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BUNBURY OUTER RING ROAD | PLANNING AND DEVELOPMENT

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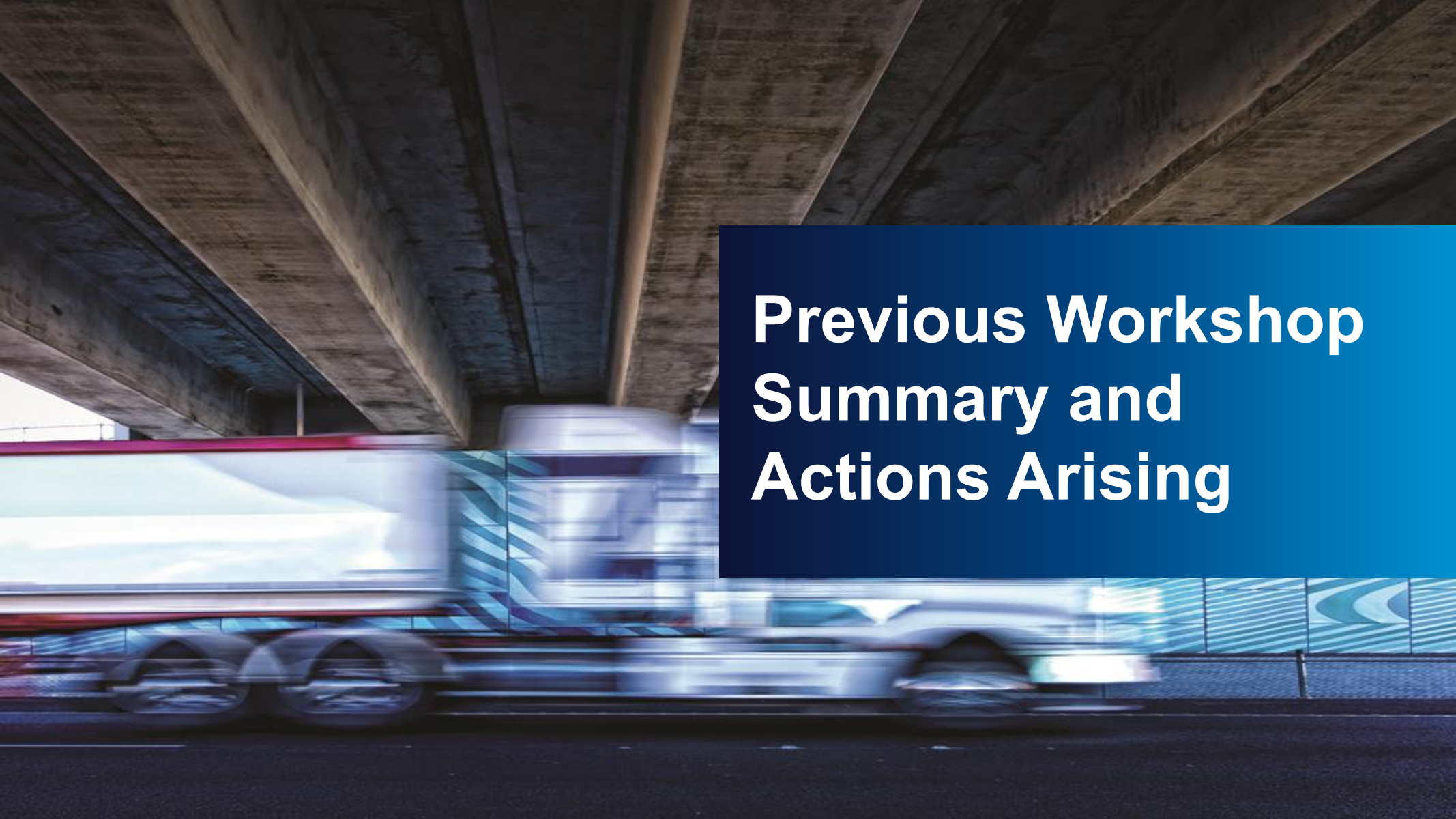
Bunbury Outer Ring Road Northern & Central Community Reference Group

