

# Bunbury Outer Ring Road

## Frequently Asked Questions

### Why do we need the Bunbury Outer Ring Road?

As a port city, Bunbury plays an important role in the WA economy. Its annual exports continue to increase. In 2018, approximately 1.5 million tonnes of woodchips, 800,000 tonnes of mineral sands and 950,000 tonnes of other trace minerals left the state via Bunbury Port.

This activity puts significant pressure on the road network that will increase with:

- Population growth in Greater Bunbury
- Proposed development in Wanju, Waterloo and surrounding areas
- Increased freight movements from mining activity and associated growth in Bunbury Port activities

The existing road network in and around Bunbury currently accommodates a range of vehicle movements, including freight and light vehicles, regional and local traffic.

This combination of vehicles on local road networks impacts on road safety and amenity.

The new road will separate these vehicles providing a safer environment with improved travel times.

### Will this road adequately cater for increased traffic?

Yes, the project has been designed to cater for the long-term planning needs of a future population of 200,000 people living in the Greater Bunbury area.

Once complete, we expect between 10,000 and 15,000 vehicles per day, on average, will use this new road.

These regional and freight movements would otherwise mix with traffic on local roads.

Additionally, motorists on BORR could expect to save between 11 and 18 minutes depending on their destination and peak traffic conditions along the alignment.

See a comparison below:

[Two-way daily traffic volumes for BORR](#)

[Two-way daily traffic volumes without BORR](#)

### Will local businesses in Bunbury be adversely impacted by the reduced traffic going through the city?

Surveys of current traffic patterns found that around 60 per cent of travellers already drive through without stopping. Around 30 per cent stop for one hour and another 10 per cent for more than one hour.

The interchanges at each end of the project have been specifically designed for easy access into Bunbury for travellers who would like to stop there or enter the city centre.

### What is the planning history of Bunbury Outer Ring Road?

The original concept for the Bunbury Outer Ring Road was developed in the early 1970s with the land for the southern section reserved for a Primary Regional Road in the Greater Bunbury Region Scheme. The land was acquired as part of the subdivision process for the southern part of Gelorup in the early 1980s, when it was set aside for future development.

The central section was completed in 2013, in conjunction with the Port Access Road (Willinge Drive). This section links South Western Highway (south) to Boyanup Picton Road and provides improved access to the Port from areas southeast of Bunbury.

### **Why didn't you choose a different alignment for the southern section?**

Although the land for the southern section has been reserved within the Greater Bunbury region scheme for many years, we recognised that it also contains habitat for the federally listed Western Ringtail Possum, Black Cockatoo and Banksia Woodland Threatened Ecological Community.

Main Roads therefore investigated two alignments and commissioned a number of independent studies to thoroughly understand and transparently compare these options.

These studies included examination and identification of vegetation and flora, fauna, aquatic fauna, and European Heritage values and were used to compare the environmental impact of the two alignment options. You can view a full copy of the Southern Section Alignment Selection Report right here on our website.

These studies concluded that both alignments would result in impacts to sensitive environmental values as follows:

- impacts to Western Ringtail Possums, Black Cockatoos and Threatened Ecological Communities in the Greater Bunbury Region Scheme (current) alignment, and
- impacts to Western Ringtail Possums, Black Cockatoos, Black Stripe Minnows, and wetlands in the alternative alignment.

It is important to note that these environmental impacts were considered through both State and Federal regulatory environmental approval processes. Approvals were granted with strict conditions to minimise and manage environmental impacts and a range of commitments made to provide greater protections for flora and fauna.

### **There is farmland right next door in the southern section, why can that not be used?**

This farmland was considered as part of the alternative alignment options but was found to have a significantly higher impact on wetlands and endangered aquatic fauna.

This longer alignment would also have a significantly higher cost as more road building materials would be required on the flatter farmland areas.

### **The scope has changed and now there are roundabouts, how is this safer and how does it still save time?**

While the scope has changed, the Bunbury Outer Ring Road will deliver significant benefits to the region, including travel time savings, improvements to road safety and benefits for freight.

Road safety was a key consideration when selecting the types of intersections on BORR. A roundabout is considered one of the most suitable forms of at-grade intersections when considering key criteria such as road safety and traffic performance and is consistent with Austroad's 'Safe System' approach.

On BORR, the roundabouts at the intersections of Willinge Drive and BORR, and South Western Highway (south) and BORR will have traffic signals on some of the approaches to assist traffic to pass safely and efficiently through the intersection.

Traffic signals at roundabouts will only operate at peak periods and help to reduce delays for all approaches and improve the intersection's traffic capacity.

### **Is Willinge Drive still included in the scope?**

The Willinge Drive Extension to the South Western Highway is included in the project scope to be delivered by the Alliance contractor.

The Willinge Drive Extension scope includes:

- An at-grade connection to the existing roundabout at the intersection of BORR Stage 1 and Willinge Drive;
- The 2.6-kilometre extension, connecting to South Western Hwy, with a roundabout at Lillydale Road; and

- A new local road (Timber Road) between the extension and Moore Road with roundabout connections at either end.

### **Does Main Roads already own all of the land that is required?**

All affected landowners are aware of the requirement of Main Roads to acquire land for the project. Discussions are continuing to ensure any land needed will be in the care and control of the Commissioner of Main Roads.

### **How will construction impacts be managed?**

Impacts to the travelling public will be minimised and advance notification will be provided to residents, businesses, and road users. Directly affected landowners will be consulted regarding the construction program, sequence, and management strategies to address issues such as noise dust and vibration.

The impact on air quality during construction will be minimised through the implementation of a Construction Environmental Management Plan. The plan includes mitigation measures, such as water spraying to suppress dust for example. We are also liaising with property owners regarding property condition surveys and will do so before and after construction.

