



# Bunbury Outer Ring Road Southern Section Frequently Asked Questions

## Why do we need BORR?

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. More information on Bunbury Port trade can be found [here](#).

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

## How is sustainability being considered on the project?

The development of BORR was originally assessed under the Infrastructure Sustainability Council of Australia's (ISCA) Infrastructure Sustainability rating tool version 1.2, and received an Excellent rating from ISCA. ISCA has since updated their rating tool to version 2.0, which includes broader categories such as economic and workforce sustainability targets. The project was given a Silver rating using the new rating tool.

A Silver rating is a major achievement. An achievement of any rating demonstrates a commitment to building and operating sustainable infrastructure beyond the 'business as usual' approach. Procurement for BORR has since included an increased focus on local and Aboriginal employment targets and it is therefore anticipated that the score will increase when the project's delivery stage is assessed.

Continuing work first undertaken during planning and development, Main Roads is integrating a number of sustainability commitments through the design and construction phases of BORR. Some of these commitments include:

- Spending \$300 million with local South West businesses
- Spending \$20 million with Aboriginal businesses
- Employing 60+ Aboriginal full-time equivalent employees for the life of the project
- Creating sustainable workforces for local businesses
- Offering training and upskilling the unemployed and job transitioning community
- Collaborating with TAFE and other local training organisations
- Providing internal mentorship opportunities for future female leaders

- Minimising waste generation and maximising reuse and recycling by using products such as crushed recycled concrete, crumbed rubber, and crushed glass to develop road surfacing, pavements and road fill
- Sourcing materials from local businesses to reduce transport distances and emissions
- Utilising local recycling facilities in close proximity to the project for construction waste where possible, reducing emissions and building capacity for the local industry and market
- Seeking to use renewable energy options when sourcing construction equipment
- Reducing clearing of native vegetation and fauna habitat, with particular focus on high value areas, and seeking to improve ecological outcomes
- Salvaging valuable vegetation from areas to be cleared such as orchids, grass trees and zamia palms
- Constructing fauna underpasses and overpasses in line with environmental regulators' requirements that cannot be used by vehicles and offer shelter to possums from predators and allow for dense vegetation planting
- Ensuring that path locations, and landscape designs, maximise the retention of trees
- Developing an access strategy for vegetation and asset maintenance
- Removing redundant pavement following construction and revegetating the land, or integrating it with the surrounding landscape treatment
- Working closely with Aboriginal heritage monitors to identify significant areas or items and promote heritage values
- Creating urban design outcomes that include significant Aboriginal cultural components, such as integrated artwork, interpretive signage, naming of project aspects, trails and nodes
- Inviting Traditional Owner representatives to review and provide comments on the strategy, artist briefs, concept design and developed design stages of the artwork.
- Embracing technology to make roads safer and more efficient
- Maximising network efficiency for all road users (vehicles, freight, cyclists, and pedestrians) and encouraging active transport
- Incorporating gateway entrance statements to promote tourism in Bunbury and other local areas.
- Providing lighting that provides wayfinding and visual connectivity to the City of Bunbury
- Using colours on feature elements, aesthetic treatments and bridge structures which reflect local themes as well as provide visual connections to the Bunbury City and Port.
- Permanent lighting to be energy efficient LEDs.
- Optimising design to reduce the use of materials and resources such as imported fill, concrete, steel and water
- Engaging with local primary and high schools to promote careers in the STEM industries
- Giving community members the opportunity to engage while we develop Urban Design and Landscaping choices on the project
- Consulting with local government on local road access and with residents when this access may change

## Does BORR represent value for money?

BORR has been considered a national priority by Infrastructure Australia since March 2018, when it was added to the Infrastructure Priority List. This recognises that the traffic safety and congestion costs currently experienced in the Greater Bunbury area outweigh the costs of developing and delivering the road. Further information can be found at: <https://www.infrastructureaustralia.gov.au/infrastructure-priority-list>

A cost comparison between the original and alternative investigation alignments was included in the Southern Section Alignment Selection Report.

## 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 implementation of a Construction Environmental Management Plan. The Construction Environmental Management Plan will include mitigation measures, such as water spraying to suppress dust. We will invite directly affected and nearby landowners to have a property condition survey before and after construction.

## How will amenity through Gelorup be maintained?

Maintaining connectivity for local communities is a major priority for BORR. Yalinda Drive Bridge is proposed to maintain connectivity and accessibility between the areas of Gelorup north and south of BORR.

During development, a Local Access Strategy Workshop was held to gather community feedback regarding the potential changes required to local access arrangements around the Gelorup and Stratham area as part of the project.

