



SMEC INTERNAL REF. 30027\3002750_WHDD

Stakeholder Engagement Report

William Hovell Drive Duplication

Client Reference No. 35484-NCT-200

Prepared for: Infrastructure Delivery Partners on behalf of Transport Canberra and City Services

13 April 2022

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Glossary and Abbreviations

Term & Acronym	Description
BGW	Box-Gum Woodland
CEMP	Construction Environmental Management Plan
CH	Chainage
CHA	Cultural Heritage Assessment
CITES	<i>Convention on International Trade in Endangered Species of Wild Fauna and Flora 1975</i>
CoRTN	Calculation of Road Traffic Noise 1988
CSTM	Canberra Strategic Transport Model
CTMP	Construction Traffic Management Plan
DAWE	Commonwealth Department of Agriculture, Water and the Environment
DA	Development Application
DBD	Drake-Brockman Drive
EIS	Environmental Impact Statement
EP Act	<i>Environment Protection Act 1997</i>
EPBC Act	<i>Commonwealth Environmental Protection and Biodiversity Conservation Act 1999</i>
EPR	<i>Environment Protection Regulation 2005</i>
EPSDD	Environment, Planning and Sustainable Development Directorate
ESD	Ecologically Sustainable Development
GDE	Groundwater Dependent Ecosystem
GSM	Golden Sun Moth (<i>Synemon plana</i>)
IBRA	Interim Biogeographic Regionalisation of Australia
IDPG	Infrastructure Delivery and Partners Group
JGD	John Gorton Drive
KTP	Key threatening process
MNES	Matters of National Environmental Significance
NARClIM	NSW and ACT Regional Climate Modelling
NBN	National Broadband Network
NC Act	<i>Nature Conservation Act 2014</i>
PD Act	<i>Planning and Development Act 2007</i>
PAD	Potential Archaeological Deposit
Project	The duplication of William Hovell Drive between John Gorton Drive (formally Coppins Crossing Road) and Drake Brockman Drive. The duplication would include about 4.5km of new road, the signalling of the intersection at Drake-Brockman Drive, the upgrade of access to Old Weetangera Cemetery, the upgrade of underpass for the Bicentennial National Trail and the upgrade of vehicular access for Rangers to Kama Nature Reserve.
Project Site	The area to be directly affected by the Project, in this case, the portion of land within which construction and operation would occur
PTWL	Pink-tail Worm-lizard (<i>Aprasia parapulchella</i>).
RAO	Representative Aboriginal Organisation registered under the <i>Heritage Act 2004</i>
SHE	Statement of Heritage Effects
TCCS	Transport Canberra and City Services
TEC	Threatened Ecological Community
WHD	William Hovell Drive
WSUD	Water Sensitive Urban Design

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Executive Summary

Introduction

Infrastructure Delivery Partners (IDP) on behalf of Transport Canberra and City Services (TCCS) propose to duplicate 4.5 km of William Hovell Drive between the intersections with John Gorton Drive (JGD) and Drake-Brockman Drive (DBD) in the districts of Belconnen and Molonglo Valley, Australian Capital Territory (the Project).

The Draft Environmental Impact Statement (EIS) for the Project and concurrent Development Application (DA) were placed on public exhibition between 5 July and 30 September 2021. During these periods, government agencies, interested stakeholders and the community were invited to make submissions on the Project to the Environment, Planning and Sustainable Development Directorate (EPSDD).

Additional community consultation on this project was undertaken from 8 November to 19 December 2021. Face to face stakeholder and community meetings occurred and feedback on the Project was encouraged via the ACT Government 'Your Say Conversation' online portal.

This Stakeholder Engagement Report (the Report) documents the issues raised in submissions received from the EIS exhibition period and the YourSay online feedback portal, as well as TCCS's response to these issues, and provides an update to the Draft EIS where there are changes to the Project.

Overview of submissions (Environmental Impact Statement Public Display)

A total of 20 submissions were received during the EIS exhibition period. These comprised 7 submissions from community members and non-government stakeholders and 13 from ACT Government authorities and agencies.

With respect to the ACT Government authorities and agencies submissions, a wide range of issues were raised based on the specific agency. The following key issues were raised:

- general comments regarding mitigation measures
- general comment regarding the need for ongoing consultation with entities
- ecological impacts including impacts to protected trees, impacts to threatened species, offset strategies, connectivity and fragmentation
- landscape and road design impacts
- request for additional heritage information
- impacts to utilities.

With respect to community and non-government submissions, the following key issues were raised in a number of submissions:

- shared path location and interaction with the off-leash dog park
- traffic noise, particularly in relation to noise modelling that informed the Road Traffic Noise Assessment (Appendix F of the Draft EIS)
- Lack of consultation with the community
- biodiversity impacts, particularly the loss of mature trees
- project construction impacts.

A more detailed breakdown of ACT Government authorities and agencies and community and non-government submissions is provided in Section 3.

Overview of feedback (YourSay)

- TCCS received submissions from community members and key stakeholders including the Belconnen Community Council, Conservation Council ACT and the ACT Equestrian Association.
- TCCS received 50 completed feedback forms, 15 emails and spoke to around 60 people at the pop-up sessions.
- The following key issues were raised:

- shared path location and interaction with the off-leash dog park
- traffic noise,
- biodiversity impacts,
- Bicentennial National Trail impacts

A more detailed breakdown of YourSay feedback is provided in Section 3.

Updates to the Draft EIS

This Report also outlines the updates to the Draft EIS and detailed design plans, in response to submissions from the community and key stakeholders.

The updates to the Project, which are described in greater detail in Section 4 of this Report, include:

- The alignment of the off-road shared path between DBD and the underpass adjacent to Hawker has been relocated to the western side of WHD (away from residences and the off-leash dog walking area).
- Following further discussions with the ACT Conservator of Flora and Fauna, additional measures will be implemented to facilitate movements of wildlife between The Pinnacle Nature Reserve and Kama Nature Reserve.
- Following community concerns regarding the Road Traffic Noise Assessment, TCCS has commissioned a peer review of the assessment completed in 2021, to confirm the adequacy of that assessment.

Stakeholder and Community Consultation

All issues and comments raised during consultation by the community, government agencies, and interest or stakeholder groups were recorded on a database. Various issues have then informed the proposal investigations and the ongoing design of the proposal. Figure 1 demonstrates this important cycle.

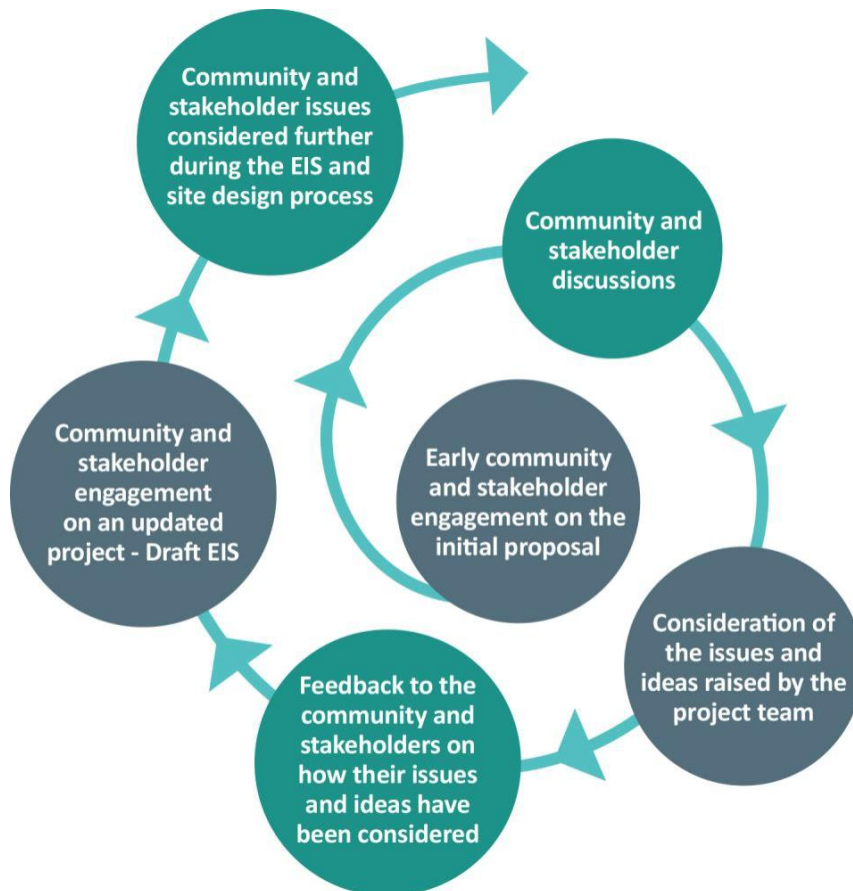


Figure 1 - The engagement cycle

Final summary

This Report presents updated details of environmental mitigation measures for the Project, which have been amended from the Draft EIS to address key issues raised in the submissions received. It reflects the proposed Project elements that have been amended since the exhibition of the Draft EIS.

