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BUNBURY OUTER RING ROAD | PLANNING AND DEVELOPMENT

BUILDING OUR FUTURE

Bunbury Outer Ring Road Southern Community Reference Group

1 October 2019



Agenda



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BUNBURY OUTER RING ROAD | PLANNING AND DEVELOPMENT

	Arrival – light refreshments available	
	Welcome	Linton Pike
	Meeting Purpose and Context	Linton Pike
	Project Update	Dominic Boyle
	Bussell Highway / BORR Interchange	Padraic Murphy
	Local Access Arrangements	Chris Mitchell
	Heritage Update	Martine Scheltema
	CRG Member Round Table Discussion	CRG Members
	Next Steps	Dominic Boyle
	Close	Linton Pike



Meeting Purpose and Context

Linton Pike

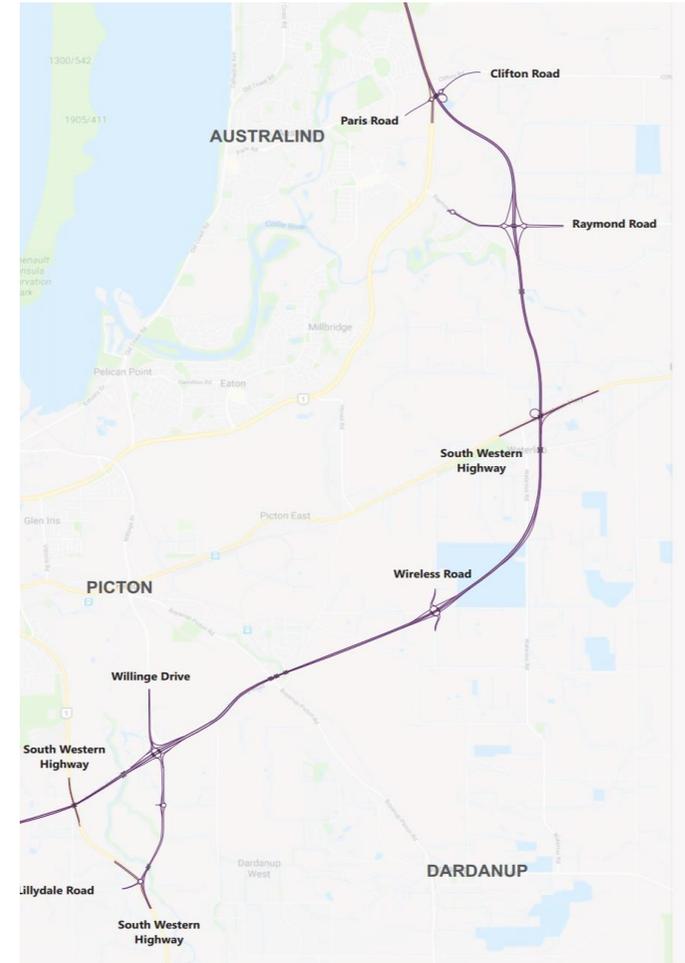
A blurred high-speed train is shown in motion, passing under a concrete bridge. The train is white with blue and red accents. The bridge structure is made of large concrete beams. The background is a solid blue color.

