

# Bunbury Outer Ring Road (BORR) Project

## Southern Section

### SOUTHERN CRG MEETING

Tuesday 10<sup>th</sup> July 2018

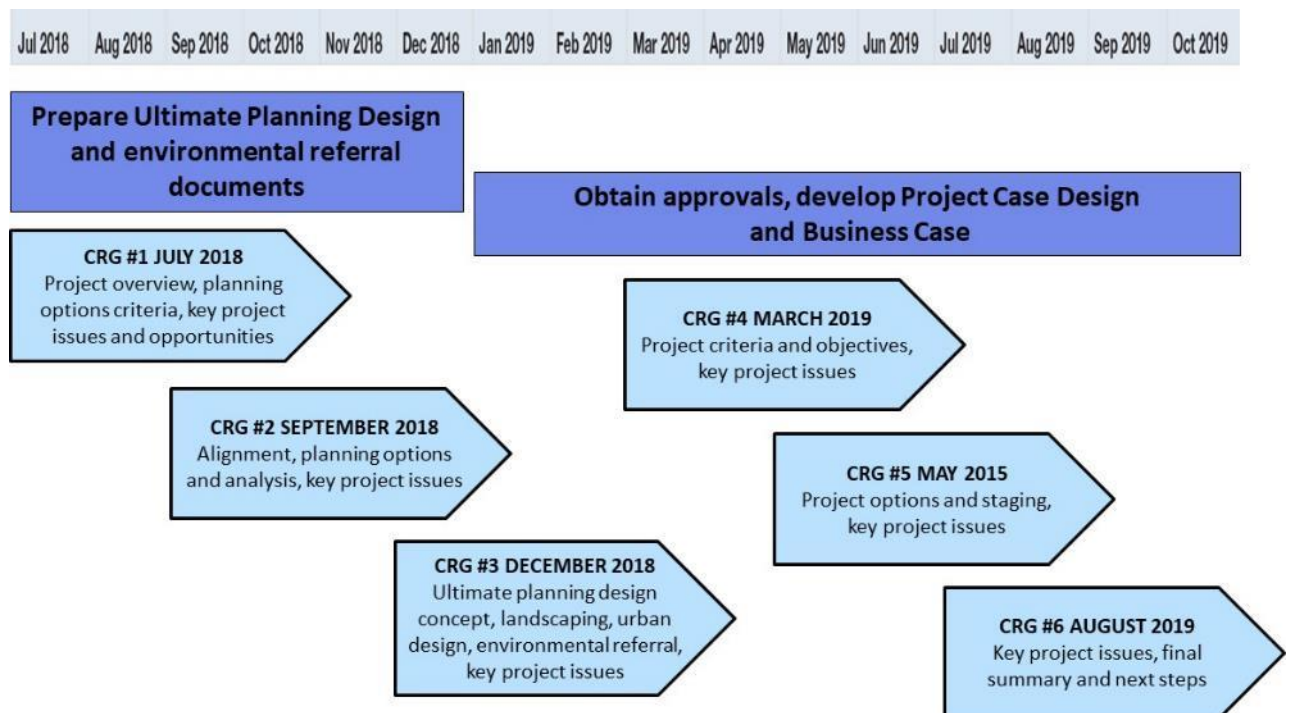
Venue: Gelorup Community Centre - 40 Hasties Road Gelorup

#### 1. MEETING PURPOSE AND PROCESS

Linton Pike (facilitator) welcomed CRG members to the first meeting of the group and explained that the purpose of the meeting was to:

- Establish the Northern / Central CRG;
- Provide a project overview;
- Discuss the Terms of Reference for this group;
- Identify key concerns and considerations;
- Inform the design development and procurement processes; and
- Build a collaborative relationship to ensure the best possible solutions result.

Linton explained that this is the first of a series of six planned CRG meetings as shown below.



Linton noted that there are many often competing forces at play for large projects like this that need to be considered. They include:

- The broader strategic context for regional planning and development for the port and other land uses in the south west;
- The regulatory context setting the legal framework that must be complied with;
- The social needs and expectations of the community;
- The prevailing environmental sensitivities and regulatory approval process;
- The associated costs and economics opportunities and benefits;
- The technical considerations including ground conditions, topography, constructability, technical standards and safety as a mandatory consideration.

The competing forces are shown diagrammatically below.



The meeting agenda is provided at Attachment One.

A list of meeting participants is provided at Attachment Two.

The BORR Project Team members and each CRG member provided a brief introduction.

## 2. PROJECT OVERVIEW and CONTEXT

Dominic Boyle, MRWA Project Director explained that:

The project objectives are to:

- Reduce local congestion through increasing efficiency for freight vehicles and regional traffic
- Improve long term access for the Bunbury Port
- socio-economic growth and facilitate integrated development in greater Bunbury and South West Region
- Enhance amenity on local roads by reducing freight and regional traffic
- Minimise impacts on affected communities and stakeholders
- Create a safer road system for our community
- Respect and enhance our environment and heritage

Bunbury and the south west regional context:

- Second largest City in WA
- Greater Bunbury Population c70k
- SW Region 176,000,
- Forecast to increase 17.5% by 2026
- Port City - globally significant alumina exports (12% of world exports)
- Export / processing of woodchip, mineral sands
- Main north – south coastal route
- Access to Margaret River / wider SW region

BORR Project history:

- Original concept for Bunbury Outer Ring Road developed in early 1970's
- Central Section completed in 2013 in conjunction with Port Access Road
  - Links South Western Hwy (south) to Boyanup Picton Rd
  - Provides improved access to Port from areas south east of Bunbury
- When complete, between 10,000 to 15,000 vehicles per day on average are expected to use the new road
- These regional / port movements would otherwise mix with local traffic

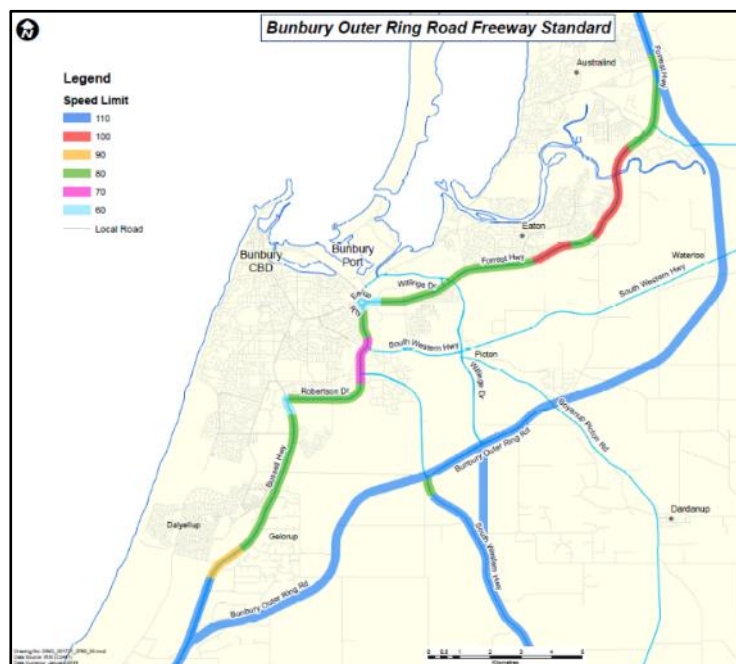
The former and current project corridors are shown below:



The BORR Ultimate Planning Concept (Long Term Vision)

- Forrest Highway to Bussell Highway, bypassing Bunbury
- Around 27km, rural freeway standard
- Fully grade separated
- Improve access to Bunbury Port (includes extension of Willinge Drive south to SW Highway)

This is shown below.