1. Introduction

This document outlines the community and stakeholder engagement for the William Hovell Drive (WHD) Duplication. Transport Canberra and City Services (TCCS) propose to duplicate 4.5 km of WHD between the intersections with John Gorton Drive (JGD) and Drake-Brockman Drive (DBD) in the districts of Belconnen and Molonglo Valley, Australian Capital Territory (the Project).

The following timeline provides a summary of key dates and consultation activities:

Timeline



Figure 2 - WHD Timeline

This Stakeholder Engagement Report (the Report) includes:

- A description of the methodology and criteria for identifying stakeholders and how they were identified
- An outline of the communication methods used
- A copy of the information provided during the community consultation process
- A summary of the responses and the main comments raised
- A description on how concerns have been considered and addressed by TCCS
- An outline of the submissions received, issues raised in the submissions and a response to the issues and values identified.

1.1 William Hovell Drive duplication

1.1.1 Project background

The Project commenced in 2018 with a feasibility study to identify the feasibility of the duplication, and if appropriate, the preferred option for duplication. Following this, in 2020, funding was provided to progress the study through to full detail design including development approvals.

The Project is being undertaken to:

- improve the overall road alignment, capacity and safety
- reduce the rate of vehicular crashes
- relieve the morning and afternoon congestion between West Belconnen and the City, and
- promote active travel and support sustainable transport.

Initial consultation was undertaken by TCCS throughout the Preliminary Sketch Plan (PSP) Design Stage (January to November 2020) with relevant stakeholders and government agencies to inform the development of the proposal. The Planning and Development (William Hovell Drive Duplication – Molonglo Valley/Belconnen) Scoping Document 2020 (Scoping Document) outlined the matters to be addressed by the Draft Environmental Impact Statement (EIS), including the consultation requirements for the Project.

Detail design is currently underway and is being updated to consider factors, including stakeholder and community consultation.

The Project is jointly funded between the Australian Capital Territory (ACT) and Australian Governments as part of the Commonwealth's Investment Road and Rail Program.

1.1.2 Project benefits

The Project will support the growing regions of Molonglo Valley and West Belconnen including the new suburbs of Strathnairn and Macnamara. More than 20,000 vehicles per day travel on this section of road and this will increase as the area continues to develop. This project will improve safety for all road users with on-road cycle lanes and off-road shared paths included as part of the design work.

Key features of the Project include:

- Duplication of 4.5 kilometres of WHD to complete its duplication from the Glenloch Interchange through to DBD.
- A new three-metre wide asphalt off-road shared path along WHD between DBD and JGD.
- On-road cycle lanes in both directions.
- A new signalised intersection of DBD/Kingsford Smith Drive and WHD.
- Formalising access into the Old Weetangera Cemetery.
- Improving and enhancing the Bicentennial National Trail underpass and approaches.
- Construction of five architecturally designed retaining walls ensuring works remain within the road reserve and limit impacts on sensitive environmental areas.

1.1.3 Development approvals process

The Commonwealth Department of Agriculture, Water and the Environment (DAWE) determined that the Project is a controlled action requiring assessment and approval under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) before it can proceed. This EIS is being assessed by the ACT Government under the bilateral agreement between the Commonwealth and the ACT Government.

The EIS details the anticipated environmental impacts of the Project and to inform a Territory Impact Track Development Application (DA).

The Draft EIS and Impact Track DA were submitted to the Environment, Planning and Sustainable Development Directorate (EPSDD) as a concurrent EIS /DA process in July 2021.

1.2 Scoping requirements for community and stakeholder consultation

The ACT EPSDD state that under Chapter 8 of the *Planning and Development Act 2007* (PD Act), consultation must be undertaken with:

- Lease holders and land manager of land potential impacted by the proposal
- Any recreation groups which will be affected by the proposal
- Any volunteer conservation, landscape management or land care groups active in the area to be affected by the proposal
- The local community.

The consultation must:

- Describe the community consultation undertaken (methodology and criteria for identifying stakeholder and the communications methods used)
- Describe how concerns have been considered in light of the proposal and any future development planned
- The revised EIS must include the submissions received, issues raised in the submissions and a response to the issues and values identified.

1.3 Purpose and objectives of the engagement

The objectives of the community and stakeholder engagement were to:

- Create awareness of the Project
- Conduct an open and transparent public consultation and community involvement process
- Ensure that stakeholder and community feedback was included in the decision-making process during initial planning
- Ensure that stakeholder and community submissions in response to the DA and Draft EIS were responded to line with the ACT and Commonwealth legislative requirements
- Ensure that TCCS has responded to all matters of the Scoping Document relating to consultation.

1.4 Purpose and objectives of this report

The purpose of this Report is to fulfill the consultation requirements set out in the PD Act:

Section 221 (4) of the PD Act states that the revised EIS must:

- (a) address each matter raised in the scoping document for the development proposal; and
- (b) for any matter raised in a representation made within the public consultation period for the draft EIS—

- (i) address the matter; and
- (ii) demonstrate how the matter has been taken into account in the revised EIS.

1.5 IAP2 Spectrum and TCCS commitment to consultation

The approach to community and stakeholder consultation was guided by the International Association for Public Participation (IAP2), an international body providing best practice advice on engagement. The IAP2 Spectrum for Public Participation has become an often-used standard in Australia, that aims to ensure public participation is given a place in the proposal planning, design and delivery phases (see Figure 3). The IAP2 standard has been used by the ACT Government in describing consultation requirements.

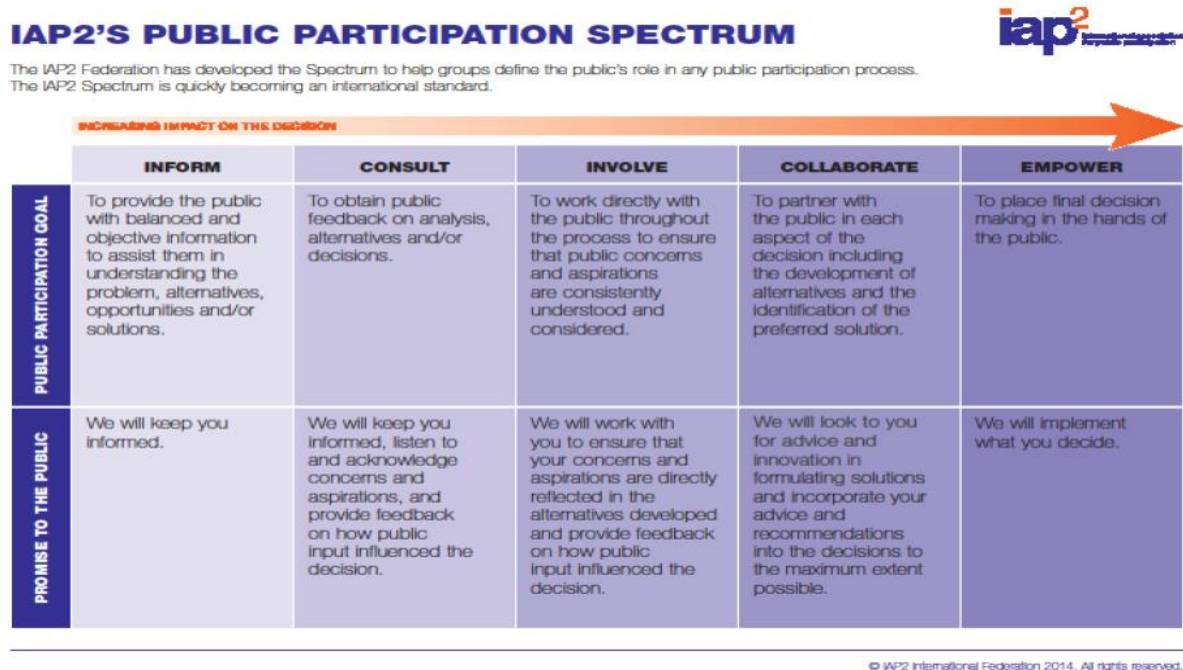


Figure 3 - IAP2 Spectrum for Public Participation

Source: International Association for Public Participation (IAP2): <http://www.iap2.org.au/>

Given the nature of the proposal, the community and stakeholder consultation activities were conducted in accordance with the 'inform', 'consult' and 'involve' level of the spectrum. In line with this level of participation, the goal for engagement was to provide stakeholders with clear information on the proposal, its current status and its potential impacts, and to listen to any concerns and obtain feedback for consideration in the development, design and progression of the Project, the Draft EIS and the revised EIS.