3 December 2018



Agenda

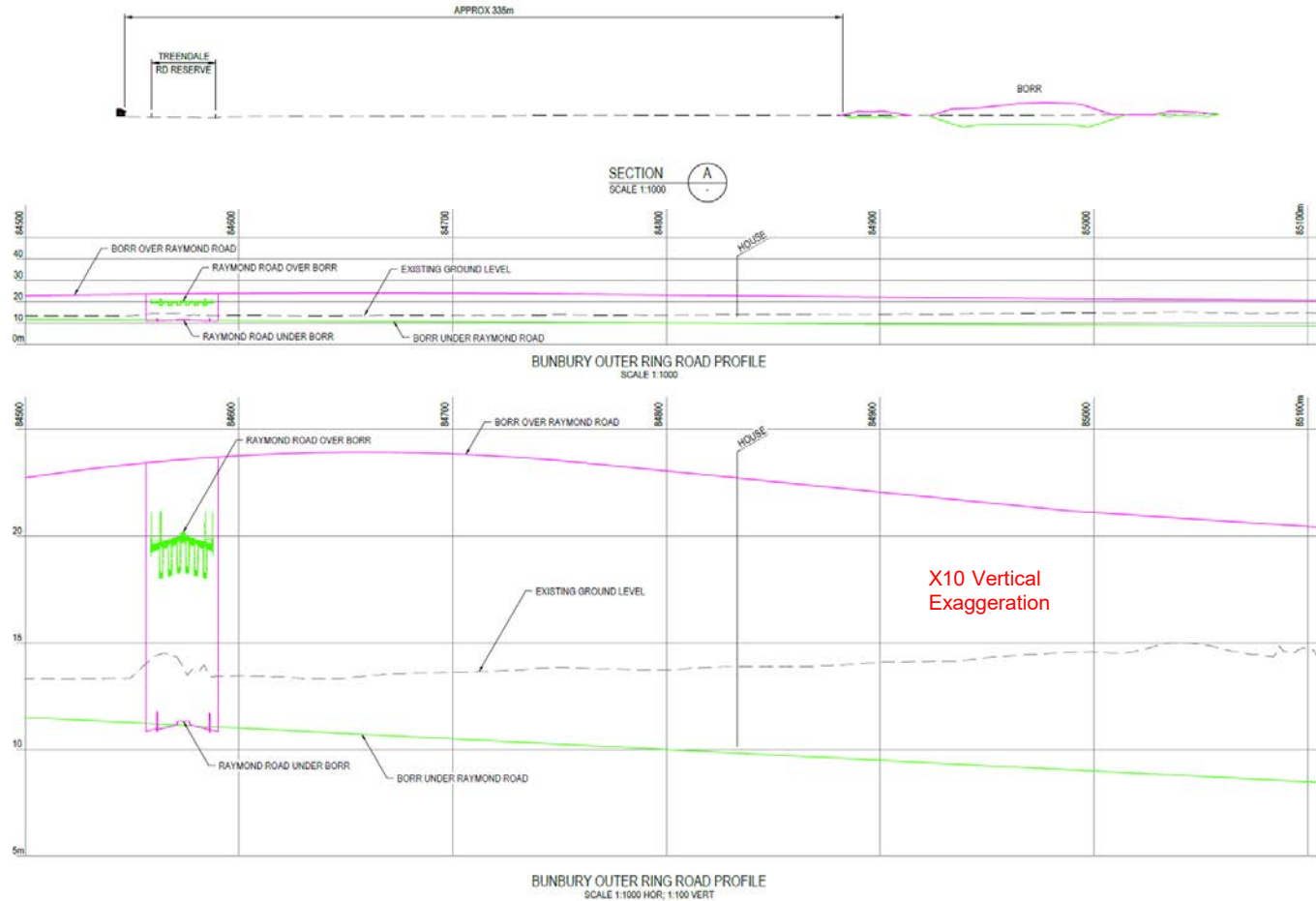
4:45	Arrival – light refreshments available from 4:45pm	
5.00	Welcome – meeting purpose and process	Linton Pike
	Previous Workshop Summary and actions arising	Linton Pike
	Environmental Update	Fionnuala Hannon
	Local Access	Chris Mitchell
	Economic Advisory Group	Dominic Boyle
	Project Milestones	Padraic Murphy
	CRG member comment	CRG members
8.00	Next steps and close	Linton Pike



