

5. Consultation

This chapter discusses the consultation undertaken to date for the proposal and the consultation proposed for the future.

5.1 Consultation strategy

Transport has prepared a *Community and Stakeholder Engagement Plan* (CSEP) (Transport, 2021b) for the Great Western Highway Upgrade program to guide communication and consultation activities. The CSEP is designed to provide an agreed approach to communication and engagement, employing open communication channels and clear protocols. The CSEP has been applied in the *Communications and Engagement Plan – REF East* (Transport, 2021a), which is the consultation strategy developed for this proposal.

The key communication and engagement objectives as outlined in the CSEP are to:

- ensure the Blue Mountains community, Central West community and the broader NSW community, including key stakeholders and interest groups, are aware of and involved in consultation opportunities about the proposed duplication
- provide targeted information to the community and other stakeholders, and to clearly communicate whether we are providing information or seeking feedback so that expectations are clear
- ensure the proposed concept designs are developed appropriately, incorporating and acknowledging feedback and concerns of the local community and stakeholders
- collaborate with government agencies and local councils to ensure a whole-of-government approach to managing issues and providing consistent messages.
- ensure that the communications and engagement approach and key messages align with Transport's Road Network and Corridor Planning, and Future Transport strategy
- monitor and evaluate stakeholder feedback and communication activities to review planning as required
- engage in a manner that is open and transparent, collaborative, innovative, responsive, adaptive and sustainable
- build stakeholder and community confidence in Transport and its decisions.

The CSEP outlines the relevant stakeholder groups that have been identified for the proposal, as they may have interest in or be affected by the proposal. These groups include, but are not limited to:

- the Federal Government
- the NSW Government and agencies
- local government
- emergency services
- utilities
- local residents
- local businesses
- other local community groups
- road users
- special interest/stakeholder groups
- media.

These stakeholder groups have been and will continue to be consulted on relevant aspects of the proposal using a variety of consultation methods and engagement activities.

A summary of the consultation activities carried out to date and the planned ongoing or future consultation activities is provided in the following sections.

5.2 Community involvement

The NSW Government began planning for the Great Western Highway upgrade between Katoomba and Lithgow in 2019. Since then, Transport has involved the community during the development of the Great Western Highway Upgrade Program. This REF allows community involvement in the development of the concept design for the proposal.

A summary of community consultation and engagement activities which have been undertaken for the Great Western Highway Upgrade Program are outlined in Table 5-1.

Table 5-1: Consultation and engagement activities undertaken for the Great Western Highway Upgrade Program

Activity/ consultation method	Summary
Project website	The Great Western Highway Upgrade Program – Katoomba to Lithgow website (nswroads.work/gwhd) provides the latest program information.
Community updates	<p>10 community updates have been released via the Great Western Highway Upgrade Program website:</p> <ul style="list-style-type: none"> • March 2022 – Katoomba, Medlow Bath and Blackheath community update • September 2021 – Little Hartley to Lithgow Upgrade community update • July 2021 – Medlow Bath Upgrade Review of Environmental Factors community update • April 2021 – Blackheath to Little Hartley long tunnel investigation community update • March 2020 – Explorers tree community update • October 2020 – Blackheath consultation community update • August 2020 – Medlow Bath consultation community update • May 2020 – community consultation report community update • February 2020 – Katoomba to Lithgow community update • November 2019 – Katoomba to Lithgow strategic consultation community update.
Project notifications	<p>17 project notifications for work associated with the Great Western Highway Upgrade Program have been released via the program website:</p> <ul style="list-style-type: none"> • April 2022 • March 2022 (four notifications) • November 2021 (two notifications) • August 2021 (three notifications) • May 2021 • April 2021 • March 2021 (two notifications) • February 2021 • January 2021 • December 2020.
Media releases	30 media releases have been distributed between March 2019 and March 2022. Copies of these media releases are available on the Great Western Highway Upgrade Program website.
Community engagement periods	<p>Five community engagement periods have been undertaken for the Great Western Highway Upgrade Program:</p> <ul style="list-style-type: none"> • Great Western Highway Upgrade Program – Little Hartley to Lithgow (West Section) Review of Environmental Factors, November 2021 – January 2022. • Great Western Highway Upgrade – Medlow Bath Review of Environmental Factors, July – September 2021. 340 formal submissions received. • Blackheath tunnel options consultation, October – November 2020. 2486 items of feedback received. • Medlow Bath Upgrade consultation, June – August 2020. 850 items of feedback received.

