

6 Consultation

This chapter provides an overview of the consultation activities that have been, and will continue to be, carried out for the project. It also addresses the Director-General's requirements (DGRs) for community consultation which are shown below.

Director-General's requirements	Where addressed
<i>Undertake an appropriate and justified level of consultation with relevant parties during the preparation of the EA, including:</i>	Section 6.2 Table 6-1 Appendix C
<ul style="list-style-type: none"> <i>Local, State or Commonwealth government authorities and service providers, including the NSW Office of Environment and Heritage, the NSW Office of Water, the Department of Trade and Investment, Regional Infrastructure and Services, Shoalhaven City Council, Shoalhaven Water and Kiama Municipal Council</i> 	Section 6.2 Table 6-2 Table 6-3 Section 6.2.3 Appendix C
<ul style="list-style-type: none"> <i>Specialist interest groups including Local Aboriginal Land Councils</i> 	Table 6-5 Table 6-6 Section 6.2.3 Section 6.2.4 Appendix C
<ul style="list-style-type: none"> <i>The public, including affected landowners</i> 	Section 6.2 Table 6-4 Appendix C
<i>The EA must describe the consultation process, document all community consultation undertaken to date and identify the issues raised (including where these have been addressed in the EA).</i>	Chapter 6 Appendix C

RMS considers that meaningful and engaging community consultation is an essential component of the project. Community and stakeholder engagement for the project has been prepared in accordance with:

- Community participation and communications: A resource manual for staff 2010* (RTA, 2010).
- Guidelines for Major Project Community Consultation* (Department of Planning, 2007).
- IAP2 Spectrum of Public Participation* (International Association for Public Participation, 2007).
- DGRs for the project (issued on 27 May 2011).

Community and stakeholder engagement commenced in March 2006, during the route option development process for the Princes Highway upgrade from Gerringong to Bomaderry. Following the announcement of the preferred route in June 2009, community consultation for the project has included:

- Public display of the preferred option and preferred Berry township access arrangements.
- Meetings with government agencies including NSW Office of Environment and Heritage (OEI), Industry and Investment NSW (I&I (now Department of Trade and Investment, Regional Infrastructure and Services (DTIRIS)), Department of Planning and Infrastructure (DP&I), NSW Office of Water (NOW) and Southern Rivers Catchment Management Authority (CMA).
- Consultation with the local fishing community about potential impacts on recreational fishing access and opportunities in Broughton Creek, Broughton Mill Creek and Bundewallah Creek, including consultation with 13 local fishing clubs via letter and invitation to comment.
- Interviews with potentially directly affected and potentially indirectly affected property owners to discuss the development of Berry township access options (43 interviews), potential impacts of construction noise / proposed extended working hours (37 interviews), the review of the Berry bypass alignment / Berry (south) interchange (27 interviews) and potential impacts on individual properties (21 interviews).
- Sixteen Aboriginal Focus Group (AFG) meetings.
- Meetings with specialist interest groups, including:
 - Berry Landcare.
 - Southern Rivers CMA.
 - National Trust of Australia.
 - Berry and District Historic Society.
 - Shoalhaven Historical Society.
 - Berry Chamber of Commerce.
 - Camp Quality.
 - Berry Rural Co-operative Society.
 - PHocus task force of the Southern Councils Group.
 - Berry Alliance.
 - Better Options for Berry.
 - North Street Corridor Amenity Group.
 - Residents of Huntingdale Park and surrounds.
 - Berry Equestrian Club.
- Seven meetings with a community review group (see **Section 6.2.3** for details) which included about 20 representatives from:
 - Better Options for Berry.
 - Berry Chamber of Commerce.
 - North Street Corridor Amenity Group.
 - Representative of the local member for Kiama, Gareth Ward.
 - Landowners in the study area identified at the start of the review process.
 - Shoalhaven City Council.
 - South Coast Dairy.

- Publication of the *Berry bypass alignment issues report* in January 2012 summarising issues raised by the community during the public display of the revised Berry bypass alignment and Berry (south) interchange.
- Telephone calls to residents on Huntingdale Park Road and Kangaroo Valley Road to advise them of amendments to Berry (south) interchange.
- Community meeting to discuss the revised Berry bypass alignment.
- Public display and comment period for the revised Berry bypass alignment.
- A total of 13 meetings with four separate community working groups (see **Section 6.2.3** for details) on community and design issues for the Foxground and Berry bypass:
 - North Street precinct (three working group meetings).
 - Austral Park Road interchange and heavy goods vehicle rest area working group (two working group meetings and, one site meeting and a site visit to review wildlife corridors).
 - Berry north interchange and the bridge at Berry (three working group meetings).
 - Kangaroo Valley Road interchange and Victoria Street precinct (five working group meetings).
- Costing review for a southern Berry bypass option (see **Section 6.2.3** for details).
- Telephone calls to potentially directly affected property owners and potentially indirectly affected property owners to advise NSW Government's decision to progress with a northern alignment for the Berry bypass.
- Distribution of community updates and 'letters to the householder'.

6.1 Consultation objectives and strategy

6.1.1 Consultation objectives

Community and stakeholder engagement aims to provide genuine opportunities for community and stakeholder involvement. Throughout all stages of the project, the objectives are to:

- Support and maintain the current RMS community involvement process.
- Ensure an open, accountable and transparent community involvement process.
- Ensure potentially directly affected property owners and interested stakeholders are provided with sufficient information about the project and the likely impacts so that they can provide informed input.
- Ensure appropriate and direct communication with property owners in relation to access to and investigations on landholdings within the project by study team members.
- Encourage community involvement in the project to facilitate better and more generally accepted outcomes through innovative communication methods such as 3D animations incorporating fly over and drive throughs of the project.
- Provide a range of accessible opportunities for stakeholders, interest groups and the wider public to contribute to the project through issues identification and information provision, including staffed displays, community information sessions, workshops, and print and web based information materials.
- Build an ongoing relationship with the community and stakeholders to gain long-term support for the project.

6.1.2 Consultation strategy

Community involvement has been an integral component in the development of the project. At each stage, RMS has proactively engaged with the community and stakeholders with the aim of increasing public understanding of, and participation in, the development of the project. The project has benefited from the input of local knowledge and priorities, which has helped to identify issues, potential mitigation strategies and opportunities to improve project outcomes.

6.2 Consultation process and activities to date

6.2.1 Stakeholders

Stakeholders were identified from consideration of the project's potential direct and indirect impacts and from records of past and current contact with relevant government bodies, Princes Highway upgrade stakeholders and interest groups.

Stakeholders were grouped into the following categories:

- Potentially directly affected property owners.
- Interest groups, such as community and business owners and business groups.
- The Aboriginal community and Local Aboriginal Land Councils.
- Government and non-government agencies.
- The broader community.

A list of stakeholder groups that have been consulted is provided in **Appendix C, Table C16**.

6.2.2 Consultation program tools

The following is a summary of the communication and consultation tools established for use across the life of the project. RMS selected and designed these tools guided by consultation with the community from the commencement of consultation at the initial May 2006 workshops. RMS tailored the use of these tools to meet the specific needs of the project. They include:

- Permanent shop front for information at the project office at Broughton Court, 3/113 Queen Street, Berry. During staffed information displays, the project office is generally open from 10am-5pm Monday to Friday. During the remainder of the year it is staffed on Fridays from 10am-5pm or by appointment.
- Toll free community information contact line (1800 506 976).
- Project email (foxgroundandberrybypass@rms.nsw.gov.au).
- Project website (www.rms.nsw.gov.au/fbb).
- Project database to record all correspondence relevant to the project, including contact details and issues raised during the life of the project.
- Registered stakeholder database.
- Quarterly community update newsletter or correspondence.
- Community information sessions and public workshops.
- Targeted focus group workshops.
- Interest group meetings.
- Face-to-face meetings with individual owners / residents of properties that may be directly affected by the project.

- Information displays (staffed and un-staffed).
- Advertisements in the local press.
- Local radio announcements.
- Mail-outs (addressed and un-addressed).
- Letterbox drops.
- Community feedback forms.
- Variable message signs.

Key activities for consultation

An overview of the process and key consultation activities carried out to date is provided in **Table 6.1**. Details for these consultation activities, including dates, locations and times can be found in **Section C1.0** of **Appendix C**.

Table 6-1 Overview of consultation process and activities to date

Project phase	Activity undertaken by RMS	Outcomes
Gerringong to Bomaderry Princes Highway upgrade - March 2006 to August 2007 Project familiarisation and route option development	<ul style="list-style-type: none"> Consultation conducted for project familiarisation included: March 2006 - the first community update announced the commencement of the Princes Highway upgrade between Gerringong and Bomaderry and invited community involvement in the options and route selection process. May 2006 - the first workshops and displays for the project focused on working with the community and stakeholders to establish a set of principles to guide the consultation process and the selection of communication tools. September 2006 - a planning focus meeting was held attended by representatives of key government agencies, local councils, utility companies and the emergency services. Consultation conducted as part of the route options selection study included: February 2007 - community information sessions. February 2007 and March 2007 - meetings with Illawarra, Nowra and Jerrinja Local Aboriginal Land Councils. April 2007 - interest group workshop. April 2007 - meetings with Kiama Municipal and Shoalhaven City councils. August 2007 - specialist information sessions. <p>(Specific activity details are reported in Appendix C, Table C-1)</p>	<ul style="list-style-type: none"> Consultation identified local priorities for the Princes Highway upgrade between Gerringong and Bomaderry and what was valued by the community. The results are documented in the <i>Community Consultation Report</i> (RTA, 2006). This report is available on the project website. The community and stakeholder perspectives of the options and selection of the short list of options are documented in the <i>Route Options Development Report</i> (RTA, 2007). This report is available on the project website.