**Previous Workshop
Summary and
Actions Arising**

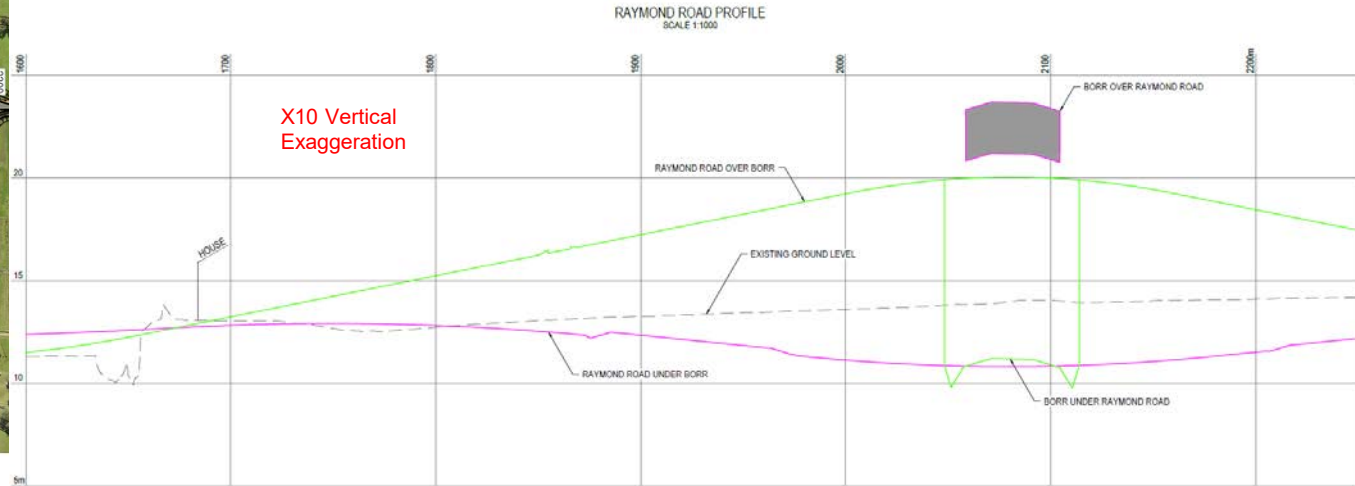
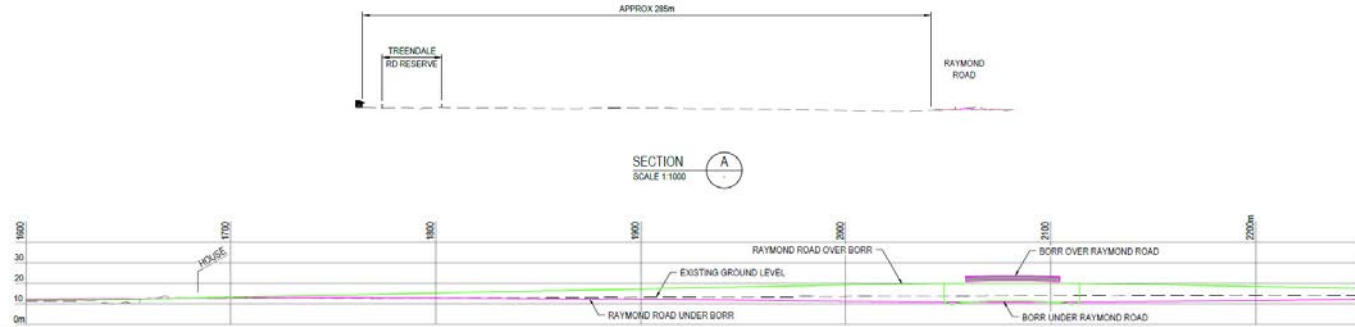


