

3 Consultation

3.1 Community and stakeholder engagement overview

For the purposes of this chapter, consultation and engagement activities for the project have been described within three main phases:

- **Consultation prior to the public exhibition of the Environmental Impact Statement (EIS)** (mid-2016 to late 2018), including consultation carried out during:
 - **Project development** comprising consultation activities carried out from the preliminary planning phase in June 2016 to the NSW Government’s announcement in October 2017 to progress the project to the EIS planning phase.
 - **EIS preparation**, comprising consultation activities carried out during the preparation of the EIS including the submission of the State Significant Infrastructure (SSI) application in November 2017 and scoping report to the NSW Department of Planning and Environment (DP&E) and the public display of project information and design in August 2018.
- **Consultation during the public exhibition of the EIS** (late 2018), including the display of the EIS and the preparation of a submissions report and a preferred infrastructure report (if required)
- **Consultation after the public exhibition of the EIS** (early 2019 onwards), including proposed consultation activities during project delivery.

The consultation phases within the overall project development and delivery phases is shown in **Figure 3-1**.

Phases of consultation

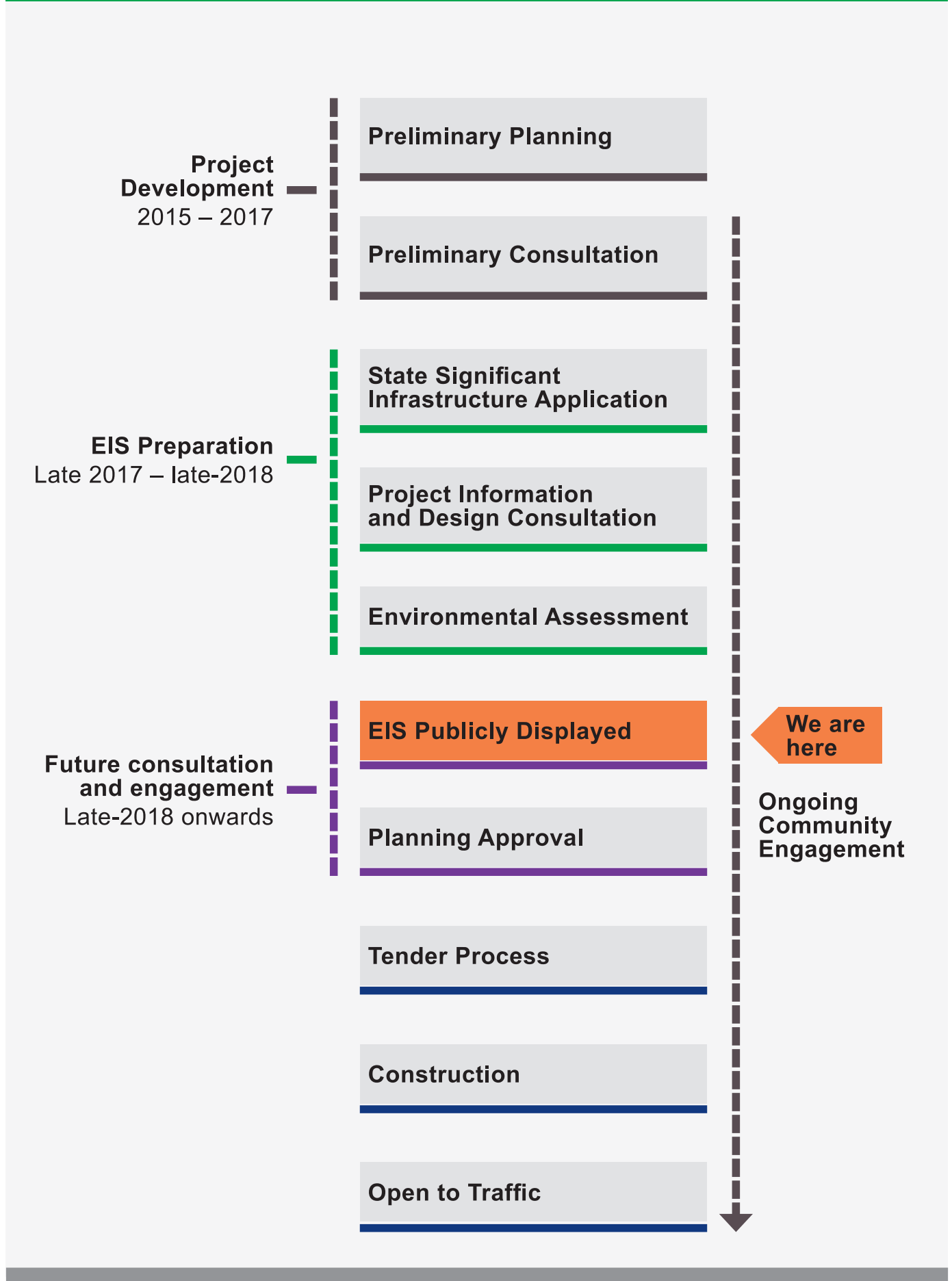


Figure 3-1 Consultation process within the project delivery

A detailed stakeholder analysis has informed the communication and engagement strategy for the project. Stakeholders include:

- Landowners, residents, schools and businesses near the project
- Members of the community
- Interest groups including industry, business, community groups, sporting groups, pedestrian and cyclist user groups
- Local Aboriginal stakeholders
- Government including local, State and Commonwealth agencies
- Utility and service providers.

The objectives of the consultation activities are to provide stakeholders and community members with opportunities to understand the project and provide feedback, and to communicate the benefits and potential impacts of the project.

A range of community engagement channels have been established for the project, to seek input from stakeholders and communities and support ongoing community and stakeholder engagement. These include:

- A postal address to receive written feedback (Customer Feedback Roads and Maritime Services Locked Bag 928, North Sydney NSW 2059)
- A toll-free project number for feedback, enquiries and complaints (1800 789 297)
- A project email address to provide updates to subscribers and to receive feedback from the community (F6Extension@rms.nsw.gov.au)
- A website (www.rms.nsw.gov.au/F6) which provides background information, maps, updates, announcements and details on how to provide feedback on the project.

A range of additional tools have been used to support communication and engagement activities for the project including:

- Letter box drops
- An interactive online mapping tool where community members were invited to submit comments onto a project footprint map
- Project information stands at local shopping centres
- Community information sessions at local venues within the project area
- Local newspaper advertisements
- Media releases
- Doorknocking
- A survey of local business owners and operators
- Project briefings with key stakeholders
- An online portal with information on air quality
- Air quality information fact sheets (translated into Greek, Mandarin, Cantonese, Macedonian, Arabic and Nepali)
- Project specific information fact sheets.

Written communication materials produced for the project included information on translation services available.

3.2 Consultation prior to public exhibition of the EIS

Community engagement and consultation prior to public exhibition of the EIS was carried out between June 2016 and August 2018.

Initial community engagement and consultation was carried out during the preliminary planning stage of the project between June 2016 and October 2017. During this period, consultation activities were primarily focused on informing community members and stakeholders of the geotechnical work being carried out in the vicinity of the project.

Consultation activities following the October 2017 project announcement included:

- Consultation with potentially impacted landowners and residents, with the method and frequency of contact tailored to suit the preferences of each stakeholder
- Doorknocks and letterbox drops to advise residents and local businesses of investigation work being carried out near their premises to inform the environmental assessment and design
- Project briefings offered to key stakeholders within the vicinity of the project including:
 - Bayside Council
 - Local schools
 - Interested property owners (if requested)
 - Local sporting clubs
 - Industry, business and community groups
 - Resident action groups
 - Environmental groups
- Responding to phone calls received via the project 1800 number, and emails received via the project email address.

Extensive community consultation activities have been carried out between June and August 2018 to provide opportunities for the community and stakeholders to learn more about the proposal, and have their say.

The community consultation activities carried out during the project development and EIS preparation phases are summarised below.

Table 3-1 Community consultation activities

Key consultation purpose or outcome	Consultation activity and communication summary
Preliminary planning	June 2016 to October 2017
Inform stakeholders and community members of geotechnical work related to the project.	<ul style="list-style-type: none"> • Briefings with Bayside Council to explain the project and discuss geotechnical investigations and studies within the local government area (LGA) • Doorknocks and letterbox drops to residents and local businesses near geotechnical work locations • Distribution of two fact sheets on the geotechnical work in June 2016 and May 2017. The fact sheets were posted to residences within about 100 metres of the geotechnical work. The facts sheets were provided to council for display at community locations, such as libraries. The fact sheets were also made available on the project web page.
Preliminary consultation	October to December 2017
Proactively engage with the community and seek feedback prior to the commencement of the formal environmental impact assessment process.	<ul style="list-style-type: none"> • Media release issued at the beginning of the consultation period • Meetings with potentially impacted property owners and residents • Project update delivered to about 70,000 residents. Suburbs captured in the distribution area included: <ul style="list-style-type: none"> – Bayside Council LGA (Wolli Creek, Arncliffe, Banksia, Kyeemagh, Monterey, Kogarah, Sans Souci, Sandringham, Brighton-Le-Sands, Rockdale, Ramsgate, Ramsgate Beach, Dolls Point) – Georges River Council LGA (Beverley Park, Sans Souci, Ramsgate, Kogarah) – Sutherland Shire LGA (Miranda, Engadine, Heathcote, Waterfall, Loftus, Yarrawarrah, Sutherland, Kirrawee, Gymea, Miranda, Taren Point, Sylvania Waters) • Details of the proposal uploaded on the project web page on the Roads and Maritime website • Email sent to stakeholders who registered an interest in the project • Nine informal community information stands held at shopping centres close to the project in October and November 2017. The stands were attended by about 2000 community members, and were held at the following locations and times: <ul style="list-style-type: none"> Kogarah Town Centre <ul style="list-style-type: none"> – 23 October 2017 from 10am to 4pm – 24 October 2017 from 10am to 4pm – 25 October 2017 from 10am to 4pm – 26 October 2017 from 1pm to 6pm – 27 October 2017 from 10am to 4pm – 28 October 2017 from 10am to 1pm Rockdale Plaza <ul style="list-style-type: none"> – 31 October 2017 from 10am to 4pm – 2 November 2017 from 1pm to 6pm – 4 November 2017 from 10am to 1pm • A collaborative and interactive online map of the preliminary project alignment was launched in October 2017 via the project webpage, inviting community members to provide comments on the project. Roads and Maritime received 295 comments from 205 individuals during the consultation period between 17 October and 22 December 2017 • Doorknocking up to 1000 residences and businesses located near the proposed intersection on President Avenue. The doorknock area included residences within Moorefield Estate and residences and businesses along West Botany Street and President Avenue.