Project Update

Dominic Boyle

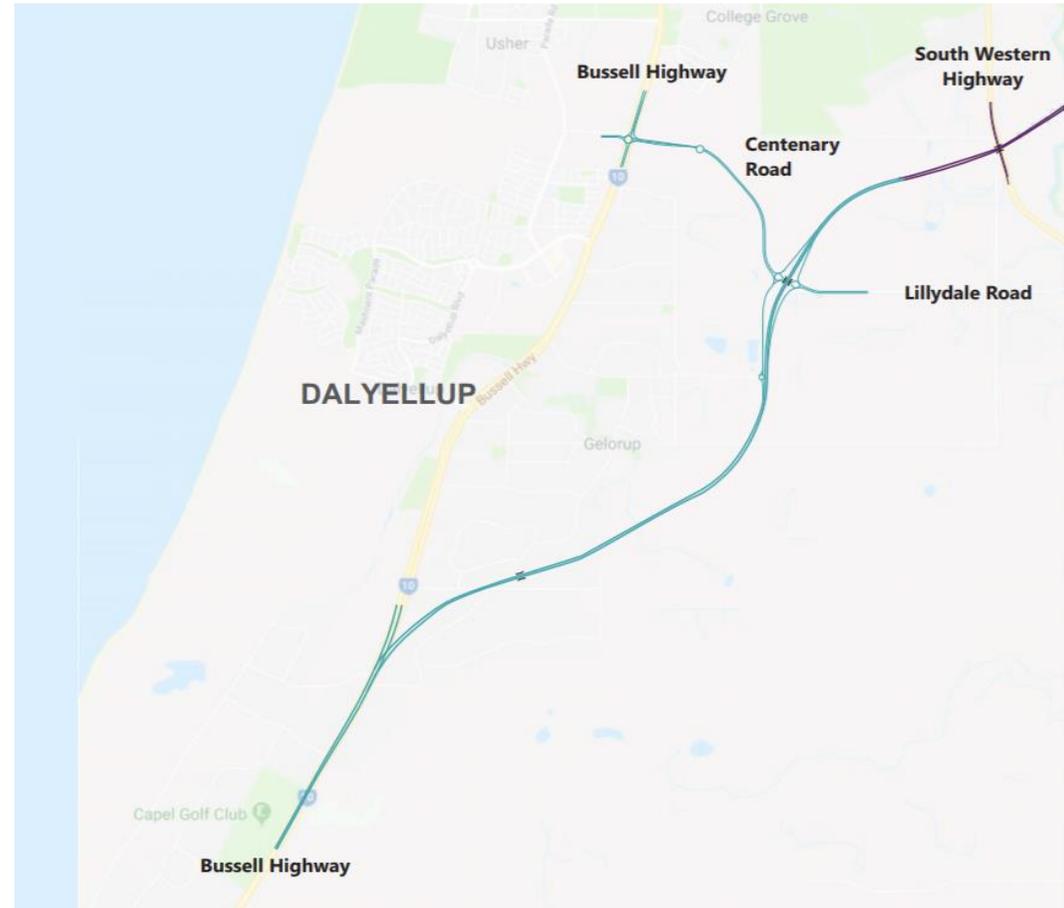
Northern & Central Sections

- State and Federal Environmental Referrals submitted June 2019
 - EPA – Assess on Referral Information with Additional Information to be Provided
 - DotEE – Level of Assessment expected imminently
 - Expect will be Controlled Action
 - Conditional approval anticipated mid to late 2020.
- First round of land acquisition meetings complete
- Land valuations ongoing



Southern Section

- Referred to EPA and DotEE for Level of Environmental Assessment
- Further environmental (spring) site surveys commenced
- Conditional approval anticipated late 2020 / early 2021
- First round of land acquisition meetings commenced
- Heritage site surveys planned in coming weeks





Bussell Highway / BORR Interchange

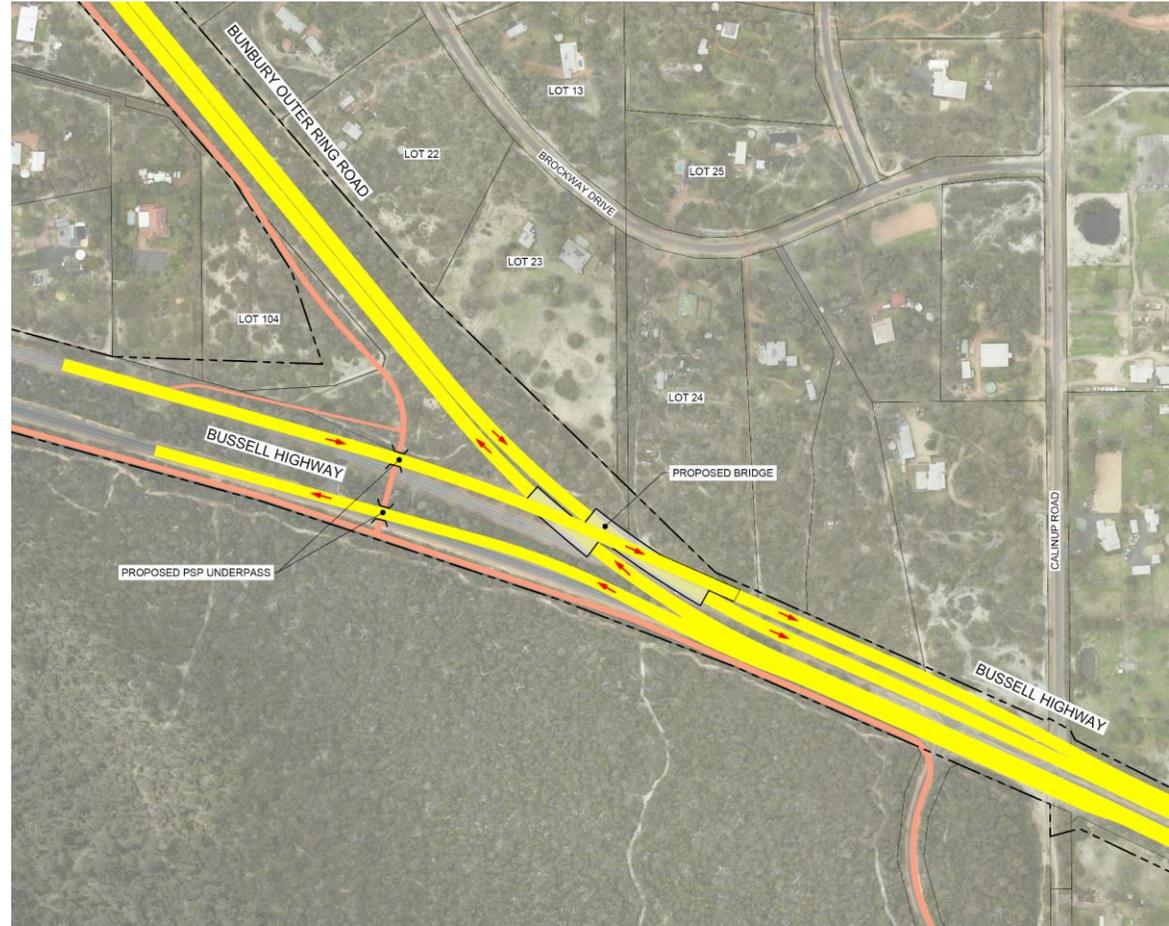
Padraic Murphy

Design Considerations

- Future SW Freeway – free flow BORR to Bussell and vice versa
- Provide continued free flow access onto Bussell Highway towards Bunbury
- Land – remain within Greater Bunbury Region Scheme road corridor
- Safety / geometric design
- Aesthetics
- Cost