Raymond Road/ BORR Interchange – BORR Profile





Raymond Road/ BORR Interchange – Raymond Profile

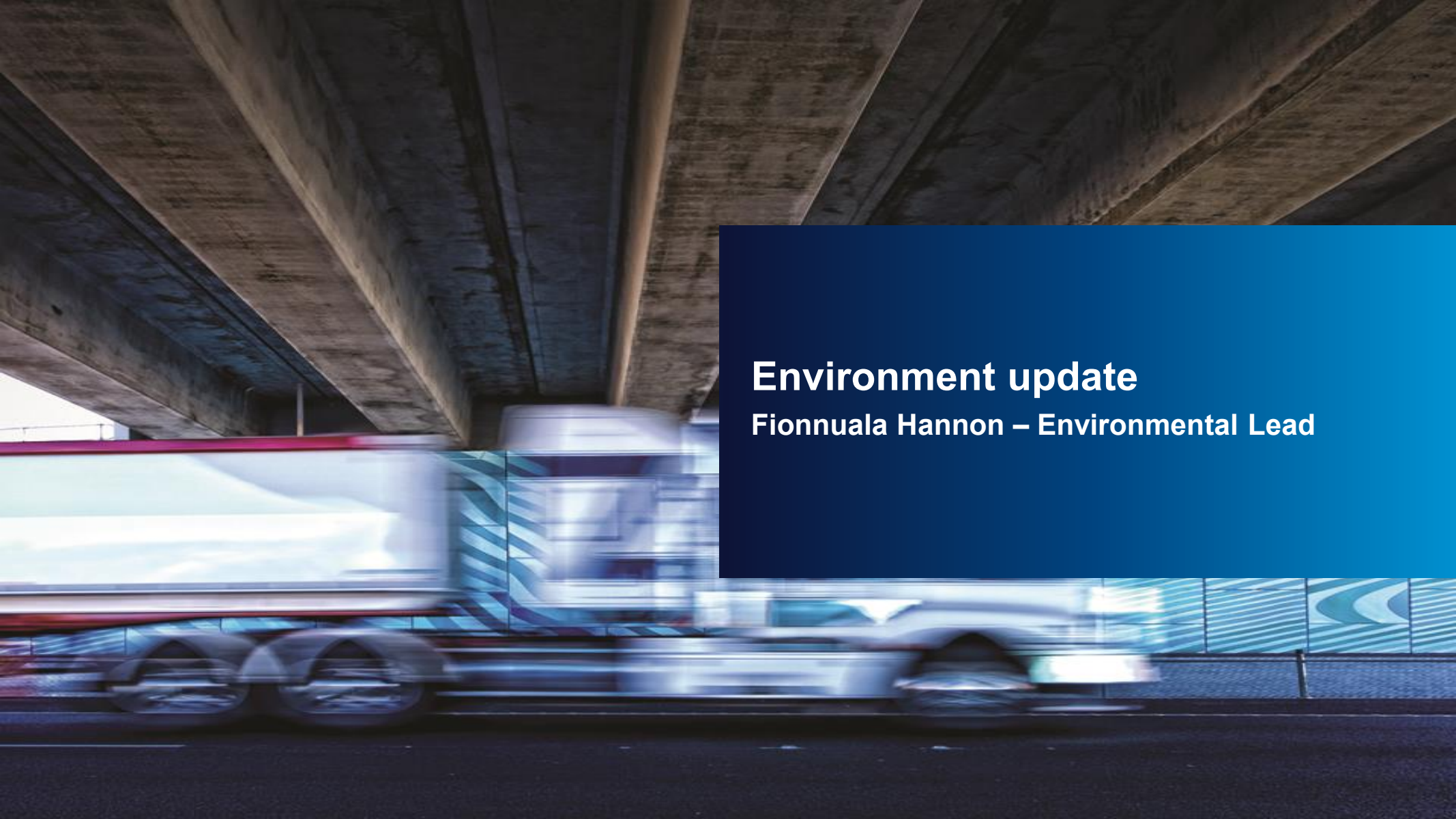


X10 Vertical Exaggeration

RAYMOND ROAD PROFILE
SCALE 1:1000 HOR, 1:100 VERT

Raymond Road – proposed access and daily turning volumes





Environment update

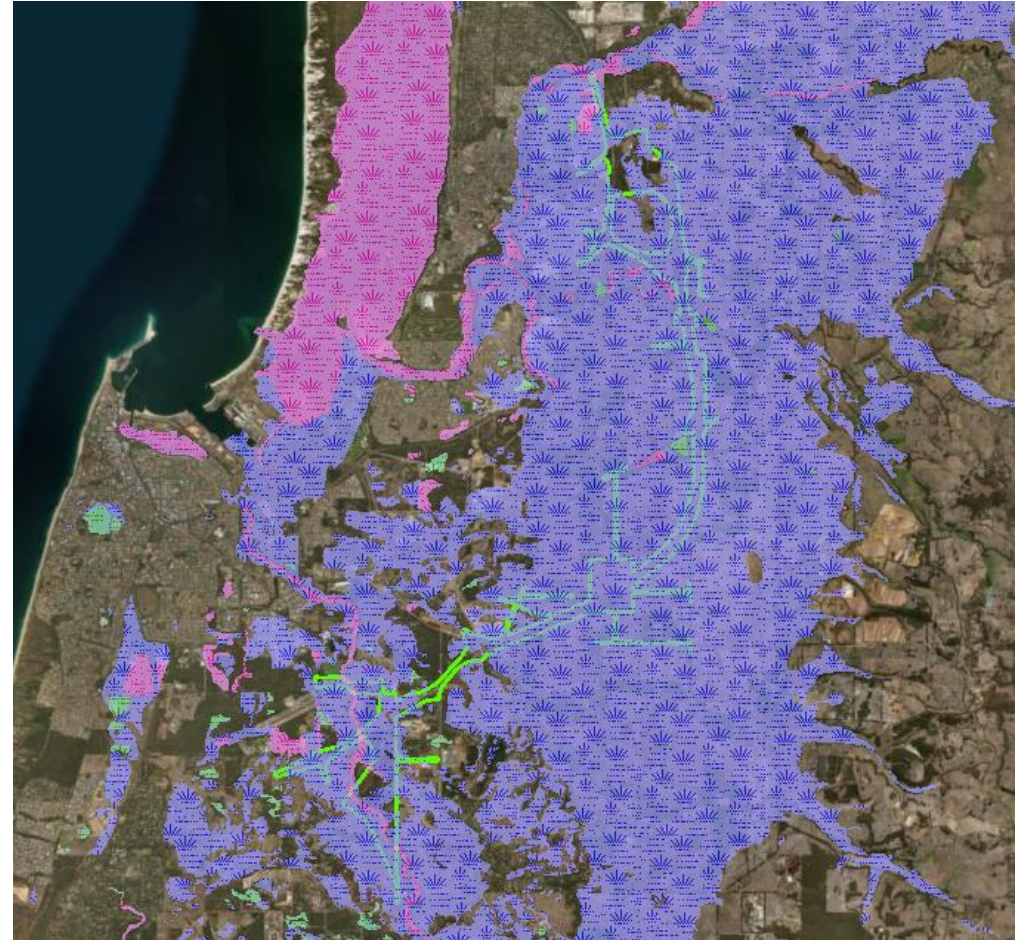
Fionnuala Hannon – Environmental Lead

Environmental values

Environmental value	Progress
<p>Fauna</p> <ul style="list-style-type: none"> - WRP's observed in some patches of native vegetation - Evidence of black cockatoo activity, mostly foraging 	<p>Field investigations are complete. Data interpretation and reporting is in progress.</p>
<p>Aquatic fauna</p> <ul style="list-style-type: none"> - Black striped minnow (Endangered) - Carters fresh water mussel (Vulnerable) - Western Mud minnow (Vulnerable) 	<p>Field work complete. Reporting in progress</p>
<p>Wetland assessment</p> <ul style="list-style-type: none"> - Conservation Category wetlands - Non-classified wetlands 	<p>Field work complete. Reporting in progress</p>
<p>Flora and vegetation</p> <ul style="list-style-type: none"> - Banksia woodland TEC - Priority species 	<p>Taxonomy is complete Reporting is in progress</p>