To achieve this goal, the following principles were established to guide the consultation program:

- Involving stakeholders shows respect for them. It recognises them as recipients and 'hosts' of the Project and allows them to have some ownership of the Project outcome
- Using engagement techniques that effectively and meaningfully engage all stakeholders
- Ensuring that all stakeholders have easy access to information about the Project
- Demonstrating that concerns and aspirations raised by the community and other stakeholders have been considered during the Project development, and
- Ensuring that all information is provided in plain English.

2. Stakeholder and community consultation

2.1 Scoping document

The Planning and Land authority (the Authority) within the EPSDD received the application under section 212(1) of the PD Act 2007 for Scoping of an EIS for the Project. Pursuant to section 212(2) of the PD Act, the Authority:

- a) Identified the matters that are to be addressed by an EIS in the relation to the development proposal; and
- b) Prepared a written notice (Scoping Document) of the matters

The Scoping Document identifies the consultation requirements for the Project:

9. Community and stakeholder consultation

The intention of the consultation in this scoping document is to ensure significant proposals include meaningful engagement with the community in the early stages of the project and provide clear expectations and an understanding of the actual development proposed. Consultation also provides an opportunity for the community to contribute in the design of the proposal and to resolve any major concerns early in the planning stages.

9.1. Consultation must be undertaken with:

- Lease holders and land managers of land potentially impacted by the proposal;
- Any recreational groups which may be affected by the proposal;
- Any volunteer conservation, landscape management or land care groups active in the area to be affected by the proposal;
- The local community, community groups, businesses owners and employees.

9.2. Consultation methods and documentation requirements:

- A variety of communication methods must be used to ensure all stakeholders are engaged appropriately, such as face to face, email/letters, community meetings and information sessions, digital/online tools and website notifications.
- A plain English statement explaining the proposal and conceptual drawings must be made available to the community and stakeholders during consultation.
- Consultation must occur as early as possible and avoid, or make allowances for public holidays, school holidays and the summer holiday (Christmas) shutdown period. The level of engagement must be comparable with the size, location and nature of the development and potential impact on the wider community.

9.3. Provide a consultation report that includes:

- A description of the methodology and criteria for identifying stakeholders and how they were identified. Details and plans must be provided showing potential impacts on the local and wider community to justify how stakeholders were identified.
- An outline of the communication methods used.
- A copy of the information provided during the community consultation process.
- A summary of the responses and the main comments raised. Evidence must be provided demonstrating that consultation has been undertaken with each relevant group/person.
- A description on how concerns have been considered and addressed. It must be identified where changes have been made to the proposal to account for community comments.

9.4. Consideration of public representations from Draft EIS notification.

The revised EIS must include a consultation report outlining the representations received, issues raised in the representations and a response to the issues and values identified. The summary response must clearly identify the representation(s) to which the responses relate

2.2 Pre EIS consultation

Initial consultation has been undertaken by TCCS throughout (PSP) Design Stage (January to November 2020) with relevant stakeholders and government agencies to inform the development of the proposal. Large open forum type community consultation did not occur due to the COVID restrictions and because there had not been confirmation of the construction funding. The consultation that occurred was also conducted to gain signature endorsing lodgement for EIS scoping processes.

2.2.1 Stakeholder identification

Early consultation with key stakeholders and ACT Government authorities and agencies has occurred since 2018, commencing with consultation on the Project Feasibility Study.

Throughout the period prior to exhibition of the Draft EIS a range of consultation sessions occurred with ACT Government authorities, agencies, and community groups. Briefings and discussions were held with a number of government entities and other stakeholders including the following:

Table 1 - Stakeholder Identification Summary

Stakeholder	Name
ACT Government PCS	TCCS (Various) EPSDD (Various) Conservator of Flora & Fauna ACT Heritage, EPSDD Shared Services ICT TCCS ITS & Signals Suburban Land Agency (Various)
Commonwealth Government	Dept of Agriculture, Water and the Environment
Utility Authorities	Icon Water Jemena Telstra Evo Energy iiNet / TPG NBN Optus
Landholders / Land Custodians	Suburban Land Agency (SLA) Parks and Conservation Service (PCS)
Local community and specialist groups	Bicentennial National Trail (BNT) ACT Equestrian Association Pedal Power

These meetings and consultation sessions raised a range of different issues which were identified and incorporated into the ongoing development of the Project throughout the design process.

TCCS also undertook regular contact with utility providers and established forums to encourage consultation.

2.3 Draft EIS approach

The Draft EIS in Section 6 outlined how the consultation would be undertaken.

Section 6.4 of the Draft EIS stated:

It would be envisaged that further stakeholder consultation would occur throughout the Detailed Design phase, including:

- **Dedicated Project website** – provide information about the proposal, project timing, purpose and the works to be undertaken and those carried out to date. The website will also provide project and traffic information during construction. TCCS currently have an information webpage on the project which can be found at <https://www.cityservices.act.gov.au/Infrastructure-Projects/woden-weston-creek-and-molonglo/william-hovell-duplication>
- **Social Media** – the TCCS Directorate will provide project updates using social media platforms, particularly during construction and any matters that may affect the traveling public.
- **Stakeholder consultation** - Stakeholders such as the Belconnen, Weston and Molonglo Community Councils will be targeted via drop-in sessions and presentations to the Community Councils. These will

allow the opportunity to provide direct feedback on the proposal as well as ask and answer any questions raised.

2.4 Draft EIS consultation

A Draft EIS and DA were lodged for the Project. The application number for the Draft EIS is EIS202000014 and the DA is DA202138722. The public consultation period for the concurrent application was 35 working days, commencing on 5 July 2021. The public consultation period was extended and closed on 30 September 2021. Within this period, the public could view the Draft EIS and provide written comments (a submission) on the proposal.

Additional community consultation on this project was undertaken from 8 November to 19 December 2021. Face to face stakeholder and community meetings occurred and feedback on the Project was encouraged via the ACT Government 'Your Say Conversation' online portal. The YourSay Conversations feedback portal closed at 11.59 pm Sunday 19 December 2021.

2.4.1 Public display

During the exhibition period the EIS was made available on the EPSDD website and was available for inspection upon request through Access Canberra Land, Planning and Building Services Shopfront at 8 Darling Street, Mitchell ACT 2911.

2.4.2 Community information drop-in sessions

During the YourSay feedback period, a series of community information drop-in sessions were held to allow the community to clarify the information presented in the EIS, as well as discuss other aspects of the Project with members of the project team. The information sessions provided information and graphic displays about the Draft EIS and also included other communication materials related to the project.

The community information drop-in sessions were held at the following times and locations:

- Belconnen Community Council, Tuesday 19 October 2021 (the PowerPoint presentation is available on the YourSay website, <https://yoursayconversations.act.gov.au/WHDDupgrade>)
- Kippax Fair, Saturday 27 November (for the wider community)
- Open space behind Hawker, Monday 29 November 2021 (for Hawker residents)
- Belconnen Community Council, Tuesday 14 December 2021 (presentation via Zoom).

The sessions were attended by various members of the TCCS Project team.

2.4.3 Project email and website

Email

The TCCS community engagement email has been available and maintained during project development to assist the community to provide their thoughts and comments on the project, to make enquiries and to discuss details of the proposal.

Project Website

The dedicated project website is:

<https://www.cityservices.act.gov.au/Infrastructure-Projects/woden-weston-creek-and-molonglo/william-hovell-duplication>

The consultation approach in relation to the website was discussed at section 2.3. In addition to the website providing information about the proposal, project timing, purpose and the works to be undertaken, the website has provided updates throughout the Draft EIS and revision periods.

The website contains maps, images and a video of the Project.

The website information includes:

- Project Description
- Key features
- Project background
- Noise studies
- Shared Path
- Environmental considerations
- Development approvals process, and
- A current update section.

YourSay Website

An additional website to the dedicated project website, specifically enabling community and stakeholder feedback is:

<https://yoursayconversations.act.gov.au/WHDDupgrade>

The 'YourSay' website contains project information, design details, a Project video, timeline, frequently asked questions, and a document library. It also has a 'follow' button, where interested parties can nominate to receive email updates on the Project. Importantly, during the consultation periods outlined in section 2.4, the 'YourSay' website enabled stakeholder, community members and any other interested parties to submit feedback via the online feedback portal. More recently, and in response to the trends becoming established from submissions, the 'YourSay' website has been updated to include a short 3 question survey in relation to the green space area next to Hawker and its usage.