Key consultation purpose or outcome	Consultation activity and communication summary
<p>Proactively engage with the community and seek feedback at commencement of the formal environmental impact assessment process</p>	<p>November to December 2017</p> <ul style="list-style-type: none"> • Emails sent to stakeholders and community members with a registered interest in the project, to advise of the submission of the SSI application • Distribution of two fact sheets on the SSI planning and application process, and the preliminary design. The fact sheets were made available on the project web page and links to the fact sheets were also included in an email sent to registered stakeholders. Printed copies of the fact sheets were provided to all southern Sydney electorate offices for distribution • Collation and consideration of community feedback received to date and preparation of a Community Feedback Summary Report.
<p>Ongoing design development</p> <p>Continued engagement with stakeholders in regards to investigations within the project area.</p>	<p>December 2017 to June 2018</p> <ul style="list-style-type: none"> • Details of upcoming investigations provided on the project webpage on the Roads and Maritime website • Doorknocks and letterbox drops to residents and local businesses close to investigation locations
<p>Project information and design consultation</p> <p>Continued engagement with stakeholders, special interest groups, businesses and community members to inform and seek feedback</p>	<p>June 2018 to August 2018</p> <ul style="list-style-type: none"> • Media release issued at the beginning of the consultation period • Meetings with potentially impacted and newly impacted property owners, business owners and residents • Consultation with pedestrian and cyclist user groups, industry, business, and community groups in June and July 2018 • Project update delivered to about 46,000 residents. Suburbs captured in the distribution area included: <ul style="list-style-type: none"> – Bayside Council LGA (Wolli Creek, Arncliffe, Banksia, Kyeemagh, Monterey, Kogarah, Sans Souci, Sandringham, Brighton-Le-Sands, Rockdale, Ramsgate, Ramsgate Beach, Dolls Point) – Georges River Council LGA (Beverley Park, Sans Souci, Ramsgate, Kogarah) • Details of the proposal uploaded on the project web page on the Roads and Maritime website • Email sent to stakeholders who registered an interest in the project • Doorknocking over 1500 residences and businesses from 12 June to 27 July 2018 • Five Community information sessions held at local venues close to the project in June and July 2018. The sessions were attended by about 185 community members, and were held at the following locations and times: <ul style="list-style-type: none"> Brighton-Le-Sands Public School <ul style="list-style-type: none"> – 23 June 2018 from 9am to 1pm – 30 June 2018 from 9am to 1pm Salvation Army Store Rockdale <ul style="list-style-type: none"> – 3 July 2018 from 3pm to 7pm Rowers on Cooks River <ul style="list-style-type: none"> – 5 July 2018 from 3pm to 7pm – 7 July 2018 from 9am to 1pm. • Five informal community 'Pop-up' information sessions held at shopping centres close to the project in July 2018. The sessions were attended by about 700 community members, and were held at the following locations and times: <ul style="list-style-type: none"> Kogarah Town Centre <ul style="list-style-type: none"> – 9 July 2018 from 10am to 4pm

Key consultation purpose or outcome	Consultation activity and communication summary
	<p>Rockdale Plaza</p> <ul style="list-style-type: none"> – 16 July 2018 from 10am to 4pm – 17 July 2018 from 10am to 4pm – 18 July 2018 from 10am to 4pm – 19 July 2018 from 10am to 4pm. <ul style="list-style-type: none"> • A collaborative and interactive online map of the proposed project alignment was launched in June 2018 via the project webpage, inviting community members to provide comments on the project. Roads and Maritime received 165 comments from 74 individuals during the consultation period between 12 June and 27 July 2018. • Survey of local businesses on President Avenue and West Botany Street carried out over a three-week period in July and August 2018. Around 40 businesses participated in the survey including local retailers and commercial operators.

Government agencies

Consultation with State and Commonwealth Government agencies has been ongoing during the development of the EIS. **Table 3-2** provides a summary of the consultation activities undertaken.

Table 3-2 Consultation with government agencies

Stakeholder	Purpose of consultation	Date
DP&E, Office of Environment and Heritage, Office of Chief Scientist and Engineer, Sydney Water Corporation, NSW Health, Department of Primary Industries – Fisheries, Bayside Council	Planning focus meeting with relevant government agencies to provide a briefing on the project and to discuss issues to be considered during the preparation of the EIS.	8 December 2017
Office of Chief Scientist and Engineer, DP&E, NSW Health	Meetings to discuss the implementation of the NSW Government Tunnel Ventilation Initiative.	16 and 22 February 2018 22 August 2018
NSW Health	A briefing on the project during the preparation of the EIS.	17 July 2018
Department of Primary Industries – Fisheries	A briefing on the project during the preparation of the EIS.	7 March 2018
Environmental Protection Authority NSW	A briefing on the project during the preparation of the EIS.	12 March 2018
Department of Education	Briefings on the project during the preparation of the EIS.	18 April 2018 27 July 2018
Department of Environment and Energy	A briefing on the project during the preparation of the EIS.	3 May 2018
Office of Environment and Heritage	An invitation to meet has been offered.	November 2017
Sydney Water Corp	Briefings on the project during the preparation of the EIS.	9 July 2018 6 August 2018
Department of Infrastructure and Regional Development (DIRD), Civil Aviation Safety Authority (CASA) and Sydney Airport Corporation Limited (SACL)	Briefings on the project during the preparation of the EIS.	22 May 2018 22 August 2018

Bayside Council

Consultation with Bayside Council has occurred on October 24, November 2 and December 14 in 2017 and has been ongoing since June 2018 during the development of the EIS. The purpose of this consultation was to:

- Brief Council on the project
- Discuss impacts on Rockdale Bicentennial Park
- Plan for the air quality monitoring program and station locations
- Discuss other impacts via a series of technical working groups:
 - Impacts to open space
 - Local traffic management
 - The shared cyclist and pedestrian pathway
 - General environmental issues.

Utility and service providers

Consultation with utility and service providers has been carried out to discuss potential impacts on existing and future utility supply, adjustments and project timing. Consultation has been ongoing since November 2017 before the development of the EIS and would continue should the project be approved.

Directly impacted landowners and residents

Residents and land owners who may be potentially impacted by land acquisition have been notified.

All acquisition required for the project would be carried out in a manner consistent with the *Land Acquisition (Just Terms Compensation) Act 1991* (NSW) (Just Terms Act), the Land Acquisition Information Guide¹ and the land acquisition reforms announced by the NSW Government in 2016.

Roads and Maritime have appointed a Personal Manager - Acquisition (PMA) to assist each of the landowners, residents and business owners who may potentially be affected by acquisition for the project. The PMA has met with potentially impacted landholders and residents and is in regular contact with these individuals to provide updates on the project and respond to questions and queries. When acquisition for the project is confirmed, the PMA would work with affected land owners and residents to offer assistance and support throughout the acquisition and relocation process (Refer to **Chapter 14** (Property and land use)).

Other industry and key stakeholders

Consultation with other industry and stakeholders started before the development of the EIS. Consultation would continue during design and construction. **Table 3-3** provides a summary of the consultation during the development of this EIS.

Table 3-3 Other industry and key stakeholder consultation

Stakeholder	Purpose of consultation	Date
TAFE NSW	• Briefings to explain the project	21 November 2017
	• Discussion on TAFE access and operation	22 August 2018

¹ NSW Government (2014) Land Acquisition Information Guide

Stakeholder	Purpose of consultation	Date
Brighton-Le-Sands Public School St. Georges School Cairnsfoot School Moorefield Girls High School Sir Thomas More School Arncliffe Public School Kyeemagh Infants School Kogarah High School Kogarah Public School Little Sails Pre-School St. Francis Xavier Catholic Primary School James Cook Boys Technology High School Rockdale Public School St Dominic Savio School Al Zahra College primary & secondary school	<ul style="list-style-type: none"> Briefings to explain the project Discussions on potential impacts of the project on access to and operation of the school 	October 2017 - August 2018
Sunnyhaven Disability Services	<ul style="list-style-type: none"> Briefing offered to explain the project. Provide ongoing project updates by email. 	Ongoing
SES Sydney Southern Headquarters	<ul style="list-style-type: none"> A briefing on the project during the preparation of the EIS. No concerns regarding emergency management arrangements for flooding were raised. 	20 March 2018
Fire & Rescue NSW	<ul style="list-style-type: none"> A briefing on the project during the preparation of the EIS. 	20 March 2018
Rockdale City Suns Football Club	<ul style="list-style-type: none"> Briefings to explain the project Discussion on potential impacts to sporting fields and club operation during construction and operation of the project Discussion on options for sporting field relocation prior to the commencement of construction. 	14 November 2017 10 July 2018
St George Football Association	<ul style="list-style-type: none"> Briefing to explain the project Discussion on potential impacts to sporting fields and club operation during construction and operation of the project Discussion on options for sporting field relocation prior to the commencement of construction. 	7 December 2017 2 July 2018
Illawarra Tennis Club	<ul style="list-style-type: none"> Provide ongoing project updates by email. 	Ongoing
Loftus Yarrawarrarah Rovers Football Club	<ul style="list-style-type: none"> Provide ongoing project updates by email. 	Ongoing
National Parks Association	<ul style="list-style-type: none"> Briefing to explain the project Discussions on the project impact on the Royal National Park 	30 November 2017
Botany Bay and Catchment Alliance (BBACA); Rockdale Wetlands Preservation Society	<ul style="list-style-type: none"> Briefing to explain the project Discussion on potential impacts to biodiversity and waterways in Rockdale Bicentennial Park and Scarborough Park North. Discussion on shared cycle and pedestrian pathways design. 	13 July 2018

Stakeholder	Purpose of consultation	Date
St George Bicycle User Group (St George BUG)	<ul style="list-style-type: none"> Briefing offered. Provide ongoing project updates by email. 	Ongoing
Bicycle NSW	<ul style="list-style-type: none"> Briefing to explain the project Discussions on the proposed bicycle route for the shared pedestrian and cycle pathways 	26 July 2018
NSW Taxi Council Ltd	<ul style="list-style-type: none"> Provide a project overview and design and seek feedback. 	24 July 2018
St George Private Hospital	<ul style="list-style-type: none"> Provide ongoing project updates by email. 	Ongoing
St George Public Hospital	<ul style="list-style-type: none"> Provide ongoing project updates by email. 	Ongoing

Aboriginal cultural heritage

The following Aboriginal community consultation process has occurred:

- Identification of key Aboriginal stakeholders and the relevant local Aboriginal land council (LALC) through searches of the National Native Title Register and Registrar of Aboriginal Owners
- Engagement of Metropolitan Local Aboriginal Land Council (LALC) Culture and Heritage Officer to participate in the archaeological survey
- Preparation of a cultural heritage assessment report.