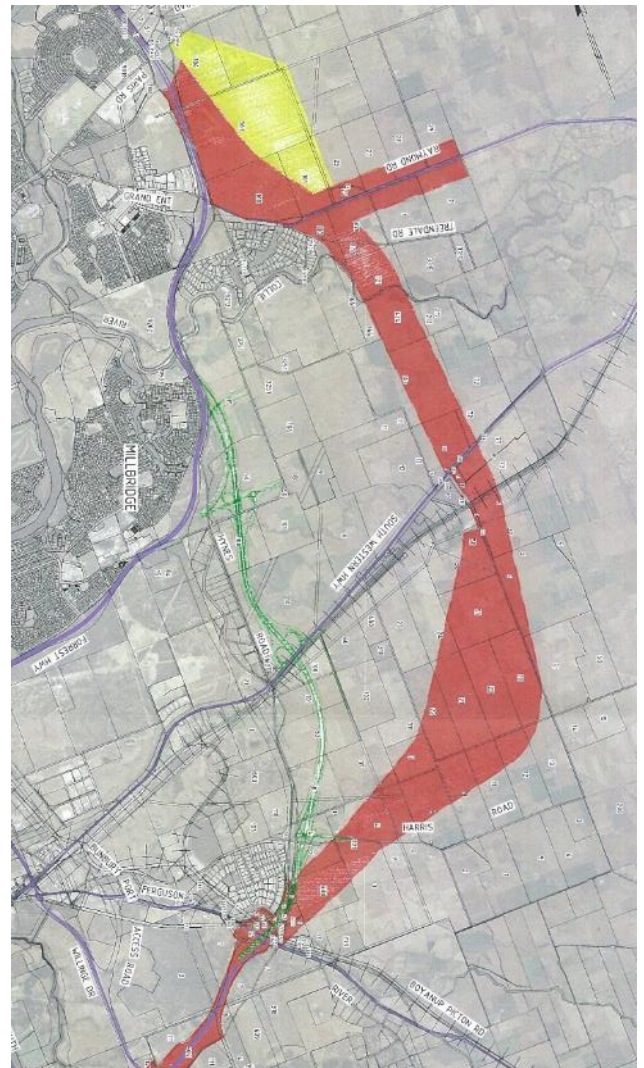
The BORR Project is being developed in three sections explained below:

- **Northern Section** – From Forrest Highway to Boyanup Picton Road
- **Central Section** – **Already constructed and extending** from Boyanup Picton Road to South Western Highway (opened 2013). Now proposing interchange at Willinge Drive and extension to South Western Highway
- **Southern Section** From South Western Highway to Bussell Highway



The northern section planning study has been completed and considered:

- The historic road reserve in Planning Scheme – shown in green;
- Alternative alignment considered 2012;
- Reviewed 2016/17 – revised Wanju & Waterloo planning;
- Consulted Local Government, Local Members, landowners, Meadow Landing community late 2017;
- The red corridor was supported by WAPC in May 2018;
- Extended investigation area based on feedback received;
- Further landowner discussions prior to site investigations.



The southern section:

- Alignment in Greater Bunbury Region Scheme
- Undertaking alignment definition
- Reviewing Gelorup connection options



Infrastructure Australia (IA):

- Infrastructure Australia is an independent statutory body with a mandate to prioritise and progress nationally significant infrastructure.
- BORR Project is of National Significance
- Following the IA Assessment Process to secure Federal Funding for BORR

Infrastructure Australia process:

Stage 1: Problem and Opportunity Statement submitted late 2017

- Inefficient road freight access to Bunbury Port
- Congestion & safety issues on Forrest Highway, Bussell Highway and Robertson Drive
- Opportunity to improve utilisation and development of industrial expansion areas

Stage 2: Options Assessment submitted May 2018

- Considered range of alternatives
- BORR identified as preferred option

BORR on IA Priority List

Project benefits include:

- Bypass many sets of traffic lights and 1 rail level crossing for trips between the Bussell Highway and Forrest Highway.
- Significant travel time saving for trips between the north and south of Bunbury
- Improved supply chain efficiency for the freight transport industry through freer flowing traffic movement
- A free flowing bypass for freight traffic required to travel through Bunbury
- Improved access for tourists to the world renowned Margaret River Region and the wider South West
- Improved safety and urban amenity for local residents and tourists
- More reliable journey times for all road users
- Significant number of trucks removed from local roads each day
- A seamless trip between the north and south of Bunbury for freight and tourist traffic
- Strengthen Greater Bunbury's position as a regional industrial hub for the South West Region and as support to the Fremantle and Kwinana Ports
- Extends the service life of existing arterial roads bypassed by trucks, minimising future local upgrade treatments required

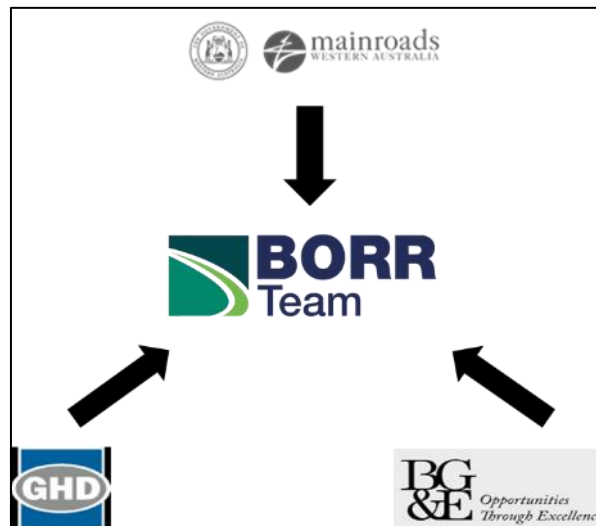
Funding commitments have been made as follows:

- Mid 2017 – State and Commonwealth Governments commit \$12.5M to complete planning and project development
- April 2018 – Commonwealth commits \$560M for delivery (subsequently confirmed in Federal Budget)
- May 2018 – \$106M allocated in State budget (including \$75M of Commonwealth Funding)
- Project Budget TBD

Some key project risks include:

- Environmental approvals process results in delays:
  - Southern Section – Matters of National Environmental Significance
    - Western Ringtail Possum – critically endangered
    - Carnaby’s Black Cockatoo – endangered
    - Banksia Woodland Threatened Ecological Community (TEC)
    - Tuart Woodland likely to be declared TEC during assessment period
- Materials – large import of fill required (cost, sustainability)
- Services – lead times
- Landowner & community concerns
  - pace of alignment definition in north
  - project impacts (noise, visual amenity)
  - Gelorup community impacts

A joint Project Team has been established to complete the project development work during 2018 and 2019. The team composition is shown below:



Questions resulted as follows:

Q	Could an alternative southern alignment be considered?
A	The existing corridor was established many years ago and has been in planning for a long time. We will undergo a thorough and challenging environmental approvals process and must show that there isn't a better environmental option to provide a safe and efficient link that is technically feasible and economically viable.
Q	What does planning for a freeway standard road mean?
A	We are planning towards a freeway standard link similar to Forrest Highway with limited access other than at interchanges as a free flowing high speed link.
Q	The Woods Road corridor is narrow (around 70m). Is that wide enough or will more land resumption be required.

A	<p>We will present cross sections later in this presentation for narrow and wider road reserve configurations. There is no intention to resume more land in the narrow road reserve area near Woods Road. Land acquisition will be required in the northern section.</p> <p><b>Post meeting note:</b> Additional land may be required at the corner of Woods Road and Yalinda Drive to accommodate the local crossing.</p>
Q	<p>If environmental approval does not result what happens then?</p>
A	<p>We will work through the environmental investigation, assessment and approval process and then respond to the resultant outcome.</p>
Q	<p>There is a fixed timeline to work through alignments within the corridor. Has a similar process started to explore other options in case the project is not approved?</p>
A	<p>We are at desktop study stage at the moment to identify potential fatal flaws of options within the existing corridor. As we complete more investigation work we will better understand the challenges to overcome.</p>
Q	<p>Has all land required for the project been purchased?</p>
A	<p>Main Roads or the state government owns most of the land required for the project but some land remains to be acquired in the northern section.</p>
Q	<p>Are any of the known risks likely to be a show stopper?</p>
A	<p>None have been identified as being a likely show stopper at this time but we are only at desk top assessment stage and will continue to work with federal and state regulators.</p>
Q	<p>Who will undertake the Western Ringtail Possum and cockatoo studies?</p>
A	<p>The studies will be undertaken by specialist ecologist consultants. The possum study will be done over time and repeated monthly.</p> <p>Other specialist services will be required for different species.</p> <p><b>Post meeting note:</b> Biota Environmental Sciences GHD</p>
Q	<p>In what year was the land acquired for the Gelorup corridor?</p>
A	<p>The land has been owned by Main Roads for a long time but the exact date of acquisition is unknown and may have occurred over time. An abridged summary will be included in these minutes.</p> <p><b>Post meeting note:</b> Land through the Gelorup section was acquired by Government between 1980 and 2010.</p>
Q	<p>Will the cost of compliance influence the decision on the preferred alignment?</p>
A	<p>There is a comprehensive benefit/cost process to follow and it seems unlikely that cost would preclude the project.</p>