The document library contains drawings, designs and plans including, but not limited to:

- William Hovell Drive Upgrade - design drawing
- Missing Link between Coulter Drive and Bindubi Street - design drawing
- William Hovell Drive Upgrade - design plan
- Missing link between Coulter Drive and Bindubi Street - design plan
- William Hovell Drive Upgrade between Drake-Brockman Drive and John Gorton Drive - design plan
- Point where the shared path crosses over William Hovell Drive - design plan
- Point where the shared path moves through the green space - design plan

The document library has been updated as further consultation develops and designs are updated.

The Frequently Asked Questions link on the 'YourSay' website contains information including, but not limited to:

- Active Travel
- Environment
- Noise
- Roads and Public Transport

- Construction

There are twenty-one questions and answers that go into depth about the Project design, approvals process, environmental and other studies, that occurred whilst drafting the revised EIS and the proposed construction timeframe. In addition, the Frequently Asked Questions section has been monitored and updated regularly in response to the submissions received and ongoing stakeholder and community consultation.

Department Website

[William Hovell Drive Duplication - Environment, Planning and Sustainable Development Directorate - Planning \(act.gov.au\)](#)

The Department Website detailed ways in which community members and stakeholders could make submissions on the Draft EIS during the exhibition period, including:

- Electronically using the [Public Submission Smartform](#)
- Email to ACEPDCustomerServices@act.gov.au
- Mail to Environment, Planning and Sustainable Development Directorate Customer Service, GPO Box 158, Canberra ACT 2601
- Hand to the Environment, Planning and Sustainable Development Directorate's Customer Service Centre at 480 Northbourne Avenue, Dickson

2.4.4 Information distribution

Letterbox drops

A targeted information letter was sent to Hawker residents closest to the Project, including an invitation to attend an onsite meeting on 29 November, 2021. Approximately 1500 letters were sent to all residential properties in Hawker.

Approximately 500 general information letters were sent to residences in Higgins and Scullin.

Emails

Targeted emails were sent out to identified stakeholders and community members on the day that the YourSay consultation period commenced, notifying them of the website and process for providing feedback. Figure 4 shows the email that were sent.

The following is a list of stakeholders and community members that were contacted:

Belconnen specific stakeholders

Aranda Residents' Group - arandaresidentsgroup@gmail.com;
 Belconnen Community Council - hello@belcouncil.org.au;
 Capital Region Community Services - (formerly Belconnen Community Service) contact@crccs.com.au;
 Charnwood Neighbourhood Watch - president@nhwact.com.au;
 Uniting Care Kippax - info@kippax.org.au;
 Florey Neighbourhood Watch - Florey@NHWACT.com.au;
 Florey Residents' Group - Floreyresidentsassociation@gmail.com;
 Giralang Residents' Action Group - Giralang.residents.action.group@gmail.com;
 Macgregor and Holt Neighbourhood Watch - macgregor-holt@nhwact.com.au;
 Melba and Spence Neighbourhood Watch - melbaspence@nhwact.com.au;
 Scullin Community Group - scullincommunitygroup@gmail.com;
 SPARK - enquiries@ginninderry.com;

Woden/Weston Creek/Molonglo stakeholders

Coombs and Wright Neighbourhood Watch - coombs@nhwact.com.au;
 SLA Mingle - Mingle@act.gov.au;
 Weston Creek Community Council - info@westoncreek.org.au;
 Woden Community Service - info@wcs.org.au;
 Woden Valley Community Council - info@wvcc.org.au;
 Molonglo Valley Community Forum - info@mvcommunityforum.org.au

General stakeholders

ATSIEB - atsieb@act.gov.au;
Conservation Council - info@conservationcouncil.org.au;
Gungahlin Community Council - president@gcc.asn.au;
Inner South Community Council - info@isccc.org.au;
North Canberra Community Council - secretary@northcanberra.org.au;
Tuggeranong Community Council - info@tuggeranong.org.au;

Roads and active travel stakeholders

ACT Equestrian Association - cflawrence@home.com.au;
ACTVETS Cycling Club - ianmcvay@grapevine.com.au;
AusCycling - neil.skipper@auscycling.org.au;
Austroads Gallan - gallan@austroads.com.au;
Canberra Cycling Club John Warren - john.warren@bigpond.com.au;
Living Streets Canberra - livingstreetscanberra@gmail.com;
Pedal Power 1 - executiveofficer@pedalpower.org.au;
Pedal Power 2 - communications@pedalpower.org.au;
Public Transport Association of Canberra - chair@ptcbr.org;

Environmental stakeholders

ACT Landcare - admin@landcareact.org.au;
ACT Urban Woodland Rescue - acturbanwoodlandrescue@gmail.com;
Birdscaping CBR - palethorpe1@gmail.com;
Canberra Environment Centre - info@canberraenvironment.org;
Friends of ACT Trees - scholto@inet.net.au;
Ginninderra Catchment Group - landcare@ginninderralandcare.org.au;
Southern ACT Catchment Group - info@sactcg.org.au;
Friends of Grasslands - info@fog.org.au;
Friends of Pinnacle Nature Reserve - fotpin@fotpin.org.au; convenor@fotpin.org.au;
Friends of Mount Painter - friends.of.mount.painter@gmail.com;
Friends of Hawker Village - secretary@friendsofhawkervillage.com;

Community members

TCCS sent targeted emails to members of the community that had sent in submissions or emails prior to the 8th November 2021. Due to privacy reasons the full name of email recipients cannot be spelled out in full.

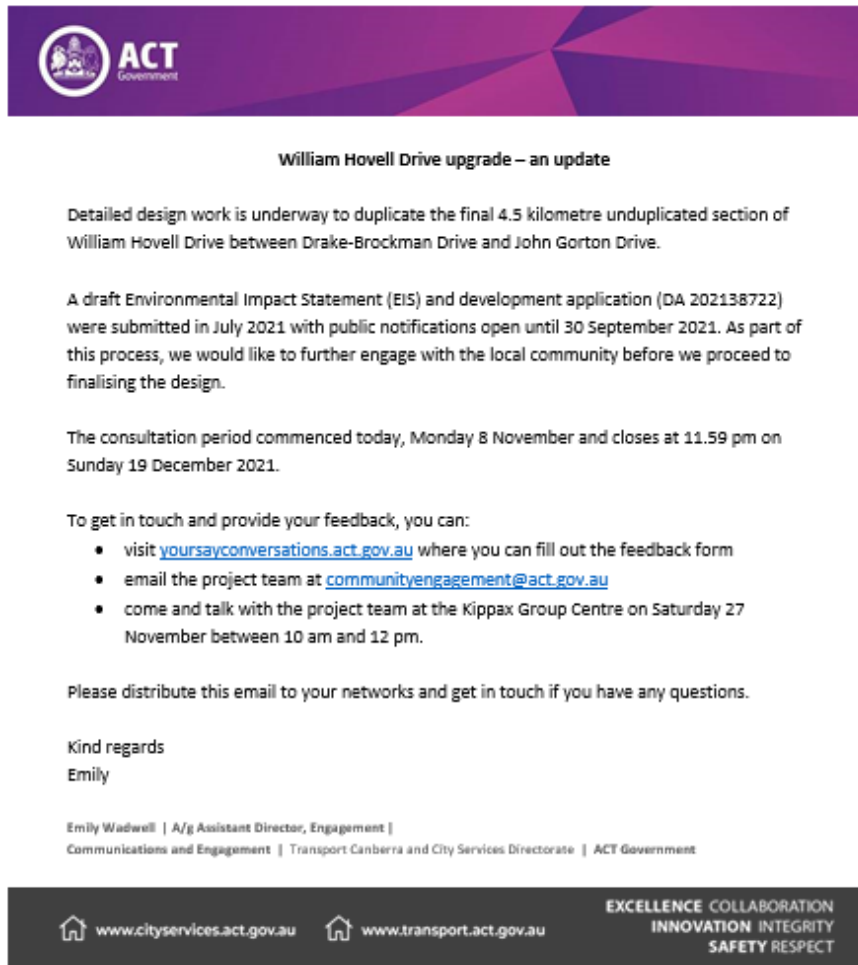


Figure 4 - Copy of email that was sent to targeted stakeholders and community members

2.4.5 Targeted consultation

Targeted consultation occurred after submissions started to evidence trends in the issues and concerns from impacted stakeholders.