Consultation and field inspection was carried out on 25 January 2018. The Culture and Heritage Officer from the Metropolitan LALC attended the field inspection and was consulted for any relevant cultural information (refer to **Chapter 20** (Aboriginal cultural heritage)).

Stakeholder Liaison Group

The purpose of the F6 Extension Stage 1 Stakeholder Liaison Group (SLG) is to provide a forum for discussion between Roads and Maritime, Bayside Council and representatives from community groups and organisations that have a direct interest in matters relating to Rockdale Bicentennial Park, East Bicentennial Playing Fields and Brighton Memorial Playing Fields.

The project team has worked with Bayside Council to identify stakeholders' to participate in the Stakeholder Liaison Group. Stakeholders invited to participate include:

- Rockdale City Suns Football Club
- Dolls Point Football Club
- St George Football Association
- Department of Education and Training (DET)
- Brighton-Le-Sands Public School
- Botany Bay and Catchment Alliance
- Rockdale Wetlands Preservation Society
- St George Bike User Group
- St George Youth Services
- St George Children with Disabilities
- St George Nepalese Club
- The Supreme Islamic Shiite Council
- Guthi Australia Inc
- Madif Al Ameer Youth.

3.3 Feedback received prior to public exhibition of the EIS

Feedback provided by Government agencies, Bayside Council, key stakeholders and the wider community was recorded and considered during the preparation of this EIS.

Government agencies

A summary of the feedback received from State and Commonwealth Government agencies up to August 2018 and where the issues have been assessed in this EIS is provided in **Table 3-4** below.

Table 3-4 Feedback from government agencies

Stakeholder	Feedback	Where addressed in EIS
NSW Health	<p>Concerns raised around the following issues:</p> <ul style="list-style-type: none"> • Location of tunnel ventilation facilities • Cumulative impacts – Arncliffe ventilation and other project ventilation sites • Cumulative impacts – Arncliffe construction site • Filtration of ventilation facilities • Settlement • Vibration • Sub-stratum acquisition • Chief Scientist on review and statement • Night time construction noise • Odour assessment / issues • Construction fatigue • Contamination specifically at Bicentennial Park and Arncliffe • Stockpile sites • Spoil management / location 	<p>The project design including location of tunnel ventilation facilities is outlined in Chapter 6 (Project description). Options considered for the location of the ventilation facilities are outlined in Chapter 5 (Project alternatives and options).</p> <p>Experience from previous motorway tunnel projects in Sydney has demonstrated that emissions from tunnel ventilation outlets do not measurably affect local or regional air quality. Air quality impacts (including cumulative impacts) for the project are assessed in Chapter 9 (Air quality and greenhouse gas).</p> <p>Construction and operational noise and vibration impacts are assessed in Chapter 11 (Noise and vibration).</p> <p>Settlement impacts are discussed in Chapter 17 (Groundwater and geology) and sub-stratum acquisition is discussed in Chapter 14 (Property and land use).</p> <p>The spoil management strategy for the project is discussed in Chapter 21 (Waste management). The potential to encounter contamination and the management of soil and contamination impacts is discussed in Chapter 16 (Soils and contamination).</p> <p>The potential for construction fatigue has been considered in section 3.5 and an assessment provided in Chapter 15 (Social and economic) and Chapter 11 (Noise and vibration).</p>
NSW Office of Chief Scientist and Engineer, NSW Health and Department of Planning and Environment.	<p>As part of the NSW Governments initiative to ensure that all motorway tunnels undergo a scientific review of air quality and ventilation components prior to the public exhibition of an EIS, a number of meetings were held to discuss the requirements of the assessments and documentation.</p>	<p>Appendix E (Air Quality technical report) includes a tunnel ventilation facility subsection (Annexure J), focused on the resultant air quality emissions from the tunnel ventilation facilities and the air dispersion modelling results. This documentation will facilitate the scientific review and enable preparation of the Chief Health Officer's statement on the health impacts of the ventilation outlets. The Department of Planning and Environment will upload these and made publicly available at the same time as the EIS is exhibited.</p>

Stakeholder	Feedback	Where addressed in EIS
Department of Primary Industry - Fisheries	<p>Matters discussed included:</p> <ul style="list-style-type: none"> Any potential for impacts on Scarborough Ponds as this is a key fish habitat that feeds into Botany Bay Any potential for changes to the hydrology and groundwater connectivity to the wetland Opportunities to improve the Rockdale Bicentennial Park wetland water quality during re-instatement of the park areas impacted during construction. 	<p>An assessment on the potential impact on the aquatic ecology for the project is provided in Chapter 12 (Biodiversity) and Appendix H (Biodiversity development assessment report).</p> <p>Changes in hydrology and groundwater expected for the project are detailed in Chapter 17 (Groundwater and geology) and Chapter 18 (Surface water and flooding).</p> <p>The design of the project has considered how the project could be constructed to minimise disturbance to waterways. Environmental impacts on waterways within the vicinity of the project are assessed in Chapter 18 (Surface water and flooding).</p> <p>Environmental impacts to groundwater as a result of the project are assessed in Chapter 17 (Geology and groundwater).</p> <p>Appendix C (Place making and urban design) outlines what opportunities exist for re-instatement of the park and wetland areas. The potential to improve water quality is discussed in Chapter 18 (Surface water and flooding).</p>
NSW Environmental Protection Authority	<p>The meeting with NSW Environmental Protection Authority identified the following key areas of focus for the project assessment:</p> <ul style="list-style-type: none"> Construction fatigue for surrounding residents where works may be continuous between other projects Out of hours works, in particular the need for utility works at night and the expect durations. Community consultation prior to works, ensuring that concerns held by the community were properly considered. 	<p>The potential for construction fatigue has been considered in section 3.5 and an assessment provided in Chapter 15 (Social and economic) and Chapter 11 (Noise and vibration).</p> <p>The need for out of hours works has been considered in the development of the concept design assessed in the EIS. This has included the likelihood that in particular utility works would require out of hours work in order to maintain the safety of the road network. The Noise and vibration impact assessment (refer to Chapter 11 (Noise and vibration)) has undertaken a specific assessment of these works where they have the potential to occur.</p> <p>The scope of the work and any resultant mitigation would be further refined as part of the Construction Noise and Vibration Management Plan.</p> <p>Consultation proposed during construction of the project is outlined in section 3.5 of this chapter and Appendix B (Draft community consultation framework) provides the expected processes for consultation.</p>
Commonwealth Department of Environment and Energy (DEE)	<p>A meeting with DEE was held to discuss the impacts of the project on any Matters of National Environmental Significance and the relevant provisions of the Commonwealth <i>Environment Protection and Biodiversity Conservation Act 1999</i>.</p> <p>An outline of the assessment of significance was provided in particular for listed species including the Green and Golden Bell Frog. Additionally, the discussion included any potential for impacts on Commonwealth Land.</p>	<p>The assessment on listed species has determined that a referral to the DEE is necessary given that impacts on species are expected to be below the required threshold. The assessment is provided in Chapter 12 (Biodiversity) and Appendix H (Biodiversity development assessment report).</p> <p>The project may have a requirement for sub-stratum property impact on a parcel of Commonwealth Land as discussed further in Chapter 14 (Property and land use).</p>

Stakeholder	Feedback	Where addressed in EIS
Sydney Water Corporation	<p>Questions and concerns raised around:</p> <ul style="list-style-type: none"> The project's shared cycleway and pedestrian pathways interface with the Muddy Creek Revitalisation project and Identifying and assessing potential impacts on existing Sydney water utilities. 	<p>The alignment and design of the shared cycle and pedestrian pathways are outlined in Chapter 6 (Project description) and Appendix C (Place making and urban design).</p> <p>Impacts of the project on existing utilities are discussed in Chapter 7 (Construction).</p>
Department of Education	<p>The Department expressed general interest around impacts of the project on local schools, particularly Brighton Le Sands Public School which is located adjacent to Bicentennial Park.</p> <p>Key areas of interest included:</p> <ul style="list-style-type: none"> Location of tunnel ventilation facilities Air quality Local traffic impacts Provision of pedestrian access in and around Bicentennial Park. 	<p>The project design including location of tunnel ventilation facilities is outlined in Chapter 6 (Project description).</p> <p>Experience from previous motorway tunnel projects in Sydney has demonstrated that emissions from tunnel ventilation outlets do not measurably affect local or regional air quality. Air quality impacts for the project are assessed in Chapter 9 (Air quality and greenhouse gas).</p> <p>Comprehensive traffic modelling has been carried out to assess the impact of the project on the main and local road network. A traffic impact assessment for the project is provided in Chapter 8 (Traffic and transport).</p> <p>Pedestrian movements in and around Bicentennial Park have been investigated with details provided in Chapter 8 (Traffic and Transport) as well as Appendix C (Place making and urban design).</p>
Department of Infrastructure and Regional Development (DIRD), Civil Aviation Safety Authority (CASA) and Sydney Airport Corporation Limited (SACL)	<p>As part of the Plume Rise Assessment preparation, meetings were held with DIRD, CASA and SACL to discuss:</p> <ul style="list-style-type: none"> Location of tunnel ventilation facilities Cumulative impacts – Arncliffe ventilation and other project ventilation sites. 	<p>The project design including location of tunnel ventilation facilities is outlined in Chapter 6 (Project description).</p> <p>Options considered for the location of the ventilation facilities are outlined in Chapter 5 (Project alternatives and options).</p> <p>Experience from previous motorway tunnel projects in Sydney has demonstrated that emissions from tunnel ventilation outlets do not measurably affect local or regional air quality.</p> <p>Air quality impacts for the project (including cumulative impacts with other projects) are assessed in Chapter 9 (Air quality and greenhouse gas).</p>

Bayside Council

Table 3-5 summarises the feedback provided by Bayside Council up to August 2018 and indicates where in the EIS this has been addressed. **Table 3-6** summarises the discussions which occurred during the technical working group meetings with Bayside Council.