### 3. PLANNING AND PROJECT DEVELOPMENT

Padraic Murphy, BORR Service Delivery Manager, provided a project design update noting that:

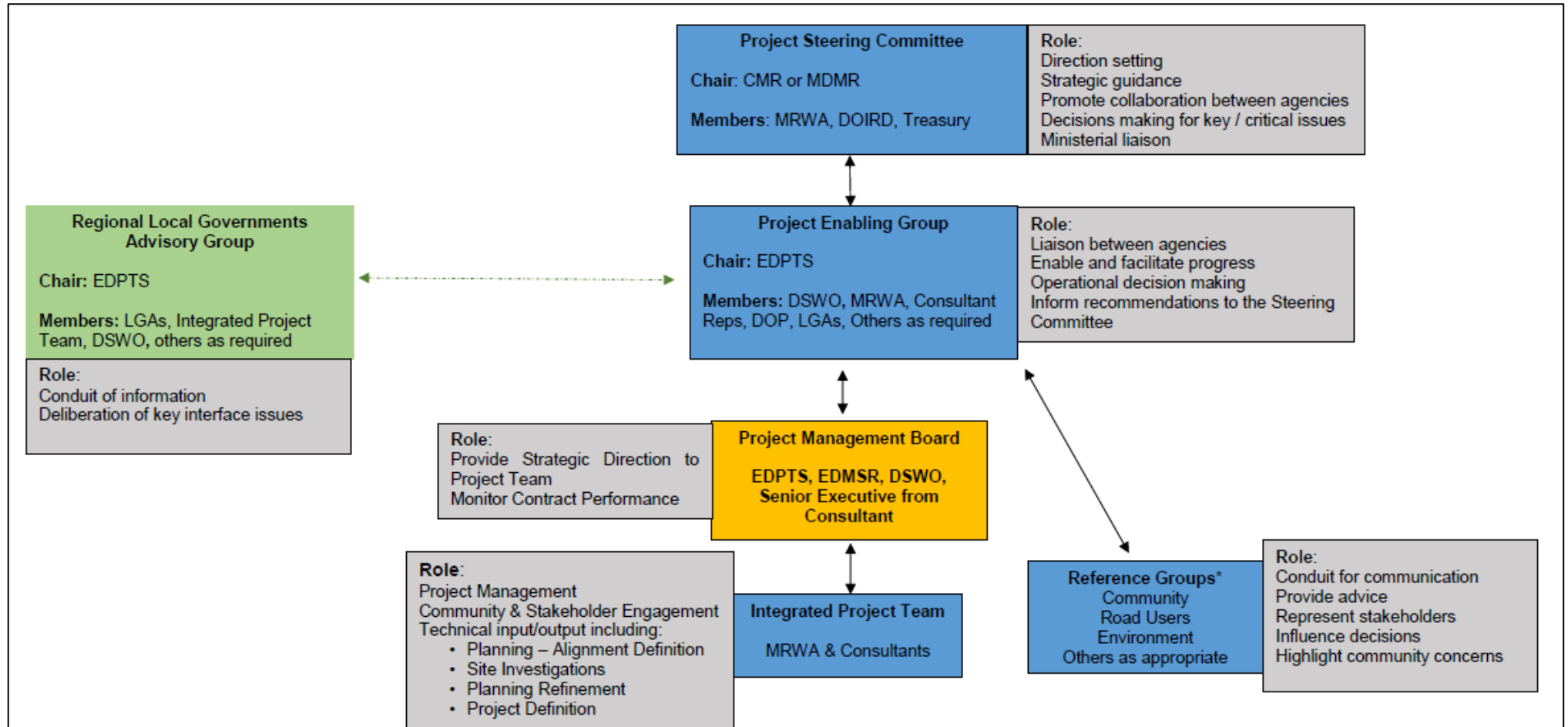
The BORR team objectives are:

- Achievement of all necessary project approvals and clearances for construction
- Delivery ready for 2020
- Value for Money without compromising quality
- Facilitate timely land acquisition to accommodate the project within community expectations
- Drive excellence and collaboration
- Encourage and consider community and stakeholder involvement

The BORR governance structure is in place to drive the project and includes:

- A Project Steering Committee;
- A Project Enabling Group with broad government representation to inform and guide the project development process;
- A Project Management Board to provide direction to the Project Team and monitor performance;
- An Integrated Project Team as a composite MRWA and consultant team (this team);
- A number of Reference Groups to inform the design process from various perspectives – community and environment. freight, drainage
- A Regional Local Government Advisory Group to align and inform current and future state and local government initiatives and aspirations.

The governance structure is shown over the page:



**Project Governance Structure**

The project performance framework outlines the six key streams of project development activity for the period to the end of 2019.

The image to the right overlays the six key streams over a project outline document to demonstrate where each of the key streams becomes most relevant and important throughout the project development process. Community and stakeholder engagement and project management and sustainability are key streams of activity throughout the project development process.



The Performance Framework and Key Result Areas are shown in the table below.

No.	KRA	KPI (IN DEVELOPMENT)
1	SAFETY	Reduction in risk of Serious Injury or Fatality crashes BORR Team: positive health and safety interactions in team and on site
2	TIME	BORR Team: schedule variance; milestones achieved vs planned
3	COST	BORR Team cost variance: earned value vs actual cost Estimate of cost at completion vs budget
4	QUALITY	Timely closeout of review comments by BORR Team
5	NETWORK EFFICIENCY	Journey time improvements on port routes Network wide congestion improvement: model forecast Network resilience – dealing with public holiday loads/shocks
6	COMMUNITY & REPUTATION	Stakeholder/community sentiment, on outcomes and process BORR team sentiment – engagement, communications
7	ENVIRONMENT & HERITAGE	Project: environmental footprint reductions - from base case Project: comparison between project impacts and offset ecological values
8	SUSTAINABILITY	Infrastructure Sustainability (IS) Rating – Planning Phase

#### 4. PLANNING AND DESIGN CRITERIA

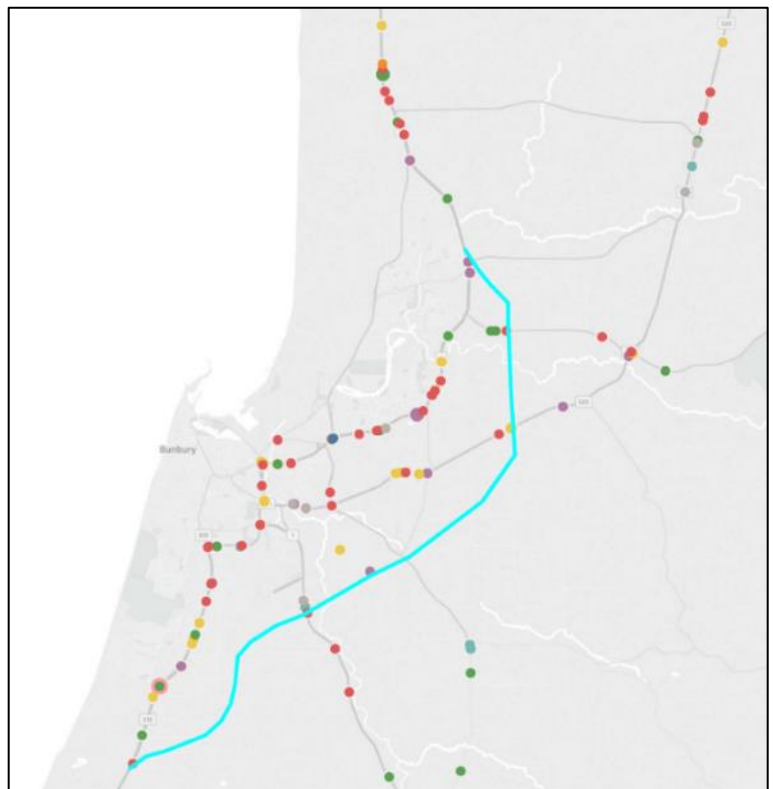
Padraic Murphy provided a project design update noting that:

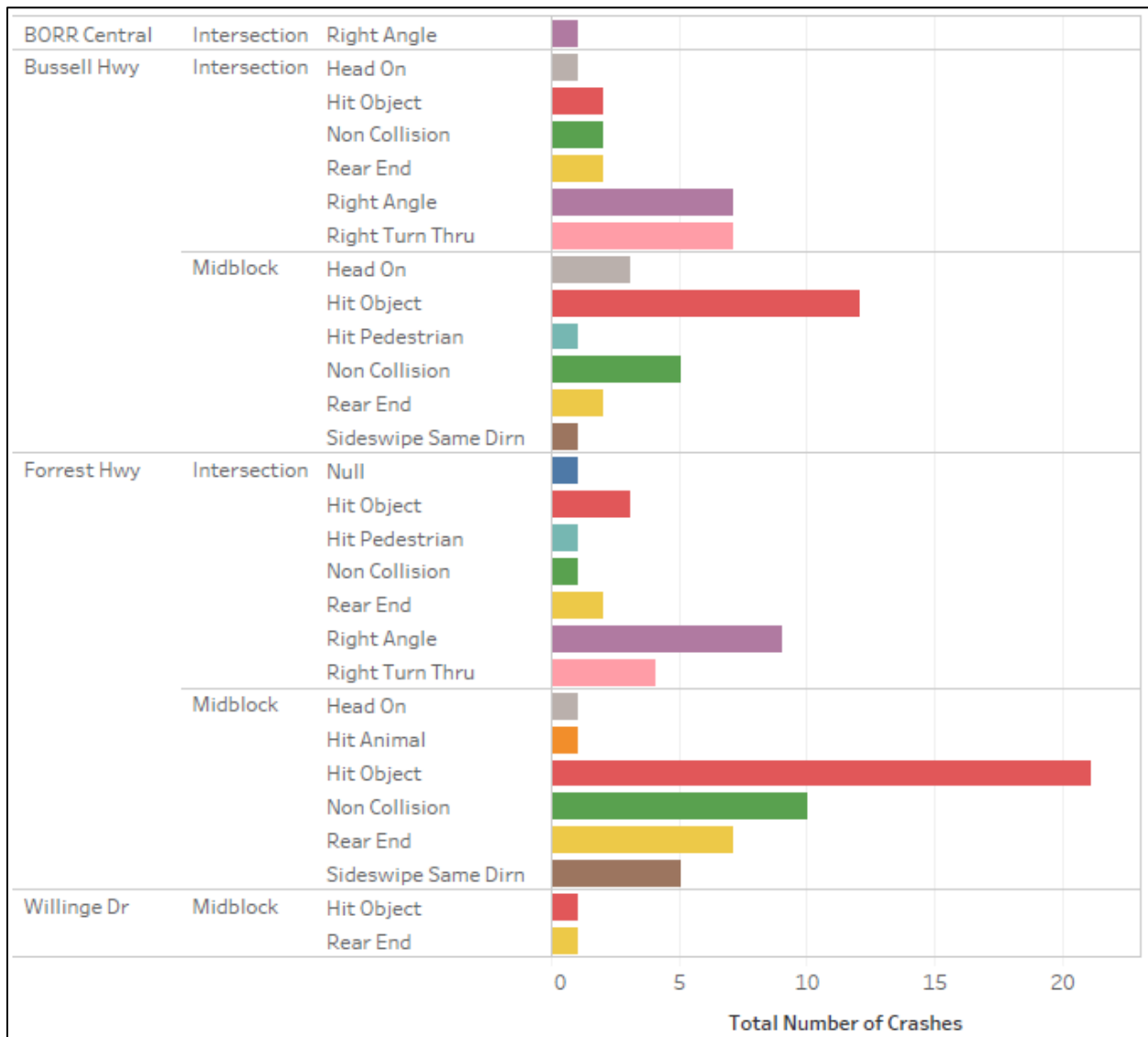
- Existing environment
- Challenges ahead
- Objectives and criteria

The existing road environment:

- Mixed use traffic streams (freight vs light vehicles / regional vs local traffic)
- Convoluted access to Bunbury Port impacting freight efficiency
- Continued growth in mixed traffic affecting safety and amenity

Regional crash history along the corridor is shown diagrammatically to the right and over the page.





Accident Count



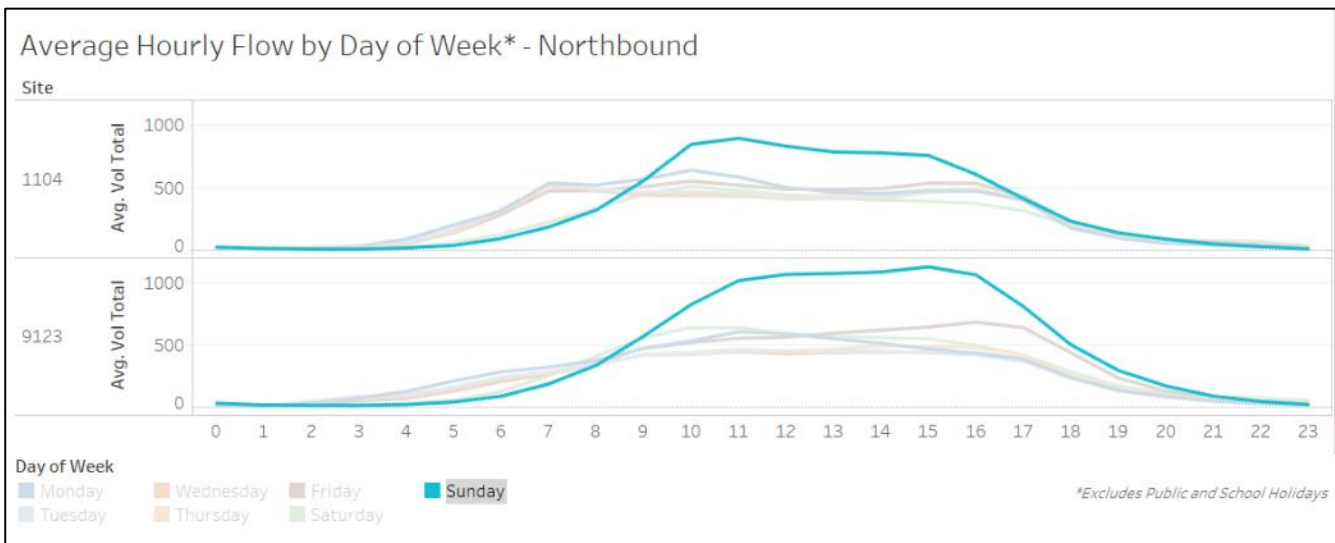
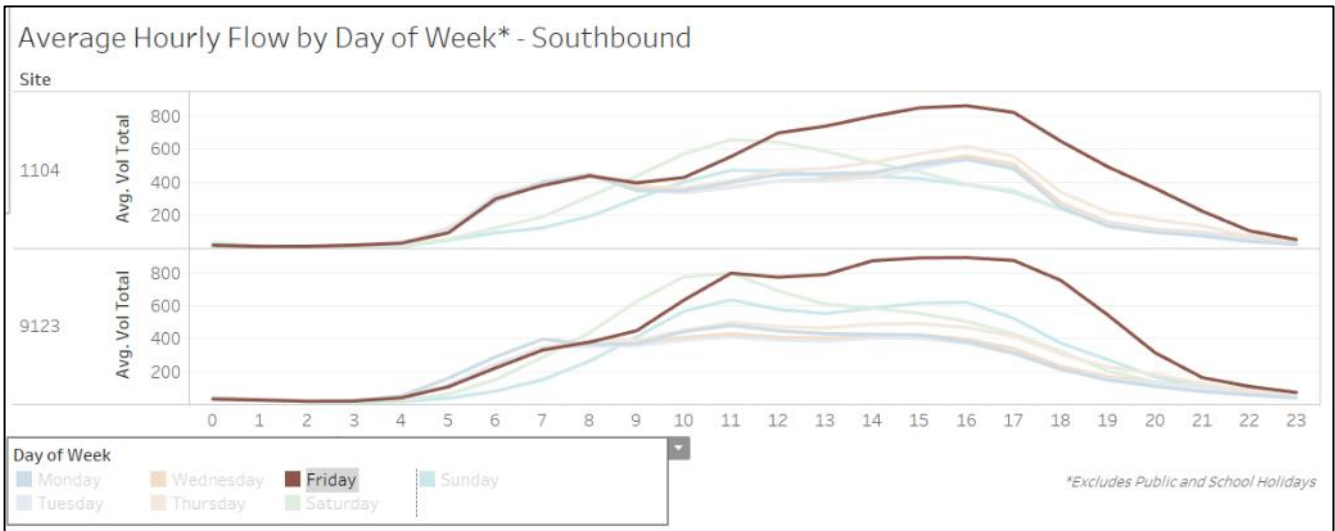
Acc Severity