Further information on how the southern section access strategy was developed and influenced through community feedback can be found on the Main Roads website:

<https://www.mainroads.wa.gov.au/globalassets/projects-initiatives/projects/regional/bunbury-outer-ring-road/borr-south-local-access-strategy-november-2019-1.pdf>

Amenity through Gelorup is being considered during the detailed design stage. Visual amenity is also a key consideration of the Urban and Landscape Design Framework that has been prepared for the BORR Project and the road corridor through the Southern Section is sufficient for its implementation.

## How is bushfire and emergency access maintained during and after construction?

Main Roads has met with Department of Fire and Emergency Services (DFES) and the Shire of Capel, to discuss the impact of BORR on responses to emergencies. This was considered in the development of the local access strategy.

Main Roads consulted with the DFES during project development and will continue to liaise with the Department through detailed design to mitigate any additional risks identified. DFES advised that the connectivity afforded by the local road connections planned for the project will allow adequate provision to meet response times.

This consultation informed the commitment to provide a borehole and tank, and equipment on the eastern side of BORR for the exclusive use of the Local Fire Fighting Services. There is also a commitment to provide a bore water tank and equipment at Yalinda Drive, south of BORR. Improved local access roads will also provide a benefit, by connecting Jilley Road, Ducane Road and Lillydale Road East of BORR as part of the project.

The local access strategy was developed to address the impacts on the local road network. This strategy has ensured that any impacts to local roads are mitigated by construction of additional local access. For example, the impact of closing Woods Road will be mitigated by the construction of Yalinda Drive Bridge. This strategy has also ensured that two possible paths of egress are available from all properties.

During the delivery phase of the project, the Alliance will communicate changes to the road network to emergency services authorities and the local community to enable bushfire and evacuation plans to be adjusted.

## How are impacts on flora and fauna being managed?

The proposal for constructing the Southern Section of BORR was referred to the (Commonwealth) Department of Agriculture, Water and the Environment (DAWE) and (State) Environmental Protection Authority (EPA) in September 2019 for their review. Each agency determined that the proposal required formal assessment.

Following the public review periods for the proposal held by both agencies between October and December 2020, Main Roads provided responses to the issues raised in submissions back to the relevant departments. These responses will be considered by the environmental regulators in their assessment of the project and in preparing their recommendations for the southern section. These recommendations will consider environmental matters identified prior to and during project development, as well as those raised by the community.

The impact on vegetation, including trees, forms part of the environmental assessments by the EPA and DAWE. If BORR is approved by the environmental regulators, Main Roads will comply with any conditions set by these agencies which will include environmental offsets.

Furthermore, Main Roads has proposed the construction of fauna crossing structures as part of the project to ensure habitat connectivity for fauna including the Western Ringtail Possum. This includes a number of options, including rope bridges and underpasses. In addition, the landscaping proposed as part of the project will provide further fauna habitat.

## How is potential air and water pollution being managed?

Air emissions modelling was conducted for the BORR South Southern Section. The modelling results showed that maximum predicted concentrations for all pollutants were below the relevant assessment criteria. The results of this assessment suggest that it is unlikely that BORR will have an adverse impact on local air quality.

For water, the BORR drainage strategy will be designed to ensure no direct discharge of stormwater runoff into wetlands or watercourses. Five Mile Brook was identified as an area where road runoff will need to be controlled and discharged via a water quality basin.

## Will there be any noise and visual pollution?

Main Roads is required to comply with State Planning Policy 5.4, which determines noise targets for road and rail. All noise assessments for the Southern Section are included in the additional information that was provided to the EPA. The assessment includes noise walls through Gelorup. The locations and heights of noise walls will be refined during detailed design to ensure compliance with State Planning Policy 5.4. Their visual design will be informed through the Urban and Landscape Design Framework for the project, as well as community input.

## What will the surface of the road be?

It is usual for rural sections of the State Road Network to be finished with a sprayed or 'chip' seal along the majority of the main alignment. We need to consider the best option for creating a stable road surface for the type and volume of traffic that will be using the road into the future. For the main alignment through Gelorup, we are proposing a Stone Mastic Asphalt finish as this is quieter surface. We will closely monitor performance so we can identify any problems and treatments early.

## Will construction affect my water supply?

The use of groundwater for construction avoids the need to use potable water sources. We currently have applications for three licences from the Department of Water and Environmental Regulation (DWER) to extract groundwater each year from a number of bores using different aquifers across the road alignment, as well as agreement to use the Harvey Water system.

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.