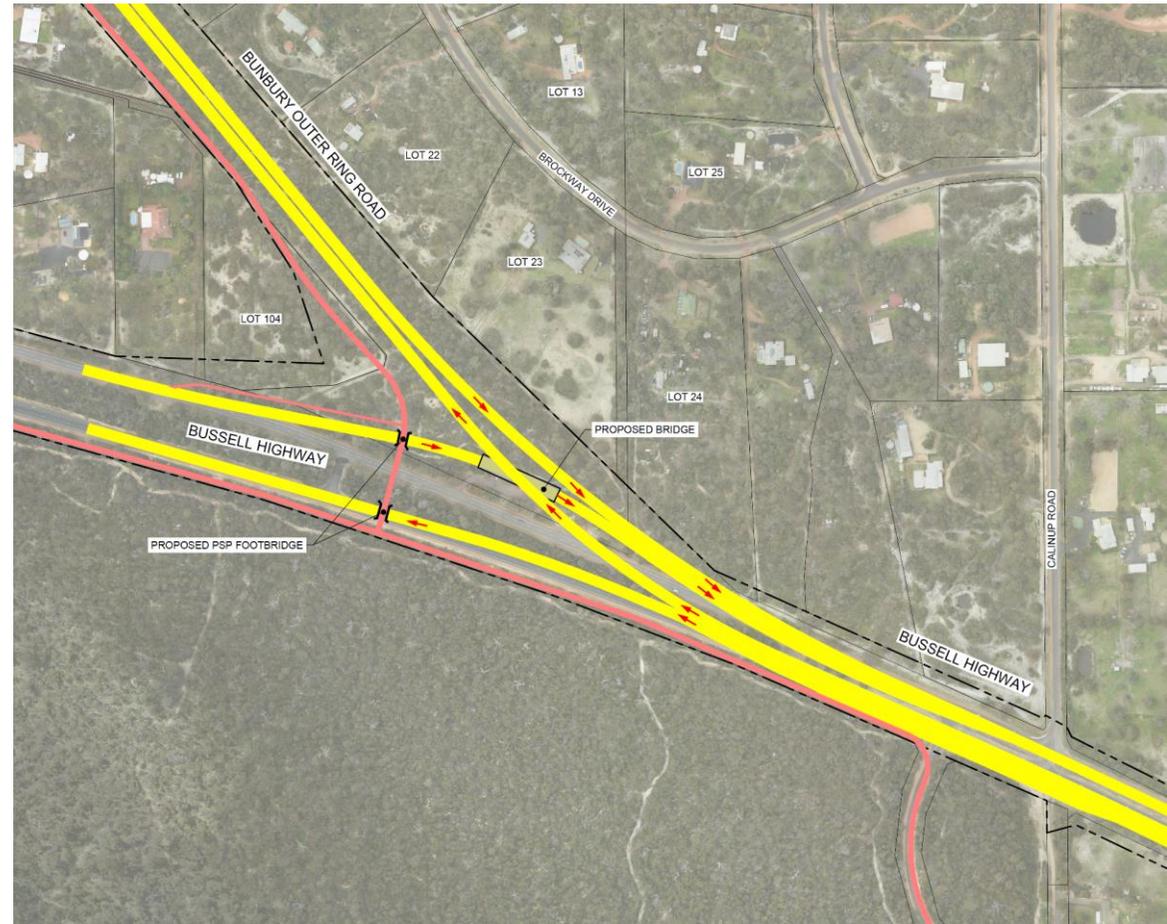
Option 1 – Y Interchange

- Free flow access to and from the south
- Significant bridge over BORR for Bussell Highway southbound
- Poor aesthetics
- Significant cost



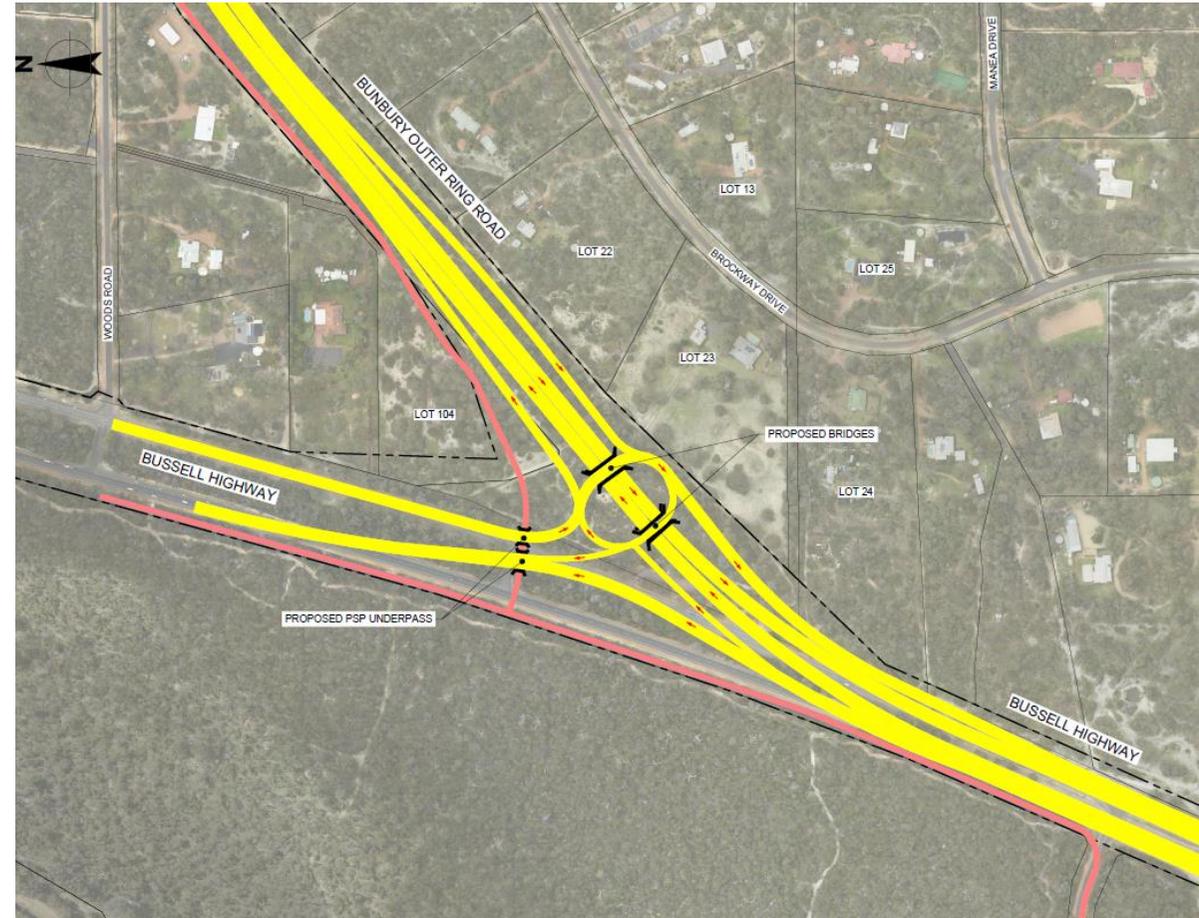
Option 2 – Y Interchange (right hand merge)