Project phase	Activity undertaken by RMS	Outcomes
Project phase	Activity undertaken by RMS	Outcomes
Gerringong to Bomaderry Princes Highway upgrade - November 2007 to July 2008 Route options display and value management workshop	<ul style="list-style-type: none"> • November 2007 - the shortlisted route options between Gerringong and Bomaderry were displayed for public comment from 26 November 2007 to 29 February 2008. • May 2008 - representatives of key government agencies, local councils, the emergency services, the Aboriginal community and the Berry urban and rural communities attended the route options value management workshop attendees reviewed the outcomes of investigations undertaken to date and recommended a direction for further investigation to progress the project development. <p>(Specific activity details are reported in Appendix C, Table C-2)</p>	<ul style="list-style-type: none"> • Community participation during the public display period resulted in 996 submissions being received. These are documented in the <i>Route Options Submissions Report</i> (RTA, 2008). This report is available on the project website. • Community feedback from the public display highlighted the importance of the Berry access arrangements. As a result, a commitment was made to undertake community consultation on the access options for Berry and a value management study to assist in the development and selection of the Berry access arrangements. • Workshop details are published in the <i>Value Management Workshop Report</i> (RTA, 2008). This report is available on the project website.
Gerringong to Bomaderry Princes Highway upgrade - October 2008 to December 2008 Preferred option and Berry access options display and value management workshop	<ul style="list-style-type: none"> • October 2008 - the NSW Government announced the preferred option between Gerringong to Bomaderry and the Berry access options. These were placed on public display from 13 October 2008 to 13 November 2008. The preferred option excluded a section through Toolijooa Ridge which required further investigation. • November 2008 - an access value management workshop was held with key stakeholders and community members. The workshop was attended by representatives of key government agencies, local councils, the Aboriginal community and the Berry urban and rural communities. • December 2008 - a meeting was held with representatives from the emergency services to discuss the outcomes of the Berry access value management workshop. <p>(Specific activity details are reported in Appendix C, Table C-3)</p>	<ul style="list-style-type: none"> • Community participation during the public display period resulted in 303 submissions being received which are documented in the <i>Access Options Submissions Summary Report</i> (RTA, 2009). This report is available on the project website. • The community highlighted the importance of flood free access north and south of Berry during the access value management workshop. Details of the workshop are documented in the <i>Access Value Management Workshop Report</i> (RTA, 2009). This report is available on the project website.

Project phase	Activity undertaken by RMS	Outcomes
Project phase	Activity undertaken by RMS	Outcomes
Gerringong to Bomaderry Princes Highway upgrade - June 2009 Preferred option and preferred access options announced	<ul style="list-style-type: none"> June 2009 - the preferred option with the preferred access arrangements for Berry was finalised. The finalised preferred option was publicly displayed from 15 June 2009 to 26 June 2009. <p>(Specific activity details are reported in Appendix C, Table C-4)</p>	<ul style="list-style-type: none"> A summary of design developments for the Berry access arrangements (arising since the access value management workshop) was published in the Gerringong and Berry Preferred Access Arrangements Report (RTA, 2009). The report is available on the project website. A summary of findings on the investigations and analysis of the Toolijooa Ridge options was published in the <i>Toolijooa Ridge Preferred Option Report</i> (RTA, 2009). This report is available on the project website.
Foxground and Berry bypass - December 2010 Proposed changed access arrangement at Kangaroo Valley Road Proposed changes to Berry access arrangements	<ul style="list-style-type: none"> December 2010 - project team telephoned 25 residents whose properties may be potentially directly affected or potentially indirectly affected by the proposed four way arrangement at Kangaroo Valley Road. These property owners were offered a meeting with the project team. Representatives of Shoalhaven City Council and Berry Alliance were also contacted. Additionally, each property owner was mailed a copy of the community update. Posters were displayed in the Berry project office. December 2010 – The then Local Member announced the revised proposed four way movement arrangement at Kangaroo Valley Road intersection which would replace the proposed Alexander Street off-ramp. A community update showing the old and new proposed access arrangements was published. Posters were displayed in the Berry project office Project update emails were sent to 400 stakeholders registered on the project database. 	<ul style="list-style-type: none"> Concerns from 19 residents, including property access, proximity of traffic to dwellings, increased traffic and noise as a result of the proposal were noted. These issues were fed into the community review group process (see Section 6.2.3).

Project phase	Activity undertaken by RMS	Outcomes
Project phase	Activity undertaken by RMS	Outcomes
Foxground and Berry bypass - May to July 2011 Development of the environmental assessment for Foxground to Berry bypass	<ul style="list-style-type: none"> May 2011 - a letter was sent to 13 recreational fishing clubs in the area requesting information on access and opportunities for recreational fishing in Broughton Creek, Broughton Mill Creek and Bundewallah Creek in the vicinity of the Princes Highway. Some of these clubs were sourced from the NSW Department of Primary Industries Fishing and Aquaculture. <p>(Specific activity details are reported in Appendix C, Table C-5)</p>	<ul style="list-style-type: none"> Responses were received from Illawarra Fishers' Club, Gerringong Hotel Fishing Club and Southern Bass Fishing Club and the NSW Department of Primary Industries Fishing and Aquaculture. (Issues raised in submissions are reported in Section 6.2.5).
Foxground and Berry bypass - August to November 2011 Berry bypass community review group process and meetings	<ul style="list-style-type: none"> August 2011 - RMS invited interested members of the community to be part of a new Berry bypass community review group. Between August and November 2011 seven community review group meetings were held to examine the Berry bypass design and consider how to improve it. Further information about the group and process is contained in the <i>Community Review Group Option Review Report</i>, 6 December 2011. This report is available on the project website. Statements from each of the meeting proceedings were published on the project website and placed in the <i>South Coast Register</i> and <i>Berry Town Crier</i>. <p>(Specific details of the community review group activities are reported in Appendix C, Table C-7)</p>	<ul style="list-style-type: none"> The community review group process was a key component of the revised alignment and design for the Berry bypass. <p>(Issues raised in submissions are reported in Section 6.2.3).</p>
Berry bypass revised alignment	<ul style="list-style-type: none"> September 2011 - Distribution of 3500 'letters to the householder' to inform Berry residents of the Berry bypass alignment review and process. This letter is available on the project website. 	<ul style="list-style-type: none"> The broader community were kept informed regarding the community review group, the process for reviewing the Berry bypass alignment and next steps.

Project phase	Activity undertaken by RMS	Outcomes
Foxground and Berry bypass - September 2011 Development of the environmental assessment for the Foxground to Berry bypass	<ul style="list-style-type: none"> September 2011 - a total of 49 privately owned properties from Toolijooa Road to northern Berry were identified as being potentially impacted by construction noise. The project team contacted 44 property owners by telephone, and sent letters to five properties with no telephone numbers listed. The project team has met with 37 individual property owners to discuss potential impacts of construction noise and proposed extended working hours. <p>(Specific activity details are reported in Appendix C, Table C-6)</p>	<ul style="list-style-type: none"> Potential construction impacts included property access, noise, vibration and dust. (See Section 6.3.3).
Foxground and Berry bypass - November 2011 Berry bypass revised alignment and Berry (south) interchange Foxground and Austral Park Road interchange	<ul style="list-style-type: none"> 1 November 2011 - Telephone calls were made to 38 residents along North Street to offer an interview with the project team to discuss the revised alignment. 8 November 2011 - 'Letters to the householder' were distributed to residents of the North Street precinct to provide an update regarding a proposed series of urban design workshops. 30 November 2011 - Telephone calls were made to 17 residents of Huntingdale Park Road and Kangaroo Valley Road to advise of revised alignment announcement and offer a meeting with the project team. 25 November 2011 - meeting with residents of Broughton regarding issues related to Austral Park Road and the heavy vehicle rest area that was part of the project. 	<ul style="list-style-type: none"> 19 one-on-one interviews were held by the project team with residents from North Street to discuss individual property issues. The broader community were informed of the proposed process for urban design elements associated with the North Street precinct. Two one-on-one interviews were held by the project team with residents from Kangaroo Valley Road to discuss individual property issues. Information obtained regarding residents' views on issues related to the heavy vehicle rest area that was part of the project and Austral Park Road realignment. Some design changes developed.

Project phase	Activity undertaken by RMS	Outcomes
<p>Foxground and Berry bypass - December 2011 to January 2012</p> <p>Public announcement and display of Berry bypass revised alignment and Berry (south) interchange</p>	<ul style="list-style-type: none"> • 1 December 2011 <ul style="list-style-type: none"> – Distribution of 'letters to the householder' to residents of Huntingdale Park Road and surrounds regarding the proposed changes to Huntingdale Park Road interchange. This letter is available on the project website. – Publication and distribution of community updates announcing details of the community meeting and the revised Berry bypass alignment. This community update is available on the project website. – Project update emails were sent to 400 stakeholders registered on the project database. – The project website was updated to include details of the revised alignment, community meeting and public display period. 	<ul style="list-style-type: none"> • On 11 January 2012 the preferred alignment and design for the Berry bypass and the Berry (south) interchange was updated as a result of the last six months work. • The RMS published the <i>Berry bypass alignment issues report</i> (RMS, 2012) summarising the issues raised during the display. The report is available on the project website. <p>(Specific details of the issues raised in submissions are reported in Section 6.3.3)</p>
Public display	<ul style="list-style-type: none"> • 1 December to 14 December 2011 - Public display of the revised alignment at the Berry project office from 10am to 5pm Monday to Friday (extended to 8pm on 7 December) and 10am to 2pm Saturdays. 	
Community meeting	<ul style="list-style-type: none"> • 30 November to 7 December 2011 - Electronic message signs were placed at the northern and southern ends of Berry to advertise the date, time and location of the community meeting. • 2 December to 5 December 2011 - Newspaper advertisements announcing the community meeting were placed in the <i>South Coast Register</i>, <i>Nowra News</i> and the December issue of <i>Berry Town Crier</i>. • 1 December to 6 December 2011 - Radio advertising on i98FM, 96.5FM, 2ST AM and PowerFM announcing community meeting. 	