- Fatal
- Hospital
- Medical
- PDO Major
- PDO Minor

Evt Mr Nature Code

- Null
- Head On
- Hit Animal
- Hit Object
- Hit Pedestrian
- Non Collision
- Rear End
- Right Angle
- Right Turn Thru
- Sideswipe Sam..

Traffic data shows average southbound and northbound traffic flows for each day of the week along Forrest Highway at Bunbury and identifies a Friday afternoon southbound peak and Sunday afternoon northbound peak resulting from weekend trips to locations further south. The average daily and peak flows are important in informing our design process network capacity and performance wise. The average daily traffic volumes are shown graphically below.



The challenge ahead:

- Achieve sufficient capacity in the road system to service a Bunbury population of 200,000 people
- Development in Wanju, Waterloo and surrounding areas
- Increase in freight task due to increased activity in mining and growth in the Bunbury Port
- Increase efficiency of the freight network

Our network operations objectives are shown in the table below.

Outcome area	Objectives
Mobility	Achieve good travel time reliability and no delay for BORR, so that it is a highly attractive north-south route for regional traffic and heavy vehicles
Safety	Road safety is maximised in line with the Main Roads WA Towards Zero and ROSMA policy
Access	Appropriate access is provided for residential areas, activity centres and industrial precincts along the corridor
Information	Static and real time traveller information is provided to improve road user experience and network legibility, whilst reinforcing the desired priority use of the road network
Amenity	Adequate driver facilities on BORR and improve the driving environment along Forrest Highway/Bussell Highway for local access and short trips through the redistribution of freight and regional traffic to BORR.

The Ultimate Planning Criteria set the key project design parameters for BORR as follows:

- Freeway standard (as part of a future South West Freeway)
- Minimum four lane dual carriageway, two in each direction
- Posted speed limit of 110 km/hr
- Grade separated connections and cross roads
- Allowance for 6.7 m high by 6.5 m wide by 30 m long loads (7.0 m x 8.5 m clearance envelope)
- Provision for 36.5 m road trains (RAV Network 7)
- Grade separated Principal Shared Path along one side
- Control of access
- Fully lit at interchanges only

Grade separated interchanges (with bridges and ramps) are proposed at the following locations:

- Forrest Highway
- Raymond Road
- Waterloo (*location to be confirmed*)
- Willinge Drive
- Hasties Road / Centenary Road (*to be confirmed*)
- Bussell Highway

These are shown in the diagram at the right.



## Bunbury Outer Ring Road

High Wide Load & Over Size Over Mass Provision is made as follows:

### HWL Provision

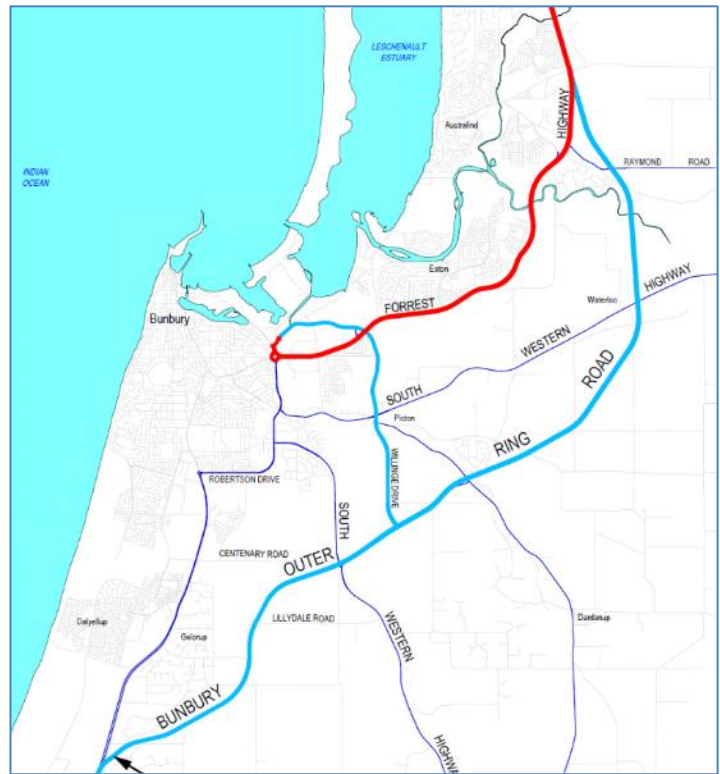
10m x 10m structural clearance  
(future allowance)

### OSOM Provision

7.0m high x 8.5m wide  
(structural clearance)

The routes are shown at the right using the legend below.

- HWL ROUTE
- OSOM ROUTE



Freight and passenger rail provision is made as follows:

### Passenger Rail

21m median on Forrest

Not precluding rail on BORR

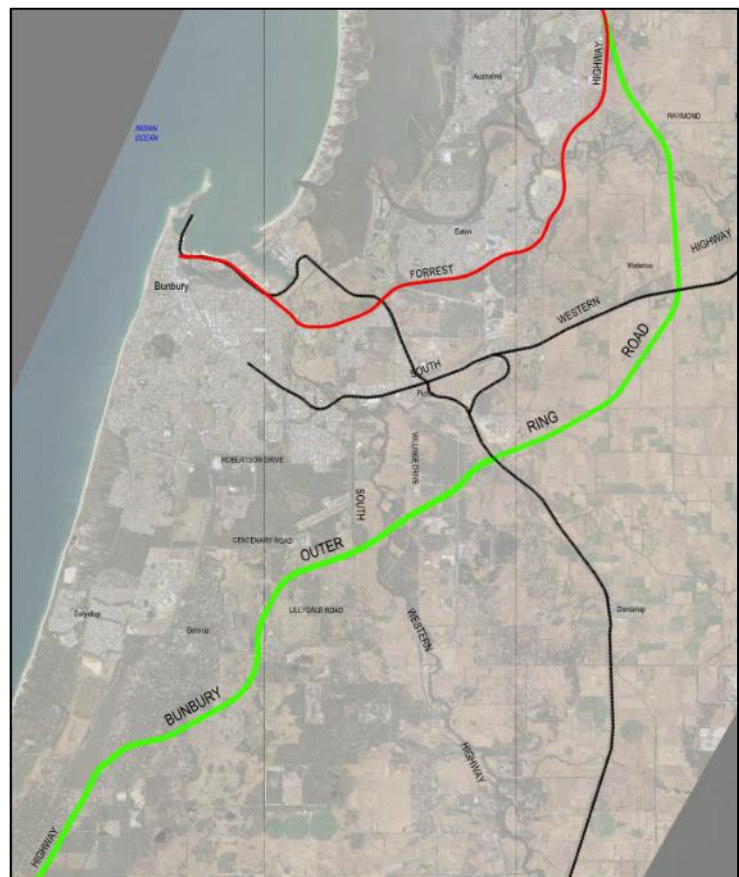
### Freight Rail

Allow for double stack containers

The routes are shown using the legend below.