- Free flow access to and from the south
- Reduced bridge extents compared to Option 1
- Traffic required to “weave” across Bussell Highway to access to Calinup Road
- Right hand merge is less safe than left hand merge



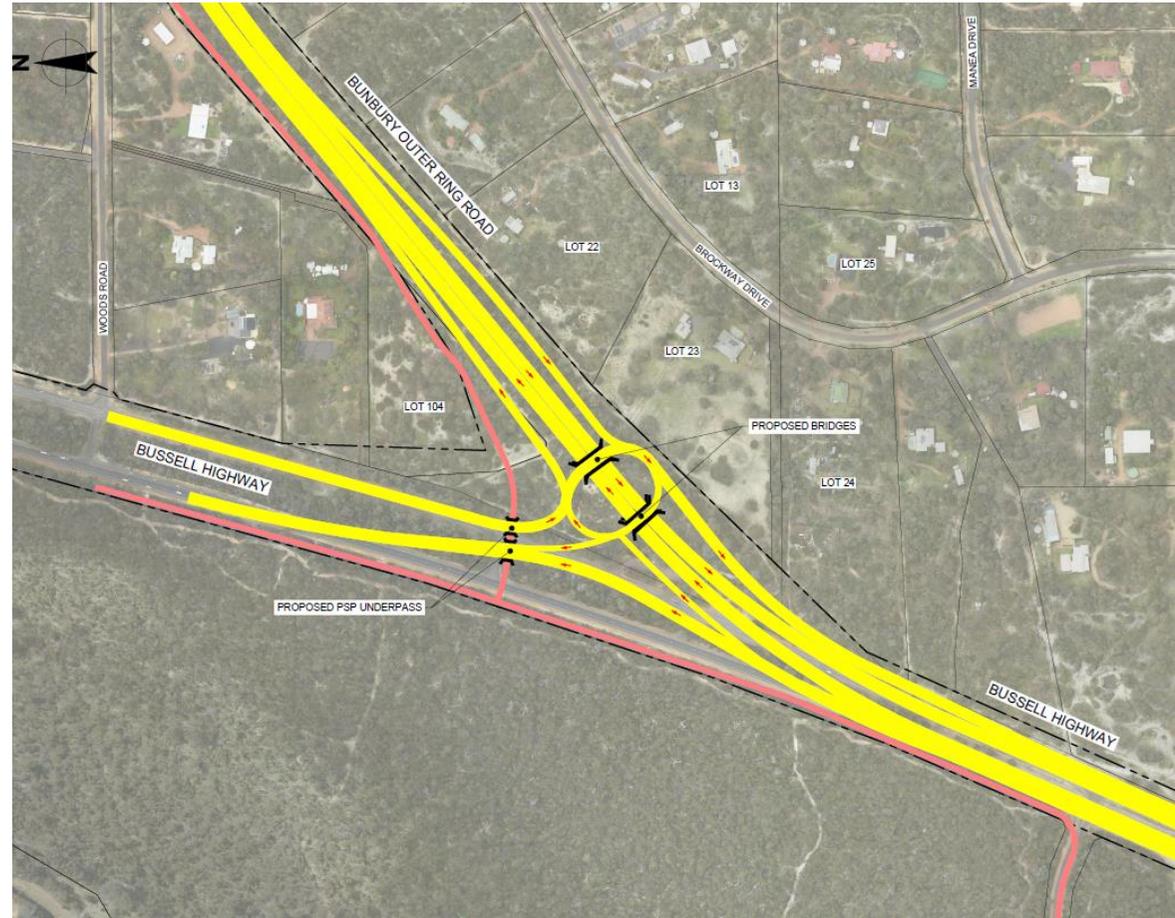
Option 3 – Grade Separated Roundabout

- Free flow access from the south to BORR and to Bunbury (Bussell Highway)
- Increased connectivity between BORR and Bussell Highway
- Reduced bridge requirements
- Improved aesthetics and operation and maintenance