Project phase	Activity undertaken by RMS	Outcomes
Project phase	Activity undertaken by RMS	Outcomes
Foxground and Berry bypass - December 2011 to January 2012 Community meeting cont'd Announcement of the update to the Berry bypass preferred alignment and Berry (south) interchange posted	<ul style="list-style-type: none"> • 3 December 2011 - door knocking of residences along North Street and adjacent streets to advise date and time of community meeting. • 6 December 2011 - Community meeting to discuss the revised Berry bypass alignment opened by the Member for Kiama at the Berry School of Arts from 6.30pm to 8.30pm. More than 250 attendees. • 11 January 2012 - Community update announcing the update to the Berry bypass preferred alignment and Berry (south) interchange posted on the project website. <ul style="list-style-type: none"> – Email alerts sent to registered stakeholders on the project database – Publication of the <i>Berry bypass alignment issues report</i> January 2012 on the project website. 	
Foxground and Berry bypass – January 2012 to August 2012 Establishment of community working groups	<ul style="list-style-type: none"> • 20 January 2012 - RMS invited members of the community to register interest in attending working groups to review community and design issues relating to the Foxground and Berry bypass. Invitations to join the working groups were advertised on the project website, by email to registered stakeholders, in the project office and in the <i>South Coast Register</i> and <i>Berry Town Crier</i>. 	<ul style="list-style-type: none"> • Presentation material, handouts and meeting notes from each of the working group meetings were published on the project website. <p>(Specific details of the issues raised during the working group meetings are reported in Section 6.3.3)</p>

Project phase	Activity undertaken by RMS	Outcomes
Project phase	Activity undertaken by RMS	Outcomes
Foxground and Berry bypass – January 2012 to July 2012 Community working group meetings	<ul style="list-style-type: none"> • 8 February 2012 - The first working group meeting was held with registered stakeholders. Four separate working groups were formed. <ul style="list-style-type: none"> – North Street precinct working group. – Austral Park Road interchange and heavy vehicle rest area working group. – Berry north interchange and the bridge at Berry working group. – Kangaroo Valley Road interchange and Victoria Street precinct working group. • RMS convened four separate working groups of registered community members with meetings held on: <ul style="list-style-type: none"> – 29 February, 2 April and 14 May 2012, North Street precinct working group. – 5 March and 16 April 2012, Austral Park Road interchange and heavy vehicle rest area working group. – 7 March, 28 March and 2 May 2012, Berry bridge and northern interchange working group. – 8 March, 29 March, 17 April, 16 May and 25 July 2012, Kangaroo Valley Road and Victoria Street precinct working group. – 10 March 2012, meeting and site visit by RMS and residents to review wildlife corridors located near the Austral Park Road interchange. • Advertisements for each working group were posted on the project website, sent by email to registered stakeholders and advertised in the project office. <p>(Specific activity details are reported in Appendix C, Table C-8)</p>	

Project phase	Activity undertaken by RMS	Outcomes
<p>Foxground and Berry bypass – December 2011 to July 2012</p> <p>Southern Berry bypass cost review</p>	<ul style="list-style-type: none"> • December 2011 – RMS received a community submission for a southern alignment suggestion. • February 2012 – The Minister for Roads and Ports requested RMS conduct a detailed cost evaluation of a southern Berry bypass route. • February to June 2012 – RMS undertook technical investigations in its preparation of two feasibility estimates, during which the following community question and answer sessions were held: <ul style="list-style-type: none"> – 16 February 2012, Question and answer session #1. – 1 March 2012, Question and answer session #2. – 19 March 2012, Question and answer session #3. – 30 April 2012, Question and answer session #4. – 3 July 2012, Question and answer session #5. • 25 June 2012 – The Minister for Roads and Ports announced the preferred northern alignment as the Berry bypass route. This announcement was followed by the fifth community question and answer session held 3 July 2012. <ul style="list-style-type: none"> – Email alerts sent to registered stakeholders on the project database. – The project website was updated to include details of the preferred alignment. <p>(Specific activity details are reported in Appendix C, Table C-9)</p>	<ul style="list-style-type: none"> • Presentation material, handouts and meeting notes from each of the question and answer sessions were published as part of weekly project website updates. • Review details and findings were published in the <i>RMS report on route feasibility comparative cost estimates</i>, June 2012 and the <i>Report on external review of the technical investigation group findings</i>, June 2012. These reports are available on the project website.

6.2.3 Review of the Berry bypass

Community review process – Berry bypass alignment and Berry (south) interchange

In August 2011, the Member for Kiama announced a review of the Berry bypass section of the project in the area immediately north of Berry.

RMS committed to a re-examination of the concept design in this area in collaboration with the community and commenced a process of consultation to re-examine the Berry bypass alignment to the north of Berry. The process is outlined in **Figure 6-1**.

A community review group was formed on 24 August 2011, comprising some 20 individuals considered by RMS to be directly impacted by the alignment. RMS contacted individuals by telephone to invite them to the first community review group meeting. Nominations were accepted by RMS for inclusion in the group prior to and during the first meeting. The community review group was composed of directly affected landholders, community members and representatives from community and stakeholder groups including:

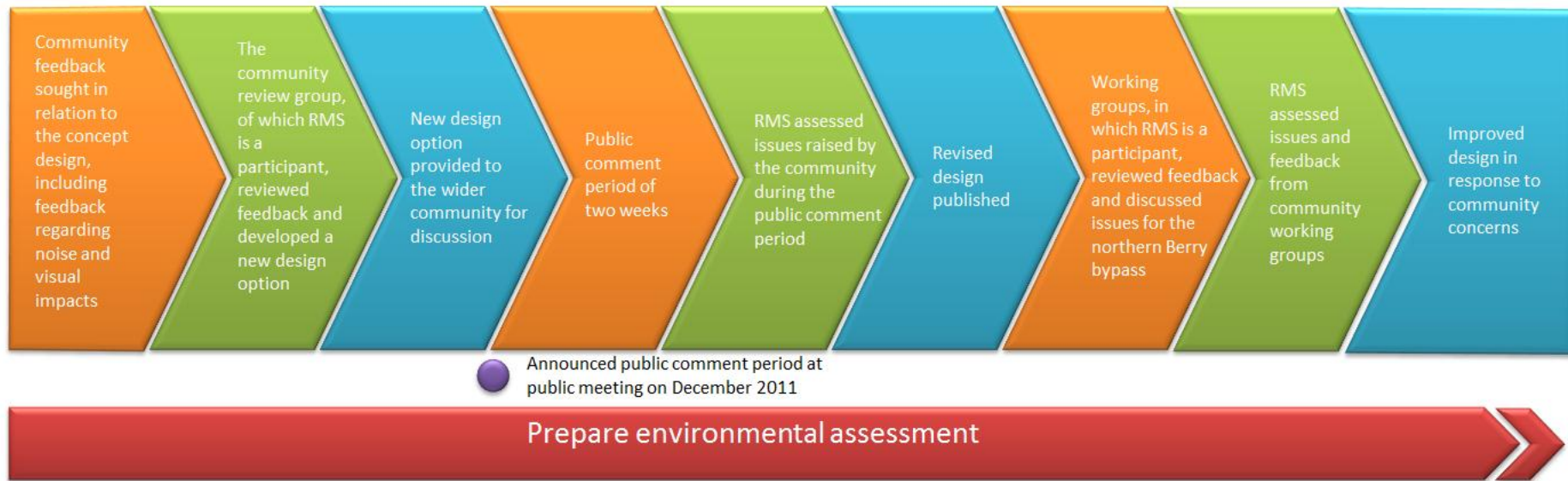
- Better Options for Berry.
- Berry Chamber of Commerce.
- North Street Corridor Amenity Group.
- Representative of the local member for Kiama, Gareth Ward.
- Landowners in the study area identified at the start of the review process.
- Shoalhaven City Council.
- South Coast Dairy.

Communication and consultation activities undertaken

The objectives of the consultation activities undertaken during the review of the Berry bypass alignment were to:

- Inform the community that RMS was committed to a process to re-examine the Berry bypass route to the north of Berry in collaboration with the local community.
- Work with the local community to identify and address the issues of a bypass in the study area.
- Work collaboratively with the community to examine the design from just south of Tindalls Lane to the Kangaroo Valley Road interchange and consider how to improve it.
- Engage the local community and stakeholders in the process and discuss next steps in developing a revised alignment.
- Offer the community and stakeholders an opportunity to provide feedback, ask questions and identify areas of concern with respect to the Berry bypass.

Detailed information about the Berry bypass community review group and the collaborative process undertaken to revise the alignment is in the *Report on Princes Highway upgrade Berry bypass, community review group option review* dated 6 December 2011. This report is available on the project website.



Legend

- Formal request for community feedback
- Discussion/review of community feedback by RMS through working group process
- Publication of design changes resulting from review process

Figure 6-1 Community consultation process undertaken during the review of the Berry bypass alignment August 2011 to June 2012

Between August and November 2011, seven community review group meetings were held to examine the design of the Berry bypass and consider how to improve it. RMS worked closely with the community review group to develop options in detail. The meetings focussed on improving the aesthetics and form of the bridge at Berry, keeping the overall alignment as low as feasible and increasing the buffer zone between Berry and the bypass as much as possible, in order to minimise environmental and community impacts.

The review considered input from technical studies, independent experts and written submissions from the community. Updates documenting the meeting proceedings were published to inform the wider community. The review process also included two separate one-day workshops to carry out a detailed independent specialist review of the alignment and design of the bridge at Berry and the northern interchange. The review was attended by representatives of RMS, independent industry experts and representatives from the community review group. The independent specialists were from Mott McDonald, Conybeare Morrison, Aurecon, Boulderstone and Evans and Peck.

Consultation activities were undertaken from 11 August to 14 December 2011 to provide information about the alignment review process and subsequent public display period for the revised alignment. Complete details of the consultation activities can be found in **Appendix C, Table C-7**.

A summary of issues raised and the location of relevant discussion in this environmental assessment is provided in **Section 6.3.3**.

Further information can be found in the *Berry bypass alignment issues report*, December 2011 which is available on the project website.

Community working groups – Foxground and Berry bypass

In January 2012, RMS invited community members to register their interest in attending a series of working group meetings to review community and design issues relating to the northern Berry bypass alignment. The working groups were formed to progress and develop community issues raised in the *Berry bypass alignment issues report*, January 2011.

On 8 February 2012, the first working group meeting was held with registered stakeholders. Invitations to join the working group were advertised on the project website, sent by email to registered stakeholders, displayed in the project office and published in the *South Coast Register* and the *Berry Town Crier*. Four separate working groups were formed with the following meetings held between February 2012 and August 2012:

- Five working group meetings to discuss the Kangaroo Valley Road interchange and Victoria Street precinct.
- Three working group meetings to discuss the North Street precinct.
- Three working group meetings to discuss the Berry north interchange and bridge at Berry.
- Two working group meetings to discuss the Austral Park Road interchange and the heavy vehicle rest area.