Table 3-5 Consultation with Bayside Council

Summary of feedback	Response or where addressed in EIS
Biodiversity impacts	
Questions and concerns around environmental impacts on wetlands, vegetation removal and impacts to flora and fauna within the vicinity of the project, including at Rockdale Bicentennial Park and Patmore Swamp.	The project design has minimised disturbance to biodiversity where possible. An assessment of the potential impacts on wetlands, flora and fauna within the vicinity of the project are assessed in Chapter 12 (Biodiversity) and Appendix H (Biodiversity development assessment report).
Questions regarding the management of pest species.	An assessment of potential impacts due to pest species and proposed management of these species is provided in Chapter 12 (Biodiversity) and Appendix H (Biodiversity development assessment report).

Summary of feedback	Response or where addressed in EIS
Water impacts	
<p>Questions and concerns about environmental impacts on waterways and water quality within the vicinity of the project including:</p> <ul style="list-style-type: none"> • Impacts on local waterways • Impacts to ground water from drawdown effects • Interruption and pollution of ground water and local water courses • Impacts due to change in water flow • How water quality would be measured 	<p>The design of the project has considered how the project could be constructed to minimise disturbance to waterways. Environmental impacts on waterways within the vicinity of the project are assessed in Chapter 18 (Surface water and flooding).</p> <p>Environmental impacts to groundwater as a result of the project are assessed in Chapter 17 (Geology and groundwater). Contamination related impacts are assessed in Chapter 16 (Soils and contamination).</p>
<p>Water monitoring to be undertaken pre, during and post construction.</p> <p>Control measures should be as per the State government guidelines, entitled <i>Managing urban stormwater: soils and construction</i>.</p>	<p>Management measures for the waterways within the vicinity of the project are assessed in Chapter 18 (Surface water and flooding).</p> <p>Management measures for groundwater as a result of the project are assessed in Chapter 17 (Geology and groundwater).</p> <p>Construction of the project would be carried out in line with the <i>Managing urban stormwater: soils and construction guidelines</i>.</p>
Flooding	
<p>Concerns around flood modelling and infrastructure choices such as piping to managing flooding impacts.</p> <p>No concerns regarding emergency management arrangements for flooding were raised.</p>	<p>The design of the project has considered how the project could be constructed to minimise flood impacts.</p> <p>Appendix L (Surface water technical report) details the flood modelling and infrastructure choices.</p>
Contamination	
<p>Concerns around site contamination, particularly at Bicentennial Park and the impacts it could have to human health and the environment.</p>	<p>Chapter 16 (Soils and contamination) and Appendix C (Place making and urban design) address the potential contamination impacts. Appendix H (Biodiversity development assessment report) identifies the measures to manage impacts to human health.</p>
Non-Aboriginal heritage impacts	
<p>A Heritage Impact Statement of the route must be prepared.</p>	<p>A Statement of Heritage Impact has been prepared and is provided in Appendix N (Statement of heritage impact).</p>
Aboriginal cultural heritage impacts	
<p>An Aboriginal Heritage Impact Statement of the route must be prepared in consultation with Local Aboriginal Land Councils.</p>	<p>In consultation with a Culture and Heritage Officer from the Metropolitan Local Aboriginal Land Council (MLALC), an assessment of Aboriginal cultural heritage has been prepared which is provided in Chapter 20 (Aboriginal cultural heritage).</p>
Air quality impacts	
<p>Concerns about impacts on air quality and associated health impacts.</p>	<p>Experience from previous motorway tunnel projects in Sydney has demonstrated that emissions from tunnel ventilation outlets do not measurably affect local or regional air quality. Assessment of air quality impacts is provided in Chapter 9 (Air quality and greenhouse gas) and assessment of potential human health impacts as a result of the project is provided in Chapter 10 (Health safety and hazards).</p>

Summary of feedback	Response or where addressed in EIS
<p>Questions about the air quality monitoring that has been carried out for the project.</p>	<p>In October and November 2017, Roads and Maritime installed air quality monitoring stations at:</p> <ul style="list-style-type: none"> • the end of Kings Road, Brighton-Le-Sands • the corner of General Holmes Drive and Tancred Avenue, Kyeemagh. <p>Air quality monitoring stations measured concentrations of air pollutants such as carbon monoxide and nitrogen dioxide, as well as ozone and particulate matter within the air. They also monitored weather conditions, including temperature, wind direction and wind speed.</p> <p>Further details are provided in Chapter 9 (Air quality and greenhouse gas) and Appendix F (Human health technical report).</p>
<p>Queries about air quality management measures and what best practice standards would be used as part of the project.</p>	<p>Air quality management measures are provided in Chapter 9 (Air quality and greenhouse gas) and Appendix E (Air quality technical report).</p>
Noise and vibration impacts	
<p>Questions and concerns about noise and vibration impacts as a result of the construction and operation of the project, including vibration impacts on the structural integrity of buildings.</p>	<p>Noise and vibration impacts are addressed in Chapter 11 (Noise and vibration).</p> <p>A construction Noise and Vibration Management Plan would be prepared prior to construction and would include:</p> <ul style="list-style-type: none"> • Acceptable noise levels • Noise and vibration monitoring methods during construction • Measures to reduce noise and vibration during construction.
<p>Comments regarding property damage during tunnelling works (as a result of vibration impacts).</p>	<p>Property impacts are discussed in Chapter 17 (Groundwater and geology) and Chapter 14 (Property and land use).</p> <p>Further assessment of potential settlement impacts will be undertaken prior to excavation and tunnelling. Pre-construction Building Condition Surveys will be offered in writing, to the owners of properties where there is a potential for construction activities to cause cosmetic or structural damage. If accepted, a comprehensive written and photographic condition report would be produced by an appropriate professional.</p>
<p>Suggests Roads and Maritime undertake condition surveys prior to the start of construction and detailed asset monitoring during construction and post construction of public and private assets directly and adjacent to tunnelling sites.</p>	<p>As described in Chapter 24 (Project Synthesis) pre-construction building condition surveys of properties in the vicinity of the project will be offered.</p>
Design	
<p>Queries and concerns relating to the design including:</p> <ul style="list-style-type: none"> • Ventilation outlet locations • Interchange locations • Road connections • Project/tunnel route • Active transport routes including the footbridge • Street scaping • Changes to Bicentennial Park. 	<p>The project design including location of tunnel ventilation facilities is outlined in Chapter 6 (Project description).</p> <p>The alternatives considered to the project are discussed in Chapter 5 (Project alternatives and options).</p> <p>Appendix C (Place making and urban design) outlines that streetscaping will be undertaken in consultation with Council. Indicative designs including the cyclist and pedestrian footbridge are also included.</p>

Summary of feedback	Response or where addressed in EIS
Suggests investigating a direct motorway connection from Port Botany and Sydney Airport to the F6 Extension via an access point at the Arncliffe Interchange with the new M5 as part of Stage 1 F6 extension.	The alternatives considered to the project are discussed in Chapter 5 (Project alternatives and options).
Suggests that the bicycle bridge south of President Avenue should be realigned to accommodate the existing natural environment which has biodiversity value.	Appendix C (Place making and urban design) explains that the shared cycle and pedestrian pathways and shared bridge over President Avenue have been designed to fit with the redevelopment / reinstatement plans of the park which includes the wetland.
Community consultation	
Roads and Maritime to expedite the commencement of the Stakeholder Liaison Group to identify ways to reduce impacts Loss of Public Amenity of the proposed motorway.	Chapter 3 (Consultation) outlines that there is ongoing community and stakeholder engagement with Bayside Council and local schools / stakeholders.
Traffic and transport – heavy vehicles	
Suggests that the EIS should detail how a detour via Joyce Drive and the proposed Gateway/Northern Lands will provide a preferential heavy vehicle route	Chapter 8 (Traffic and transport) assesses the operational performance with the project, and provides justification for the access changes along President Avenue. The alternatives considered to the project are discussed in Chapter 5 (Project alternatives and options).
Traffic and transport – local traffic and road impacts	
Questions and concerns about impacts on local traffic and local streets including parking at various locations as a result of the project.	Comprehensive traffic modelling has been carried out to assess the impact of the project during construction and operation on the main and local road network. A traffic impact assessment for the project is provided in Chapter 8 (Traffic and transport).
Specific requests for traffic changes at the intersection of President Avenue and Civic Avenue to increase safety for residents entering and exiting Moorefield Estate.	Potential traffic changes at the intersection of President Avenue and Civic Avenue have been considered in Chapter 5 (Project alternatives and options). The installation of traffic lights at Civic Avenue has been considered, however the proximity of the intersection of President Avenue and West Botany Street, and President Avenue and Civic Avenue is considered to be too close to justify the provision of traffic lights.
Suggestions and concerns raised regarding local traffic movements to and from Moorefield Estate.	Chapter 8 (Traffic and transport) assesses the operational performance with the project, and provides justification for the access changes along President Avenue. Alternative arrangements for local traffic movements to and from Moorefield Estate, these considerations are detailed in Chapter 5 (Project development and alternatives). Chapter 8 (Traffic and transport) includes details on the proposed local traffic movements to and from Moorefield Estate.
Suggests Roads and Maritime undertakes post completion surveys to monitor how the predicted traffic impacts transpire, and whether the proposed mitigation measures are effective.	Chapter 8 (Traffic and transport) includes how a review of operational network performance will be undertaken 12 months and five years from commencement of operation to confirm the operational traffic impacts of the project on surrounding arterial roads and major intersections.
Council requests that a Construction Traffic Management Plan, Parking Management Plan and Pedestrian and Active Transport Management Plan be prepared.	Chapter 8 (Traffic and transport) includes the measures to prepare a Traffic Management Plan.
Community amenity	