Activity/consultation method	Summary
	<ul style="list-style-type: none"> Katoomba to Lithgow strategic design consultation, November – December 2019. 1759 items of feedback received.
Blackheath Co-Design Committee	The Blackheath Co-Design Committee (BCC) was formed by Transport for NSW in March 2020, following feedback from the community. The purpose of the BCC was to involve representatives of the community in working with Transport for NSW to refine route options for Blackheath.
Toll free community enquiry number	A dedicated toll-free 1800 telephone number (1800 953 777) has been created to receive and respond to enquiries from the community and interested stakeholders on the Great Western Highway Upgrade Program.
Project email address	A dedicated email address (gwhd@transport.nsw.gov.au) has been created to receive and respond to enquiries from the community and interested stakeholders.
Door Knocking	Targeted door knocking was undertaken through the Explorer's Road area on 25 November 2020.

5.2.1 Summary of community consultation activities

Katoomba to Lithgow 2019 strategic design consultation

Transport carried out community consultation around the strategic design for the Great Western Highway Upgrade Program between 7 November and 16 December 2019. Community consultation and community engagement was carried out to understand community views and values so that feedback could be considered in further development of the Great Western Highway Upgrade Program's design.

The aim of this consultation period was to gather early feedback on the community on key values and priorities, as well as to address any concerns or questions they had about the whole upgrade program, before progressing to the refinement route options and features within the corridor.

The community engagement activities included:

- display of the proposed upgrade at locations including Katoomba, Oberon, Bathurst and Orange libraries
- twelve community information sessions held in Katoomba, Medlow Bath, Blackheath, Mount Victoria, Hartley and Lithgow, attended by 1045 people
- advertisements in local newspapers and on the NSW Roads Facebook page.

During the consultation period, Transport received 1759 items of feedback from members of the community, businesses and stakeholders. A summary of the key issues raised by the community during community consultation activities that are relevant to the proposal is provided in Table 5-2.

Table 5-2: Summary of issues raised by the community – Katoomba to Lithgow 2019 strategic design consultation

Issue category	Issue raised	Response / where addressed in REF
Transport should consider other options	Suggestion to increase the posted speed limit to 100 kilometres per hour.	The posted speed limit for the proposal has been developed in line with Austroads guidelines.
Environmental impacts of the proposal	Concern about impacts on cultural and historic heritage of the townships along the Great Western Highway	A Statement of Heritage Impact has been undertaken to assess the potential non-Aboriginal heritage impacts of the proposal. Refer to Section 6.4 for a summary of this assessment.
	Concern about impacts on the World Heritage Area	The Greater Blue Mountains World Heritage Area would not be directly or indirectly impacted by the proposal. While part of the Blue Mountains National Park boundary would be revoked as part of the Medlow Bath to Blackheath section, this part of the National Park does not form part of the World Heritage Area. Refer to Section 1.1.2 for details.
	Concern about noise impacts for residents living along the Great Western Highway	A noise and vibration assessment has been undertaken to assess the potential noise and vibration impacts of the proposal. Refer to Section 6.6 for a summary of this assessment.
	Concern about pollution generated by the Great Western Highway Upgrade Program along the Great Western Highway	The potential air quality impacts of the proposal are addressed in Section 6.10.
	Concern about impacts on the natural surroundings and visual aesthetics of the area, as well as recreational opportunities near the proposal area	A landscape character and visual impact assessment has been undertaken to assess the potential visual impacts of the proposal. Refer to Section 6.4 for a summary of this assessment. A socio-economic impact assessment has been undertaken to assess the impacts of the proposal on recreation and tourism. Refer to Section 6.7.5 for a summary of this assessment.
Road use	Concern about large heavy vehicles travelling along the Great Western Highway and safety of road users due to increased heavy vehicle traffic	A traffic and transport assessment has been undertaken to assess the potential traffic impacts of the proposal. The assessment found that the proposal would result in fewer heavy vehicles travelling along the Great Western Highway than without the proposal. Refer to Section 6.6 for a summary of this assessment.
	Concern about increased congestion in towns along the Great Western Highway	A traffic and transport assessment has been undertaken to assess the potential traffic impacts of the proposal. Refer to Section 6.6 for a summary of this assessment.
Property and business	Concern by potentially impacted property owners about their homes and businesses, or impact from a decline in tourism	Transport notes the concerns of impacted residents and business owners and reaffirms that the proposal is designed to improve safety and future proofing. The proposal is anticipated to allow better connectivity for tourists, freight and local community members. Refer to Section 3.6 for further details on the property acquisition process.
	Interest in the property acquisition process	Where required, property acquisition would be undertaken in accordance with the <i>Land Acquisition (Just Terms Compensation) Act 1991</i> . Refer to Section 3.6 for further details on the property acquisition process.