Discussions held during these meetings included ideas which were considered by RMS' design team during the comparative cost analysis of the southern route (see below).

Meeting notes were published on the project website to inform the wider community and a summary of the discussions and ideas from the meetings was published in the *Berry Town Crier*.

A summary of issues raised and the location of relevant discussion in this environmental assessment is provided in **Table 6.3.3**.

Southern Berry bypass costing review

In February 2012, RMS was directed by the Minister for Roads and Ports to undertake a cost evaluation of a southern Berry bypass route following a suggestion submitted by a community member. The community member suggested that a bypass to the south would provide a direct cost saving and numerous qualitative benefits to Berry over the preferred northern bypass alignment. The proposal suggested that the southern route is a true bypass whereas the northern route divides the older part of Berry from the new development area to the north-west.

RMS formed a group of technical experts to investigate the southern route suggestion. RMS prepared two route feasibility cost estimates for the whole Foxground and Berry bypass project, one incorporating a bypass to the north of Berry and one incorporating a bypass to the south of Berry.

During the investigation process which was carried out between February 2012 and June 2012, RMS carried out the following community consultation activities:

- Held four community question and answer sessions (16 February, 1 March, 19 March and 30 April). Meeting notes were published on the project website.
- Published weekly website updates; including a Regional Manager's message, meeting notes from the technical investigation group, frequently asked questions and a meeting register.
- Published an issues actions and outcomes register which tracked all of the critical technical questions being raised by the community with actions and outcomes.
- Published monthly progress summary advertisements in the *Berry Town Crier* magazine.

On 25 June 2012, the Minister for Roads and Ports announced the northern alignment as the preferred route for the Foxground and Berry bypass project.

The review findings were published in the *Foxground and Berry bypass - Route Feasibility Comparative Cost Estimates* (RMS, June 2012) and the *Foxground and Berry bypass - Route Comparison, External Review of the Technical Investigation Group Findings* (SMEC Australia Pty. Ltd., June 2012). A fifth community question and answer session was held on 3 July 2012, at which subject matter experts, an independent reviewer and the project team were available to answer questions.

A number of design improvements, resulting from community discussions held during the working group meetings were considered during the southern Berry bypass review and incorporated into the preferred northern alignment design.

6.2.4 Aboriginal community and Local Aboriginal Council involvement

RMS has undertaken Aboriginal community consultation and investigation from project commencement in 2006 until November 2011. Up until April 2010, this consultation was undertaken in accordance with the requirements of the *Procedure for Aboriginal Cultural Heritage Consultation and Investigation* (Roads and Traffic Authority (RTA), 2008) and the *Interim Guidelines for Aboriginal Community Consultation* (Department of Environment and Conservation (DEC), 2005).

In April 2010, the OEH published the *Aboriginal Cultural Heritage Consultation Requirements for Proponents* (DECCW, 2010). These replaced the *Interim Guidelines for Aboriginal Community Consultation* (DEC, 2005).

In consultation with OEH, RMS transitioned to and has substantially complied with the 2010 guidelines since their commencement. For example, the 2010 guidelines contain some different and additional requirements for consultation, including different advertising and notification requirements for inviting Aboriginal community involvement in the project. Consequently, in accordance with the 2010 guidelines, invitations were sent to the Aboriginal community and other relevant agencies and stakeholders (who hold cultural knowledge relevant to determining the significance of Aboriginal objects and/or places in the project area) to register their involvement in the consultation process.

Advertisements in the Illawarra Mercury (22 June 2011), the National Indigenous Times (23 June 2011), the South Coast Register (24 June 2011) and the Koori Mail (29 June 2011) enabled any new Aboriginal stakeholders in the project to join the AFG and to be included in the project.

RMS has undertaken an ongoing, open and public consultation program with Aboriginal stakeholders since 2006. There are over 110 listed stakeholders for the project, a number of which represent multiple people or groups. The stakeholder list has continued to grow as the project has progressed.

Throughout the life of the project, RMS has notified a variety of organisations about the project including:

- The planning and Aboriginal heritage section of OEH.
- The operations section of OEH.
- NSW National Native Title Tribunal.
- Department of Aboriginal Affairs.
- NSW Heritage Office.
- Southern Rivers CMA.
- Kiama Municipal Council.
- Shellharbour City Council.
- Shoalhaven City Council.
- Wollongong City Council.
- Illawarra Local Aboriginal Land Council.
- Nowra Local Aboriginal Land Council.
- Jerrinja Local Aboriginal Land Council.
- Merrimans Local Aboriginal Land Council.
- Ulladulla Local Aboriginal Land Council.
- Batemans Bay Local Aboriginal Land Council.
- New South Wales Aboriginal Land Council.
- Jerrinja Consultants Pty Ltd.
- South Coast Aboriginal Elders and Friends Group Organisation.
- South East Coast Gadu Elders Aboriginal Corporation.
- Walbunja Aboriginal Corporation.
- Native Title Service Provider for Aboriginal Traditional Owners in NSW (NTSCorp).

Aboriginal stakeholder involvement has included 16 AFG meetings since mid 2006, Aboriginal stakeholder representation at two value management workshops, specific consultation for women's business, targeted consultation with knowledge holders and site walk overs to gather cultural knowledge.

Aboriginal involvement continued through the site investigations and environmental assessment phases of the project and will continue as the project progresses.

Further details of the Aboriginal consultation process and activities, including dates, locations and times can be found in **Appendix C, Section C2.0**.

6.3 Summary of issues raised in relation to the project

Issues identified during the consultation process for the Foxground to Berry bypass by government agencies, local government, the community, Aboriginal community, Local Aboriginal Land Councils and special interest groups have informed the environmental assessment and the ongoing development of the project. A summary of these issues and the locations in the environmental assessment where they are addressed is included below.

6.3.1 Issues raised by government agencies

A list of government agencies consulted over the course of the project and during the preparation of this environmental assessment, and their key issues and requirements are detailed in **Table 6-2**. **Table 6-2** also identifies the section of this environmental assessment that addresses each issue.

Table 6-2 Issues raised by government agencies

Issue category	Details	EA section
Office of Environment and Heritage (OEH) / Environmental Protection Authority (EPA)OEH		
Project description	Describe the construction process.	Chapter 4
Licensing functions	Address the requirements of Section 45 of the <i>Protection of the Environment Operations Act 1997</i> .	Chapter 5
Biodiversity	Impacts of the project on threatened species and their habitat, endangered ecological communities.	Section 7.3
Aboriginal cultural heritage	Aboriginal cultural heritage values.	Section 7.7
Environmental impacts	Describe the environmental impacts of the project.	Chapter 7 Chapter 8
	Describe all discharges and emissions to the environment.	Chapter 7 Chapter 8
Mitigation measures	Actions that would be taken to avoid or mitigate impacts or compensate to prevent unavoidable environmental impacts.	Chapter 7 Chapter 8
Environmental impacts	Consider air, noise and vibration, water quality, contaminated land, waste and chemicals, soil contamination, threatened species, Aboriginal cultural heritage and cumulative impacts.	Chapter 7 Chapter 8
Guidelines	Identify industry codes of practice and best practice management guidelines to be used as appropriate.	Chapter 7 Chapter 8

Issue category	Details	EA section
Department of Trade and Investment, Regional Infrastructure and Services (DTIRIS)		
Aquatic ecology and water quality management	Potential impacts to the aquatic environment within the development area, during both construction and operational phases.	Section 7.3
	Measures to mitigate, rehabilitate or compensate for impacts should be detailed in accordance with the <i>Fisheries Management Act 1994</i> (Parts 7 and 7A) and the associated <i>Policy and Guidelines for Aquatic Habitat Management and Fish Conservation</i> (1999) to ensure that there is 'no net loss' of aquatic habitats.	Section 7.3
Aquatic ecology and water quality management	Describe aquatic and riparian environments in the vicinity of the development.	Section 7.3
	Analysis of any interactions of the proposed road works with aquatic and riparian environments and predictions of any impacts upon aquatic and riparian environments from the road works.	Section 7.3
	Describe proposed environmental compensation measures to offset permanent loss of riparian habitats in Broughton Creek, Broughton Mill Creek and Bundewallah Creek.	Section 7.3
	Describe potential impediments to fish passage as a result of the works and possible mitigation measures.	Section 7.3
	Safeguards to mitigate any impacts upon aquatic species, environments and water quality during construction and operation.	Section 7.3 Section 7.4
	Predictions of impacts upon water quality, including in Broughton Creek, Broughton Mill Creek and Bundewallah Creek.	Section 7.4
	Water quality management should be designed to achieve no net increase in pollutant runoff to Broughton Creek, Broughton Mill Creek and Bundewallah Creek.	Section 7.4
Land use and property	Relevant land use planning and development guidelines.	Section 7.9
Socio economic	Assess impacts on recreational fishing in the area, particularly in relation to fishing access arrangements.	Section 7.10
	Farm access and maintaining agricultural activities in the study area.	Section 7.10
Department of Planning and Infrastructure (DP&I)		
Traffic and transport	Local traffic movement changes resulting from the project.	Section 7.1
Terrestrial ecology	Department of Primary Industries, Fisheries to be contacted for input into relocation of Town Creek.	Section 7.3
Aquatic ecology and water quality management	Aquatic habitat impacts from the northern Berry bypass alignment and redirection of Town Creek and proposed compensation offsets.	Section 7.3
Landscape character and visual amenity	Request for visual montages to be provided in the environmental assessment.	Section 7.6

Issue category	Details	EA section
Department of Planning and Infrastructure (DP&I)		
Aboriginal heritage	Consultation with Aboriginal community for input into the relocation of Town Creek.	Section 7.7
Non-Aboriginal heritage	NSW Heritage Office to be contacted for input.	Section 7.8
Socio-economic	Pedestrian connectivity between Kangaroo Valley Road and Berry to be maintained.	Section 7.10

6.3.2 Issues raised by local government

Issues raised by local government during the consultation process are detailed in **Table 6-3**. **Table 6-3** also identifies the section of this environmental assessment that addresses each issue.

