impacts on ecology	<ul style="list-style-type: none"> Environmental concerns including threatened species habitat, biocertified environmental protection zoning east of the existing bridge and connectivity across the proposed alignments 	<ul style="list-style-type: none"> Section 6.1
Access to the Kapooka Military Area	<ul style="list-style-type: none"> Blocking off Camp Access Road and using Kapooka Road (located one kilometre west of the Olympic Highway and approximately parallel) as a new access to the Kapooka Military Area 	<ul style="list-style-type: none"> Considered during options analysis, not adopted
Road safety	<ul style="list-style-type: none"> Allowing vehicles travelling from Kapooka to Wagga Wagga to accelerate to a speed that minimises conflict with trucks travelling at 100 kilometres per hour 	<ul style="list-style-type: none"> Addressed in design
Road safety	<ul style="list-style-type: none"> Allowing for peak traffic volumes at the right turn from Wagga Wagga to Kapooka 	<ul style="list-style-type: none"> Addressed in design
Noise impacts	<ul style="list-style-type: none"> Considering noise impacts from truck braking and the possibility of this noise increasing with the removal of trees 	<ul style="list-style-type: none"> Section 6.2

Following public display, two of the options were further developed for consideration in the value management workshop.

5.1.3 Value management workshop

A value management option selection workshop (value management workshop) was facilitated by the then RTA (now Roads and Maritime) in May 2011. Participants included:

- Members of the Wagga Wagga community.
- Wagga Wagga City Council representatives.
- Defence staff from the Kapooka Military Area.
- Freight industry representative.
- Government agencies.
- Roads and Maritime staff.

The participants developed evaluation criteria, which were used to evaluate the proposal options. The stakeholders considered the outcomes of the community

consultation and environmental studies (see Section 2.4.1). The workshop aimed to evaluate all of the options on a qualitative basis.

Issues raised during the value management workshop are listed in Table 5.2.

The outcome of the value management workshop was one of several inputs into the selection of the preferred option.

Table 5.2: Issues raised during value management workshop

Issue	Details	Where addressed in the REF
Construction	• The preferred option should be constructible	Addressed in design
	• Ease of construction	Addressed in design
	• Have an option that is simple to construct	Addressed in design
Contamination impacts	• Consider the impacts of possible contamination of the fuel depot	Section 6.3
	• Address the constraints of the fuel depot	Section 6.3
Cost	• The option should be cost competitive	Addressed in design
	• Achieve a value for money outcome	Addressed in design
	• Consider whole of life costs	Addressed in design
Disruption to road and rail traffic during construction	• Minimise disruption to road and rail traffic during construction	Addressed in design
Flora and fauna impacts	• Consider the impacts to critically endangered vegetation communities that are State and Federally listed	Section 6.1
	• Minimise impacts on Squirrel Glider habitat (State listed species)	Section 6.1
	• Minimise the impacts of threatened woodland species	Section 6.1
	• Provide connectivity for fauna under road	Section 6.1
	• Minimise the removal of other fauna habitats	Section 6.1
Other environmental impacts	• Minimise environmental impacts including those on the community	Chapter 6
	• Minimise the cumulative impacts from future rail augmentation	Section 6.14
Impacts on property owners	• Minimise the impact on land owners	Section 6.5
	• Reduce impacts on agriculture	Section 6.5
	• Provide some certainty and timeframe to resolve property issues with landowners	Addressed during consultation
	• Minimise disturbance to property owners and residents	Section 6.5
	• Limit the land take	Section 6.5
	• Preservation of landholder privacy	Addressed during the planning process
	• Maintain safe access for property owners	Addressed in design and Sections 3.3.6 and 6.5