Summary of feedback	Response or where addressed in EIS
Queries relating to the impact of the project on Bicentennial Park East, and relocation arrangements and timelines for local sporting groups and school sports associations occupying the fields impacted by the project footprint.	Appendix C (Place making and urban design) provides design strategies for the reinstatement of Rockdale Bicentennial Park. Areas of recreational land within Rockdale Bicentennial Park and Bicentennial East soccer field would be temporarily acquired for the project. Impacts on community amenity and access to local facilities and green space are assessed in Chapter 15 (Social and economic).
Suggests consultation be undertaken with the NSW Government and Council to identify strategic Government owned land holdings that can be dedicated to Council to provide a continuous green link of open space incorporating active transport from Bestic Street, Kyeemagh to President Avenue, Kogarah.	Chapter 3 (Consultation) outlines that there is ongoing community and stakeholder engagement with Bayside Council, local schools and stakeholders.
Pedestrian and cyclists	
Queries about impacts on active transport.	Roads and Maritime have incorporated cyclist and pedestrian infrastructure into the design of the project, to maintain and improve connections between key centres, and provide better access to active transport facilities for all residents in the area. Impacts of the project on the active transport network are assessed in Chapter 8 (Traffic and transport).
Shared cycle and pedestrian pathways	
Suggestions/Queries about alignment changes for the proposed shared cycle and pedestrian pathways.	Roads and Maritime have incorporated cyclist and pedestrian infrastructure into the design of the project, to maintain and improve connections between key centres, and provide better access to active transport facilities for all residents in the area. Impacts of the project on the active transport network are assessed in Chapter 8 (Traffic and transport).
Property and access	
Comments and queries about property access, property values and property acquisitions as a result of the project.	The project has been designed to minimise impact on property. Roads and Maritime will be responsible for acquisition of properties required for the project in accordance with the <i>Land Acquisition (Just Terms Compensation) Act 1991</i> and the property acquisition reforms introduced by the NSW Government in late 2016. Property access and property acquisitions as a result of the project is outlined in Chapter 14 (Property and land use).
Suggests that Council is included into the decision making process for the road reservation located from Arncliffe to Kogarah.	Property access and property acquisitions as a result of the project is outlined in Chapter 14 (Property and land use).
Project staging/ timeframe	
Questions about timing of the project.	Timing of the project is described in Chapter 6 (Project description).
Comments and queries relating to future F6 Extension project stages (Sections B & C), including: <ul style="list-style-type: none"> • Property impacts • Project route (including whether or not future sections would be above or below ground) • Road connections • Interchange locations • Ventilation outlet locations • Project timeframes. 	Future project stages are not assessed as part of this EIS. Roads and Maritime is continuing investigations between Kogarah and Loftus to help determine any possible corridor adjustments for the future motorway, including any impacts that the project may have in subsequent project stages.

Summary of feedback	Response or where addressed in EIS
Project justification and need	
Comments regarding the justification of the project and that improvements to public transport infrastructure would better reduce traffic congestion, cost and have a lower environmental impact.	The strategic context and need for the project is discussed in Chapter 4 (Strategic context and project need). The alternatives considered to the project are discussed in Chapter 5 (Project alternatives and options).
Project alternatives: Safer active transport routes	
Comments regarding the detailed design of the shared cycle and pedestrian pathways would be developed in consultation with Bayside Council and other key stakeholders such as Sydney Water. Additional options that would be considered include: <ul style="list-style-type: none"> • Extension of the pathways west towards Rockdale Plaza and Kogarah Station • Extension of the pathways north, such as along Cooks Cove • Extension of the pathways east along Bay Street towards the beach 	<p>Chapter 3 (Consultation) outlines that there is ongoing community and stakeholder engagement with Bayside Council and local schools / stakeholders.</p> <p>Chapter 5 (Project alternatives and options) identifies the desired active transport route for the project.</p>
Socio-economic: Impact on local businesses	
Questions how compensatory measures will be implemented to address the impacts on local businesses and the process for local businesses to access compensatory funding.	Chapter 15 (Social and economic) describes the compensatory measures for impacted businesses.
Socio-economic: Construction fatigue	
Questions how construction fatigue would be addressed including the community engagement process.	Chapter 15 (Social and economic) describes the processes involved to assist the community through construction fatigue related impacts.

Table 3-6 Consultation with Bayside Council - Technical working group meetings

Summary of feedback	Actions
Open space	
Concern and questions around temporary and permanent impacts to open space, which is valued by the community, and questions regarding the reinstatement of Rockdale Bicentennial Park.	<p>Appendix C (Place making and urban design) provides design strategies for the reinstatement of Rockdale Bicentennial Park. Areas of recreational land within Rockdale Bicentennial Park and Bicentennial East soccer field would be temporarily acquired for the project. Impacts on community amenity and access to local facilities and green space are assessed in Chapter 15 (Social and economic).</p> <p>Impacts on community amenity and access to local facilities and green space are assessed in the same chapter, and includes the mitigation measures proposed to minimise or avoid impacts to social infrastructure.</p> <p>The final landscape plan for the reinstatement of parklands would be developed in consultation with key stakeholders.</p>
Shared cycle and pedestrian pathways	
Questions regarding the final form and alignment of the shared cycle and pedestrian pathways.	<p>Appendix C (Place making and urban design) shows diagrams of the shared cycle and pedestrian pathways. The path would be split for cyclists and pedestrians.</p> <p>Final alignment would be developed in consultation with Council. Potential options to be considered are in Chapter 5 (Project alternatives and options).</p>

Summary of feedback	Actions
Questions regarding collaboration with Sydney Water's Muddy Creek revitalisation program.	Sydney Water has plans to naturalise the concrete-lined channel at Muddy Creek interfacing with Whiteoak Reserve as shown in Appendix C (Place making and urban design). There is an opportunity to work with Sydney Water to ensure a coordinated design approach.
Questions regarding the provision of lighting along the shared cycle and pedestrian pathways	Lighting along the shared cycle and pedestrian pathways, including the dedicated shared bridge, has been designed to meet the requirements of Australian Standard AS/NZS 1158: Lighting for roads and public spaces. Light poles would be offset one metre from the path to minimise risk of collisions for road users as described in Chapter 6 (Project Description).
Planning	
Concerned about the potential difference between Council's and Roads and Maritime's flood models.	Chapter 18 (Surface water and flooding) lists the different methods and models used for the flood assessment. Flooding patterns in the vicinity of the project were defined using the TUFLOW two-dimensional (in plan) hydraulic modelling software.
Council expressed a preference for filtered ventilation outlets	The tunnel ventilation system and tunnel operational parameters have been designed to ensure the in-tunnel concentration limits are not exceeded. Chapter 5 (Project alternatives and options) justifies why no in-tunnel filtration system is proposed for the project and more information is provided in Chapter 9 (Air quality).
Council questioned how odour and landfill gases would be managed during construction. Discussion was had on both points regarding current findings of the assessments	Chapter 16 (Soils and contamination) details that a further detailed investigation and assessment would be undertaken in order to development plans for landfill gases. Chapter 18 (Surface water and flooding) notes that redirecting discharges to Muddy Creek would avoid potential odour impacts.
What options are being considered for enhancement of the park and water quality of Bicentennial Park? What can Roads and Maritime do to prevent groundwater from flowing into the ponds? (Would a cut off wall be feasible?).	The design of the project has considered how the project could be constructed to minimise disturbance to waterways. Environmental impacts on waterways within the vicinity of the project are assessed in Chapter 18 (Surface water and flooding). Environmental impacts to groundwater as a result of the project are assessed in Chapter 17 (Geology and groundwater).
<p>Council has assets in the ponds:</p> <ul style="list-style-type: none"> • Stormwater treatment (GPT on western side of pond near Illinden Sports Field) • Two floating wetlands moored to the island in the southern part of the ponds. • Turtle steps on weir at President Avenue <p>How will these assets be protected and maintained during construction?</p>	Appendix K (Groundwater technical report) describes that the existing floating wetlands within the Rockdale Bicentennial Park Pond would be retained and protected. Inflow from construction discharges are unlikely to significantly affect the water level within the pond with the additional flow discharging over the weir and being conveyed to the Northern Scarborough Pond The stormwater outlet (and its trash rack) adjacent to the Rockdale Bicentennial Park Pond footbridge is located within the cut and cover zone. The stormwater pipe would be diverted around the cut and cover structure and the trash rack relocated or replaced.

Summary of feedback	Actions
Council question on vegetation within the large construction area at Bicentennial Park. It was asked whether Roads and Maritime will maintain (weed) vegetation within the construction site that is protected within 'no-go' zones during the lease period.	As describes in Chapter 12 (Biodiversity) that a Construction Flora and Fauna Management Plan (CFFMP) would be prepared containing the process for identifying and managing priority and environmental weeds and other pests – including within vegetation exclusion zones.
Council would like to be part of the Urban Design Panel	Council would be consulted as part of the further development of the urban design for the project.
Traffic and transport	
Moorefield's Estate – Roads and Maritime confirmed surveys being undertaken. Council acknowledged there is not an easy answer to access to the estate - Suggestions and concerns raised regarding local traffic movements to and from Moorefield Estate.	Chapter 8 (Traffic and transport) assesses the operational performance with the project, and provides justification for the access changes along President Avenue.
Council would like off road and move route closer to West Botany Street	Chapter 5 (Project alternatives and options) identifies the desired route for the project.