Table 6-3 Issues raised by local government

Issue category	Details	EA section
Kiama Municipal Council		
Traffic and transport	Local property access during construction and post construction, with consideration of the need for service lanes.	Section 7.1
	Impact on the local road infrastructure during construction and post construction.	Section 7.1
	Detailed traffic modelling of construction and post construction conditions and the necessary provision of traffic management devices on the local network to accommodate changes.	Section 7.1
	Provision of adequate turning opportunities for emergency service vehicles.	Section 7.1
Noise and vibration	Construction activity issues – noise, vibration and transport.	Section 7.2
Terrestrial ecology – flora and fauna	Broughton Creek is an important wildlife corridor and crossed three times by the current alignment. Consideration of the provision of cattle / wildlife underpasses to maintain the corridors.	Section 7.3
	Impacts on areas of high conservation of threatened species (flora and fauna).	Section 7.3
Flooding	Impact on the local drainage infrastructure during construction and post construction.	Section 7.5
	Impact of filling on drainage paths and potential flooding of local properties.	Section 7.5
	Impact on flood levels for one in 100 year ARI flood events from the new highway alignment over Broughton Creek and effects on properties (change in extent and change in flood levels), structures and property accesses (existing and proposed).	Section 7.5

Issue category	Details	EA section
Kiama Municipal Council		
Landscape and visual amenity	Highway/street lights and impacts on adjacent residents.	Section 7.6
Aboriginal cultural heritage	Impacts on Aboriginal sites.	Section 7.7
Land-use and property	Minimise acquisition of viable agricultural land.	Section 7.9
	Severance of properties and impact on building entitlements.	Section 7.9
	Impact on agricultural land due to the severance of natural groundwater flows eg at the Toolijooa Ridge cut.	Section 7.9
Socio economic	Relocation of existing or provision of additional 'Welcome to Kiama' monument. To be considered in consultation with Kiama Municipal Council.	Section 7.10
Air quality	Management of air quality impacts during construction and post-construction.	Section 8.2
Waste	Disposal of excess material (location and quantities).	Section 8.4
Asset transfer	Road asset and safety audits and/or upgrade of redundant highway sections prior to transfer to council.	Section 4.2.5
Shoalhaven City Council		
Traffic and transport	Alternative arrangement to the proposed turnaround area at CH10950, between Broughton Creek crossing number two and crossing number three.	Section 7.1
	Intersection arrangement at Schofields Lane, south of Berry, to ensure acceptable sight distances. Detail whether the crest would be removed or an acceleration lane provided for traffic exiting Schofields Lane.	Section 7.1
	Inclusion of an acceleration lane at the intersection of Tindalls Lane with the new highway north of Berry for traffic exiting Tindalls Lane, to address sight distance concerns.	Section 7.1
	Suitable bus and garbage truck turnaround area where North Street would connect to Rawlings Lane.	Section 7.1
	Construction impacts on local traffic patterns.	Section 7.1
	Left turn access at Toolijooa Road onto the highway, or to the highway provided to accommodate development at the Toolijooa Road interchange to avoid a reduced level of local road access.	Section 7.1
	Two off-ramps to Berry for traffic entering from the south would be required, including a northbound exit to Berry at Woodhill Mountain Road and a southbound access to the highway from Woodhill Mountain Road, to ensure the traffic impacts from the off-ramp into Huntingdale Park are minimal and Berry through traffic is removed.	Section 7.1

Issue category	Details	EA section
Shoalhaven City Council		
Traffic and transport	Provision of a roundabout at the Tannery Road intersection.	Section 7.1
	Interchange arrangement located at Austral Park Road to be moved further south.	Section 7.1
	Potential for increased traffic on local roads.	Section 7.1
	Traffic model data to be provided highlighting changes in traffic volumes on local roads.	Section 7.1
Socio economic	Shared path connections to Kangaroo Valley Road and Queen Street and along the northern side of the highway connecting back to town under the highway near Berry Sports complex.	Section 7.10
	Inclusion of a separated pedestrian / cycle bridge over the highway for continuity of access along North Street.	Section 7.10
	Consideration of three properties directly affected by the proposed cul-de-sac in North Street.	Section 7.10
	Inclusion of two way access between Queen and Victoria streets to ensure maintenance of access to Mark Radium Park.	Section 7.10
	Identify existing infrastructure that would be impacted and measures to relocate or mitigate these impacts.	Section 7.10
	Relocation of or provision of additional 'Welcome to Shoalhaven' monument and the relocation of the David and Alexander Berry memorial at the northern end of town.	Section 7.10
	Signposting for the town of Berry to be linked into Shoalhaven Tourism's Master Plan.	Section 7.10
Shoalhaven Water (A division of Shoalhaven City Council)		
Water and waste water	All works in close proximity/over Shoalhaven Water assets would need to be approved by Shoalhaven Water prior to construction and any protection/relocation works are to be at RMS' expense.	Chapter 4
	Minimum horizontal and vertical clearances from Shoalhaven Water assets are to be in accordance with Water Services Association WSA code for water supply and sewage.	Chapter 4
	Written application for a Certificate of Compliance under section 305 of the <i>Water Management Act 2000</i> should be made to Shoalhaven Water after determination of the project and prior to work commencement.	Chapter 4

6.3.3 Issues raised by the community

Issues raised by community members and local businesses during the consultation process are detailed **Table 6-4**. **Table 6-4** also identifies the section of this environmental assessment that addresses each issue.

Table 6-4 Issues raised by the community

Issue	Details	EA section
Design	Alignment should be a direct route, minimising curves and gradients to improve capacity, safety and fuel efficiency.	Section 2.3
	The project should be convenient and efficient to travel on.	Section 2.3
	The original North Street road reserve was proposed in the 1960's and is not relevant to today's traffic volume or township growth.	Chapter 3
	The proposed Berry bypass is too large for the current township.	Chapter 3
	Continued consultation / community engagement during detailed design and construction detailing RMS process and accountability for these phases.	Chapter 4
	Changes in government and allocation of funding will impact on the road design and construction eg lower quality sound proofing, bridge joints etc.	Section 1.1
	Alternative traffic management measures should be considered at the Kangaroo Valley Road interchange to assist in reducing the footprint of the interchange.	Chapter 3
	Minimise the interchange infrastructure while maintain the same level of functionality.	Chapter 3
	A tear drop or oval style interchange at Kangaroo Valley Road, similar to the Leura interchange on the Great Western Highway, should be adopted.	Chapter 3
	The Kangaroo Valley Road interchange should be relocated south of Berry.	Chapter 3
	Request for alternative designs for the alignment along North Street to be considered eg tunnel.	Chapter 3
	The alignment of the Berry bypass should be moved further north or completely relocated to the south of Berry along the railway line.	Chapter 3
Consultation process	There was an unsatisfactory level of community consultation about Huntingdale Park Road prior to the announcement of the off-ramp realignment to avoid Huntingdale Park Road. RMS only contacted the owners of properties who would be physically impacted, and should have extended contact to include all property owners adjacent to the alignment.	Section 6.4
	Representatives from Berry Public School, Shoalhaven City Council and the local MP should be included in ongoing consultation to ensure the best outcomes for the broader community.	Section 6.4

Issue	Details	EA section
Consultation process	The community review group process should be continued.	Section 6.4
	Computer generated images of the alignment along North Street were misleading in depicting the distance of the road from North Street.	Section 6.4
	Consultation for the wider Foxground and Berry bypass project has been neglected while the review of the alignment north of Berry was undertaken.	Section 6.4
	The community should be consulted on and involved with the long-term use of the buffer strip between North Street and the revised alignment.	Section 6.4
	RMS needs to consult to greater length and more closely regarding the Kangaroo Valley Road interchange design and on design issues relating to Mark Radium Park.	Section 6.4
	The need for ongoing consultation and a complaints hotline during construction.	Section 6.4
	The two-way movement from Victoria Street to Queen Street was a Council addition and was added with no consultation with residents and the community.	Section 6.4
Transport and traffic	Potential impacts of increasing the speed limit on the upgraded highway from 80 km/h to 100 km/h.	Section 7.1
	Potential impacts if increased traffic (from 1200 cars per day to 27,000 cars per day in 2020) occurs following the completion of Main Road 92.	Section 7.1
	Access for emergency vehicles to the upgraded highway.	Section 7.1
	Impacts of changed traffic patterns on pedestrians, businesses, and traffic volumes, particularly in Queen Street and Victoria Street.	Section 7.1
	Local access should accommodate slower vehicles entering high speed lanes.	Section 7.1
	Safety of the intersection of Tannery Road and the Princes Highway.	Section 7.1
	Width of Victoria Street from George Street to the Princes Highway and between the entry to the Arbour retirement village in Berry and the Princes Highway is unsuitable and unsafe.	Section 7.1
	A dedicated interchange to service Huntingdale Park Estate via Schofields Lane should be adopted.	Chapter 3
	Access to Huntingdale Park Road estate to be via Ford Street.	Chapter 3
	Angle of the junction of Victoria and Queen Street is dangerous.	Section 7.1
	The project will result in the majority of traffic, including heavy vehicles, heading southbound out of Berry from areas south of Queen Street, using Victoria Street.	Section 7.1