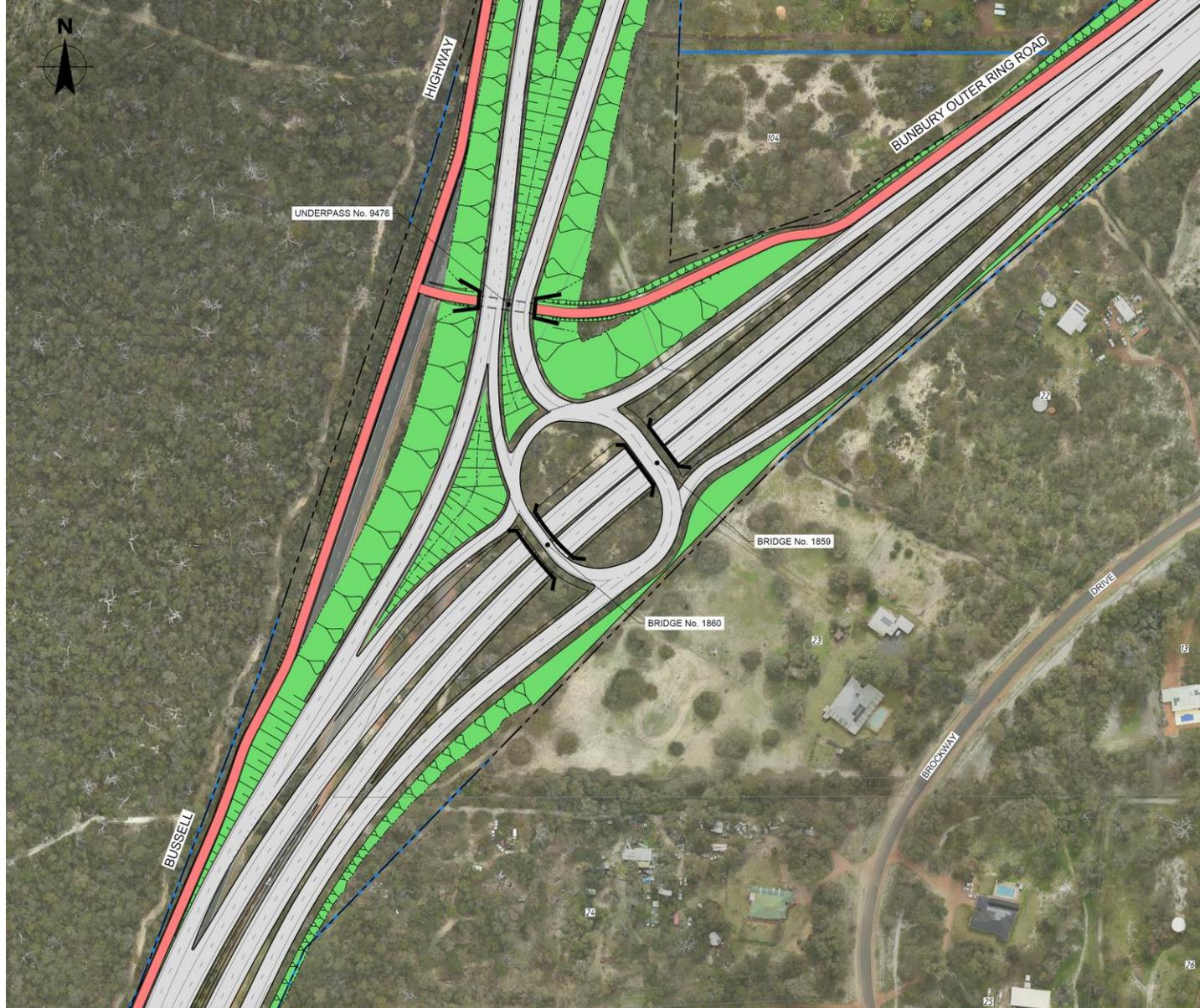


BORR / Bussell - Recommendation

- Recommended interchange option is Grade Separated Roundabout
- Improved network resilience
- Best aesthetic outcome
- Lowest construction cost compared to other options