Issue	Details	Where addressed in the REF
	<ul style="list-style-type: none"> • Maintain access for the surrounding properties, Army Base and quarry • Minimise need for property acquisition as far as practicable 	<p>Addressed in design and Sections 3.3.6 and 6.5</p> <p>Sections 3.6 and 6.5</p>
Noise impacts	<ul style="list-style-type: none"> • Minimise impacts on nearby properties including noise • Address the noise from high speed traffic on property owners • Locate the road to minimise noise impacts on the residential area in the Kapooka Military Area 	<p>Section 6.2</p> <p>Section 6.2</p> <p>Section 6.2</p>
Rail clearances	<ul style="list-style-type: none"> • Increase rail clearances, including vertical clearances and widening for possible track duplication 	<p>Addressed in design</p>
Road design and efficiency	<ul style="list-style-type: none"> • Design to comply with relevant urban design principles • Improve road efficiency • Provide a "trouble free bridge" to reduce delays, and risk to rail • Raise standards to comply with the rest of the highway • Reduce travel times on Olympic Highway 	<p>Addressed in design and Section 6.4</p> <p>Addressed in design</p> <p>Addressed in design</p> <p>Addressed in design</p> <p>Addressed in design and Section 6.6</p>
Road and rail safety	<ul style="list-style-type: none"> • Safe access to Kapooka and for local properties • Safety for through traffic • Improve safety for all road users • Reduce road accidents at the site • Have an option that is safe to construct and maintain • Provide a safer bridge for future maintenance, operation and inspections • Provide a safe intersection with Kapooka Camp road • Reduce the possibility of catastrophic rail accidents 	<p>Addressed in design</p>
Timing	<ul style="list-style-type: none"> • Proceed with the work as soon as possible 	<p>If the proposal is determined to proceed, construction is likely to commence in 2014</p>
Utility constraints	<ul style="list-style-type: none"> • Address the constraints of the utilities 	<p>Section 3.5</p>
Visual and amenity impacts	<ul style="list-style-type: none"> • Provide a visually pleasing outcome • Minimise impacts on views to and from properties 	<p>Section 6.4</p> <p>Section 6.4</p>

Issue	Details	Where addressed in the REF
	<ul style="list-style-type: none"> Limit the loss of valued environmental amenity 	Section 6.4 and Section 6.10.

5.2 Aboriginal community involvement

Aboriginal community consultation for the proposal was conducted in accordance with the Roads and Maritime Procedure for Aboriginal Cultural Heritage Consultation and Investigation (Roads and Maritime 2011a). The following stages of the procedure have been completed.

Stage 1: Initial Roads and Maritime assessment

The Roads and Maritime Aboriginal Cultural Heritage Advisor completed a preliminary assessment of the potential for the proposal to impact sites of Aboriginal heritage.

Stage 2: Further assessment and site survey

Prior to field surveys, a meeting was held between the Roads and Maritime Aboriginal Cultural Heritage Advisor, the archaeologist engaged to assess the potential for impacts on Aboriginal heritage, and the registered stakeholders. This meeting discussed the proposal and the logistics of conducting surveys.

Nine Aboriginal community representatives attended a site survey on 15 February 2011 and two Aboriginal community representatives attended a site survey on 16 March 2011 to assess the four original options developed by Roads and Maritime (see Aboriginal heritage assessment in Appendix H). One Aboriginal community representative attended a field survey on 11 August 2011 completed for the supplementary assessment of the proposed alignment (see Aboriginal heritage supplementary assessment in Appendix H).

Section 6.7 provides an assessment of potential impacts to Aboriginal heritage.

5.3 ISEPP consultation

Clauses 13, 14, 15 and 16 of the ISEPP state that public authorities may need to undertake consultation with councils and other public authorities, when proposing to carry out development.

Table 5.3 details the issues relevant to the proposal that required consultation with Wagga Wagga City Council under ISEPP. A formal consultation letter was sent to Wagga Wagga City Council on 2 December 2011 in relation to potential impacts on Camp Access Road (see Appendix B).

Table 5.3: Items of Clause 13 that required consultation under ISEPP

Item	Response
Clause 13	
1(b) Likely to generate traffic to an extent that would strain the capacity of the road system in a local government area.	<p>The proposal would result in increased traffic during construction for the transport of materials.</p> <p>This impact has the potential to strain the capacity of Camp Access Road and the Olympic Highway. However, in the long-term, the proposal would improve the capacity of the roads by removing substandard road geometry and design.</p> <p>Consultation with Wagga Wagga City Council was carried out on 2 December 2011. No response regarding this issue was received.</p>
1(f) Involves excavation that is not minor or inconsequential of the surface of, or a footpath adjacent to, a road for which a council is the roads authority under the Roads Act 1993 (if the public authority that is carrying out the development, or on whose behalf it is being carried out, is not responsible for the maintenance of the road or footpath).	<p>The proposal would involve excavation of Camp Access Road, which is managed by Wagga Wagga City Council.</p> <p>Consultation with Wagga Wagga City Council was carried out on 2 December 2011. No response regarding this issue was received.</p>

5.4 Government agency and stakeholder involvement

Consultation has been undertaken with government agencies and stakeholders that may have an interest in the proposal. Consultation was initiated by a telephone call to the key contact from each organisation, followed by written notification requesting comments or issues to be addressed during the preparation of the REF. The consultation letter was issued on 2 December 2011.

Agencies notified included:

- Office of Environment and Heritage.
- Wagga Wagga City Council.
- Department of Primary Industries – Crown Lands Division.
- Department of Defence.