Issue	Details	EA section
Transport and traffic	Increases to future traffic volumes on Kangaroo Valley Road as a result of the future development of Huntingdale Park.	Section 7.1
	Kangaroo Valley Road being the sole access point into Berry from areas north-west of the alignment, limiting access in the event of an incident on the proposed Kangaroo Valley Road bridge over the highway.	Section 7.1
	Reconsidering the need for two roundabouts on Kangaroo Valley Road interchange.	Section 7.1
	Provision of a third roundabout, this one at the junction of the revised junction of Kangaroo Valley Road and Huntingdale Park Road.	Section 7.1
	Provide safe pedestrian / cycle access to Berry from Kangaroo Valley Road crossing over the highway.	Section 7.1
	Potential safety issues related to entering the southbound on-ramp (two way movement) from Victoria Street due to traffic accelerating to join the highway from Queen Street. Vehicles turning right will have to cross in front of fast southbound traffic. Vehicles turning left will risk being 'rear ended' by accelerating traffic.	Section 7.1
	Belief there will be increased traffic using Victoria Street to access the highway via the southbound on-ramp.	Section 7.1
	The southbound on-ramp will be on flat ground as it passes the Victoria Street exit. Drivers entering here will not have the advantage of the downward slope from Kangaroo Valley Road and will require more vehicle acceleration, adding to increased noise and fuel consumption.	Section 7.1
	A second on-ramp at the end of Victoria Street is superfluous considering the close proximity to Queen Street.	Section 7.1
	A second northbound off-ramp should be provided in case the southern interchange exit is missed. Without a second off-ramp the first opportunity to turn around is at Tindalls Lane which is too far away.	Section 7.1
	Land for a second northbound off-ramp connecting the alignment to Woodhill Mountain Road should be reserved now, for future provision.	Section 7.1
	A second northbound off-ramp is required at Woodhill Mountain Road to relieve the potential pressure on the local road system resulting from the proposed intersection arrangement at Kangaroo Valley Road.	Chapter 3 Section 7.1
	RMS to provide property owners with details on access arrangements during construction.	Section 7.1
	Traffic management plan to be developed for the construction period.	Section 7.1
	Traffic travelling west accessing the southbound on-ramp along Victoria Street will be a potential hazard for school children accessing Berry primary school.	Section 7.1

Issue	Details	EA section
Transport and traffic	Potential for increased traffic on local roads resulting from vehicles exiting at the Kangaroo Valley Road interchange or from the proposed closure of Victoria Street.	Section 7.1
	Appropriate traffic calming measures to be introduced along Victoria Street to control vehicle speeds.	Section 7.1
	Cul-de-sac Victoria Street at the western end near the Arbour.	Section 7.1
	Southbound on-ramp from Victoria Street to be restricted to left turn only, making Queen Street one-way from Kangaroo Valley Road.	Section 7.1
	Southbound on-ramp from Victoria Street to retain left turn and right turn movements, making Queen Street two-way between Kangaroo Valley Road and Victoria Street.	Section 7.1
	Boundary Road should be reconnected with Tindalls Lane. The Tindalls Lane intersection could then act as the main intersection for this area.	Chapter 3
Noise and vibration	Proximity of the alignment to Berry and the design of the bridge over Broughton Mill Creek will create operational noise impacts for the township and rural properties to the north of Berry.	Section 7.2
	Potential noise and vibration impacts on residents during construction.	Section 7.2
	Potential operational noise and vibration impacts from the bridge over Broughton Mill Creek and Woodhill Mountain Road.	Section 7.2
	Optimise the design of the bridge at Berry over Woodhill Mountain Road to minimise the number of expansion joints and utilise low noise pavement.	Section 7.2
	Mitigate potential noise impacts from the bridge over Broughton Mill Creek by lowering the vertical alignment of the roadway adjacent to Berry.	Section 7.2
	Solid concrete barriers rather than part concrete / part rails should be adopted on the bridge at Berry to reduce noise.	Section 7.2
	Clear Perspex infill between the rails on the crash barrier on the bridge at Berry should be adopted to reduce noise.	Section 7.2
	Use best practice road surface materials to minimise noise impacts.	Section 7.2
	Horizontal alignment of the bypass between Alexandra Street and Edwards Street to be lower by an additional two metre from design presented on 6 December 2011.	Chapter 3
	Detail the noise assessment process and potential noise impacts for outdoor residential and rural areas adjacent to the project.	Section 7.2

Issue	Details	EA section
Noise and vibration	Describe evaluation of loud noise events and the interaction between loud noise events and the proposed road incline.	Section 7.2
	Potential noise and head light glare impacts on residents adjacent to the realigned Huntingdale Park Road entrance.	Section 7.2
	The 40 metre buffer between North Street and the edge of the noise wall is inadequate.	Section 7.2
	Potential noise impacts on the residents of North Street resulting from traffic travelling at 100km/h.	Section 7.2
	The start of the southbound off-ramp should be moved as far as practical south to further ameliorate the noise and visual impact on North Street.	Chapter 3
	Request for information regarding proposed noise mitigation on the north side of the bypass.	Section 7.2
	Potential for increased noise impacts following the upgrade from traffic using Victoria Street to access the highway via the southbound on-ramp.	Section 7.2
	Potential noise impacts on residents in the Mark Radium Park area from sound emanating from the highway and the southbound on-ramp.	Section 7.2
	Increased noise impacts during and post construction on residents of the Bupa aged care facility at the southern end of Berry.	Section 7.2
	Potential noise impact on residents along Bong Bong Road due to the adjustment of the alignment over Woodhill Mountain Road which moves the bridge 95 metres further north.	Section 7.2
	Lack of noise mitigation on the bridge and potential noise impacts on residents at the north side of town from traffic travelling along the bridge.	Section 7.2
	Potential noise impacts from southbound trucks braking as they travel towards Tindalls Lane.	Section 7.2
	General construction activity and machinery noise and vibration eg blasting, noise from rock grinding machinery and fumes from bitumen works.	Section 7.2 Section 8.2
	Pre-arranged construction breaks / quiet time periods each day to allow residents time to undertake quiet activities.	Section 7.2
	Livestock reactions to blasting and construction noise.	Section 7.2
	Provision of some form of noise mounding to reduce noise travelling across farm land.	Section 7.2
	Demonstration of current and future predicted noise level differences at locations along the Foxground and Berry bypass project.	Section 7.2

Issue	Details	EA section
Terrestrial ecology	Maintenance of wildlife corridors, wetlands and endangered ecological communities.	Section 7.3
	Additional fauna crossing should be included south of Austral Park Road between Gembrook Lane and the speed camera.	Chapter 4 Section 7.3
	The vegetated land bridge as referenced in the Preferred option – Toolijooa Ridge report, June 2009 should remain as part of the design.	Chapter 3 Section 7.3
	Local expertise and seed sources should be used during revegetation.	Section 7.3
	Potential impacts to the poplars on Woodhill Mountain Road.	Section 7.3
	Potential ecological (flora and fauna) impacts from the diversion of Town Creek.	Section 7.3
	Potential loss of the green corridor through the Berry township due to the diversion of Town Creek.	Section 7.3
	The flow along the current Town Creek alignment should be maintained to an ecologically sustainable level.	Section 7.3
Surface water and groundwater	Potential impacts on ground water levels to the south of the bypass, from lowering the bypass along North Street.	Section 7.4
	Construction and operational impacts on water catchment areas and ground or surface water sources (bores, springs, creeks and dams).	Section 7.4
	Dust resulting from construction activities contaminating water supplies eg creeks and individual property water tanks and solar panels.	Section 7.4
Flooding	Flood management and access into Berry in the event of a flood during construction and operation.	Section 7.5
	The length of the northern viaduct at 600 metres is too short to avoid flooding impacts.	Section 7.5
	Mechanical pumps should be used to enable the road alignment to be lowered further.	Chapter 3 Section 7.5
	The sedimentation basins should be moved to assist in lowering the vertical alignment of the highway along North Street.	Chapter 3 Section 7.4
	Mitigate flooding from Town Creek.	Section 7.5
	Realign the upper section of Town Creek to facilitate lowering the alignment along North Street.	Section 7.5
	Potential flooding impacts along North Street and impacts of run-off from the highway.	Section 7.5
	Potential flooding impacts on other areas of Berry (northern end of town near the bowling club and around Woodhill Mountain Road), following the diversion of Town Creek.	Section 7.5

Issue	Details	EA section
Landscape character and visual amenity	The existing facilities at Nungarry should be upgraded as an alternative to building a new heavy vehicle rest area at Austral Park Road.	Chapter 3
	Residual land resulting from the straightening of the existing alignment along the Berry bypass should be handed over to Berry Landcare to manage.	Section 7.3
	Potential visual impacts, including headlight glare and interchange lighting on resident near Austral Park Road.	Section 7.6
	Impact on visual amenity of the proposed bridge crossing Broughton Creek at the north end of Berry, including bridge height.	Section 7.6
	Improve visual amenity by re-routing Woodhill Mountain Road to avoid the need for a high bridge.	Section 7.6
	Power lines located at Woodhill Mountain Road to be placed underground to enable the poplar trees to grow unrestricted to shield the town from the bridge structure.	Chapter 4
	Impacts on local scenery, including the escarpment, regional views and the overall visual amenity.	Section 7.6
	Potential loss of the view of the escarpment, particularly for residents of North Street.	Section 7.6
	High quality visual impact mitigation and urban design needed, particularly for, Kangaroo Valley Road, Huntingdale Park Road, North Street, Alexandra Street and the existing Princes Highway.	Section 7.6 Appendix I
	Impact of the project on the amenity of Berry.	Section 7.6
	Appearance and design of proposed noise attenuation.	Section 7.6
	Potential visual impacts, including headlight glare, on residents adjacent to the realigned Huntingdale Park Road entrance.	Section 7.6
	Potential amenity impacts on recreational walkers, runners, children, the elderly, cyclists and pedestrians using North Street.	Section 7.6
	The future use of RMS owned residual land along North Street and future maintenance of this land.	Section 7.6
	The residual strip between North Street and the bypass should be left as public space, planted to screen the noise wall.	Section 7.6
	North Street should not be open to traffic from either George Street or Kangaroo Valley Road and should be terminated in a cul-de-sac.	Section 7.6
	Loss of visual amenity and views to the escarpment in the area adjacent to the proposed noise wall.	Section 7.6
	Location of off-ramp signage and street lighting and associated potential visual and light spill impacts on residents.	Section 7.6
	Potential visual impact of the proposed bridge at Berry over Woodhill Mountain Road and Broughton Mill Creek.	Section 7.6