Wetland Assessment

- What:
 - Condition assessment of wetlands potentially impacted
- When:
 - Aug 20 – 23
- Results:
 - Pending (requires input from other studies)
- Desktop information
 - Multiple Use (purple)
 - Resource Enhancement (green)
 - Conservation (pink)



Noise Modelling

- What:
 - Three noise loggers deployed at selected residences
 - An existing noise model will be validated based on these noise measurements
- When: Sep 10 – 24
- Results:
 - Noise model is pending

Aboriginal Heritage

- What:
 - Archaeology surveys and consultations with representatives of the Gnaala Karla Boodja WC 1998/058 NTC group
- When: Oct 15 – 26, Oct 29
- Results:
 - Four ethnographic (river) sites will be directly affected by bridge crossings
 - Two previously recorded archaeological sites and six heritage places were located, to be potentially impacted

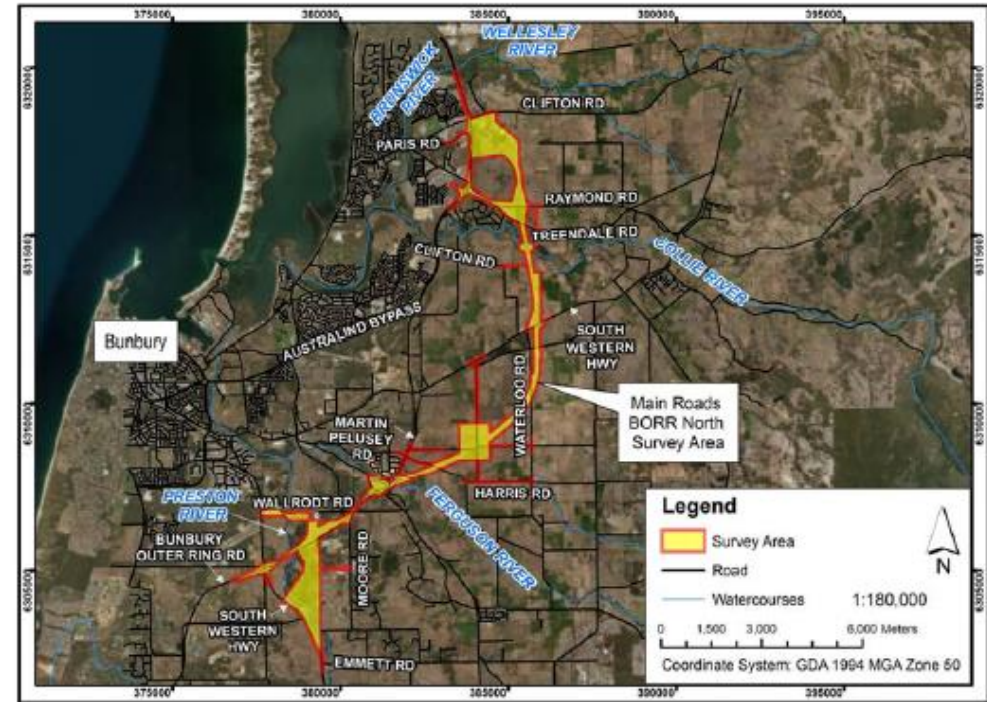
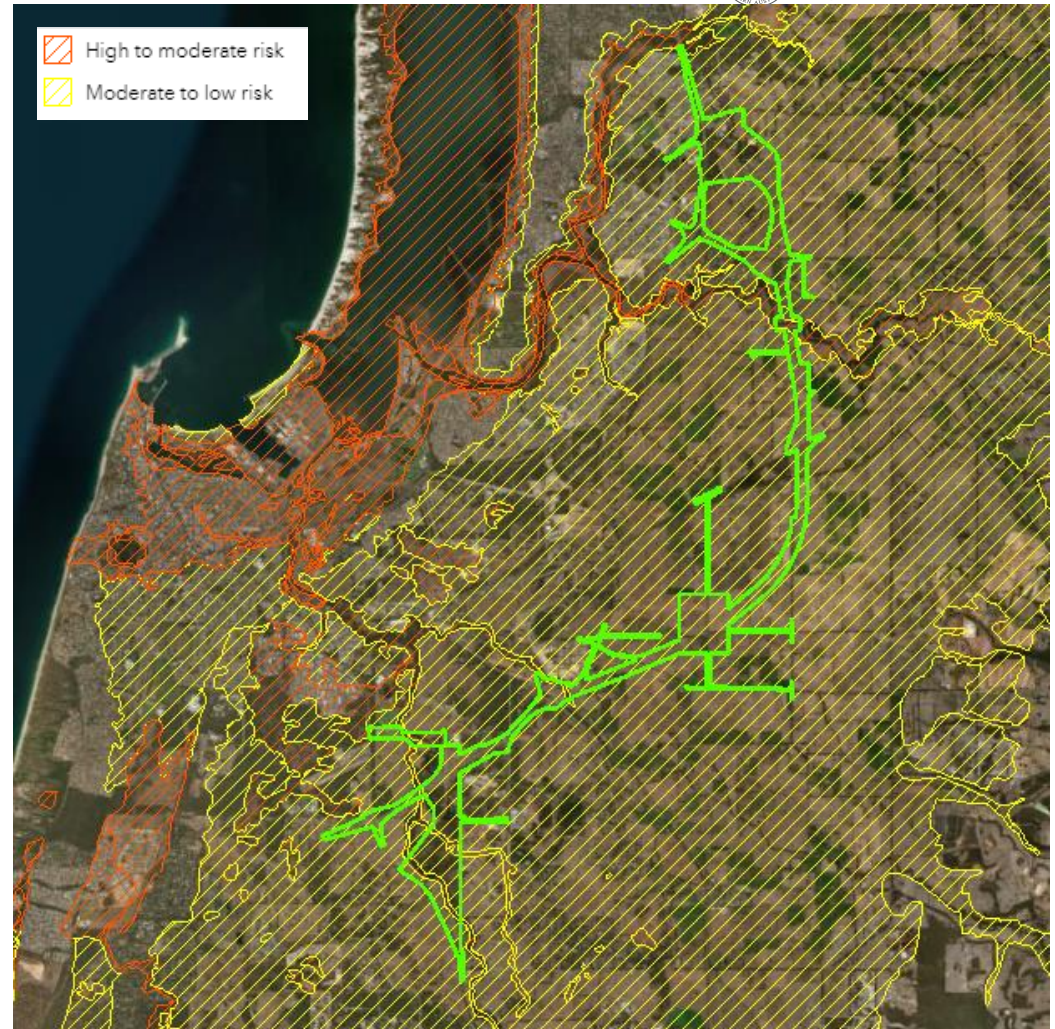