BORR / Bussell Interchange



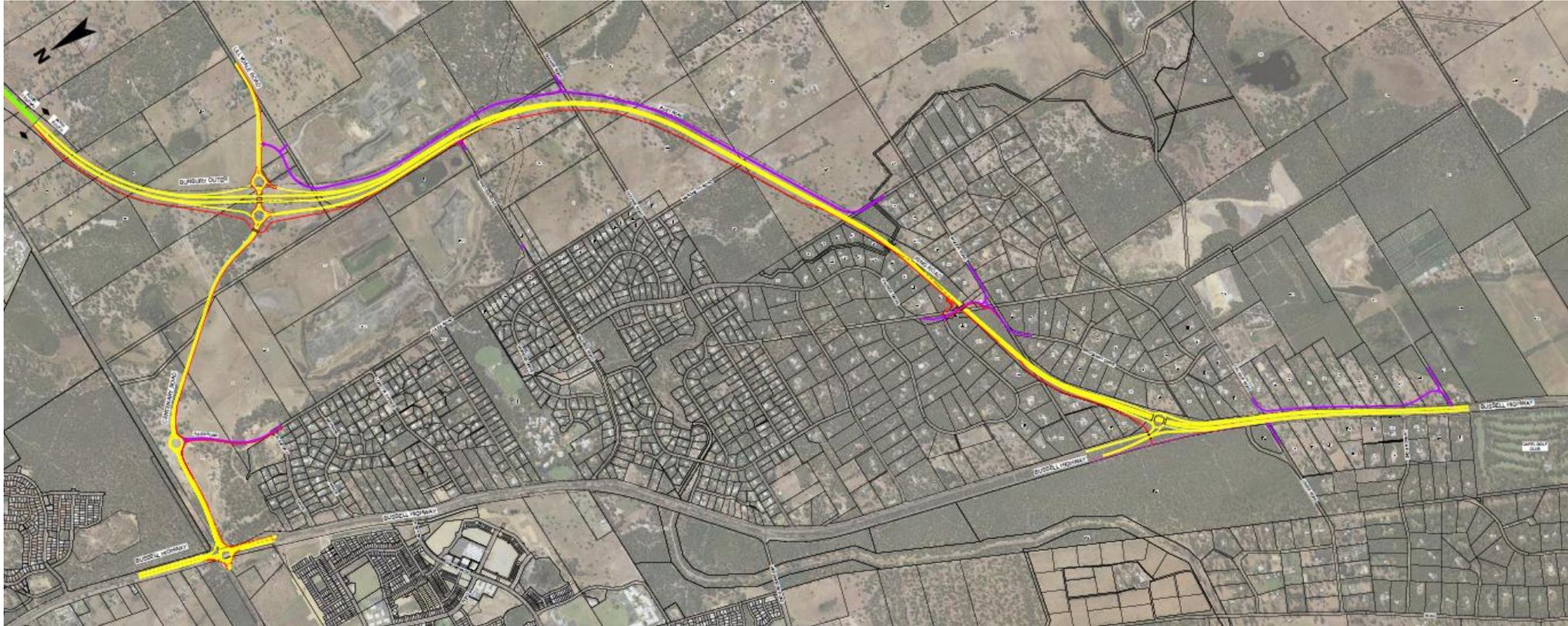


Local Access Arrangements

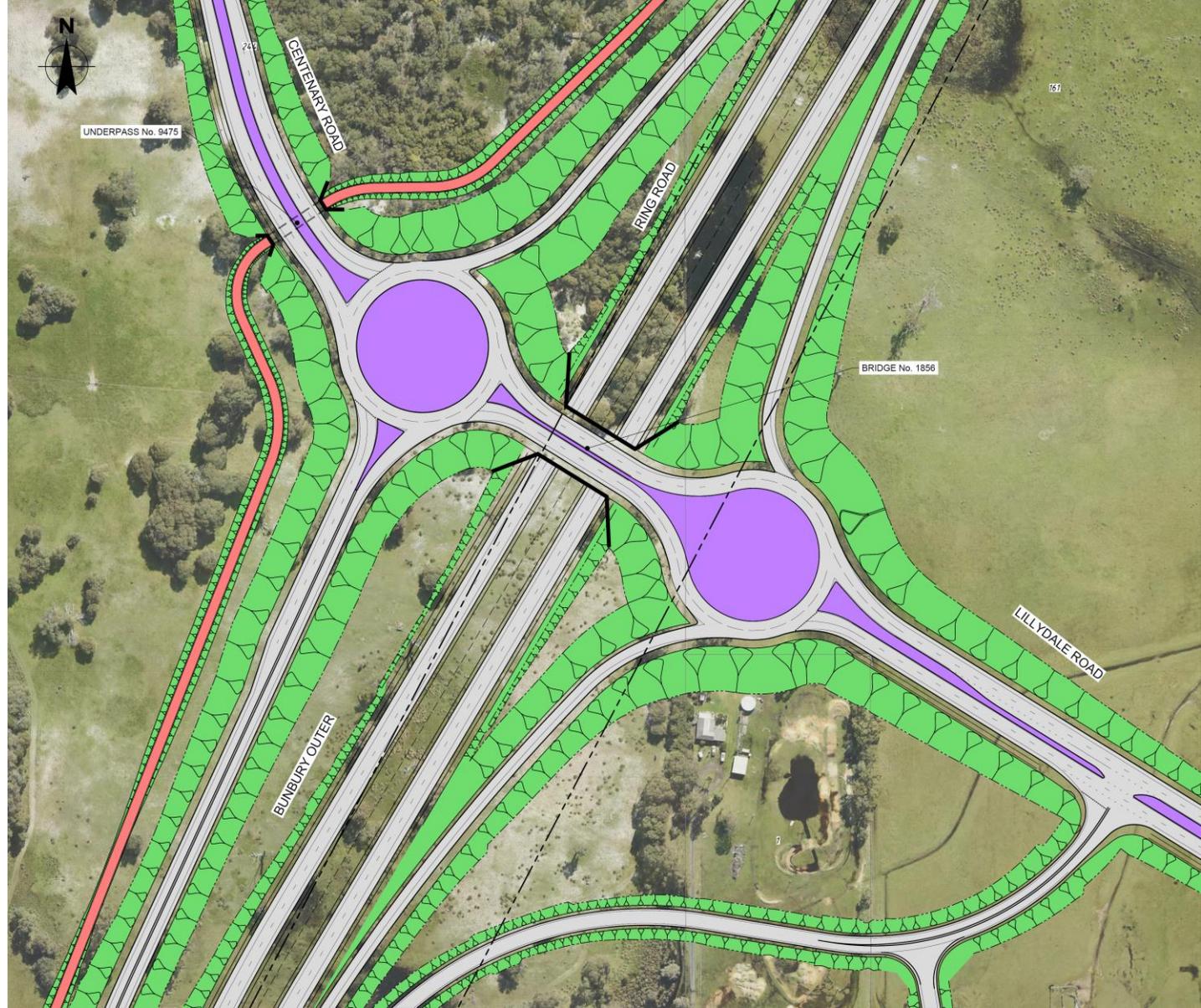
Chris Mitchell



BORR Southern Access Strategy



BORR / Centenary Interchange



Key Elements

Jules Road Connection

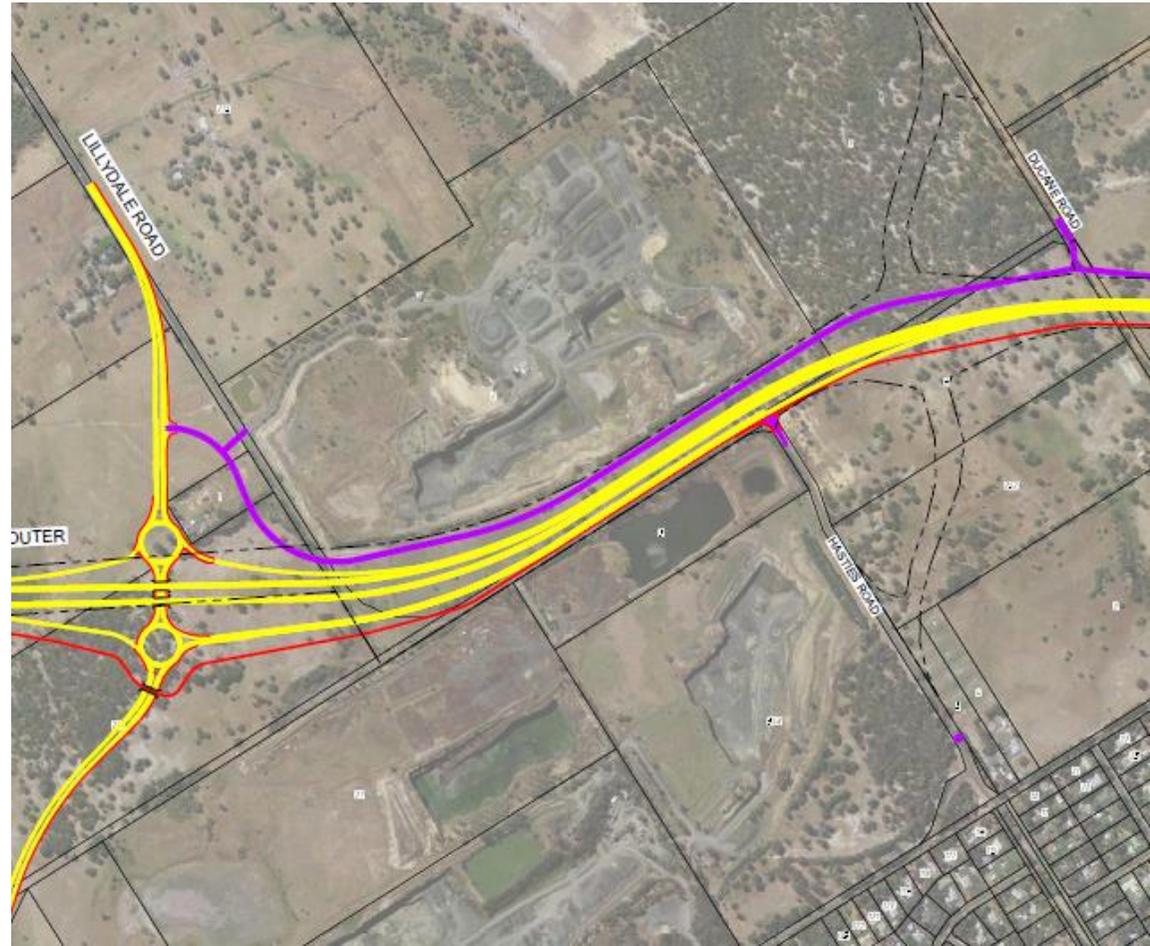
- Ultimate Planning recommendation for Jules Road to be connected to Centenary Road
- Provides relief for right hand turning vehicles out of Gelorup onto Bussell Highway
- Provides alternative access in emergency event