Noise

Many of the Hawker residents voiced concerns that the Project had not addressed noise impacts adequately, as the noise monitoring was conducted during a quieter traffic period that coincided with COVID 19 lockdowns and a long weekend. TCCS responded to residents' concerns and organised a peer review of the original Road Traffic Noise Assessment (Appendix F of the Draft EIS) to confirm its adequacy. The peer review of the Noise and Vibration Assessment was undertaken by WSP Australia – a worldwide professional engineering consultancy service.

The noise model produced by SLR (noise consultant) established existing noise levels (2020), target noise levels in accordance with the *Roads ACT Noise Management Guidelines* (TCCS, 2018) and predicted maximum noise levels for the Project during a 2031 design scenario.

The study undertook noise monitoring during the 2020 COVID-19 pandemic. However, the actual traffic volumes did not modify the outcome of the assessment. The purpose of undertaking noise monitoring is to establish the model which then uses traffic volume data that has been collected by TCCS over previous years and predicted future traffic volumes. This unattended noise monitoring was undertaken at two locations from Friday 24 April to Tuesday 5 May 2020. While these locations are not adjacent to the residential areas, they are adjacent to the road and are used to setup the modelling.

The noise monitoring data was then put into a computer generated 3D noise model of the current road alignment and surrounds. While traffic volumes were lower than normally experienced, the actual traffic volumes used for the purpose of model calibration are not relevant to the outcome of the Study. The purpose of the 3D noise model is to 'calibrate' the project model and to understand how noise travels in the area.

As explained in Section 5.5 in the revised EIS, the Calculation of Road Traffic Noise 1988 (CoRTN) methodology was utilised to calculate existing road traffic noise at the noise monitoring locations and to predict future road traffic noise levels on land adjacent to the upgraded WHD alignment. This calibrated noise model was then used to establish project noise criteria at all nearby receptors based on "normal" 2020 traffic volumes, and then modified with the proposed upgraded alignment to determine what the road noise levels would be in 2031 under full traffic volumes for that year. As a result, the noise levels in the study represent noise generated by existing traffic volumes on a normal weekday, and the assumed traffic volumes for 2031.

This noise model was validated and verified for use in the assessment. This methodology was confirmed with TCCS – Infrastructure Planning as acceptable.

A number of noise mitigation measures are proposed to reduce traffic noise experienced at residences (refer to Section 5.5 in the revised EIS).

Shared path

Feedback during the Draft EIS and DA phases, indicated there were concerns from the local community about the alignment of the shared path adjacent to the residential properties at Hawker. The main issues related to the way in which the proposed shared path interacted with the dog-off leash recreation area, the close proximity of the path to the residential properties and associated noise, safety and amenity impacts and proposed vegetation removal.

As a result, TCCS organised targeted information sessions including a community drop in information session at the impacted green space behind Hawker (dog off leash area) on Monday 29 November 2021.

Following community consultation, a revised alignment of the shared user path has been developed to relocate the path (between Drake Brockman Drive and the underpass near the Old Weetangera Cemetery) to the western side of WHD. This alignment is discussed more in Section 4 and will be available for review with the revised EIS.

Biodiversity

There were many comments on the Draft EIS relating to biodiversity loss and offset strategies. TCCS has held numerous meetings with the Offsets Working Group at EPSDD, to clarify many of the concerns raised. Consultation with the Office of the Conservator for Flora and Fauna has been ongoing and consistent throughout the Project.

Community concerns were also raised regarding the spread of weeds (especially African Lovegrass) within the locality, habitat loss, loss of mature Eucalypts, the need to offset BGW, and replanting.

The main issues and responses are discussed in further detail in Section 3 and Section 4.

2.5 Legislative requirements

Under section 220 (2) of the PD Act, the planning and land authority must—

- (a) make a copy of the representation available on the authority website
- (b) give a copy of the representation to the proponent of the development proposal as soon as practicable after the public consultation period for the draft EIS ends.

TCCS understands that any matters raised in submissions made during the public consultation period must be addressed in the revised EIS for consideration by the Authority. Submissions received after public consultation closes may be provided by authority to TCCS for their consideration. Section 3 has summarised the submissions received and TCCS responses. Appendix A documents all submissions received during the Draft EIS exhibition period and TCCS responses.

3. Issues raised/responses

3.1 Pre EIS issues

During initial consultation, some meetings, and issues raised, by the stakeholders and community included:

ACT Government

- MS Teams and in-person discussions and meetings with the EPSDD, Conservator Liaison Officer and ACT Government Ecologists to discuss strategies for the minimisation of the project footprint, specifically around areas of potential connectivity between nature reserves on both sides of the road.
- MS-Teams and in-persons discussions with ACT Parks and Conservation Service regarding vehicular access into The Pinnacle and Kama Nature Reserves.
- MS Teams meetings with the Suburban Land Agency regarding the urban interface with the new suburb of Whitlam.

ACT Residents and Community Groups

- Telephone conversations with interested Hawker residents to provide general project information (via Access Canberra).
- Telephone and email discussions with The Uniting Church in Australia (ACT Synod) regarding the access and parking requirements for the Old Weetangera Cemetery.
- An in-person meeting, email and telephone discussions with ACT Equestrian Association with regard to the interface with the Bicentennial National Trail (BNT).
- Email communication with ACT Pedal Power to provide project details and request their feedback.

All concerns were either addressed or raised with the project manager for further discussion. Insight was gained into matters that concerned or interested stakeholders and this insight informed future consultation throughout the course of the Project.

Section 6.5 of the Draft EIS provided a table that outlined the issues raised in consultation.

3.2 Submissions summary

The following tables provide an insight into the number of times certain issues were mentioned by community members (Table 2) and agencies (Table 3) in the submissions received during the Draft EIS exhibition period.

The full submissions response table is located at Appendix A of this Report.

Table 2 - Summary of Issues - Draft EIS Public/Community Groups

Issue	Subcategories	Approximate mentions	Total
Traffic	Noise	6	14
	Congestion	3	
	Safety	5	
Shared Path	Biodiversity	3	8
	Project Design	5	
Public Domain	Recreation	3	4
	Public Access	1	
Biodiversity	Re-Vegetation	4	15
	Weed Control	4	
	Offsets/Mitigation	3	
	Other Impacts	3	
Consultation		5	5
Wording of EIS		1	1

Table 3 - Summary of Issues - Draft EIS - Agencies

Issue	Subcategories	Approximate mentions	Total
Traffic	Noise	3	6
	Congestion	1	
	Safety	2	
Biodiversity	Re-Vegetation	3	35
	Weed Control	1	
	Mitigation/Offsets	8	
	Corridors	6	
	Other Impacts	5	
	Connectivity	12	
	Wording of EIS		
Aboriginal Heritage		5	5
European Heritage		5	5
Project Design		3	5
Water	Water Quality	4	5
	Groundwater	1	
Contamination		6	6
Climate Change		6	6

3.3 YourSay summary

Feedback from the YourSay feedback portal was received primarily from local residents and those who regularly use the recreational corridors alongside WHD (the green space in Hawker as well as the two nature reserves).

TCCS received submissions from key stakeholders including the Belconnen Community Council, Conservation Council ACT and the ACT Equestrian Association.

TCCS received 50 completed feedback forms. 54% of those who filled out the feedback form told TCCS they use the green space located between the back of Hawker and WHD. Of those who use it, 80% are there for exercise/informal sport with 32% making use of the off-leash dog area.

The majority of respondents were in the 35-54 age group (50%).

In addition to the feedback forms, TCCS received 15 emails and spoke to around 60 people at the pop-up sessions.

3.4 Community submissions/YourSay feedback

The following table provides a summary of community submissions and feedback received during the Draft EIS exhibition period and the YourSay consultation period, along with TCCS responses.

Note: The comments/issues raised section has been summarised and paraphrased. The full submissions response table is located at Appendix A of this Report. The YourSay 'What we heard' report contains a more detailed summary of the YourSay feedback and it attached at Appendix B.