Roads and Maritime also consulted with the following utility providers:

- APA Group was consulted about the high pressure gas line in the vicinity of the proposal.
- Telstra was consulted about the fibre optic cable and telephone lines in the vicinity of the proposal.
- Riverina Water County Council was consulted about a water pipeline in the vicinity of the proposal.
- Essential Energy was consulted about the 11 kilovolt and low voltage power lines in the vicinity of the proposal.
- Australian Rail Track Corporation and the Country Rail Infrastructure Authority

were consulted about rail line infrastructure in the vicinity of the proposal.

Responses to the consultation letters were received from OEH, Wagga Wagga City Council and Department of Defence. The responses from these agencies are summarised in Table 5.4. The full responses are provided in Appendix B.

Table 5.4: Issues raised by government agencies in response to consultation

Agency	Issue	Where addressed in the REF
OEH	Noise	
	<ul style="list-style-type: none"> Construction noise to be managed in a manner consistent with the principles of the 'Interim Construction Noise Guidelines'. 	Section 6.2
	<ul style="list-style-type: none"> Measures must be taken to minimise noise which may impact on neighbouring properties during construction. 	Section 6.2
	Dust	
	<ul style="list-style-type: none"> Management of dust during construction to prevent pollution of waters and impacts on adjacent residents. 	Section 6.7
	Waste management	
	<ul style="list-style-type: none"> All waste managed so as not to pollute water and air. 	Section 6.11
	<ul style="list-style-type: none"> Waste disposal in accordance with the POEO Act and the 'DECC Waste Classification Guidelines'. 	Section 6.11
	Sediment and erosion control	
	<ul style="list-style-type: none"> Management of sediment and erosion must consider clean water diversions to reduce the amount of sediment laden water to be controlled. 	Section 6.3
	<ul style="list-style-type: none"> Any discharge from the construction site must comply with Section 120 of the POEO Act. 	Section 6.3
	<ul style="list-style-type: none"> Outline of all sediment and erosion control procedures including any operation procedures to prevent pollution of waters. 	Section 6.3
	<ul style="list-style-type: none"> Mitigation measures for sediment and erosion control to be consistent with 'Managing urban stormwater – soils and construction' (Department of Housing/Landcom 2004). 	Section 6.3
Contaminated land		
<ul style="list-style-type: none"> SEPP 55 – remediation of land must be addressed in regard to Lot 1 DP85570 via a Stage 1 contaminated land assessment. 	Section 4.1.2 and Section 6.3	

Agency	Issue	Where addressed in the REF
	<ul style="list-style-type: none"> The proponent may require a Stage 2 contaminated land assessment if the Stage 1 report discovers a contamination plume in the proposed earthworks area. 	Section 6.3
	Aboriginal cultural heritage	
	<ul style="list-style-type: none"> An additional AHIMS site known as LN5 (AHIMS # 56-1-0051) is on the northern boundary of the proposal and must be identified and considered. 	Section 6.7
	<ul style="list-style-type: none"> If ground disturbing earthworks are to occur within the vicinity of the sensitive archaeological landform (KB-SAL1), further Aboriginal heritage investigations are required to inform the nature of impacts on this site. 	Section 6.7
	<ul style="list-style-type: none"> Any Aboriginal heritage investigations for the purpose of discovering an Aboriginal object must be conducted in accordance with the 'Code of practice for archaeological investigation of Aboriginal objects in NSW'. 	Section 6.7
	<ul style="list-style-type: none"> Roads and Maritime must complete a cultural heritage assessment and archaeological survey to be conducted in consultation with local Aboriginal communities. 	Section 5.2 and Section 6.7
	<ul style="list-style-type: none"> If Aboriginal objects within the proposal are to be affected or potentially affected then an application for an Aboriginal heritage impact permit would be required. 	Section 6.7
	Biodiversity	
	<ul style="list-style-type: none"> Mitigation and offset measures must include offsets for the original loss of Box-Gum Woodland as part of the Biocertification and the proposed loss as a result of the proposal at or above a ratio of 10:1. 	Section 6.1
	<ul style="list-style-type: none"> Identification and description of the offsets as well as how offsets will be managed and by whom. 	Section 6.1
	<ul style="list-style-type: none"> Address fragmentation effects and impacts of the proposal. 	Section 6.1
	<ul style="list-style-type: none"> Mitigation measures must include identification of sections of the road for crossing zones that provide multiple options for road crossing within the zone. 	Section 6.1
	<ul style="list-style-type: none"> Options for crossing zones to potentially include tunnels and bridges instead of embankments as well as netting and glider poles. 	Section 6.1