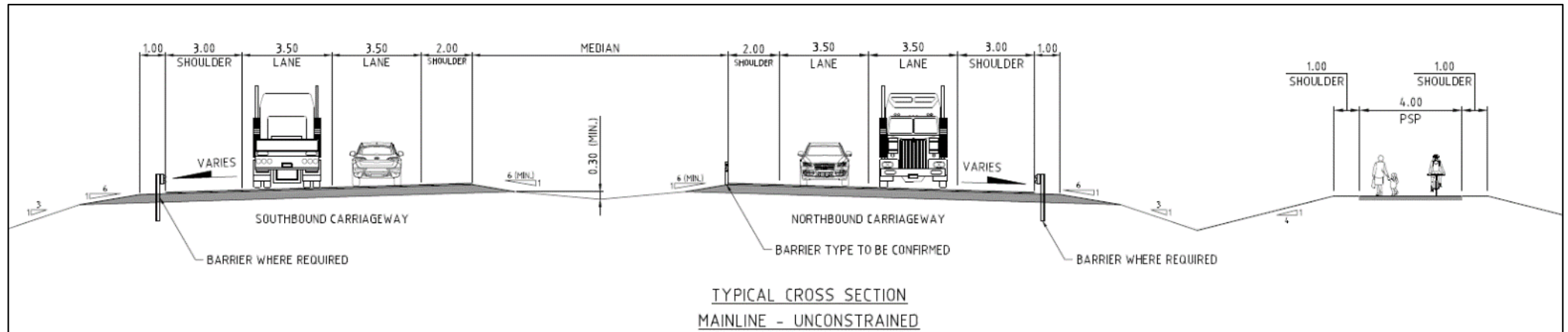
### LEGEND:

- 21m\* WIDE MEDIAN
  - NO PROVISION FOR RAIL IN MEDIAN
  - EXISTING RAIL
- \* DISTANCE IS FROM HIGHWAY FACE OF BARRIER TO HIGHWAY FACE OF BARRIER

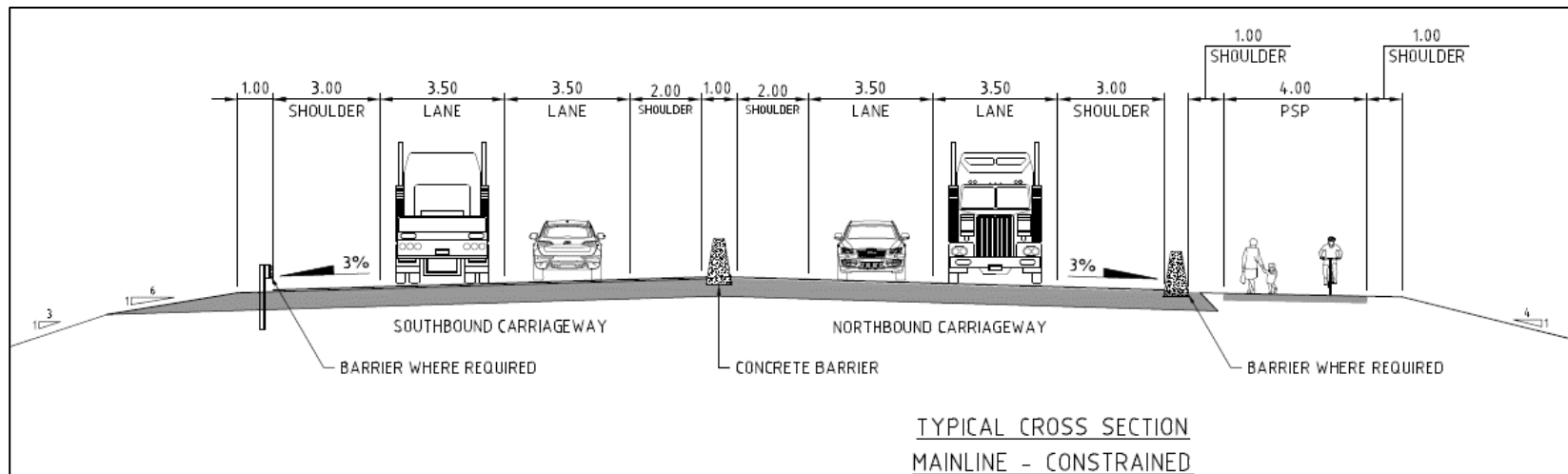




The typical cross section in a wider unconstrained road reserve similar to Forrest Highway is shown below.



The cross section in the southern constrained areas where the road reserve is 70m wide is shown below.



A question and answer session resulted as follows:

Q	If a preferred alignment is required by December 2018 will that give us time to have input to it? Will we be able to discuss the options with the BORR team?
A	Yes, we plan to provide that information starting at the next CRG meeting.
Q	What is the overall width of the cross section?
A	Where we have a central median it is around 35m for the trafficable lanes. If we include the PSP the overall dimension would be around 60 to 70m. In the narrow road reserve section where we have a central crash barrier with no median it is around 25m. The vertical profile will impact upon this as we need to then slope the road edge back down to ground level.
Q	Is this is freeway standard how does the cross section stack up?
A	The tight cross section is like Leach Highway near Perth airport with limited space in some areas and meets freeway standards.
Q	Is additional land resumption required in Gelorup?
A	Not in the Gelorup (southern section) but land resumption may be required in the northern section and east of Jules Road. <b>Post meeting note:</b> Additional land may be required at the corner of Woods Road and Yalinda Drive to accommodate the local crossing.
Q	Will the profile at the crossing points at Woods Rd change?
A	We can discuss this at a future meeting with potential opportunities to lower the road. This will potentially result in more clearing and a wider footprint to slope back to existing ground levels.
Q	Will the ring road growth around Bunbury then stop? is this the last of it with the northern access corridor changing and affecting people with no prior knowledge of it?
A	The road reserve through Gelorup has existed for decades and pre-dates the neighbouring residential development. The role of this group is to exchange information and identify associated issues and concern. There are a number of competing forces with social impacts one of a number of important considerations. We will work within all of those constraints to develop the best possible solution. There is a historical context to consider with land uses known over many years. We can't just walk away from that earlier land use planning work but we will test to see if there is a viable solution and the engagement process will consider these factors.
Q	The Greater Bunbury Region Scheme Planning dates back to early 1990s with subdivision conditions of approval for subsequent land use development to inform potential buyers who chose to live there. The planning context has been consistent over time and the corridor is not a new thing through Gelorup.
A	That is the case and that is where our efforts will focus.

Q	<p>The slides explains the crash statistics with an inference that fatalities will reduce as a result. A 100kph speed limit through the proposed route, which is a residential area, plus the proposal link at Hasties Road, increasing the traffic past a skate park and children’s home has associated risk with massive potential for fatalities. Centenary Road may be a better option, is that possible?</p> <p>It is difficult to look at statistics and simply assume it will save lives. Could we have comparable statistics from similar projects where a road has been cut through the middle of a residential area?</p> <p>Another CRG member noted that the Dalyellup SP approved some time ago joins Parade Road to Hasties Road with 11,000 vehicles per day forecast as a result of the connection.</p>
A	<p>The inclusion of the new link won’t get rid of all fatalities but it will be safer and be a more forgiving road environment. We will provide similar or comparable statistics if possible</p> <p style="text-align: right;"><b>ACTION: Padraic</b></p> <p>We can definitely look at traffic redistribution after construction and we include this as a future discussion topic with options for Ducane Road and Centenary Road potentially worth investigating.</p>
Q	<p>What happens with the narrower cross-section that has a central barrier. Is there still room for noise attenuation at the residential interface?</p>
A	<p>Noise mitigation could be fitted if it is required but we need to do noise modelling first to establish the need. Noise monitoring will commence soon to develop a baseline and the vertical profile of the new highway will influence the outcome.</p>
Q	<p>Has a speed less than 110kph been considered to lower noise impacts?</p>
A	<p>Speed alone is not a major factor with stop/start and braking noise often louder. As a free flowing link those factors are greatly reduced.</p> <p>We will also look at pavement surfacing and other noise interventions at a future meeting.</p> <p style="text-align: right;"><b>ACTION: Tammy</b></p>
Q	<p>Instead of a flyover at Woods Road can a cheaper solution be adopted to reduce the cost of this expensive inclusion?</p>
A	<p>An underpass may result in raising the road with other impacts to then consider.</p> <p>We will look at these options as we progress.</p>
Q	<p>What about the effect of dust and particulate on natural resources including potable water with Gelorup residents reliant upon tank water?</p>
A	<p>A baseline air quality measurement will be taken as the basis for comparison. Padraic to advise further over time.</p> <p style="text-align: right;"><b>ACTION: Padraic</b></p>

**5. TERMS OF REFERENCE**

Linton Pike explained the Terms of Reference (provided at Attachment Three) inviting CRG members to nominate additional stakeholder groups and respect the nature of live project development material as being subject to change.