Table 4 - Summary of Community Issues and Responses

Comment/Issues Raised	TCCS Response
Shared Path	
<ul style="list-style-type: none"> Alignment 	
The majority of feedback from the community was in relation to the proposed location of the shared path. There was support for moving the path further away from the dog off-leash area and Hawker residences.	Following community consultation, a revised alignment of the shared user path has been developed to relocate the path (between Drake-Brockman Drive and the underpass near the Old Weetangera Cemetery) to the western side of William Hovell Drive. This alignment will be available for review with the revised Draft EIS. This will not impact on the shared dog off-leash area.
The shared path should be further from the road.	<p>The cycle path is generally located outside the clear zone required for the speed zone nominated on WHD; however, if it is within this distance, it is protected by a roadside safety barrier, that is approved and rated to protect from vehicles collisions.</p> <p>The alignment of the shared path was optimised to make the path as safe as possible, whilst minimising environmental impact. By pushing the shared path further away from the road in numerous places, required extensive cut batters that would then impact additional vegetation (including the nature reserves) as well as crossing property boundaries.</p> <p>The shared path designed is designed to be safe and in accordance with Australian Standards and Road Design Guidelines. If the shared path is close to the road, it is separated by road safety barriers.</p>
<ul style="list-style-type: none"> Bicentennial National Trail (BNT) 	
ACT Equestrian Association expressed concern about the Bicentennial National Trail being disrupted by the shared path location.	In order to deconflict the BNT with the shared user path, TCCS has commenced the process of relocating the BNT through the adjacent rural property to minimise interaction on the shared user path between equestrians and other users. The short section interaction on the shared zone, through the underpass, will be regulated with appropriate signage.
The ACT Equestrian Association strongly objects to the shared path being routed through the Lands End underpass.	Mitigation measures are being incorporated into the Project to make the alignment safe for horse riders, horses, cyclists and pedestrians. Advisory signage will be installed to address these issues.
ACT Equestrian Association and the local BNT Section Coordinator expressed strong concern about the lack of consideration given to the safety of horse riders, and even walkers, having to share the underpass and its approaches with fast moving bicycles.	Fencing adjacent to the path on the eastern approach to the underpass will be removed, as will some vegetation to improve sight lines into the underpass. Signage will be installed to instruct both horse riders and cyclists to dismount before crossing through the underpass. Signage will also be installed to instruct pedestrians or cyclists to remain outside the underpass if it is already occupied by a horse. Safety mirrors will be installed at the bends in the path.
ACTEA requests that the shared path be moved in its entirety to the eastern verge of William Hovell Drive.	Due to the various constraints from different parts of the project, having the Shared Path on the western side of WHD in this location is deemed the most appropriate solution.
<ul style="list-style-type: none"> Tree removal/impacts 	
The shared path should not impact the mature native trees that provide amenity for humans and habit/food for native species.	The alignment of the shared path is such as to minimise impact on roadside vegetation, particularly mature and significant trees. The relocation to the western side of WHD adjacent to Hawker will further minimise impact.

Concern about the shared path design requiring tree removal.	Following community consultation, a revised alignment of the shared user path has been developed to relocate the path (between DBD and the underpass near the Old Weetangera Cemetery) to the western side of WHD. This alignment means that fewer mature trees will need to be removed in the area between the underpass near the Old Weetangera Cemetery and DBD. There will be some tree removal required, however replacement planting will occur.
<ul style="list-style-type: none"> Width of Path/Design 	
Comments wanting to keep it as flat as possible without steep rises so younger and older can ride it easily	The shared path has been designed in accordance with appropriate standards and guidelines. Steeper areas have landing areas included as required.
Please make it wide enough for people to comfortably pass each other	The nominated three-metre wide shared path is in accordance with the ACT Design Standards, and also in accordance with the Austroads technical guidelines (the peak organisation of Australasian road and transport agencies).
<ul style="list-style-type: none"> Drainage 	
Pay attention to drainage. Too often paths are built and then when it rains, it becomes a floodway or water flows across it, which makes it hazardous and prone to damage.	The design includes allowance for shared paths. The Shared path has a constant crossfall, with a small drain at the edge to catch the water and direct it to a stormwater drainage system.
Once the shared path moves below the grade of the widened road, drainage becomes critical to maintaining traction, especially as this path will allow clear runs at decent speed.	All drainage requirements, including sediment control will be in place for the shared path construction. This will include the underground drainage of any flow paths of drainage lines.
Traffic	
<ul style="list-style-type: none"> Signalisation of the DBD intersection 	
The need to signalise the intersection of DBD was queried with some respondents believing it to be unnecessary with the potential to negatively impact traffic flow.	The assessment of traffic at the WHD/DBD intersection has included both roundabout options (current size and an increased / upgraded roundabout) as well as signals. Due to the increase in traffic by 2031, the existing roundabout layout will cause excessive delays, particularly in the morning peak. A larger roundabout with 2 x continuous lanes and exit/turn lanes was considered for the 2031 traffic scenario, as was signals. Both of these options provide acceptable wait times for vehicles; however, the roundabout has a significantly larger construction footprint and environmental impact. Additionally, the continuous flow of a roundabout provides a deterrence for active travel as it is difficult for pedestrians and cyclists to find a gap in traffic. The signals were chosen as they meet the design criteria, minimise the environmental impact and promote safe, active travel.
<ul style="list-style-type: none"> Congestion 	
Concerns that the road duplication would increase traffic volumes and congestion in the local area and on the wider Canberra Road network.	<p>One of the Project objectives is to address existing traffic congestion within this section of WHD, being the only unduplicated portion. It will also support future residential development in the Molonglo Valley and West Belconnen. This is achieved by the additional capacity of the duplicated road.</p> <p>The Project will not generate any traffic, according to traditional traffic generation methodologies. However, the upgrade will result in a redistribution of traffic across the Canberra road network and may also lead to a small increase in traffic volumes due to the relatively lower congestion and easier road travel. This increase on traffic</p>

	should be accompanied by a reduction in traffic volumes across other arterial and lower order roads in Belconnen.
Noise	
<ul style="list-style-type: none"> Traffic Noise 	
Local residents were interested in noise mitigation and the noise monitoring undertaken to date with a desire to see noise monitoring undertaken during a period more reflective of 'normal' traffic conditions.	<p>A Noise and Vibration Assessment (the Study) was undertaken as part of the Draft EIS process. The Study was undertaken using current ACT guidelines and specifications by a specialist contracting firm. The contractor is fully accredited and experienced in working in the ACT. The Study undertook noise monitoring using traffic volumes taken during the project as well as historical data from the surrounding road network. This provided a base for normal 2020 traffic noise and then was used to model what the road noise levels would be in 2031 under full traffic volumes. Any future noise levels above the required standard were identified and noise mitigation measures are proposed to lower these to an acceptable level.</p> <p>Submissions have prompted a peer review assessment of the Road Traffic Noise Assessment, which has been undertaken by WSP Australia Pty Ltd (WSP). This includes a noise logger at the back of the Hawker houses. The new Noise and Vibration Assessment will be compared against the original and may inform design updates or amendments.</p>
Residents concerned about noise levels, in particular close to the Hawker residential area.	As per ACT Noise Management Guidelines, road construction projects need to provide mitigation where the noise impact is above certain criteria and thresholds. For the WHD Project, the required mitigation is likely to be noise reducing asphalt in parts of the project.
Access to Kama Nature Reserve	
Requests for a parking area in the Kama Nature Reserve	<p>With WHD to be duplicated, public access directly off this arterial road to the Kama Nature Reserve is not considered a safe option.</p> <p>Public access directly off this arterial road to the Kama and Pinnacle Nature Reserves was not considered to be a safe option, as the William Hovell Drive road corridor will gradually hold increasing volumes of traffic under a 2031 design scenario. It is understood that Parks and Conservation will work with TCCS to ensure a new Whitlam access point into the Kama Nature Reserve is provided for the future.</p>
Concern regarding the removal of public access to the unsealed and informal carpark on the eastern side of WHD with no current alternate access to the Kama Nature Reserve.	<p>With WHD to be duplicated to carry more traffic, public access directly off this arterial road to the Pinnacle Nature Reserve is not considered a safe option.</p> <p>Public access directly off this arterial road to the Kama and Pinnacle Nature Reserves was not considered to be a safe option, as the William Hovell Drive road corridor will gradually hold increasing volumes of traffic under a 2031 design scenario. It is understood that Parks and Conservation will work with TCCS to ensure a new Whitlam access point into the Kama Nature Reserve is provided for the future.</p>
Biodiversity	
<ul style="list-style-type: none"> Wildlife corridors 	
A number of pieces of feedback referenced the importance of wildlife corridors so wildlife could move freely and safely between the two nature reserves.	<p>Liaison with the Office of the Conservator for Flora and Fauna has identified measures to reduce impacts on the wildlife corridor between the two nature reserves.</p> <p>A range of measures have been proposed and include: keeping the overall road width as narrow as possible between the two nature</p>