Community

Feedback provided by community members, special interest groups (including pedestrian and cyclist user groups, sporting associations and environmental groups), businesses and adjoining, affected landowners and stakeholders during the preparation of this EIS. **Table 3-7** consolidates feedback from the community for the purpose of this EIS and provides a response or indicates where in the EIS this topic has been addressed.

Table 3-7 Feedback from the community

Summary of feedback	Response or where addressed in EIS
Biodiversity impacts	
Questions and concerns about environmental impacts on wetlands, flora and fauna within the vicinity of the project, including at Rockdale Bicentennial Park. Comments about the removal of trees and vegetation.	The project design has minimised disturbance to biodiversity where possible. An assessment of the potential impacts on wetlands, flora and fauna within the vicinity of the project are assessed in Chapter 12 (Biodiversity).
Comments regarding impacts to the wetland ecosystem in Bicentennial Park and downstream as a result of tunnelling through the park.	Chapter 12 (Biodiversity) provides a summary of the biodiversity impacts associated with the project and outlines how the desired performance outcomes have been met.
Comments about the removal of trees and vegetation, and questions about the mitigation measures proposed.	Chapter 12 (Biodiversity) provides information on the proposed tree management strategy. The replacement of trees is also described in Chapter 13 (Landscape and visual)
Questions and concerns about environmental impacts on flora and fauna including: <ul style="list-style-type: none"> • How much existing vegetation would be removed and would it be compensated • How vegetation would be protected • How would local populations of native animals be identified and protected 	A detailed biodiversity development assessment report (BDAR) has been prepared for the project and is included in Appendix H (Biodiversity development assessment report). Chapter 12 (Biodiversity) also provides information on impacts on flora and fauna.
Questions and concerns regarding the baseline data used to assess the local wildlife and the monitoring process during and post construction.	Chapter 12 (Biodiversity) lists information on baseline monitoring and describes actions required during and after construction.

Summary of feedback	Response or where addressed in EIS
Water impacts	
<p>Questions and concerns about environmental impacts on waterways within the vicinity of the project including:</p> <ul style="list-style-type: none"> • Impacts on local waterways • Impacts to ground water from drawdown effects • Interruption and pollution of ground water and local water courses • Impacts due to change in water flow. 	<p>The design of the project has considered how the project could be constructed to minimise disturbance to waterways. Environmental impacts on waterways within the vicinity of the project are assessed in Chapter 18 (Surface water and flooding).</p> <p>Environmental impacts to groundwater as a result of the project are assessed in Chapter 17 (Geology and groundwater).</p>
<p>Concerns and questions surrounding the data and assumptions on which the flood modelling is based. Claims have been made that President Avenue has never experienced flooding.</p>	<p>Chapter 18 (Surface water and flooding) lists the different methods and models used for the flood assessment. Flooding patterns in the vicinity of the project were defined using the TUFLOW two-dimensional (in plan) hydraulic modelling software.</p>
Non-Aboriginal heritage impacts	
<p>Concerns about impacts on areas and properties of heritage significance.</p>	<p>Assessment of non-Aboriginal heritage impacts is provided in Chapter 19 (Non-Aboriginal heritage). All properties located above the tunnel alignment, within 50 metres of the outer edge of the tunnel alignment, or within 50 metres of surface construction work would be offered a property condition survey before and after construction. This would ensure a clear record of the condition of each property before construction starts.</p>
<p>Requires as part of the EIS that a Statement of Heritage Impact assessments be prepared using the <i>2014 Conservation Management Plan for Scarborough Park</i> is to be referenced as a policy document.</p>	<p>A Statement of Heritage Impact has been prepared and is provided in Appendix N (Statement of heritage impact).</p>
Aboriginal cultural heritage impacts	
<p>Concerns that insufficient consultation has been undertaken with the local Aboriginal community.</p>	<p>During preparation of this EIS Roads and have worked with a Culture and Heritage Officer from the Metropolitan Local Aboriginal Land Council (MLALC) to understand any potential impacts to items or areas of Aboriginal cultural heritage significance.</p> <p>Assessment of Aboriginal cultural heritage impacts and details of consultation undertaken with the local aboriginal community is provided in Chapter 20 (Aboriginal cultural heritage).</p>
Air quality impacts	
<p>Concerns about impacts on air quality and associated health impacts.</p>	<p>Experience from previous motorway tunnel projects in Sydney has demonstrated that emissions from tunnel ventilation outlets do not measurably affect local or regional air quality. Assessment of air quality impacts is provided in Chapter 9 (Air quality and greenhouse gas) and Assessment of potential human health impacts as a result of the project is provided in Chapter 10 (Health safety and hazards).</p>

Summary of feedback	Response or where addressed in EIS
<p>Questions about the air quality monitoring that has been carried out for the project.</p>	<p>In October and November 2017, Roads and Maritime installed air quality monitoring stations at:</p> <ul style="list-style-type: none"> • the end of Kings Road, Brighton-Le-Sands • the corner of General Holmes Drive and Tancred Avenue, Kyeemagh. <p>Air quality monitoring stations measured concentrations of air pollutants such as carbon monoxide and nitrogen dioxide, as well as ozone and particulate matter within the air. They also monitored weather conditions, including temperature, wind direction and wind speed.</p> <p>Further details are provided in Chapter 9 (Air quality and greenhouse gas) and Appendix F (Human health technical report).</p>
<p>Queries about air quality ventilation outlet health impacts including:</p> <ul style="list-style-type: none"> • Method of assessment of air pollution impacts associated with ventilation outlets • The effects of inhalation of particles from the ventilation outlets, particularly if they are proposed within close proximity to schools and recreational facilities. 	<p>Experience from previous motorway tunnel projects in Sydney has demonstrated that emissions from tunnel ventilation outlets do not measurably affect local or regional air quality. Assessment of air quality impacts is provided in Chapter 9 (Air quality and greenhouse gas) and Appendix E (Air quality technical report).</p> <p>Assessment of human health impacts is provided in Chapter 10 and Appendix F (Human health technical report).</p>
<p>Comments or questions about the locations of the ventilation outlets.</p> <p>Comments that research and assessments be carried out to understand the implications of unfiltered ventilation outlets on the health and safety of residents in the area.</p>	<p>Evidence to date suggests that the effectiveness of filtration, when applied to road tunnels, is limited to specific situations.</p> <p>Repeated assessments have concluded that there is little to no health benefit for surrounding communities in installing tunnel air treatment systems.</p> <p>Further details are provided in Chapter 9 (Air quality and greenhouse gas) and Chapter 10 (Health safety and hazards).</p>
Noise and vibration impacts	
<p>Questions and concerns about noise and vibration impacts as a result of the construction and operation of the project, including vibration impacts on the structural integrity of buildings.</p>	<p>Noise and vibration impacts are addressed in Chapter 11 (Noise and vibration).</p> <p>A construction Noise and Vibration Management Plan would be prepared prior to construction and would include:</p> <ul style="list-style-type: none"> • Acceptable noise levels • Noise and vibration monitoring methods during construction • Measures to reduce noise and vibration during construction.
<p>Questions about the measures that will be taken to minimise the significant levels of noise and vibrations that will be emitted by heavy trucks braking and accelerating on President Avenue.</p> <p>Concerns about sleep disruption for residents in the vicinity of President Avenue.</p>	<p>Mitigation measures to minimise noise and vibrations associated with heavy trucks are outlined in Chapter 11 (Noise and vibration) and Appendix G (Noise and vibration technical report). A construction Noise and Vibration Management Plan would be prepared prior to construction and would include:</p> <ul style="list-style-type: none"> • Acceptable noise levels • Noise and vibration monitoring methods during construction • Measures to reduce noise and vibration during construction.
<p>Questions about the measures (such as noise walls and at-property noise treatments) that will be taken to minimise noise and vibration impacts during project operation.</p>	<p>An operational road traffic noise assessment has been completed. Appendix G (Noise and vibration technical report) provides details and potential mitigation measurements.</p>

Summary of feedback	Response or where addressed in EIS
Construction impacts: Traffic	
Questions and concerns about the frequency and management of construction vehicles entering and exiting the project and surrounding depots.	Construction traffic management and access is discussed in Chapter 8 (Traffic and transport). This chapter identifies the route and scheduling of construction movements, and the number, frequency and size of construction-related vehicles, including for spoil removal.
Construction impacts	
Questions and concerns raised about construction impacts such as noise, dust and vibration on local infrastructure, including local schools, hospitals, disability centres and aged care facilities.	Chapter 9 (Air quality) and Chapter 11 (Noise and vibration) discuss the impacts and management measures surrounding air quality and noise and vibration. Chapter 15 (Social and economic) outlines the potential social and economic impacts.
Questions and concerns raised about construction working hours.	Chapter 11 (Noise and vibration) identifies the construction working hours and relevant guidelines.
Design	
Queries and concerns relating to the design including: <ul style="list-style-type: none"> • Ventilation outlet locations • Interchange locations • Road connections • Project route • Changes to Bicentennial Park. 	The preferred project design is outlined in Chapter 6 (Project description) while Chapter 5 (Project alternatives and options) describes design options that were considered as part of the design development process.
Community consultation	
Dissatisfaction with the community consultation process, including the consultation period and materials.	Chapter 2 (Assessment process) describes the formal process to be applied under the <i>Environmental Planning and Assessment Act 1979</i> (EP&A Act). Chapter 3 (Consultation) provides details on the process applied by the project.
Local traffic	
Questions and concerns about impacts on local traffic at various locations as a result of the project.	Chapter 5 (Project alternatives and options) provides an summary of the options considered to address changes to local traffic at various locations, including O'Connell Street and Civic Avenue. Comprehensive traffic modelling has been carried out to assess the impact of the project during construction and operation on the main and local road network. A traffic impact assessment for the project is provided in Chapter 8 (Traffic and transport).
Specific requests for traffic changes at the intersection of President Avenue and Civic Avenue to increase safety for residents entering and exiting Moorefield Estate.	Potential traffic changes at the intersection of President Avenue and Civic Avenue have been considered in Chapter 5 (Project alternatives and options). The installation of traffic lights at Civic Avenue has been considered, however the proximity of the intersection of President Avenue and West Botany Street, and President Avenue and Civic Avenue is considered to be too close to justify the provision of traffic lights.