Figure 8: Location of Main Roads BORR North Survey Area.

Acid Sulphate Soils

- What:
 - Soil samples taken to confirm the risk mapping
- When:
 - Sep 10 - 24
- Results:
 - ASS was present along the alignment, typically from 1.0 m depth



Light

- Amenity is assessed in environmental approvals.
- Lighting impacts and options will be addressed during detailed design when lighting options are determined.
- There is an Australian Standard for lighting of public roads and the lighting design is developed in accordance with the requirements of these standards.
- The lighting design is yet to be conducted.



Light

- On BORR only intersections and interchanges are expected to be lit
- We will investigate options to reduce light backspill including backshades and reducing the height of light poles. We expect that these will be addressed as part of the detailed lighting design
- There will be a change in the local light environment as a result of the project



Environmental Referral Boundary

How this is managed?

- Refined the 500m+ corridor to 200m for environmental surveys
- Identified the local roads and access modifications required
- Allowance for accommodation works on private properties, eg farm access tracks, channel diversions
- Environmental referral of 200m corridor plus local road upgrades
- Consultation with individual landowners regarding individual impacts
- Refinement of land acquisition boundary based on consultation

Environmental Referral Boundary

Forrest Highway to South West Highway



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South West Highway to Boyanup Picton Road



Boyanup Picton Road to South West Highway





Local Access

Chris Mitchell – Planning and Development
Manager

What is a Local Access Strategy

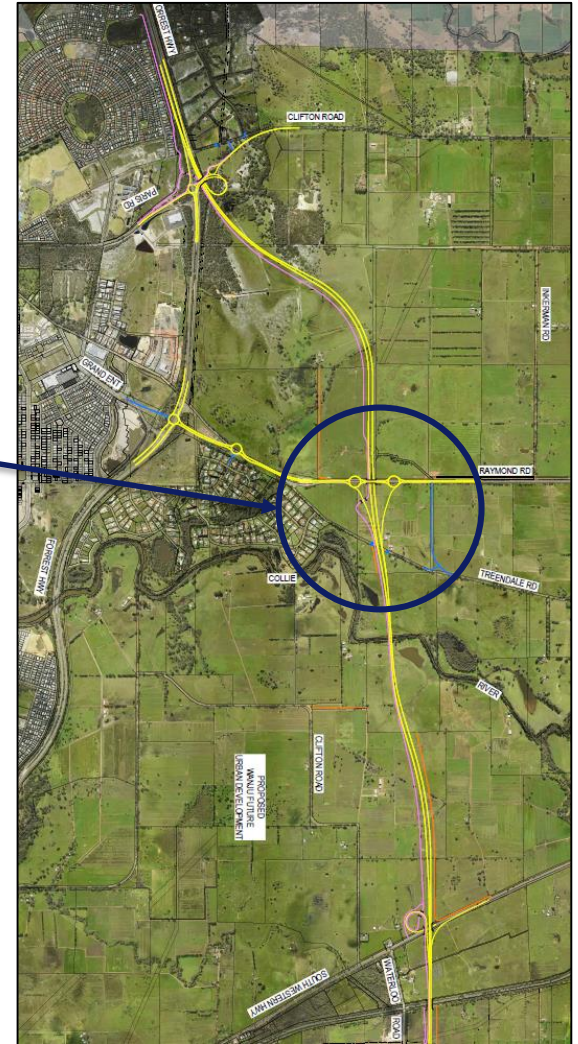
- Access modifications resulting from highway severance
- Upgrades/modifications to existing local roads
- Provision of services roads (where required)
- Realignment/modifications to driveways