- Designed for local traffic only, heavy vehicles to the quarry will use Allenville Road/ Hasties Road
- Provides good network resilience
- Further work to be carried out to determine if this is constructed in project case



Key Elements

Lillydale Road to Ducane Road

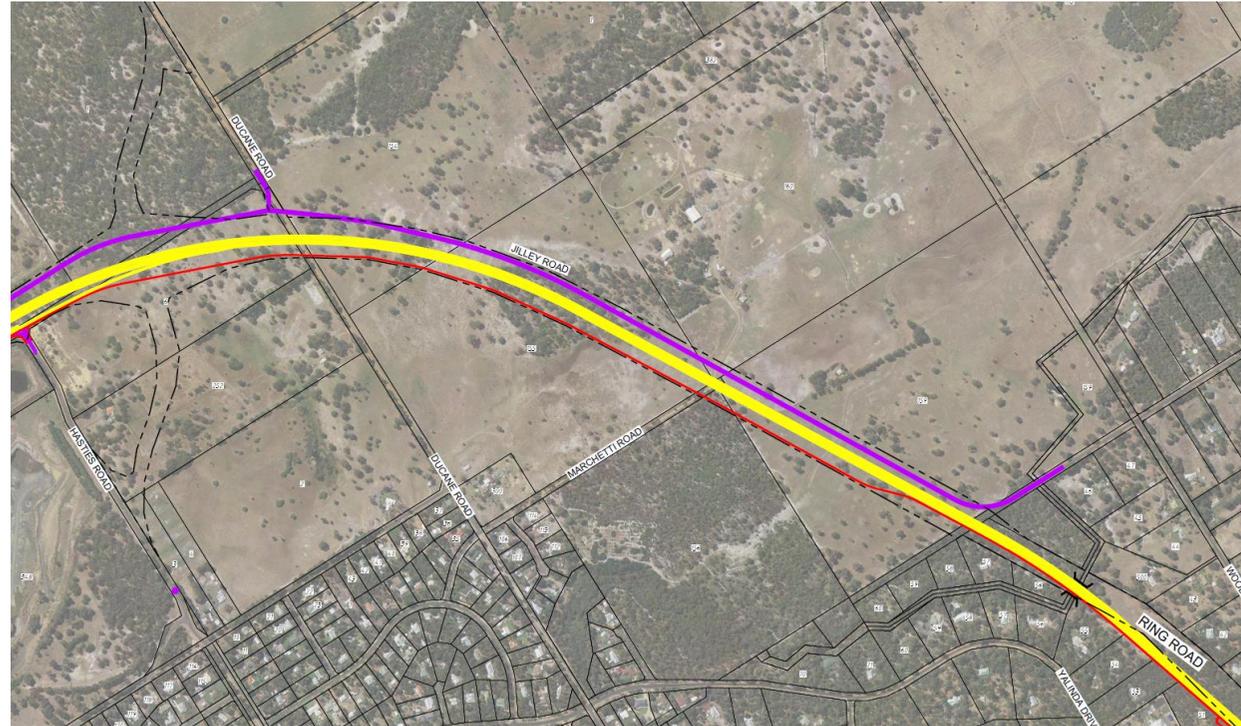
- Ultimate Planning recommendation to mitigate severance impacts
- Provides alternative access in emergency event
- Provides continuity of linkage from Jilley Road
- Provides good network resilience