	reserves, including a number of fauna crossings for arboreal and avifauna, have the road batters designed to allow kangaroos and wallabies to escape the roadway and back into the nature reserves, having fencing directing wildlife to the underpass, have culverts designed to be used by turtles and other wildlife.
<ul style="list-style-type: none"> Tree planting 	
New trees should be a variety of local and endemic native trees with a focus on wildlife and pollinators.	There is a landscaping plan detailed for this project, especially in areas where there is minimal vegetation currently. Proposed trees are native, and are either Casuarina Cunninghamiana, or one of 6 x different species of Eucalyptus.
<ul style="list-style-type: none"> Biodiversity loss 	
There was strong support for ensuring the alignment of the road and the shared path minimised impact to and loss of trees and native vegetation	The road alignment and widening has been designed to have the least impact on adjacent trees, particularly mature and significant trees that provide fauna shelter and habitat. The alignment of the shared path has also been adjusted to minimise the impact on vegetation, particularly mature trees, where possible.
Concerns about construction impacts to Kama and the Pinnacle nature reserves and their flora and fauna.	<p>Protection of the two nature reserves during construction and minimising any ongoing impacts was identified early as a key priority of the project.</p> <p>The project team has had meetings with the Office of the Conservator for Flora and Fauna and EPSDD environmental officers to incorporate design measures to maintain the wildlife corridor.</p> <p>Prior to construction a Construction Environment Management Plan will be required and be approved by the Environment Protection Authority and other Government environmental agencies.</p> <p>Protection measures for the two nature reserves will include the erection of man proof fencing, treatment of drainage lines with sediment control, installation of sediment basins and a strict 'No Entry' during construction. Any other requirements from the EPA and other Government agencies will also be implemented.</p>
<ul style="list-style-type: none"> Offsets 	
Various comments questioning the offset strategy, asking further detail on amount of vegetation removal, and whether it offsets were confirmed.	The amount of vegetation which will be impacted has been mapped and categorised. Generally, for native species, there will be an impact to 6.5 hectares of Grassy Woodland and 4.5 hectares of planted natives. The project will also remove nine hectares of exotic grasslands. Full details of this are available in the Biodiversity Impact Report. The development of a biodiversity offset strategy is being undertaken in parallel to the completion of the EIS.
Consultation	
Concerns of inadequate consultation with the local community	<p>The Draft EIS at section 6.2 identified the specific stakeholder groups relevant to the project for consultation purposes.</p> <p>The Draft EIS at section 6.3 outlined the consultation that had been undertaken in the initial stages of the project, being the scoping work and design, as it developed and in respect of specific matters.</p> <p>The concurrent public exhibition of the Draft EIS and associated DA provides the community and stakeholders an opportunity to consider the project in its entirety and provide submissions.</p> <p>Initial public notification of the Draft EIS and DA commenced in 5 July 2021 and closed on 30 September 2021. An additional period of</p>

	<p>community consultation was held from 8 November to 19 December 2021.</p> <p>The broader community engagement undertaken for the Draft EIS and DA exhibition included a ‘YourSay’ webpage about the project, targeted and general letters to residents of adjacent and nearby suburbs, onsite meeting with residents, popups information sessions at Kippax and Hawker, and presentation to the October Belconnen community council meeting.</p>
<p>Concerns regarding the lack of technical details and detailed drawings / plans during the YourSay engagement.</p>	<p>Technical drawings are not easily understood by the wider community. The overarching plans that were put together were intended to be read in conjunction with the written information provided. The YourSay website has links to www.planning.act.gov.au where the Draft EIS and appendices can be viewed in their entirety.</p>

3.4.1 Agency submissions/responses

The following table provides a summary of agency submissions and emails received during the EIS notification period, along with TCCS responses.

Note: The comments/issues raised section has been summarised and paraphrased. The full submissions response table is located at Appendix A of this Report.

Table 5 - Summary of Agency Issues and Responses

Comment/Issues Raised	Response
Heritage	
<ul style="list-style-type: none"> Aboriginal Places 	
<p>ACT Heritage Council - The Final EIS must consider if drainage and revegetation works, and electrical infrastructure works will cause damage to Aboriginal places PAD1, WHD1</p>	<p>The project design has been reviewed and revised so that there is no impact to existing Aboriginal places PAD1 or WHD1.</p>
<ul style="list-style-type: none"> Weetangera Cemetery 	
<p>ACT Heritage Council - The Final EIS must consider the proposed drainage and access works near the Cypress trees that are part of the Weetangera Cemetery in more detail</p>	<p>In response to ACT Heritage Council comments, the project footprint has been reviewed and design optimised so that there is a minimal amount of impact to the Tree Protection Zone (a specified area around a tree trunk to provide for the viability and stability of the tree), as detailed in Australian Standard “AS 4970-2009 Protection of trees on development sites”.</p>
<ul style="list-style-type: none"> Potential impacts to the Kama Woodland/Grassland 	
<p>ACT Heritage Council - Queried if the project would diminish the heritage significance of the Kama Woodland/Grassland, and if so the Final EIS must also describe how these impacts will be avoided, minimised and mitigated.</p>	<p>Following review from the Heritage specialist, due to the small amount of impact to the Kama Woodland, there is no significant impact or decrease in heritage values resulting from the impacts within the road reserve.</p>
Biodiversity	
<ul style="list-style-type: none"> Biodiversity corridors and movement 	

<p>Conservator of Flora and Fauna - Further discussion is required as to why a land bridge can't be implemented connecting Kama and the Pinnacle as an offset measure</p>	<p>Provision of a fauna bridge at this location is planned for consideration under a Future Feasibility Study. Further investigations must be undertaken to demonstrate the additional benefit of this structure in the context of additional land clearing being required to support it.</p> <p>In the meantime, TCCS remains committed to continuing its engagement with the Conservator regarding establishment of a direct offset for the Project as its first choice of offset (most likely west of the Kama Nature Reserve). TCCS also remains committed to the establishment of two box culvert and one rope bridge fauna crossings.</p>
<p>Conservator of Flora and Fauna - If a land bridge is not a viable option for connectivity, then two suitable culvert structures will be required to fitted out for wildlife access.</p>	<p>TCCS remains committed to providing two box culverts and a rope bridge to support a range of ground dwelling and arboreal/avifauna safely crossing the road, in addition to the installation of additional wildlife fencing to help reduce the instances of roadkill along this section of the road corridor.</p>
<ul style="list-style-type: none"> Offset management 	
<p>Conservator of Flora and Fauna - Further details are required on the proposed offset site to the west of Kama Nature Reserve, including number of hectares, specific location, management and Public Land/IUCN reserve status</p>	<p>TCCS and SMEC have met with the Conservator and agreed a pathway forward to achieving a Draft Offset Strategy and final Offset Management Plan for the Project. This is based on the first choice of offset being located to the west of Kama Nature Reserve. Offsets would cater to Box Gum Woodland, Hoary Sunray, Pink-tailed Worm-lizard, Superb Parrot and Striped Legless Lizard (recognised Matters of National Environmental Significance under the Environment Protection and Biodiversity Conservation Act 1999). A Biodiversity Offset Strategy will proceed in parallel to the EIS process.</p>
<ul style="list-style-type: none"> Light Spill 	
<p>Conservator of Flora and Fauna raised concerns about light spill into the Kama and Pinnacle nature reserves.</p>	<p>Throughout the design process, a light spill assessment has been conducted to determine the amount of light that extends into the Nature Reserves. The light spill assessment shows that minimal light above the level of full moonlight will extend into the Nature Reserves. Consultation with the ACT Conservator of Flora and Fauna has been undertaken to resolve this issue.</p>
<ul style="list-style-type: none"> Mitigation measures 	
<p>Conservator of Flora and Fauna - Numerous comments were provided on mitigation measures for environmental impacts.</p>	<p>All of the comments were addressed, and changes have been made to the revised EIS wording. Refer to Appendix A – Submissions Response Table, for each mitigation measure response.</p>
<ul style="list-style-type: none"> Risk Assessment 	
<p>Conservator of Flora and Fauna - The comments proposed that Table 4.4 'Risk assessment' in the Draft EIS required reconsideration of some elements</p>	<p>All of the comments were addressed, and changes have been made to the revised EIS wording. Refer to Appendix A – Submissions Response Table, for each response to the Risk Assessment comments/issues raised. Many of the comments have been adopted into the revised EIS wording.</p>
<p>Traffic Noise</p>	
<p>TCCS commented on the current and future modelling for noise reducing road surfaces. They suggested that consultation ought to occur between Road Maintenance/TCCS over their future resurfacing options.</p>	<p>The Draft EIS as section 5.5.4.2 identifies that operational noise management measures including the low noise road pavement surface are to be investigated. Due to the additional environmental impact from noise walls, noise reducing asphalt pavement has been included in the updated design.</p>
<p>TCCS questioned the effectiveness of open graded mixes (OGM) and their added maintenance costs. TCCS believed that noise walls are more effective in noise reduction, and recommended further analysis.</p>	<p>The Draft EIS as section 5.5.4.2 identifies that operational noise management measures including the low noise road pavement surface are to be investigated. Due to the additional environmental impact from noise walls, noise reducing asphalt pavement has been included in the updated design.</p>

Utilities	
Various comments were made by Utilities providers, and very of a general nature.	Consultation will be ongoing with utility providers as the project design is further developed to ensure impacts can be reasonably mitigated.
Water quality and stormwater management	
Conservator of Flora and Fauna and Infrastructure Projects commented on water quality protection provisions - Concerns were raised about stormwater management during the construction phase and Water Sensitive Urban Design (WSUD), in particular in relation to Deep Creek Pond.	Following the Draft EIS, drainage design has been updated and modified, with additional treatment to drainage channels. The resulting assessment of water quality meets the required WSUD targets.
Climate Change	
Climate Change Policy – comments relate to the scope requirements for an EIS to consider the emissions reduction targets of the ACT, to support your final assessment.	Emissions reduction targets have been reviewed and updated commentary included in the Revised Draft EIS.