Issue	Details	EA section
Landscape character and visual amenity	Potential for the project to cut the Berry township off from its rural landscape.	Section 7.6
	Early planting of vegetation along the highway boundary with North Street so vegetation is well established when the upgrade occurs.	Section 7.6
Non-Aboriginal heritage	Impact on and preservation of historical landmarks and heritage assets and character of the area.	Section 7.8
	Retain integrity of the Berry entrance at the eastern end of town at the Pulman Street precinct.	Section 7.8
	The bridge at Berry should be designed in a manner that is sympathetic to the town's heritage values.	Section 7.6 Section 7.8
	The bridge at Berry should not be designed with any heritage input and should adopt a sophisticated sleek modern design.	Section 7.6 Chapter 4
	Impact of the highway upgrade on the character, heritage and integrity of Berry.	Section 7.8
	RMS should consider relocating the RMS owned building at 79 North Street.	Section 7.8
	The bridge at Kangaroo Valley Road should be sympathetic to the heritage values of Berry.	Section 7.8
	A roundabout at Tannery Road / Pulman Street is inappropriate for a heritage precinct and should be relocated to Woodhill Mountain Road.	Chapter 3 Section 7.8
Land use and property	Potential land impacts on agricultural land, farms and vineyards.	Section 7.9
Socio economic	Impacts on private properties affected by the project.	Section 7.10
	Access required from Kangaroo Valley Road to town and North Street, particularly for children riding and walking to school or the skate-park and playing fields.	Section 7.10
	Provision of dedicated bike routes and walkways.	Section 7.10
	The project should support the economic viability of the region, including business, agriculture and tourism.	Section 7.10
	Requests for alternative access option designs.	Section 7.10
	Visitors to Berry walk around town so pedestrian safety and parking are important.	Section 7.10
	Potential impacts on Berry Riding Club land.	Section 7.10
	Proximity of the project to Camp Quality Memorial Park.	Section 7.10
	Proximity of the project to residences.	Section 7.10
	Ability of the project to meet the future growth of Berry and surrounding areas.	Section 7.10
	Requests to protect the natural and rural environmental values which are considered key economic assets of the area.	Section 7.10
	Provision of improved parking, kerbs and guttering in Berry.	Section 7.10

Issue	Details	EA section
Socio economic	The northbound off-ramp at the south Berry interchange should continue beneath Kangaroo Valley Road bridge and reconnect to Kangaroo Valley Road on the opposite side to enable the estate entrance to remain at its current location and reduce the impact on two properties.	Chapter 3
	Possible loss of connectivity between Kangaroo Valley Road and North Street and the impact on both cyclists and pedestrians who currently use this route.	Section 7.10
	Potential severance of pedestrian access between Kangaroo Valley Road and Berry (shops, parks, sporting fields, showground, primary school and pre-school) via North Street as a result of the bypass alignment.	Section 7.10
	Two way pedestrian and cyclist access across the Kangaroo Valley Road bridge should be adopted.	Chapter 3 Chapter 4
	A pedestrian / cycle bridge connecting North Street should be adopted.	Chapter 3 Chapter 4
	A pedestrian / cycle bridge across the highway connecting Victoria Street to Huntingdale Park Road should be adopted.	Chapter Section 7.1
	Safety of pedestrians and cyclists from Huntingdale Park Road / Kangaroo Valley Road crossing over the highway via Kangaroo Valley Road into Berry.	Section 7.10
	Safety impacts resulting from traffic changes along Victoria Street on children at Berry Primary School, residents from the retirement village and pedestrians using Victoria Street to access Berry town centre, the railway station, show / sports ground and public swimming pool.	Section 7.10
	Decreased safety along Victoria Street as there are no footpaths and pedestrians are forced to use the road edge.	Section 7.10
	The alignment is too close to the church on North Street.	Section 7.10
	Potential impact on property values.	Section 7.10
	Location and frequency of bus stops along the project.	Section 7.10
	Potential impacts of construction staging on residents and businesses and proposed mitigation.	Section 7.10
	Provision of adequate access to Berry for both north and south bound travel.	Section 7.10
	Access arrangements for residents located along the existing highway just north of the north Berry interchange.	Section 7.1 Section 7.9
	Maintenance of access for local residents and tourists to Mark Radium Park and rest stop and other existing facilities.	Section 7.10
	Process and timing for property acquisition.	Section 7.10
	The direct impact on two property owners of moving the entrance to Huntingdale Park Road.	Section 7.10

Issue	Details	EA section
Socio economic	Documented evidence should be provided by RMS to substantiate the suitability or unsuitability of farming land considered for a land swap with the dairy farm.	Section 7.10
	Weight given on the future plans of the dairy farm and co-op when no documented evidence has been presented by RMS which supports the proposed plans.	Section 7.10
	The highway will cut Berry in half. The growth area of the town is to the west and the upgrade will isolate this part of town from the established township.	Section 7.10
	Removing the two-way access between Queen Street and Victoria Street will restrict access to Mark Radium Park, an important stop for many travellers / visitors to Berry and connectivity to the park should be maintained.	Section 7.10
	A two way movement from Victoria Street to Queen Street requires a larger road footprint, further impacting on Mark Radium Park and the duck pond, and reducing the buffer between the highway and residents of Windsor Drive.	Section 7.10
	Maintain a walking / cycling link from the western end of North Street to Mark Radium Park.	Section 7.10
	Closing Victoria Street and making the southbound on-ramp one way will reduce the impact on Mark Radium Park and the duck pond.	Chapter 3
	Access to Mark Radium Park from the roundabout at the end of Queen Street (new road down the east side of the arboretum directly off the roundabout).	Section 7.1
	Provision of bus access and parking within Berry.	Section 7.1
	Property and machinery security during construction.	Section 7.10
Air quality	Air quality during construction and operation.	Section 8.2
	The close proximity of the alignment to North Street will result in increased traffic, exhaust fumes and diesel gases which will impact North Street residents.	Section 8.2

Community involvement is an integral component in the development of the project. For example, community feedback highlighted the importance to the community of the Berry access arrangements. As a result, RMS committed to undertaking community consultation on the access options for Berry and a value management study to assist in the development and selection of the Berry access arrangements.

Additionally, in response to community and stakeholder consultation on the access options for Berry, the concept design was revised to include a flood-free four-way movement arrangement at Kangaroo Valley Road intersection rather than a flood free access ramp at Alexander Street, which was previously planned.

In response to community concerns and technical studies in relation to noise and visual amenity close to Berry, RMS reopened the investigation in this area. After working closely with members of the Berry community and Shoalhaven City Council, RMS revised the alignment and design of the Berry bypass to reduce noise and visual impact for the town of Berry.

6.3.4 Issues raised by the Aboriginal community and the Local Aboriginal Land Councils

The key issues identified by the Aboriginal community through the AFG forum and through individual and group submissions in relation to the project are detailed in **Table 6-5**. The table also identifies the section of this environmental assessment that addresses each issue.

Table 6-5 Issues raised by the Aboriginal community and Local Aboriginal Land Councils

Issue	Details	EA section
Aboriginal cultural heritage	Impacts to Toolijooa Ridge associated with the proposed deep cutting.	Section 7.7
	Management of impacts to Toolijooa Ridge.	Chapter 4 Section 7.7
	Avoidance of impacts to the Berry Encampment area.	Section 7.7
	Ongoing Aboriginal participation and employment as the project develops.	Section 7.7
	There should be a fair and equitable distribution of Aboriginal workers across the project.	Section 7.7
	Cultural knowledge should only be provided by the appropriate traditional owners of the land with proven genealogy within the project location.	Section 7.7
	Potential to encounter and impact Aboriginal burials, both generally and within areas with archaeological potential or areas remembered as sensitive in this regard.	Section 7.7
	Minimisation of damage to Dicky Woods Meadow battleground, which should be protected at all costs.	Section 7.7
	Aboriginal cultural heritage significance is placed on all artefacts.	Section 7.7
	Management of artefacts which remain on site after archaeological salvage is completed.	Section 7.7
	There is a need for Aboriginal representatives to monitor construction impacts and recover and/or manage artefacts <i>in situ</i> .	Section 7.7 RMS policy does not support monitoring of construction works.

6.3.5 Issues raised by specialist interest groups

Issues raised by specialist interest groups during the consultation process are detailed in **Table 6-6**. **Table 6-6** also identifies the section of this environmental assessment that addresses each issue.

Table 6-6 Issues raised by specialist interest groups

Issue	Details	EA section
National Trust of Australia		
Non-Aboriginal heritage	Protection of the historic environment of the Berry township.	Section 7.8
Camp Quality		
Socio-economic	Impact on the Camp Quality Park and the children's memorial. Provision of adequate access and signage.	Section 7.10
Shoalhaven Historical Society		
Non-Aboriginal heritage	Impact on Pulman Street and the heritage areas of Berry.	Section 7.8
Berry and District Historic Society		
Non-Aboriginal heritage	Impact on the Pulman Street heritage precinct.	Section 7.8
	RMS should consider relocating the RMS owned building at 79 North Street.	Section 7.8
Berry Landcare		
Consultation process	Request for ongoing consultation with Berry Landcare and Foxground Landcare.	Section 7.3
Terrestrial ecology	Impact on vegetation and wildlife corridors.	Section 7.3
	Revegetation should use local indigenous species.	Section 7.3
	Fauna connectivity measures between wildlife corridors segregated by the project.	Section 7.3
Landscape character and visual amenity	Minimise the impact of the project on the Berry landscape.	Section 7.6
	Location of a 10 bay heavy vehicle truck rest area in an area designated as "Corridors in Shoalhaven LGA".	Section 7.6
Berry Rural Co-operative Society		
Socio-economic	Reduce adverse impacts on dairy farms by maintaining economic viability and reducing land take.	Section 7.10
Berry Chamber of Commerce		
Landscape character and visual amenity	Visual appearance of the Broughton Creek bridge.	Section 7.6
Non-Aboriginal heritage	Impact on the Pulman Street heritage precinct.	Section 7.8
Socio-economic	Protect the country character and ambience of the Berry township.	Section 7.10