LOCAL ROAD – upgrades/realignment

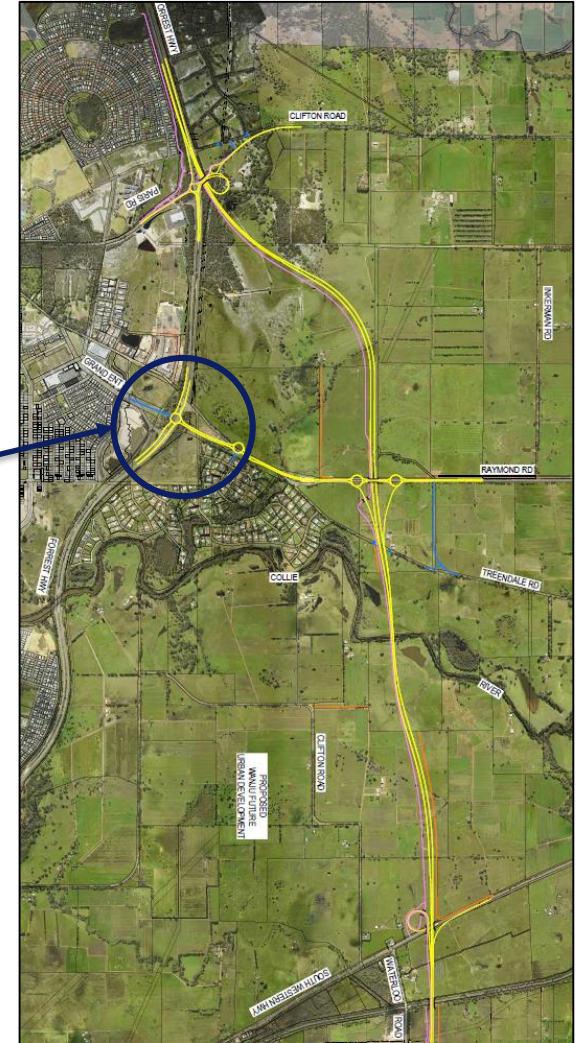
Clifton Road Access



Treendale Road modifications



Grand Entrance Realignment



Waterloo – road and intersection upgrades



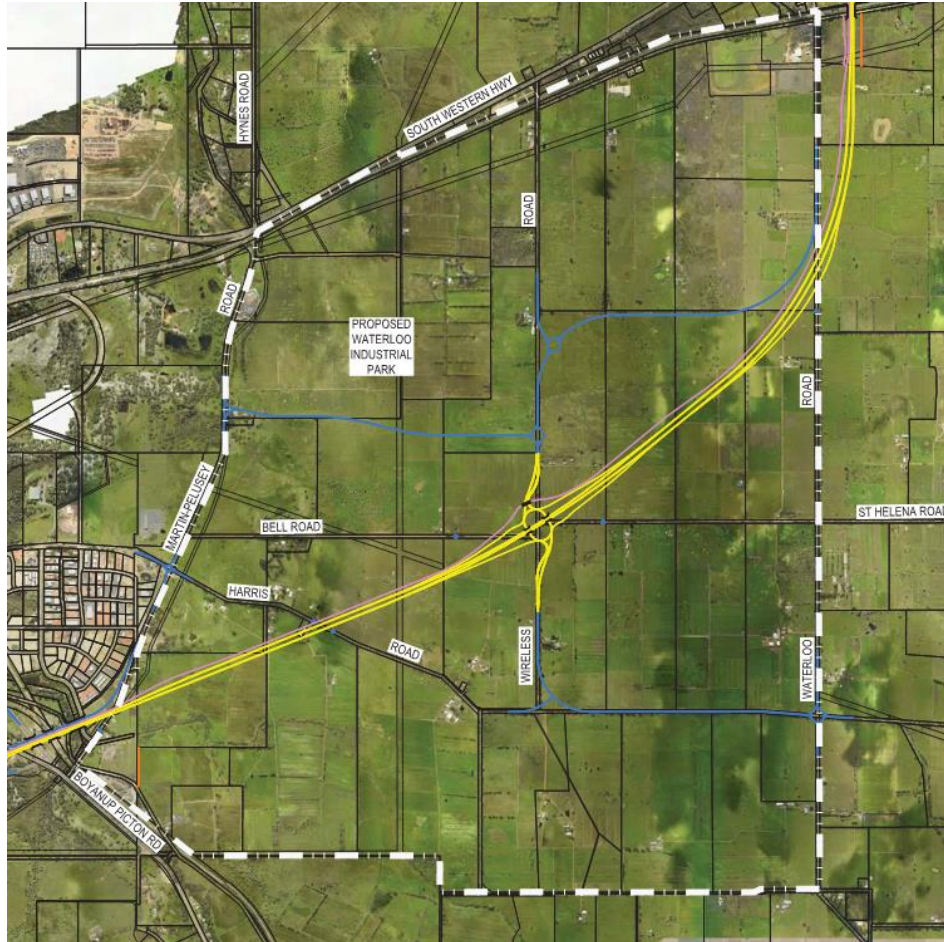
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Waterloo Road Realignment