A number of questions resulted as follows:

Q	Will the Meeting Minutes include the slides shown?
A	Generally, yes, with all text and most images. Some photographic images are very large in file size and are not included usually.
Q	Can we increase the notification time for future meetings?
A	It was difficult tonight as we were keen to get things started and meet with the CRG as soon as possible after it was established. We will schedule future meetings at strategic times when we have something meaningful to present and discuss. The venue and meeting times will also be discussed later We will set dates soon to provide lots of notice.

**6. COMMUNITY ISSUES AND PRIORITIES**

Tammy Mitchell, Community and Stakeholder Engagement Manager identified a number of issues previously encountered in earlier consultation as follows:

Engagement and communication:

- Landowner liaison – personalised meetings
- Community Reference Groups
- Community information sessions
- Newsletters and electronic updates
- Project webpage
- Project information 138 138
- Surveys

Areas of influence:

**Input to and influence on**

- Design concept
- Local area access
- Landscaping and revegetation / urban design
- Noise attenuation where required
- Potential legacy initiatives – whole of community

**Finite requirements**

- Road user safety
- Road reserve
- Design standards
- Statutory requirements

Anticipated outcomes:

- Stakeholder input to the conceptual design
- Stakeholders influence relevant matters
- Sounding board for the broader community
- Bring local knowledge to assist problem solving
- Comfort that your views have been considered and incorporated where possible
- Support for the resultant project
- Sense of project ownership and pride

Issues raised by the community so far:

- Alignment and alternatives
- Access / connectivity / severance
- Traffic and safety
- Amenity and lifestyle (noise, lighting, visual impact)
- Environment
  - Wetlands and waterways
  - Fauna and flora
  - Indigenous heritage
  - Irrigation and drainage
- Property values

CRG were asked if they were willing to have their names and contact details shared. The following was agreed:

- CRG member names and contact details will be shared amongst this group;
- CRG member names only will be included in the minutes;
- CRG member names only will be posted on the project webpage;
- A list of groups represented will also be posted on the project webpage but not identify the representative/s of the groups.

A question resulted as follows:

Q	It is as long time between meetings, if we have concerns between meetings who do we contact?
A	<p>Contact should be directed to Tammy via the email contact provided on the business card provided to CRG members at this meeting. CRG members don't need to wait for a subsequent meeting.</p> <p>There are lots of queries and investigative work to be done so response time may take a little longer than we like.</p> <p>CRG members are invited to suggest discussion topics for future meetings. Please suggest them and we will let you know if we have meaningful information to discuss.</p> <p>Please contact Tammy in the first instance.</p>
Q	Is it possible to have FAQs loaded to respond to the core questions?
A	Yes, and this is currently under development.

**7. COMMUNITY ISSUES AND PRIORITIES**

Each CRG member was invited to provide comment on outstanding matters or concerns for them. The following feedback resulted:

NAME	COMMENTS
Jeff McDougall	If a suitable alignment cannot be found does it mean the BORR team will need to look elsewhere? Yes, in a complex approval process
Glenys Malatesta	Could we please get copies of minutes of the other CRG? Yes, but we ask CRG members to endorse them first so after that we can.
Pawel Mrugalski	If community comes up with better alternative for interchanges or other considerations will it be considered? Yes, and is the purpose of this group. Some of the images were hard to read is there other detailed information available? Where necessary we will supplement the information provided eg stages of project development and governance / decision making. Can other information be provided early for review along the journey? We produce lots of material as we move through the process if an area is of interest we will share it on request by CRG members. We will also bring content experts to future meetings.
Merissa Macquarie	Most of my questions have been answered and I have nothing to add
David Macquarie	Nothing further to add at the moment.
Brad Scott	Nothing further to add at the moment.
Chris Scott	Most things answered.
Adrian McCauley	Southern Road has three crossing point opportunities. What are they like for pedestrians and cyclists? There will be a mix of road and shared paths to consider at crossing points. There are various configurations that could result at crossing points and we will bring them to future meetings.
Tim Saxon	In similar projects, where the use of roads such as Hasties Road have been changed hugely due to increased traffic, are supporting local planning scheme modifications being considered with councils to change R codes if required? Will MR liaise with LGA's to achieve outcomes such as that and assist residents or will we just be left to fend for ourselves once you've completed your construction?
Bill Dear	Orchid's and their survival is of interest to me.
Charles Jenkinson	Nothing further to add at the moment.
Malcolm McAuley	I am unhappy with some of the answers provided tonight and will make a written submission subsequently.
Brad Brooksby	More information at crossing points and quarries would be useful. We will include this as a future discussion topic at an appropriate time. <b>ACTION: Tammy</b>

NAME	COMMENTS
Cheryl Kozisek	<p>Bunbury retailers currently have over 100 vacant premises due to economic downturn with additional concerns at the effect of the ring road. We want some great signage encouraging people into Bunbury and its offer. We will include signage as discussion topic for future meeting and continue to work with City of Bunbury to get their input to the signage strategy with a group to provide input via SW Dev Commission.</p> <p style="text-align: right;"><b>ACTION: Tammy</b></p>
Craig Johnston	I am interested in Centenary Road interchange option and noise attenuation.
Kevin Martin	Hasties / Centenary Road interchange options are of interest to me.
Alan Johnson	The profile of the road as it dissects and passes through Gelorup are of interest. When will that be available? Probably meeting 3 with investigative work still underway in September or October.
Bente Johnson	I am concerned at emergency evacuation impacts and emergency response in a bush fire at Woods Road when cul de saced. This will apply all along the corridor.
Kevin Jones	Centenary and Hasties interchange are of interest. Centenary provides better linkages and health centre and emergency response access as important to consider as a more useful feeder road.
Alan Mason	<p>Will restrictions apply for quarry and other large vehicles along Hasties Road? We would need to work through that to see what impacts result with most vehicles using it able to access the network without permits. Some may be restricted access vehicles.</p> <p>Do we know the anticipated residual quarry life? Yes.</p>
Neil Davies	I am good for the moment thanks.
Lee Edmundson	<p>Sounds to me that the historic route is set in concrete. I want to know if a more southerly route is possible.</p> <p>Dominic Boyle advised that we have an existing long term corridor to investigate with due process to follow. There is a changing protection status for ring tail possums to consider and we will keep this group informed of any change to that position</p>
Peter Kerr	<p>Some form of connectivity is needed to provide the local Gelorup community with access to the community hall for meetings like this?</p> <p>Would project staging mean that we would have to wait with traffic signals or some other solution in the interim until a bridge is built?</p> <p>Dominic Boyle responded noting that there is no intention to do so and we will maintain access where it is needed.</p>