4. Conclusion / next steps

4.1 Changes to the Project

Based on feedback from the stakeholder and community consultation to date, numerous design changes have been made to the Project and the revised EIS has been updated to address the changes made to the Project. Ongoing investigations and designs will continue to be finalised until design completion. Hence the report cannot definitively report on the 100% detailed design of the Project, as this will be developed after the revised EIS is submitted. The main issues and areas of concern, that have received attention from TCCS are discussed below.

4.1.1 Shared path

Feedback during the Draft EIS and DA phases, indicated there were concerns from the local community about the alignment of the shared path adjacent to the residential properties at Hawker. The main issues related to the way in which the proposed shared path interacted with the dog-off leash recreation area, vegetation removal and the close proximity of the path to the residential properties with associated noise, safety and amenity impacts.

As a result, TCCS held a conversation online and face to face from Monday 8 November to Sunday 19 December 2021. The online engagement was via a feedback form and live question and answer forum on YourSay. The focus of the feedback form was on the proposed alignment of the shared path due to the commentary received from the community querying its location.

This information session, along with received submissions and ongoing consultation, has informed Project design changes.

There were three new routes suggested as part of the consultation. The consensus was for a new proposed route of the shared path being on the western side of WHD between DBD and the underpass near Old Weetangera Cemetery in Hawker. The shared path will now run alongside the cemetery access road and will not impact the Old Weetangera Cemetery. To avoid conflict with the equestrian path / users, TCCS have commenced the process to realign the equestrian path. The equestrian path will have a new route to the west. The revised EIS provides for both an onroad cycle path in addition to an off-road shared user path. The shared path begins and ends at intersections.

Overall, this updated shared path alignment avoids unnecessary impacts to mature vegetation, with impacts being limited to only what is reasonably required to deliver this infrastructure. It also means the shared path can function alongside this Major Road without safety concerns.

4.1.2 Biodiversity

The approach to minimising fragmentation, improving connectivity and reducing the incidence of roadkill events that is being incorporated into the Project's design is:

- One fauna crossing (rope bridge) to assist arboreal and avifauna to safely cross the road reserve
- Two fauna crossings (box culverts) to assist ground-dwelling fauna to safely cross the road reserve. These will be designed to be used by various wildlife
- Some road batters will be laid back to allow Kangaroos and Wallabies to escape the roadway and back into the Nature Reserves. However, exclusion fencing (1.8 m tall chainmesh fence with floppy top feature) will be included on each side of WHD in the vicinity of the Nature Reserves, extending at least 200m past the fauna crossings. This will assist in reducing the risks to native and non-native fauna from being injured or killed by road traffic. It will also improve the safety of road users by decreasing the risks of vehicle collision with large fauna species. The effectiveness of this exclusion fencing will be monitored during the operational stage of the Project.

TCCS and SMEC have met with the Conservator and agreed a pathway forward to achieving a Draft Offset Strategy and final Offset Management Plan for the Project. Whilst it will be advantageous to nominate the offset area close to the Project, this is not an absolute requirement. Therefore, the first choice of offset location is to the west of the Kama Nature Reserve. This area holds additional advantages, as it includes further connectivity along the Molonglo River, both further into the ACT and north-west towards the NSW border. A Biodiversity Offset Strategy will be progressed in parallel with the Revised Draft EIS.

4.1.3 Noise

In addition to the updated SLR Road Traffic Noise Assessment (refer to Appendix F), SLR's original 2020 assessment was also peer reviewed by WSP under a separate engagement from the ACT Government. WSP's Peer Review methodology included the following:

- Undertaking unattended noise monitoring between 8 and 23 February 2022 to quantify the existing road traffic noise levels and support the validation of the developed road traffic noise prediction model. This noise monitoring was carried out in accordance with Australian Standard AS 1055:2018 Acoustics, Description and Measurement of Environmental Noise (Standards Australia, 2018) and Australian Standard AS 2702:1984 Acoustics – Methods for the Measurement of Road Traffic Noise (Standards Australia, 1984). The locations monitored were:
 - 13 Florina Place, Hawker
 - 16 Mainoru Place, Hawker
 - Whitlam Development
- Noise loggers were installed with microphone height at 1.5 metres and for the two properties in Hawker, at a distance of 1 metre from the most exposed building façade, between 8-23 February 2022
- A road traffic noise prediction model was thereafter created using the SoundPLAN software package (version 8.2) implementing the Calculation of Road Traffic Noise (CoRTN, UK Department of Transport, 1988) method. This model was used by WSP in their Peer Review to predict road traffic noise generated by the assessed roads within the study area for the following scenarios:
 - Year 2022, measurement year, for current road traffic noise prediction and model validation. (supported by noise monitoring and concurrent traffic classification counts at three locations in February 2022)
 - Year 2031, 'built' scenario referring to assessment scenario when the project is constructed and operational, for predicted horizon noise levels to be used for mitigation specification
 - Year 2031, 'no built' scenario referring to the assessment year without the project but with the existing roads only.

Whilst there are some minor differences, in part due to the time difference in noise and traffic readings used, the findings between the WSP Peer Review commissioned by TCCS and the SLR Road Traffic Noise Assessment (refer to Appendix F of the EIS) are generally consistent, despite no additional noise monitoring being undertaken as part of the

updated SLR Road Traffic Noise Assessment (refer to Appendix F of the EIS). That is, both the SLR and the WSP assessments found there to be 10 properties adjacent to WHD (from the DBD roundabout to approximately 750m south of this roundabout), which have predicted noise levels in 2031 up to 4dB higher than the criteria/target threshold.

Furthermore, both SLR and WSP assessments are consistent in that the inclusion of a noise reducing pavement (such as Open Graded Asphalt) in this area will reduced the predicted 2031 noise levels to within the criteria/target threshold.

As such, open Graded Asphalt will be included in this portion of the WHDD Upgrade to reduce the predicted 2031 noise levels to within the criteria / target threshold.

4.2 Design updates

The following has been reviewed and designs updated based on consultation:

- Fauna crossings
- Shared user path between DBD and the underpass near the Old Weetangera Cemetery

4.3 Timeline

The EPSDD may re-notify the revised EIS to allow a second round of comments. The next steps for the Project and indicative timeframes are:

- Finalise community engagement including 'What We Heard'
- Finalise the Noise Report IV
- Submit revised EIS
- EPSDD review the revised EIS
- Revised EIS may be re-notified
- If Revised EIS is re-notified, then submissions and comments will be evaluated and addressed
- The DA assessment will commence using the revised EIS
- The Notice of Decision to be handed down following assessment of the Revised EIS and the DA.

4.4 Conclusion

TCCS has engaged with stakeholder and community members extensively since the inception of the Project and continues to work through issues raised. The extensive consultation has resulted in numerous design changes which are expected to mitigate many of the stakeholder and community concerns.

TCCS has addressed all matters that were raised in section 9 of the Scoping Document.

This Report will be an appendix to the revised EIS and has:

- described the methodology and criteria for identifying stakeholders and how they were identified
- outlined the communication methods used
- provided copies of information distributed during the community consultation process
- summarised responses and the main comments raised
- described how concerns have been considered and addressed, and
- described how comments have led to Project changes

The consultation process has evidenced thorough engagement with stakeholders and community members and the issues raised have been afforded due consideration, resulting in significant updates to the Project design. The main concerns pertaining to the shared path alignment, dog off-leash area and biodiversity impacts have been addressed.

Appendix A Submissions Response Table