### **Will emergency services still be able to access my property?**

Emergency routes will always be maintained during construction and this is a contractual requirement. The same applies to standpipes and other fire response assets. Additional water tanks and standpipes will be supplied if needed. Bushfire and other emergency responses will be a prime consideration during and after construction.

### **Will construction affect my water supply?**

The use of groundwater and recycled water avoids the need to use potable water sources. The Department of Water and Environment Regulation (DWER) has approved the extraction of approximately 1.1 gigalitres

of groundwater each year from bores along the alignment over three years.

While we are aware water use for construction is significant, the abstraction is a temporary arrangement for the construction period only. In the medium term, the abstraction should not have a significant impact on the aquifer due to natural recharge. Rainfall replenishes the aquifers and current models estimate this occurs at a rate of 280 to 340 gigalitres per year.

### **Have all Aboriginal and European heritage elements been investigated and satisfied?**

Authorities have been documenting Aboriginal interests in this area for many years with appropriate heritage surveys. We consulted with the Aboriginal Traditional Owners that speak for the area in a number of surveys. We have taken their comments and considerations into account in the highway bridge design. We have investigated and satisfied all Aboriginal heritage elements and the heritage surveys completed include both archaeological and ethnographic studies. There are no European heritage sites registered within the project area.

### **After works are complete, what rehabilitation will take place?**

Impacts to the travelling public will be minimised and advance notification will be provided to residents, businesses, and road users. Directly affected landowners will be consulted regarding the construction program, sequence, and management strategies to address issues such as noise dust and vibration.

### **How will trees and waterways be affected?**

Impacts to the travelling public will be minimised and advance notification will be provided to residents, businesses, and road users. Directly affected landowners will be consulted regarding the construction program, sequence, and management strategies to address issues such as noise dust and vibration.

## What measures are being taken to maintain access for native animals to habitat during construction and post construction?

Our Environmental Management Plans set out our plan to help conserve significant fauna across the Bunbury Outer Ring Road. This includes recommended clearing and construction methodology to reduce impacts as well as providing details on infrastructure to provide connectivity over and under the project.

Our environmental management plans are available on the Main Roads website.

## What is happening with the significant trees along the alignment?

We are currently looking at options to retain several important trees as part of BORR, including the Ancient Moodja, Giant Woody Pear and Spiral Direction trees. Our works are not proposed to impact the trees directly and we will be putting in place a Tree Protection Zone to protect them.

## How can you clear land and still survey the Western Ringtail Possums?

We have been undertaking a telemetry study that will help us better understand the movements of the Western Ringtail Possum in and out of the survey area. This work is continuing until September this year.

These surveys are designed to occur concurrently with and after the clearing process. There are stringent conditions on our clearing process, and it is being done in a carefully planned and managed way, with expert fauna spotters on-site.

## Can I assist with relocating local fauna?

Environmental approval conditions and proposed management measures do not allow for the removal of Western Ringtail Possums, or other fauna from the project site.

The handling of fauna requires appropriate licensing under the WA Biodiversity Conservation Act. We take our responsibility very seriously and our contractor is licenced and is handling all fauna with care and following the appropriate regulations to ensure their health and wellbeing.

## How will you provide greater protections for flora and fauna?

We understand the conservation significance of the area and local fauna, which is why we have a range of ways to support them, including:

- Creating more than 220 hectares of new habitat through the revegetation of degraded land to provide habitat for Western Ringtail Possums, Black Cockatoo, and other native species
- Acquiring 180 hectares of Western Ringtail Possum and Black Cockatoo habitat on private land for permanent conservation
- Providing a one-hectare peppermint tree orchard to provide foliage for possum wildlife carers
- Providing 24 fauna underpasses, 19 rope bridges and 2 fauna land bridges, to allow fauna to safely move across and along the alignment
- Providing \$200,000 to Department of Biodiversity, Conservation and Attractions (DBCA) for additional feral animal baiting.

We also commit to a number of additional, on-going monitoring activities to support the region's flora and fauna.

## What environmental management plans are in place?

We have a number of environmental management plans in place that set out how the project will meet the conditions imposed by both the State and Commonwealth Government regulatory authorities to minimise, manage and counterbalance the environmental impacts of the project.

These plans include a:

- Habitat Fragmentation Plan
- Construction Fauna Management Plan
- Matters of National Environmental Significance (MNES) Management Plan
- Environmental Offsets Strategy
- Environmental Offsets Plan(s)
- Vegetation Management Plan

## How are Western Ringtail Possums monitored?

Radio collars are being used to monitor and track the movements of Western Ringtail Possums within and outside the development area.

Our contractors fit the possums with a radio collar using standard and approved methods, with the collars to be removed safely once the study is complete.

These possums will also be microchipped to identify individual possums and assist in ongoing health and diversity monitoring of the possum groups during and post construction. Additional surveys are also underway in clearing areas to identify non-resident possums to also ensure their safety and health.

We have a range of daily activities that occur prior to clearing to ensure possums are managed during the works.

## How do I become involved in the delivery phase?

We will continue to involve the local communities, particularly in areas where construction may have an impact. Subscribe to our mailing list [now](#) to receive updates and be notified about opportunities to be involved.

As we continue preparing work packages, we may invite community representatives to nominate for

construction reference groups. If so, we will call nominations via local media and the subscriber mailing list.

## Further information

The best way to keep up to date is still subscribe to our mailing list. You will also be the first to know about upcoming information sessions and opportunities to get involved.

If you have a question not answered here. You can contact us by visiting us in person at our Community Hub. Come down to 75 Victoria Street, Bunbury and speak to one of our project team.

Or you can call 138 138 or email [enquiries@mainroads.wa.gov.au](mailto:enquiries@mainroads.wa.gov.au) to ask a question.