Issue category	Issue raised	Response / where addressed in REF
Community consultation	Support for the Great Western Highway Upgrade Program from the community	Transport acknowledges support for the Great Western Highway Upgrade Program and the benefits it would bring to those travelling in, around and through the Blue Mountains.
Construction impacts	Concern about impact of construction on the environment and existing properties in the proposal area	There are anticipated to be construction impacts from the works that have been assessed in this REF and supporting technical studies.
	Interest in the construction timeframe for the proposal	Refer to Section 3.3 for detail on the construction activities and Chapter 6 for environmental assessments of construction impacts.
	Concern about commuter congestion during construction	
Request for information	Request on technical investigations, assessment and studies	This REF contains technical investigations, assessment and studies related to the proposal. Refer to Chapter 6 for the details of these assessments.

Great Western Highway Upgrade – Medlow Bath Review of Environmental Factors

Transport carried out community consultation for the concept design for the Great Western Highway Upgrade – Medlow Bath between 26 July and 5 September 2021. Community consultation and community engagement was carried out to capture local knowledge, consider potential impacts and identify improvements which could be made to the concept design. This feedback will be considered in the final design of the Medlow Bath Upgrade.

Due to stay-at-home orders in place due to COVID-19 for the duration of the consultation period, all consultation activities were carried out to comply with NSW Health guidelines. The community engagement activities included:

- display of the proposed upgrade in the Katoomba Shopping Centre, which encouraged people to take information home to read
- six community information sessions held online
- online or phone meetings with stakeholder groups, local businesses and individual residents
- advertisements in local newspapers and radio and on the NSW Roads Facebook page.

Submissions received are being reviewed and a report will be published when the project is determined.

Great Western Highway Upgrade Program – Little Hartley to Lithgow (West Section) Review of Environmental Factors

Transport carried out community consultation for the concept design for the Great Western Highway Upgrade Program – Little Hartley to Lithgow (West Section) (Little Hartley to Lithgow Upgrade) between 23 November 2021 and 16 January 2022. Community consultation and community engagement was carried out to capture local knowledge, consider potential impacts and identify improvements which could be made to the concept design. This feedback will be considered in the final design of the Little Hartley to Lithgow Upgrade.

The community engagement activities included:

- display of the proposed upgrade at the Lithgow City Council Administration Centre and Lithgow Library Learning Centre
- online and face-to-face community information sessions
- online or phone meetings with stakeholder groups, local businesses and individual residents
- advertisements in local newspapers and radio and on the NSW Roads Facebook page.

Submissions received are being reviewed and a report will be published when the project is determined.

5.3 Aboriginal community involvement

The potential Aboriginal heritage impacts of the proposal have been considered in accordance with the requirements of Transport’s *Procedure for Cultural Heritage Consultation and Investigation* (PACHCI) (Roads and Maritime, 2011). Table 5-3 summarises the stages outlined in the PACHCI.

Table 5-3: Summary of the Procedure for Aboriginal Cultural Heritage Consultation and Investigation

Stage	Description
Stage 1	Initial Transport for NSW assessment
Stage 2	Site survey and further assessment
Stage 3	Formal consultation and preparation of a cultural heritage assessment report
Stage 4	Implement environmental impact assessment recommendations

Stages 1 and 2 of PACHCI have been completed for the proposal. Aboriginal cultural heritage was assessed for the Great Western Highway Upgrade Program in the *Great Western Highway Duplication – Katoomba to Lithgow Archaeological Survey Report* (Jacobs, 2020) (Stage 2 PACHCI).