Issue	Details	EA section
PHocus and Shoalhaven Business Chamber		
Traffic and transport	Minimise access points leading directly onto the highway.	Section 7.1
	Minimise curves and grades.	Section 7.1
	Provision of incident management and emergency service vehicle access.	Section 7.1
	Provision of access points at both the north and south approaches to Berry.	Section 7.1
PHocus and Shoalhaven Business Chamber		
Flooding	Flooding impacts.	Section 7.5
Landscape character and visual amenity	Protect visual amenity	Section 7.6
Berry Alliance		
Traffic and transport	Berry needs the option of a second northbound off-ramp.	Section 7.1
	Opportunity to provide dedicated bike routes and walkways in the region.	Section 7.1
	The use of low noise pavement to reduce noise in the vicinity of the township.	Section 7.2
	Consideration of noise generated by bridge joints and careful design to reduce potential impacts.	Section 7.2
Noise and vibration	Noise and visual impact of the project on the township of Berry.	Section 7.2
Flooding	Flooding impacts on the township of Berry and diversion of Bundewallah Creek and Broughton Mill Creek.	Section 7.5
	Opportunity to mitigate flooding through Town Creek.	Section 7.5
Landscape character and visual amenity	Provision for a depressed roadway in the vicinity of the township of Berry.	Chapter 4 Section 7.6
	Woodhill Mountain Road to pass over the project (bridge) rather than under it.	Section 7.6
	A bridge design which is lowered, slender and as unobtrusive as possible.	Section 7.6
	Visual impact of the upgrade and loss of escarpment views for the township.	Section 7.6
Non-Aboriginal heritage	Important to retain the integrity of the old entrances and Pulman Street precinct.	Section 7.7
Socio-economic	Concern over the impact on Camp Quality Park and the Berry Riding Club.	Section 7.10

Issue	Details	EA section
Better Options for Berry		
Design	The Berry bypass section of the Foxground and Berry bypass project should be constructed prior to other sections of the project.	Section 4.4.10
Consultation	Concern over lack of community consultation / notice provided prior to the announcement of changes to the Berry (south) interchange.	Section 6.4
	Community to be consulted on the long-term use of the 'buffer strip' between the highway and North Street.	Section 6.4
Traffic and transport	RMS to reserve sufficient land now for additional second northbound exit.	Section 7.1
	Good level of access to Mark Radium Park to be maintained.	Section 7.1
	Pedestrian and cycle access to be provided across the highway for continuity of access along North Street.	Section 7.1
Noise and vibration	Design of the bridge at Berry to minimise construction joints and include low noise pavement.	Section 7.2
	Horizontal alignment of the bypass between Alexandra and Edward streets to be lower by an additional one metre from design presented on 6 December 2011.	Chapter 3 Section 7.2
	Earth mounding to extend the full height of the noise walls with low level endemic native vegetation planted on top.	Section 7.2
Landscape character and visual amenity	Earth mounding to extend the full height of the noise walls with low level endemic native vegetation planted on top.	Section 7.2 Section 7.5
Kiama State Emergency Services		
Traffic and transport	Access for emergency service vehicles.	Section 7.1
Berry Public School Parents and Citizens Association		
Traffic and transport	Cul-de-sac the end of Victoria Street near The Arbour.	Section 7.1
	Run the Queen Street southbound on-ramp directly to the highway, mirroring the Huntingdale Park off-ramp.	Section 7.1
	Construct a new entrance to Mark Radium Park off Queen Street.	Section 7.1
	Provide safe pedestrian / cycle access to Berry from Kangaroo Valley Road crossing over the highway.	Section 7.1
	Additional point of crossing / access over the highway to be provided.	Section 7.1
Recreational Fishers (Broughton Creek, Broughton Mill Creek and Bundewallah Creek)		
Socio economic	Angler access and private landholders' privacy concerns.	Section 7.10
	Increased access opportunities should be provided.	Section 7.10
	Continue to inform local anglers of access proposals.	Chapter 6 Section 7.10
	Broughton Creek has been used as a brood stock location for fish stocking.	Section 7.10

6.4 Future consultation

6.4.1 Continuing consultation up to the exhibition of the environmental assessment

RMS is committed to continued engagement with the community throughout the project design and environmental assessment. Specifically RMS will:

- Continue to use existing project contact and consultation practices including:
 - Opening the Berry project office on Fridays.
 - Regular fortnightly website updates.
 - Email notifications to registered stakeholders.
 - Monthly updates in the Berry Town Crier.
 - Householder letters, community updates, mailouts and letterbox drops.
 - Conducting stakeholder and property owner meetings on request.
 - Taking enquiries through the project information line and the project email.
 - Media releases.
- Consultation with potentially directly affected property owners on access arrangements and potential land acquisition requirements.

6.4.2 Consultation during the exhibition of the environmental assessment

The project team has encouraged community and stakeholder engagement through all phases of the project. Members of the project team have been readily accessible to meet or speak with community members as individuals or groups to understand and address their concerns and will continue to do so during ongoing community engagement as the project goes through to the environmental assessment display.

The environmental assessment will be advertised and placed on public exhibition for a minimum of 30 days and will be available for viewing at the following locations between **14 November 2012 and 14 December 2012:**

- **Kiama Municipal Council**, 11 Manning Street, Kiama.
Open Monday to Friday 8.45am to 4.15pm.
- **Kiama Library**, 7 Railway Parade, Kiama.
Open Mondays, Wednesdays, Thursdays and Fridays 9.30am to 5.30pm, Tuesdays 9.30am to 8pm and Saturdays 9.30am to 2pm.
- **Shoalhaven City Council**, 44 Bridge Road, Nowra.
Open Monday to Friday 9am to 5pm.
- **Nowra Library**, 10 Berry Street, Nowra.
Open Monday to Friday 9.30am to 7pm and Saturday 9.30am to 3pm.
- **Office of Gareth Ward** MP Member for Kiama, 125 Terralong Street, Kiama.
Open Monday to Friday 9am to 5pm.
- **Gerringong upgrade Community Display Centre**, 446 Princes Highway, Gerringong.
Open Monday to Friday 9am to 5pm.
- **RMS Wollongong office**, Level 4, 90 Crown Street, Wollongong.
Open Monday to Friday 8.30am to 5pm.

- **RMS North Sydney office**, Level 9, 101 Miller Street, North Sydney.
Open Monday to Friday 8.30am to 5pm.
- **Department of Planning and Infrastructure Information Centre**, 23-33 Bridge Street, Sydney. Open Monday to Friday 9am to 5pm.
- **Nature Conservation Council of NSW**, Level 2, 5 Wilson Street, Newtown.
Open Monday to Friday 9am to 5pm.

Staffed displays and a series of informal topic specific community information sessions will be held during the exhibition of the environmental assessment to enable community representatives to ask questions and to provide further information for consideration in the assessment process. During the exhibition of the environmental assessment, the community, government agencies and other interested parties are invited to make written submissions on the project to the DP&I.

A staffed display will be at the following location:

- **Berry project office**, (Broughton Court) shop 3/113 Queen Street, Berry.
Open Mondays, Tuesdays, Wednesdays and Fridays 10am to 5pm. Thursday 12pm to 7pm. Saturday (24 November) 10am to 2 pm. Saturday (1 December) 10am to 2pm.

A series of informal topic specific community information sessions will be held at the following locations:

- **Noise and vibration** – Berry School of Arts, Alexandra Street, Berry.
20 November 2012, 6pm to 7.30pm.
- **Flooding** - Berry School of Arts, Alexandra Street, Berry.
21 November 2012, 6pm to 7.30pm.
- **Traffic and transport** - Berry School of Arts, Alexandra Street, Berry.
22 November 2012, 6pm to 7.30pm.
- **Urban design** - Berry School of Arts, Alexandra Street, Berry.
27 November 2012, 6pm to 7.30pm.

RMS will inform the community on the staffed environmental assessment display and the topic specific community information sessions through: a community update, letters, telephone calls to potentially directly affected property owners and key stakeholders, e-mail notification to registered stakeholders, information on the project website and advertisements in the local media.

During the exhibition of the environmental assessment RMS will use the following consultation tools to inform the community: a 3D model of the proposed alignment, drive through animation sequences and interactive tablets showing flooding, noise and air quality levels at locations along the proposed alignment.

Following the exhibition of the environmental assessment, the DP&I will forward submissions received to RMS for consideration. RMS will summarise and respond to the issues raised in the submissions and provide the Director-General of the DP&I with a submissions report addressing the issues. The project may be modified during this process if deemed necessary to properly address issues raised and in this case RMS would prepare a preferred project report. The Director-General will then prepare a report to the Minister for Planning and Infrastructure recommending that the project be approved, subject to draft conditions contained in the report, or refused. The approval conditions will help to guide future community consultation during the detailed design, construction and operation of the project.

The Minister will then decide whether to approve the project and advise the approval conditions. The environmental assessment process is presented schematically in **Figure 5.1**.

6.4.3 Consultation following exhibition of the environmental assessment

Following the exhibition period, RMS will continue to identify and manage issues of interest or concern to the community during the assessment and approval process and, if the project is approved, during the detailed design and construction phases of the project. The aims of ongoing communications and consultation are to provide the community with:

- Accurate and accessible information regarding the processes and activities associated with the project.
- Information in a timely manner.
- Appropriate avenues for providing comment or raising concerns.
- A high level of responsiveness to their issues and concerns throughout development and delivery of the project.

6.4.4 Consultation during detailed design and construction

A community involvement plan would be developed and implemented prior to construction. This would set out the methods to be employed and stakeholders targeted as part of consultation and communication.

At a minimum, consultation during the detailed design and construction phases of the project would include:

- Ongoing consultation with Fire and Rescue NSW, Rural Fire Service, SES, NSW Ambulance Service and the NSW Police to comply with up-to-date emergency response procedures during construction and operation, and to ensure that the construction would not constrain emergency services response in the area.
- Ongoing consultation with Kiama Municipal Council and Shoalhaven City Council to manage and minimise any impacts on existing infrastructure.
- Ongoing consultation with the NSW OEH, the NOW and DTIRIS.
- Ongoing consultation with the AFG.
- Provision of regular updates to the surrounding community throughout the remainder of the planning and construction phases.
- Development and maintenance of a comprehensive community complaints register and response system.
- Ongoing consultation with landowners who may be potentially impacted by the project and nearby landowners, residents, business owners and community facility operators. This would include notification, as appropriate, before the commencement of construction activities, including out of hours work, to minimise any access disruption. Notices relating to road works and road network access changes would be issued as email alerts, placed in local newspapers and delivered to letterboxes at least five days before the change.
- Members of the project team will be available at the Berry project office which will be opened at least one day a week during construction from 10am to 5pm.

Further details of the communication and consultation proposed are provided in the draft Statement of Commitments in **Chapter 10**.