NAME	COMMENTS
Russell Dawson	<p>Most topics of interest to me have been covered. I support the use of Centenary Road as the local connection point and this decision will be of interest to me.</p> <p>As a local ratepayer I am interested to know what legacy will be left for local government with regard to the future maintenance of existing, modified or new local government roads after completion. Some information on impacts for local roads would be useful and interesting.</p> <p style="text-align: right;"><b>ACTION: Tammy</b></p>
David Smith	Nothing further to add at the moment.
Phil Harbour	<p>The corridor through Gelorup was acquired in 1986 and Centenary Road was established at that time. A feeder road providing access to Preston Regional Park was more recently announced.</p> <p>Residential development from 1999 to 2006 has impacted upon around 200 ha of banksia woodland with a formerly large ring tail possum population. As part of residential development, we saw the translocation of 50 possums with DEC approval however, subsequent studies found that 96% of the translocated possums had dies. Translocation is not accepted by the federal regulator with significant cost to do so. The cost to translocate each possum was around \$40,000 in Dalyellup.</p> <p>The corridor through Gelorup dissects the ring tail population as one of the last intact ring tail communities with habitat loss an emerging problem for ring tails.</p> <p>Cockatoo habitat is another key consideration.</p> <p>In the future, the South West Environment Centre will be keen to get anecdotal information to pass on to the project team and environmental findings will be an important future discussion topic.</p> <p style="text-align: right;"><b>ACTION: Tammy</b></p>
Danielle Barbera	<p>I am concerned at bush fire and emergency response outcomes to keep our community safe with access to and around Gelorup and to the BORR a key consideration for me. Yalinda Drive access is also important</p> <p>Noise information is also of interest to me.</p>

CRG members were asked to comment on meeting logistics and the following feedback resulted from CRG members:

- The venue is good;
- Tuesday is a good day of the week to meet;
- A six o'clock start time is good;
- Please use a PA next time with some discussion hard to hear.

**ACTION: Tammy**

## 8. NEXT STEPS

Next steps include:

- The Meeting Minutes will be circulated to CRG members;



- Next meeting date to be advised for September with plenty of advanced notification;
- In the meantime CRG members can contact Tammy with questions or follow up. Tammy provided her business card to each CRG for their information;
- We will circulate the name, suburb and email address of all CRG members to this group.

The meeting closed at 8:20pm

## ATTACHMENT ONE

## MEETING AGENDA

<b>Start At</b>	<b>Item</b>	<b>By</b>
5:45	Arrival – light refreshments available	
6:00	Welcome - meeting purpose and process	Linton Pike
6:10	Personal introductions	All
6:15	Project overview and context	Hannah Ruprecht
	Planning and project development	Padraic Murphy
	Planning and design criteria	
6:45	Questions and answers	All
7:00	Terms of reference	All
7:15	Community issues and priorities	Tammy Mitchell
	Discussion of key project issues and opportunities	All
7:55	Next steps and close out actions	All
8:00	Close	

**ATTACHMENT TWO  
MEETING PARTICIPANTS**

**CRG Members**

NAME	NAME
Jeff McDougall	Craig Johnston
Glenys Malatesta	Kevin Martin
Pawel Mrugalski	Alan Johnson
Merissa Macquarie	Bente Johnson
David Macquarie	Kevin Jones
Brad Scott	Alan Mason
Chris Scott	Neil Davies
Adrian McCauley	Lee Edmundson
Tim Saxon	Peter Kerr
Bill Dear	Russell Dawson
Charles Jenkinson	David Smith
Malcolm McAuley	Phil Harbour
Brad Brooksby	Danielle Barbera
Cheryl Kozisek	

**BORR TEAM**

NAME	NAME
Dominic Boyle	Bruce Walker
Padraic Murphy	Tina Ellis
Hannah Ruprecht	Linton Pike (Facilitator)
Tammy Mitchell	

**Apologies**

NAME	NAME
Greg Bell	Miet Vermeiren
Phil Hope	Nathan Brennan
Neil Macquarie	Bronwyn Mutton

**Observers:** 15 members of the *Friends of the Gelorup Corridor* were in attendance.

ATTACHMENT THREE

TERMS OF REFERENCE

**BUNBURY OUTER RING ROAD  
COMMUNITY REFERENCE GROUP**

**DRAFT TERMS OF REFERENCE**

June 2018

**1. Objectives**

The completion of the Bunbury Outer Ring Road (BORR) Project will provide a high standard link between Forrest Highway and Bussell Highway around Bunbury.

The BORR Project objectives are to:

- Reduce local congestion by increasing efficiency for freight vehicles and regional traffic.
- Improve long term access to the Bunbury Port.
- Support socio-economic growth and facilitate integrated development in greater Bunbury and South West Region.
- Enhance amenity on local roads by reducing freight and regional traffic.
- Minimise impacts on affected communities and stakeholders.
- Create a safer road system for our community.
- Respect and enhance our environment and heritage.

In developing the project the BORR team objectives are to:

- Achieve all necessary project approvals and clearances for construction.
- Ensure the project is delivery ready for 2020.
- Provide value for money without compromising quality.
- Facilitate timely land acquisition to accommodate the project within community expectations.
- Drive excellence and collaboration.
- Encourage and consider community and stakeholder involvement.

Two Community Reference Groups (CRG) will be formed to facilitate and enhance communication and collaboration with the various communities of interest.



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BUNBURY OUTER RING ROAD | PLANNING AND DEVELOPMENT

**BUILDING OUR FUTURE**

## 2. Role of the Community Reference Group

The Community Reference Group (CRG) will:

- Provide a conduit for two-way communication and stakeholder input.
- Communicate matters to, and from, their respective organisations, groups and committees.
- Collaboratively inform the planning and development process for the project.
- Assist in identifying and responding to project issues and opportunities identified by project stakeholders to ensure an optimal solution.
- Provide issue-specific liaison in selecting / assessing options.

The remit of the CRG will be bounded by and focussed on the project's area of influence.

## 3. Establishment and membership

Participants in the CRG may include:

- Business operators or representative groups
- Landowners and residents
- Community based stakeholder groups
- Environmental groups
- Aboriginal custodians
- Special interest groups

The membership of the CRG may evolve over time to include other organisations / entities as required to fulfil the role. Members may be added through consensus of the CRG with endorsement recorded in the meeting minutes.

At the request and consensus of the CRG, technical officers / experts may be invited to attend the meetings to provide advice or opinion to aid discussion.

Nominations to the CRG will be invited by:

- Advertising in the local newspaper
- Digital content on the Main Roads' website
- Targeted email to identified stakeholders relevant to the project to bring their attention to the formation of the CRG and invite their nomination.

Nominations will be open for a period of two weeks. Depending on the amount of interest, it may be necessary to shortlist applicants for the CRG to ensure the group is not too large. The aim will be to appoint a group that can meet the CRG objectives through productive, constructive discussion, articulation and consideration of a wide variety of views, and a local community focus. It will also be important to prioritise stakeholders with a high level of interest in the project.

Applicants will be advised of the outcome of their application. If an application is unsuccessful, applicants will be provided with the reasoning and selection process, and be offered alternative method/s to be involved.

The first meeting of the CRG will include discussion and endorsement of the Terms of Reference of the group. To support impartial, focused, and productive discussion it is proposed that the group is chaired by an independent facilitator. The CRG Secretary will be a member of the BORR IPT.

#### **4. Tenure and meeting arrangements**

Meetings of the CRG are proposed to commence in July 2018. The CRG is intended to meet on five occasions with the timing of the meetings to suit key milestones and design progress.

CRG members representing stakeholder groups that hold structured meetings are asked to fulfil a liaison, reporting and communication role with the groups they represent.

At times, there may be confidential information presented to the CRG and members are asked to respect the confidentiality until such time as the information can be made public.

CRG members unable to attend a meeting will be provided with a meeting summary. Proxies will be accepted for all members, subject to notification being given to the CRG secretary prior to the meeting.

The CRG will function as a community sounding board with outcomes recorded by the Secretary.

Members' views represent their personal position / commitment only and are not representative of the CRG or binding on the BORR Team or the State Government. Members may transmit information that has been publicly released by Main Roads and/or the BORR Team, but are not authorised to comment publicly on behalf of the CRG without prior consent.

The BORR Team will provide appropriate and reasonable support with resources and information as required to administer the CRG.

##### **Agenda and minutes**

The agenda and meeting documents will be circulated electronically five working days prior to the meeting, wherever possible. Minutes will be taken and circulated to all members within 10 working days of the meeting, wherever possible.