Consultation was undertaken in accordance with the Stage 2 PACHCI requirements. The consultation actions taken include:

- Identification of key stakeholders:
 - Deerubbin Local Aboriginal Land Council (LALC)
 - the Gundungurra Area Agreement (NI2014/001) Indigenous Land Use Agreement which covers part of the proposal area.
- Field surveys were undertaken through 2019 and 2020 and involved survey of the proposed route corridor by foot and vehicle. A Deerubbin LALC representative was involved with this fieldwork. Prior to the field surveys, a search of Aboriginal objects, sites, and places registered on the Aboriginal heritage information management system (AHIMS) within 50 metres of the proposed route corridor boundary was completed. This search was carried out on 29 October 2019 and verified again on 30 July 2021. There were no previously identified AHIMS sites within or near the proposal area. As such, no AHIMS sites were visited during the section of the archaeological survey which relates to the proposal.
- Deerubbin LALC provided a cultural heritage survey report prepared by Artefact Heritage (2015) to Transport which encompassed much of the proposal area. The Deerubbin LALC also raised no objection to the proposal.

It is also noted that a Stage 3 PACHCI Aboriginal cultural heritage assessment report was carried out for the Great Western Highway Upgrade Program (Jacobs, 2021). This report did not result in additional findings relevant to this proposal which differed from the Stage 2 PACHCI. It is available as part of the Little Hartley to Lithgow Upgrade REF.

As part of the ongoing cultural interpretation strategy development, ongoing workshops are being held with Aboriginal stakeholders to understand stories of local significance that can be used to interpret Aboriginal heritage along the highway alignment.

5.4 Transport and Infrastructure SEPP consultation

Section 2.108 of the Transport and Infrastructure SEPP provides that “development on behalf of a public authority for the purpose of a road or road infrastructure facilities may be carried out without consent” providing that certain key parties are consulted and/or notified about the work.

Blue Mountains City Council has been consulted about the proposal under Sections 2.10(1)(f) and 2.11 due to excavation of council roads and the potential impacts on identified local heritage items during construction of the proposal. The NSW National Parks and Wildlife Service (NPWS) has been consulted about the proposal under Sections 2.15(2)(a) and 2.15(2)(b) because the proposal would occur adjacent to land reserved under the *National Parks and Wildlife Act 1974*².

Appendix B contains a Transport and Infrastructure SEPP consultation checklist that documents how Transport and Infrastructure SEPP consultation requirements have been considered.

Issues that have been raised as a result of this consultation are outlined below in Table 5-4.

Table 5-4: Issues raised through Transport and Infrastructure SEPP consultation

Agency	Issue raised	Response/where addressed in REF
Blue Mountains City Council	Request for further consultation as required under the Transport and Infrastructure SEPP.	Transport carried out consultation with Blue Mountains City Council as required under the Transport and Infrastructure SEPP in the preparation of the REF for this proposal. Transport would continue to consult with Council through the development of the proposal.
	Request for Statement of Heritage Impact (SOHI) to inform Council’s response to the proposal.	A Statement of Heritage Impact has been carried out for the proposal. It is summarised in Section 6.4 and attached in Appendix F.
	Concern that the proposal will have a more than minor impact on the heritage of the Blue Mountains.	This REF includes assessment of heritage impacts due to the proposal including: <ul style="list-style-type: none"> a Statement of Heritage Impact, which assesses the potential non-Aboriginal heritage impacts of the proposal (refer to Section 6.4 for a summary of this assessment) the cumulative non-Aboriginal heritage impacts, considering the impacts of the Medlow Bath Upgrade, which have been assessed in Section 6.11.4. <p>The Statement of Heritage Impact found that the proposal would result in an impact on heritage in the proposal area however, this would not be a significant impact.</p> <p>Overall, the proposal would be unlikely to cause a significant impact on the environment. Therefore, an environmental impact statement is not required under Division 5.2 of the EP&A Act, as indicated in Section 9.3.</p>
	Request for Environmental Impact Statement given the extent of potential environmental impact with consideration to the cumulative impact when combined with adjoining projects.	The proposal would be unlikely to cause a significant impact on the environment. Therefore, an environmental impact statement is not required under Division 5.2 of the EP&A Act, as indicated in Section 9.3. The cumulative impacts of the proposal are discussed in Section 6.11.4.