Summary of feedback	Response or where addressed in EIS
Suggestions or feedback provided regarding the local traffic changes necessary to integrate the proposed new President Avenue intersection with the existing road network.	<p>Comprehensive traffic modelling has been carried out to assess the impact of the project on the main and local road network. A traffic impact assessment for the project is provided in Chapter 8 (Traffic and transport).</p> <p>Design options have been investigated to improve the performance of main roads surrounding the proposed new intersection on President Avenue at Kogarah. Potential traffic changes at the President Avenue intersection have been considered in Chapter 5 (Project alternatives and options).</p>
Suggestions and concerns raised regarding local traffic movements to and from Moorefield Estate.	<p>Chapter 8 (Traffic and transport) assesses the operational performance with the project, and provides justification for the access changes along President Avenue.</p> <p>Chapter 5 (Project alternatives and options) provides an analysis of local traffic movements to and from Moorefield Estate. The proposed arrangement is discussed in further detail in Chapter 8 (Traffic and transport).</p>
Health and safety	
<p>Comments relating to potential health and safety impacts of the project including those due to:</p> <ul style="list-style-type: none"> • Air quality impacts associated with ventilation outlets • Health impacts associated with reduced available green space • Health impacts associated with reduced access to local community facilities • Impacts on pedestrian and cyclist safety • Potential increases in vehicle accidents • Vehicles speeding on President Avenue 	<p>Health, safety and hazards for the project including health impacts associated with reduced available green space are assessed in Chapter 10 (Health safety and hazards) and Appendix F (Human health technical report).</p> <p>Experience from previous motorway tunnel projects in Sydney has demonstrated that emissions from tunnel ventilation outlets do not measurably affect local or regional air quality. Air quality impacts for the project are assessed in Chapter 9 (Air quality and greenhouse gas).</p> <p>Impacts on pedestrian and cyclist safety, and road safety are assessed in Chapter 10 (Health safety and hazards) and Chapter 8 (Traffic and transport).</p>
Questions and concerns about impacts on health resultant from air from ventilation outlets contaminating local produce.	Experience from previous motorway tunnel projects in Sydney has demonstrated that emissions from tunnel ventilation outlets do not measurably affect local or regional air quality. Health impacts due to air ventilation outlets are assessed in Chapter 10 (Health safety and hazards).
Public transport	
Questions and concerns about impacts on public transport as a result of the project.	Impacts on public transport as a result of the project are provided in Chapter 8 (Traffic and transport). Any decisions regarding changes to existing transport infrastructure would be made in consultation with Transport for NSW and the local community.
Queries about justification of the development of the project as opposed to developing additional public transport infrastructure.	Alternatives to the project including development of additional public transport infrastructure as an alternative to the project have been considered in Chapter 5 (Project alternatives and options).
Community amenity	
Questions about impacts on community amenity, including access to local facilities and green space (including Rockdale Bicentennial Park) resulting from the project.	<p>Roads and Maritime have incorporated cyclist and pedestrian infrastructure into the design of the project, to maintain and improve connections between key centres, and provide better access to active transport facilities for all residents in the area.</p> <p>There are no direct impacts proposed to the Ilinden Sports Centre facility or Brighton Memorial Fields by the project.</p> <p>Impacts on community amenity and access to local facilities and green space are assessed in Chapter 15 (Social and economic), and includes the mitigation measures proposed to minimise or avoid impacts to social infrastructure.</p>

Summary of feedback	Response or where addressed in EIS
Feedback received about the physical appearance of ventilation outlets, noise walls, and the proposed new intersection on President Avenue.	Visual amenity impacts as a result of the project are assessed in Chapter 13 (Landscape and visual) including detailed urban design assessments and considerations.
Questions about impacts to Beehag Reserve, Spring Street.	The project would have no direct impact on Beehag Reserve. The project would be a tunnel for the majority of its length and would be underground in the vicinity of Beehag Reserve and Spring Street as described in Chapter 6 (Project description).
Questions about the impact the project will have on Memorial Playing Fields, used by local schools and sporting groups.	The project design as described in Chapter 6 (Project description) does not impact on Memorial Playing Fields during construction or operation.
Questions about the impact the project will have on the dog park at Patmore Swamp.	The project design as described in Chapter 6 (Project description) does not impact the dog park at Patmore Swamp (Scarborough Park) located next to Civic Avenue, south of President Avenue.
Questions and concerns raised about impacts on community amenity, including access to local facilities and services including public transport, local schools, and green space resulting from the project.	Impacts on community amenity and access to local facilities and green space are assessed in Chapter 15 (Social and economic), and includes the mitigation measures proposed to minimise or avoid impacts to social infrastructure.
Request for the project to include improvements to the visual amenity of the local area to boost the attractiveness of the area for locals and tourists.	Appendix C (Place making and urban design) details the improvements to the visual amenity of the local area.
Queries relating to the impact of the project on Bicentennial Park East, and relocation arrangements and timelines for local sporting groups and school sports associations occupying the fields impacted by the project footprint.	Appendix C (Place making and urban design) provides design strategies for the reinstatement of Rockdale Bicentennial Park. Areas of recreational land within Rockdale Bicentennial Park and Bicentennial East soccer field would be temporarily acquired for the project. Impacts on community amenity and access to local facilities and green space are assessed in Chapter 15 (Social and economic).
Comments regarding community access across Rockdale Bicentennial Park during project construction and operation.	Appendix C (Place making and urban design) provides design strategies for the reinstatement of Rockdale Bicentennial Park. Areas of recreational land within Rockdale Bicentennial Park would be temporarily acquired for the project. Impacts on community amenity and access to local facilities and green space are assessed in Chapter 15 (Social and economic). Chapter 7 (Construction) also provides information on impacts to Rockdale Bicentennial Park during construction.
Questions about impacts to Scarborough Park, south of President Avenue.	Chapter 6 (Project description) provides a detailed description of the works proposed within the northern section of Scarborough Park.
Questions about impacts to Barton Park and comments regarding the proposed relocation of Kogarah Golf Course.	Chapter 15 (Social and economic) details the potential impacts to Barton Park and the Kogarah Golf Course.
Queries relating to the impact on recreational facilities within Rockdale Bicentennial Park, including Rockdale Skate Park and the proposed relocation arrangements and timelines.	Appendix C (Place making and urban design) provides design strategies for the reinstatement of Rockdale Bicentennial Park. Chapter 15 (Social and economic) details the impact on recreational facilities within Rockdale Bicentennial Park including the skate park, including the approach for temporary and permanent relocation of these facilities.

Summary of feedback	Response or where addressed in EIS
Questions and concerns raised about impacts to Rockdale Public School due to the proximity of the construction site, ventilation facility and proposed new intersection on President Avenue.	Impacts to public schools and their proximity to the surrounding project facilities are assessed in Chapter 15 (Social and economic). Chapter 9 (Air quality) determines the impacts of ventilation outlets to remain below the relevant air quality criteria.
Questions and concerns that changed local traffic conditions and increased traffic on President Avenue would reduce the amenity of the local area.	Changed local traffic conditions and their potential impact to the local amenity of the are addressed in Chapter 15 (Social and economic) and Chapter 14 (Property and land use).
Pedestrian and cyclists	
Queries about impacts on active transport.	Roads and Maritime have incorporated cyclist and pedestrian infrastructure into the design of the project, to maintain and improve connections between key centres, and provide better access to active transport facilities for all residents in the area. Impacts of the project on the active transport network are assessed in Chapter 8 (Traffic and transport).
Shared cycle and pedestrian pathways	
Suggestions/Queries about alignment changes for the proposed shared cycle and pedestrian pathways.	Roads and Maritime have incorporated cyclist and pedestrian infrastructure into the design of the project, to maintain and improve connections between key centres, and provide better access to active transport facilities for all residents in the area. Impacts of the project on the active transport network are assessed in Chapter 8 (Traffic and transport).
Public transport	
Questions and concerns about impacts on public transport as a result of the project.	Impacts on public transport as a result of the project are provided in Chapter 8 (Traffic and transport). Any decisions regarding changes to existing transport infrastructure would be made in consultation with Transport for NSW and the local community.
Queries about justification of the development of the project as opposed to developing additional public transport infrastructure.	Alternatives to the project including development of additional public transport infrastructure as an alternative to the project have been considered in Chapter 5 (Project alternatives and options).
Property and access	
Comments and queries about property access, property values and property acquisitions as a result of the project.	The project has been designed to minimise impact on property. Roads and Maritime will be responsible for acquisition of properties required for the project in accordance with the <i>Land Acquisition (Just Terms Compensation) Act 1991</i> and the property acquisition reforms introduced by the NSW Government in late 2016. Property access and property acquisitions as a result of the project is outlined in Chapter 14 (Property and land use).
Comments relating to the impacts on parking on various roads and local roads, including possible business implications from loss of parking.	Parking impacts of the project and mitigation measures to address these impacts are discussed in Chapter 8 (Traffic and transport). Impacts to businesses as a result of changes to parking is discussed in Chapter 15 (Social and economic).
Comments regarding property damage during tunnelling works (as a result of vibration and settlement impacts).	Ground settlement and property impacts are discussed in Chapter 17 (Geology and groundwater) and Chapter 14 (Property and land use). Further assessment of potential settlement impacts will be undertaken prior to excavation and tunnelling. Pre-construction Building Condition Surveys will be offered in writing, to the owners of properties where there is a potential for construction activities to cause cosmetic or structural damage. If accepted, a comprehensive written and photographic condition report would be produced by an appropriate professional.