Main Roads is also working with local industry to investigate alternative sources of water to reduce the water required from aquifers.

## Is the Southern Section Corridor suitable for constructing BORR?

The southern section alignment, which follows the road reserve included in the Greater Bunbury Region Scheme (GBRS), was confirmed last year following a highly comprehensive assessment process that considered the environmental, social, economic and engineering constraints of the original corridor and an alternative investigation corridor. A full copy of the Southern Section Alignment Selection Report is available on the Main Roads website at: <https://www.mainroads.wa.gov.au/globalassets/projects-initiatives/projects/regional/bunbury-outer-ring-road/borr-south-alignment-selection-report-sep-19.pdf>

The conclusion of this report confirms that the GBRS road reserve through Gelorup is sufficient to construct BORR to a four-lane rural highway standard.

## Were environmental values identified in the Southern Alternative Investigation Corridor?

Main Roads commissioned a number of independent studies to thoroughly understand and transparently compare the two alignments, including examining and identifying vegetation and flora, fauna, aquatic fauna and European Heritage values. These studies were used to compare the environmental impact of the two alignment options.

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 GBRS (current) alignment, and
- impacts to Western Ringtail Possums, Black Cockatoos, Black Stripe Minnows and wetlands in the alternative alignment.

As a result of these findings, combined with the results of the planning, socio-economic and engineering factors, the GBRS alignment was progressed for State and Commonwealth environmental approval. The State and Commonwealth environmental regulators were made aware of the above study results.

## Why did the Northern Section Corridor move and not the Southern Section Corridor?

The northern section of BORR went through a similar corridor selection process in response to a number of new factors conveyed by the Department of Planning, Lands and Heritage relating to expected population growth, amendments to land use within the Greater Bunbury area and increasing pressure on parts of the road network. These factors were not present in the southern section.

## Have future rail lines been considered?

Future rail planning was a consideration during project development and the Public Transport Authority advised that planning for this area is still in its early stages with no current plan for rail further south of Bunbury.

## What socio-economic impact assessments were conducted for the project?

During project development, Main Roads commissioned KPMG to conduct an independent Socio Economic Impact Assessment. The outcomes of the assessment were noted by Main Roads and broadly confirmed the objectives of the project, as well as BORR's position on the Infrastructure Priority List.

In early 2021, KPMG produced a separate report to quantify the project's direct contribution to the South West region's economy during the construction phase. This is available at:

<https://www.mainroads.wa.gov.au/globalassets/projects-initiatives/projects/regional/bunbury-outer-ring-road/borr-benefits-infographic.pdf>

## Will there be any impacts on natural resources in the area?

The need to consider future extraction possibilities of basalt in this area has been a project consideration throughout its development. Main Roads met with the Department of Mines, Industry Regulation and Safety and the two quarry operators in Gelorup and these discussions have guided development of the project and aimed to minimise any potential impacts to the basalt resource, whilst maintaining good accessibility to the BORR from quarry operations.

Furthermore, in recognition of the resource's regional importance, the basalt area boundary was a factor in the multi-criteria assessment used to determine the southern section alignment. Further details can be found in the Southern Alignment Selection Report.

In terms of long-term impacts on strategic basalt resource availability, the Gelorup basalt is not the only source of rock aggregate in the region. The Greater Bunbury Region Scheme Strategic Minerals and Basic Raw Materials Resource Policy indicates another location for rock aggregate in Roelands. Main Roads is also aware of another basalt resource area within the Shire of Capel, south of the Capel townsite.

## How is property acquisition being managed?

All affected landowners are aware of the requirement for 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 by October 2021.

The need to purchase a number of properties in Gelorup was identified after the Southern Section alignment was changed to avoid impact on the veteran Tuart tree identified by the community. These property owners were offered the option of Main Roads purchasing their whole property, rather than only purchasing a portion of the land needed to accommodate the new alignment.

The acquisition process is being undertaken in line with Main Roads' policies and the Land Administration Act, with Main Roads continuing to meet with all landowners whose whole or partial property is required for the project. As these discussions can be lengthy, this process commenced prior to receiving environmental approvals. This is standard practice across most infrastructure projects.

## Will the BORR Alignment Cater for Traffic Flow into the Future?

Planning for BORR considers population growth in the Greater Bunbury area up to 200,000 people, which is not anticipated to be reached until some time beyond 2050. The possibility of constructing a more easterly road corridor was comprehensively examined in the Southern Section Alignment Selection Report. It was confirmed that the road should remain within the existing alignment reserved in the GBR. Main Roads does not anticipate a requirement for a further ring road beyond the current BORR alignment at any time in the future.