² Transport are currently in discussions with NPWS about the direct impact on the Blue Mountains National Park

Agency	Issue raised	Response/where addressed in REF
NSW National Parks and Wildlife Service	Need to consider all environmental matters in accordance with NPWS guidelines.	<p>It is noted that this is not a legislative requirement. However, the REF has been prepared in accordance with the Environmental Planning and Assessment Act 1979 and Section 171 of the Environmental Planning and Assessment Regulation 2021.</p> <p>In reference to the items of interest to NPWS, the proposal would minimise impacts to the integrity of heritage sites and cultural values of the community (refer to Section 6.4) and significant trees (refer to Section 6.3).</p>
	Where the project encroaches park and revocation of NPWS land is proposed for the works to become permissible, the REF is to provide details of any compensation proposal, consistent with the <i>NPWS Revocation, Recategorisation and Road Adjustment Policy</i> .	The proposed acquisition of part of the Blue Mountains National Park is discussed in Section 4.1.1.
	Request for clear instructions to ensure no unauthorised works, access or encroachments occur in national park.	The construction area would be fenced prior to works commencing and a 'No-Go' zone identified beyond that fence to avoid unauthorised access to the adjoining national park. Additional environmental safeguards and mitigation measures are outlined in Section 7.2.
	Ensuring construction safeguards and mitigation measures are in place to protect the park from construction and operational impacts.	Environmental safeguards and mitigation measures outlined in Section 7.2 would minimise any potential adverse impacts arising from the proposed work on the surrounding environment.
	Need for erosion and sedimentation control techniques to prevent increased risk of erosion or sediment entering the park due to nearby ground disturbance.	There would be erosion and sediment control measures implemented during construction of the proposal (refer to Section 6.1.4). The construction would also have a progressive stabilisation of earthworks to minimise the potential for erosion.
	Need to consider the impacts of altered drainage and runoff flows associated with construction on vegetation communities.	The impacts of altered drainage and runoff flows during construction have been assessed in the Preliminary Erosion and Sedimentation Assessment. This assessment recommends erosion and sediment controls to be implemented during construction. It is attached in Appendix D to the REF and discussed in Section 6.1.
	Need to consider public safety and entry to the park where it intersects with the Great Western Highway.	<p>The Medlow Bath to Blackheath section lies on part of the National Park which is not publicly accessible due to its location within the Water NSW Blackheath Special Catchment Area. As such, the proposal would not disrupt public access to this section of the National Park.</p> <p>However, the proposal would temporarily disrupt access via maintenance tracks, with alternate routes to be provided during construction (refer to Section 7.2).</p> <p>Once operational, the new public active transport route would provide gated access for NPWS to existing trails into the national park. Transport would consult with NPWS further on the access requirements.</p>

Agency	Issue raised	Response/where addressed in REF
	Ensure hygiene protocols for machinery, vehicle and material are established and delivered throughout project to limit propagule and pathogen transmission.	The construction contractor would implement a range of environmental management plans. To provide a co-ordinated approach to avoidance and management a Blue Mountains National Park Management Framework would be prepared to identify 'no-go' zones, and link to other management plans such as the Flora and Fauna Management Plan which includes hygiene protocols in relation to pest and pathogen species (refer to Section 7.2).
	Need to maintain park access during and after construction and ensure adequate notification to community for any road closures or restrictions.	Maintenance access to the Blue Mountains National Park would be maintained during construction and operation of the proposal. Communication of any temporary disruptions during construction would occur in line with the safeguards and management measures outlined in Section 7.2. Once operational, the new public active transport route would provide gated access for NPWS to existing trails into the national park. Transport would consult with NPWS further on the access requirements.
	Request for ongoing communication regarding the project to ensure works adjacent to the park are carried out in a safe manner. This communication should include providing a copy of the determined REF to NPWS and at least one week's notification to NPWS when works are due to commence.	Transport has ongoing, regular communication with NPWS. Transport and the construction contractor would continue to consult with NPWS through the development of the proposal as part of the Blue Mountains National Park Management Framework (refer to Section 7.2).
	Need to avoid direct and indirect impacts on the park and its values.	Construction and operation of the proposal would minimise direct and indirect impacts on the Blue Mountains National Park and its values (refer to Chapter 6). Where possible, trees would be retained. The proposal has also been designed to provide a beneficial effect on water quality (refer to Section 6.1.3). Management measure would be implemented through construction to further avoid and minimise construction impacts.
	Request that felling techniques be used for any tree removal in the park.	Trees would be removed in accordance with the Transport Guidelines - Guide 4: Clearing of vegetation and removal of bushrock of the Biodiversity Guidelines: Protecting and managing biodiversity on RTA Projects (Roads and Traffic Authority, 2011a).
	Need to address environmental matters pursuant to cl.171 of the Environmental Planning and Assessment Regulation 2021 must be addressed in relation to the park.	Factors listed in Section 171 of the Environmental Planning and Assessment Regulation 2021 have been considered in this REF. Refer to Appendix A.