Summary of feedback	Response or where addressed in EIS
Project staging/ timeframe	
Questions about timing of the project.	Timing of the project is described in Chapter 6 (Project description).
<p>Comments and queries relating to future F6 Extension project stages (Sections B & C), including:</p> <ul style="list-style-type: none"> • Property impacts • Project route (including whether or not future sections would be above or below ground) • Road connections • Interchange locations • Ventilation outlet locations • Project timeframes. 	<p>Future project stages are not assessed as part of this EIS. Roads and Maritime is continuing investigations between Kogarah and Loftus to help determine any possible corridor adjustments for the future motorway, including any impacts that the project may have in subsequent project stages.</p>
Project justification and need	
Comments regarding the justification of the project and that improvements to public transport infrastructure would better reduce traffic congestion, cost and have a lower environmental impact.	The strategic context and need for the project is discussed in Chapter 4 (Strategic context and project need). The alternatives considered to the project are discussed in Chapter 5 (Project alternatives and options).
Queries relating funding being provided to the project prior to the completion of a thorough environmental assessment and traffic management assessment.	<p>In June 2018 the NSW Government announced that Stage 1 of the project is fully funded.</p> <p>Chapter 2 (Assessment process) describes the formal process to be applied under the <i>Environmental Planning and Assessment Act 1979</i> (EP&A Act).</p> <p>Comprehensive traffic modelling has been carried out to assess the impact of the project during construction and operation on the main and local road network. A traffic impact assessment for the project is provided in Chapter 8 (Traffic and transport).</p>

3.4 Consultation during public exhibition of the EIS

3.4.1 Display of the EIS

The Department of Planning and Environment (DP&E) will place this Environmental Impact Statement (EIS) on public exhibition for a minimum of 30 days. During the exhibition period, government agencies, project stakeholders and community members will be able to review the EIS and make a written submission to the DP&E for consideration in its assessment of the project. Advertisements will be placed in newspapers to advise of the public exhibition, where the EIS can be viewed and details of community consultation activities and information sessions.

Copies of the EIS would be available for viewing at the following locations:

- Roads and Maritime (Head office): 20-44 Ennis Road, Milsons Point NSW 2061
- Department of Planning and Environment: 320 Pitt Street, Sydney NSW 2000
- Council offices:
 - Bayside Council: Rockdale Customer Service Centre, 444-446 Princes Highway, Rockdale NSW 2216
 - Georges River Council: Kogarah Library and Service Centre: Kogarah Town Square, Belgrave Street, Kogarah NSW 2223
 - Inner West Council: Petersham Customer Service Centre, 2-14 Fisher Street, Petersham NSW 2049
 - Canterbury-Bankstown Council: Bankstown Customer Service Centre: Upper Ground Floor, Bankstown Civic Tower, 66 – 72 Rickard Road (Corner of Jacob Street), Bankstown NSW 2200
- Libraries:
 - Bayside Council:
 - Brighton-Le-Sands Library Brighton-Le-Sands Library: 1 Moate Avenue, Brighton-Le-Sands, NSW 2216
 - Rockdale Library: 444-446 Princes Hwy, Rockdale NSW 2216
 - Arncliffe Library: 11 Firth St, Arncliffe NSW 2205
 - Sans Souci Library: 104 Russell Ave, Sans Souci NSW 2219
 - Canterbury-Bankstown:
 - Earlwood Library and Knowledge Centre, Corner of Homer and William Street, Earlwood NSW 2206
 - Inner West Council:
 - St Peters/Sydenham Library: 39 Unwins Bridge Road, Sydenham NSW 2044
 - Georges River Council:
 - Kogarah Library and Service Centre: Kogarah Town Square, Belgrave Street, Kogarah NSW 2223

Electronic copies of the EIS would be made available for viewing and download from the DP&E website.

Community information sessions and ‘Pop-up’ information stands

A series of community information sessions and ‘Pop-up’ information stands are being held to provide community members an opportunity to discuss the EIS with technical specialists and to learn about the submission process.

The information sessions are being held in an informal drop-in style, and are scheduled at different dates and times during and after business hours to provide various opportunities for community members and interested parties to attend at a time that is convenient for them. The time and location of these sessions has been advertised in local and metropolitan newspapers, published on the project website, detailed in a community update, and sent via an email to registered stakeholders.

Activities planned to support the display of the EIS include:

- The provision of a project overview document
- Project website updates
- Displays at local councils
- A community update newsletter delivered to residences and businesses within the project area
- An email to registered stakeholders to notify them that the EIS is on display
- Targeted stakeholder briefings and meetings
- Newspaper advertising to promote the exhibition of the EIS and community information sessions
- The provision of project fact sheets
- An online EIS navigator tool
- A project email (F6Extension@rms.nsw.gov.au) and phone number (1800 789 297) to manage enquiries and provide information on the EIS.

During the EIS exhibition, community members, government agencies and other interested parties may send written submissions on the project to the DP&E. At the completion of the public exhibition period and after reviewing the submissions, Roads and Maritime would prepare a submissions report and/or a preferred infrastructure report, to respond to the issues raised. This report would be made available to the public. Further information on the approvals process is provided in **Chapter 2** (Assessment process).

3.4.2 Preparation of submissions report

The Planning Secretary would provide copies of submissions made during the exhibition of the EIS to Roads and Maritime as the project proponent. The Planning Secretary would then require the proponent to prepare a submissions report to respond to the issues raised in submissions and a preferred infrastructure report to outline any proposed changes to the project. If the Planning Secretary considers that significant changes to the project are proposed, the Planning Secretary may make the preferred infrastructure report publicly available in accordance with section 115Z(7) of the EP&A Act.

DP&E would prepare the Planning Secretary's environmental assessment report and provide it to the Minister for Planning. The Minister for Planning would then decide whether to approve the project and, if approved, identify a set of conditions of approval for Roads and Maritime to adhere to during construction and operation of the project.

Roads and Maritime would continue to engage with the community and stakeholders during the assessment process. Further details, including a flow chart outlining the assessment and approval process following EIS submission, can be found in **Chapter 2** (Assessment process).

3.5 Consultation during construction of the project

If the project is approved a construction contractor would be engaged to carry out detailed design, and construct the project. Both Roads and Maritime and the construction contractor would be responsible for communication and consultation with stakeholders and the community during project construction.

The objective of consultation activities supporting construction of the project is to:

- Keep the community informed about the project including construction activities, work programs and associated impacts
- Ensure there is an opportunity to provide feedback on the project or to register complaints about impacts
- Provide a process to resolve complaints and issues raised.

The community and stakeholder consultation carried out during construction would include updates on the planned construction activities and program, and would respond to enquiries and concerns in a timely manner, and seek to minimise potential impacts where possible.

During construction, a dedicated community relations team would deliver:

- A detailed Community Communication Strategy to detail the processes to facilitate communication and feedback between the project team and the community
- Notification letters and phone calls to residents and businesses directly affected by construction works notifying them of matters such as changes to traffic arrangements and out of hours works
- Face-to-face meetings with landowners as needed
- Regular community updates on the progress of the construction program
- Regular updates to the project website
- Media releases and project advertising in local and metropolitan English language and non-English language newspapers to provide contact information for the project team
- Site signage around construction and ancillary facilities
- A 24 hour, toll-free project information and complaints line, a dedicated email address and postal address.

Managing complaint fatigue

The extent and impacts of complaint fatigue would be considered by:

- Identifying regular complainants from previous and current projects (including the New M5 Motorway) within close proximity to the construction
- Analysing the cause and solution to each complaint
- Determining whether the project would result in similar or overlapping impacts with other projects, which are likely to result in a complaint.

A Complaints Management System would be in place for the duration of construction. This system would include the recording of complaints and how the complaint has been addressed (within a Complaints Register). Complainants would be contacted within 24 hours to follow up and respond to their complaint. A Community Complaints Commissioner, who is an independent specialist, would oversee the system and would follow-up on any complaint where the public is not satisfied with the response.

The community relations team would build a working relationship with the project teams for other major projects which would be under construction at the same time as the project to identify stakeholders and community members who may be susceptible to complaint fatigue.

The project team would ensure a number of different complaint mechanisms are provided to cater to different needs and preferences. Complaint management tools for the project are outlined in **Appendix B** (Draft community consultation framework).

Managing consultation fatigue

The extent and impacts of consultation fatigue would be assessed by:

- Identifying potentially impacted stakeholders and community members by both previous/current projects (including the New M5 Motorway) and the project
- Analysing the type, extent and timing of consultation – for other projects and the project – that has been/would be received by these community members
- Determining whether consultation for the project is likely to result in overload or disinterest for community members.

The community relations team would build a working relationship with the project teams for other major projects in the area to identify those persons or organisations who may be susceptible to consultation fatigue.

The project team would work to develop an integrated approach to contacting persons or organisations that may experience consultation fatigue. The project team would also determine which communication mechanisms stakeholders prefer.

Managing construction fatigue

The extent and impacts of construction fatigue would be assessed by:

- Identifying where the project would have sustained impacts to stakeholders or community members
- Identifying whether the project would result in similar or overlapping impacts with other projects, to the same stakeholders or community members
- Analysing whether the project would increase the magnitude and intensity of overlapping impacts on any stakeholders or community members
- Analysing the extension of duration of impacts for stakeholders or community members.

A preliminary assessment was completed to identify areas where the project would have sustained impacts to stakeholders or community members and where stakeholders or community members would be impacted by construction fatigue. Project activities which could lead to construction fatigue, the potentially impacted persons or organisations and a summary of the mitigations proposed to address these issues is provided in **Chapter 15** (Social and economic).

During construction of the project, the community relations team would build a working relationship with the project teams for other major projects to identify stakeholders or community members who may be susceptible to construction fatigue. The project team would ensure the expectations of these stakeholders or community members are managed for the project.

The management measures for the project would be aligned with the New M5 Motorway project management measures. The potential for construction fatigue would be taken into account when finalising the management measures for the project, and the project team would ensure the implementation of these measures is timely.

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