Key Elements

Ducane Road to Jilley Road

- Provides access to the south from Ducane Road
- Provides access to the North and east from Jilley Road
- Provides access to severed farmland
- Provides emergency access



Key Elements

Yalinda Drive Bridge

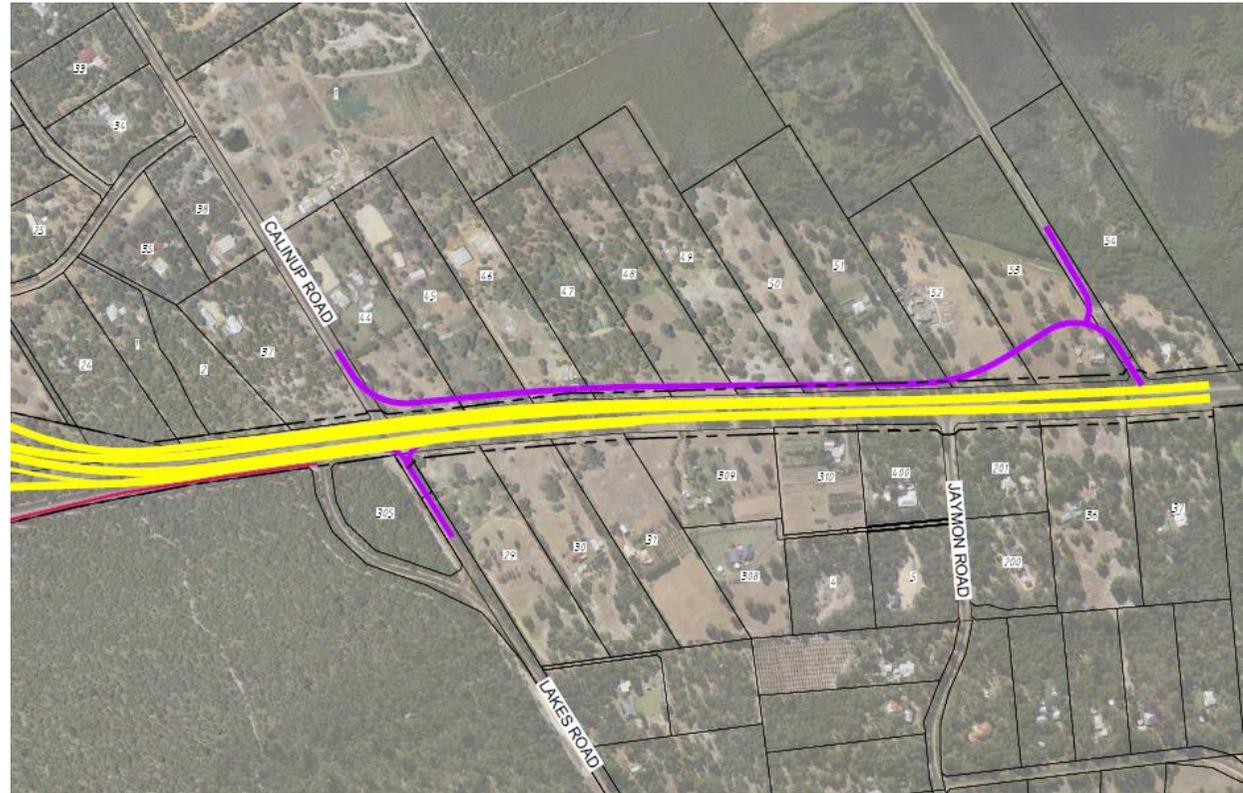
- Maintains the single crossing of the existing road reserve
- Links Gelorup south to Gelorup north
- Provides central access



Key Elements

Bussell Highway Access

- Ultimately SW Freeway to Busselton
- Calinup service road full connection in project case
- Lakes Road (Left In / Left Out in project case)
- Minninup Road extension not required as part of BORR
- Intersection improvement at Jaymon Road



A blurred high-speed train is captured in motion, passing underneath a concrete bridge structure. The train's body is white with blue and red accents, and its wheels are blurred due to the long exposure. The bridge's concrete beams and supports are visible above the train, creating a sense of depth and scale. The overall scene is dimly lit, with the train's lights providing a focal point of brightness.

Heritage Update

Martine Scheltema

Southern Section – Aboriginal Heritage

- No registered sites in Gelorup
- One ‘other heritage place’ and two new sites (Gelorup Corridor, Paper Bark Wetland) recently lodged with DPLH
- Additional heritage surveys planned for October – Aboriginal community members nominated by SWALSC / Gnaala Karla Booja Working Party
- Lodged sites to be considered by and Aboriginal Cultural Materials Committee this year.



**CRG Member
Round table**

A blurred image of a modern, futuristic train or tram moving through a tunnel or underpass. The train is white with blue and red accents and is moving from left to right. The background consists of concrete pillars and beams. A dark blue rectangular overlay is positioned on the right side of the image, containing the text "Next Steps" in white.

Next Steps