Agency	Issue	Where addressed in the REF
	<ul style="list-style-type: none"> Any proposed new fencing must be fauna friendly ie not use barbed wire. 	Section 6.1
	<ul style="list-style-type: none"> Mitigation measures for woodland bird movement should include construction of woodland bird crossings as required for the Hume Highway. 	Section 6.1
	<ul style="list-style-type: none"> The fauna crossing zones must include connection of the patch to be isolated on the western side of the proposal that is currently part of the planning agreement area. 	Section 6.1
	<ul style="list-style-type: none"> Fauna crossing points to include areas adjacent to the southern tip of Silvalite Reserve and multiple options to the south to connect the isolated planning agreement area to areas to the east, west and south. 	Section 6.1
	<ul style="list-style-type: none"> Impacts of noise on foraging and breeding habitat of native fauna must be addressed. 	Section 6.1
	<ul style="list-style-type: none"> Determine significance of impacts for threatened species, populations and ecological communities listed under the TSC Act for land west of the Olympic Highway that is not part of the biocertified area. 	Section 6.1
	<ul style="list-style-type: none"> If a significant impact is likely seek concurrence with OEH regarding preparation of a species impact statement. 	Section 4.3.2 and Section 6.1
	<ul style="list-style-type: none"> Assessment of the impacts of the proposal on movement of woodland birds outside the biocertified area. 	Section 6.1
	<ul style="list-style-type: none"> Mitigation measures must include development and implementation of a tree removal protocol. 	Section 6.1
	<ul style="list-style-type: none"> Hollow bearing trees to be removed must be assessed for the number of hollows it contains and an equal number of nest boxes or artificial hollows must be installed at the nearest possible location 	Section 6.1
	<ul style="list-style-type: none"> Trees to be removed must be retained within the revegetation areas or offset areas as coarse woody debris. Relocation of this material must be done to discourage removal for firewood. 	Section 6.1
	<ul style="list-style-type: none"> Revegetation with local vegetation must be undertaken. This revegetation would only be included as a mitigation measure not an offset. 	Section 6.1

Agency	Issue	Where addressed in the REF
	<ul style="list-style-type: none"> The Commonwealth EPBC Act Significant Impact Guidelines should be applied to determine if the proposal should be referred to the Australian Government Environment Minister. 	Section 4.4.1 and Section 6.1
Wagga Wagga City Council	<ul style="list-style-type: none"> The proposal will remove known habitat for the Superb Parrot, Swift Parrot and Squirrel Glider. The continued removal and degradation of remnant vegetation is a common threatening process to these species that must be considered. The proposal must consider the removal of the endangered ecological community of Box-Gum Woodland that has been heavily reduced in the Wagga Wagga LGA. The proposal must consider the impacts on the Order Conferring Biodiversity Certification of the Wagga Wagga LEP 2010 including the Lloyd E2 zone. The REF must examine the impacts of the proposal on the Planning Agreement Areas and the consequence of fragmentation, edge effects and restricted wildlife movement as a result of impacts to this area. Biodiversity offsets must be identified and negotiated with OEH and in consultation with WWCC. Any obsolete infrastructure must be left in a state that will not negatively impact upon the Council, private land owners or the environment. 	<p>Section 6.1</p> <p>Section 6.1</p> <p>Section 6.1</p> <p>Section 6.1</p> <p>Section 6.1</p> <p>Section 6.11</p>
Department of Defence	<ul style="list-style-type: none"> The proposal should consider the potential flow-on effects of vegetation removal on the Squirrel Glider population of the Kapooka Military Area. The proposal would consider the potential to impact on the Home of the Soldier wall. 	<p>Section 6.1</p> <p>Section 6.8</p>

Responses were not received from the Department of Primary Industries – Crown Lands Division, Australian Rail Track Corporation or Country Rail Infrastructure Authority in respect of the proposal.

5.5 Ongoing or future consultation

This REF, SIS, Commonwealth preliminary documentation will be placed on public display at the Roads and Maritime office in Wagga Wagga and on the Roads and Maritime website.

A submissions report will be prepared following the public display of the REF, which will address issues raised. The submissions report would be made available to the public via the project website. The community would be informed about any changes to the design in response to the submissions.

Ongoing consultation would be undertaken in accordance with the Roads and Maritime Community Engagement Policy Statement 2012 and the Roads and Maritime Community Engagement and Communication Manual 2012.

In addition, if the proposal is determined to proceed, the following ongoing consultation would be undertaken:

- Consultation with community stakeholders to assist in managing impacts during construction.
- Follow-up meetings to discuss access arrangements with those landholders whose access is shown on the concept design to be directly affected.
- On-going meetings with local councils, government agencies, utility providers and community stakeholders as required.
- Ongoing updates throughout the planning phase and construction period to the immediately affected community.
- Ongoing updates as required on the project website.
- A contact number would be provided for the community to register any comments or complaints during construction of the proposal.