5.5 Government agency and stakeholder involvement

Various government agencies and stakeholders have been consulted about the proposal, including Blue Mountains City Council, NSW National Parks and Wildlife Service, WaterNSW, Sydney Trains, utility authorities (Endeavour Energy, Telstra, Jemena Gas, Sydney Water, NBN and Optus) and property owners.

Issues that have been raised as a result of consultation with these agencies and stakeholders are outlined below in Table 5-5.

Table 5-5: Issues raised through stakeholder consultation

Agency / stakeholder	Activity	Issue raised	Response / where addressed in REF
Blue Mountains City Council	Heritage co-ordination meetings	Heritage issues	Sections 6.8 (Aboriginal cultural heritage) and 6.4 (non-Aboriginal heritage)
	Water quality integration meetings	Water quality issues	Section 6.1
NSW National Parks and Wildlife Service	Fortnightly recurring meeting	Revocation of part of the Blue Mountains National Park boundary and Hartley Historic Village National Park Boundary.	Section 4.1.1
WaterNSW	Water quality integration meetings	Water quality issues	Section 6.1
Sydney Trains	Various discussions through the concept design development	Access to the rail corridor, relocation of rail assets/ utilities.	Section 3.3
Utility authorities	Various discussions through the concept design development	Access to utility services Utility services planning	Section 3.5
Property owners	Various discussions about the impact of the proposal on private property	Property impacts and acquisition	Section 3.6
Blue Mountains Cycling Safety Forum	Active transport integration meetings with Crossley Transport Planning	Opportunities for improved offroad cycling along the proposal.	Section 3.2.3.

5.6 Ongoing or future consultation

Transport will continue to seek feedback from the community and key stakeholders as the proposal progresses, including during detailed design and construction in accordance with the Community and Stakeholder Engagement Plan.

5.6.1 Consultation during public display of the REF

The REF will be placed on public display and comments invited. A range of consultation activities will be undertaken in accordance with the *Communications and Engagement Plan – REF East* and include:

- briefings for stakeholders, local councils and government agencies
- meetings with property owners identified as being subject to partial or full land acquisition
- communication materials
- community information displays and sessions (online or other format, as relevant)
- door knocks/letter box drops

- website updates.

Face-to-face engagement is subject to change based on any COVID-19 health orders in place at the time of the scheduled engagement activities.

Following public display, submissions will be collated, and a submissions report prepared to address any issues raised by stakeholders. The submissions report will be made available to the public via the Transport website: nswroads.work/gwheastconsult.

Transport will continue to identify and manage issues of interest or concern to the community through the REF display period, through the assessment and determination process. Consultation will be ongoing if and when the upgrade proceeds as determined.

The community will be informed of any major design changes that are required to address concerns raised in submissions.

5.6.2 Consultation during construction

Following the REF display period and during the assessment and determination process and the construction of proposal, Transport will continue to identify and manage issues of interest or concern to the community. The aims of ongoing communications and consultation are to provide the community with:

- accurate and accessible information regarding the processes and activities associated with the proposal
- information in a timely manner
- appropriate avenues for providing comment or raising concerns, and to ensure they are aware of the avenues
- a high level of responsiveness to their issues and concerns throughout development and delivery of the proposal.

Following determination, the community would continue to be updated about the progress of construction and provided notification of any road closures, night works or general high impact construction activities in advance of the works occurring.

Community engagement through the construction phase for the overall proposal would be undertaken by Transport. Activities or notifications that could occur include:

- advanced/start of work notifications
- traffic management notifications, including any lane closures, parking or bus stop changes
- night-time work notifications and consultation
- quarterly project updates
- responding to enquiries and complaints
- end of construction
- tree removal
- ongoing construction communications.

Other activities include (but are not limited to) separate engagement with local residents, businesses and stakeholders on specific or sensitive aspects of the overall proposal.

To effectively manage consultation during the construction stage of the proposal, a Community and Stakeholder Engagement Plan would be developed in conjunction with Transport and approved prior to implementation by the construction contractor.