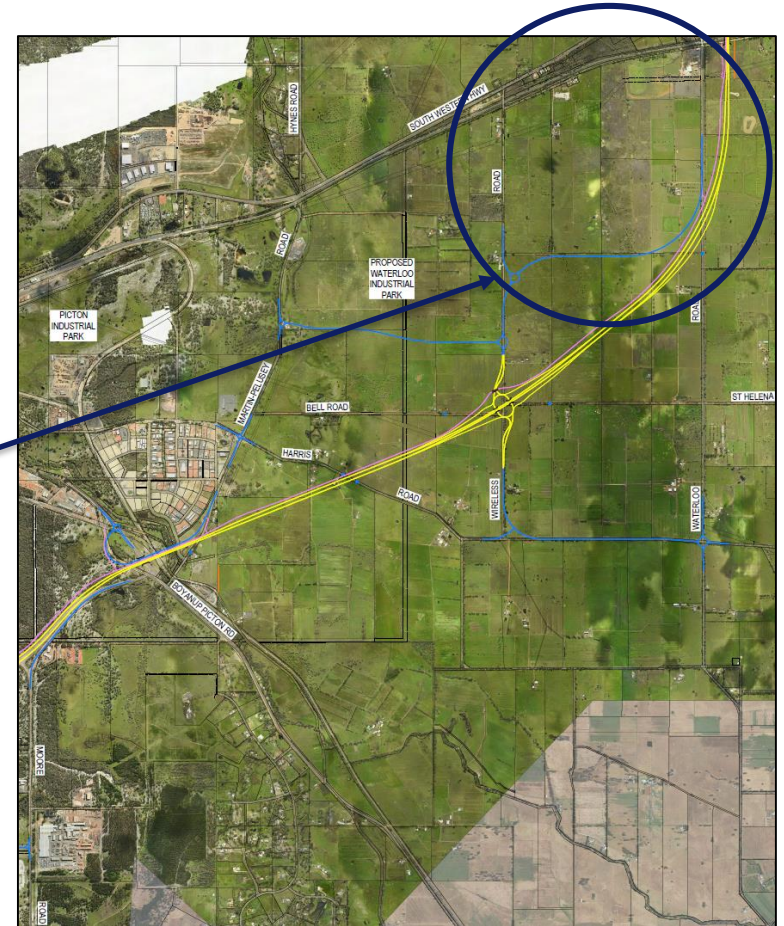
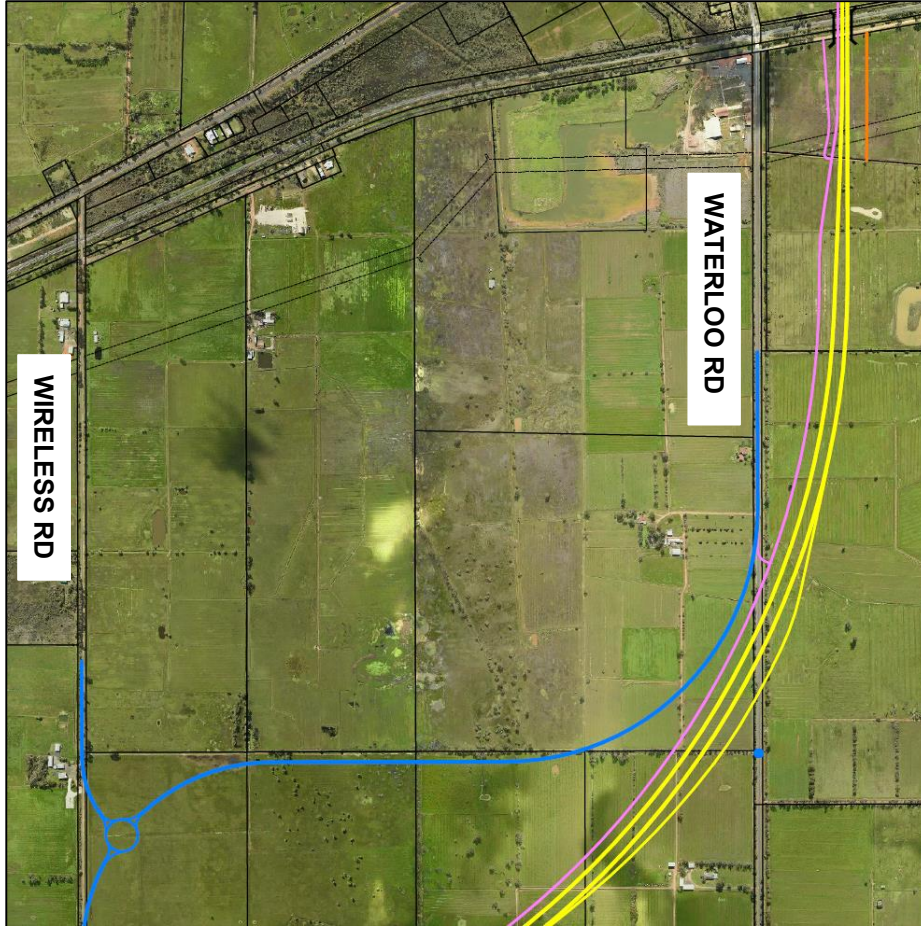
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Waterloo Road/ Wireless Road intersection



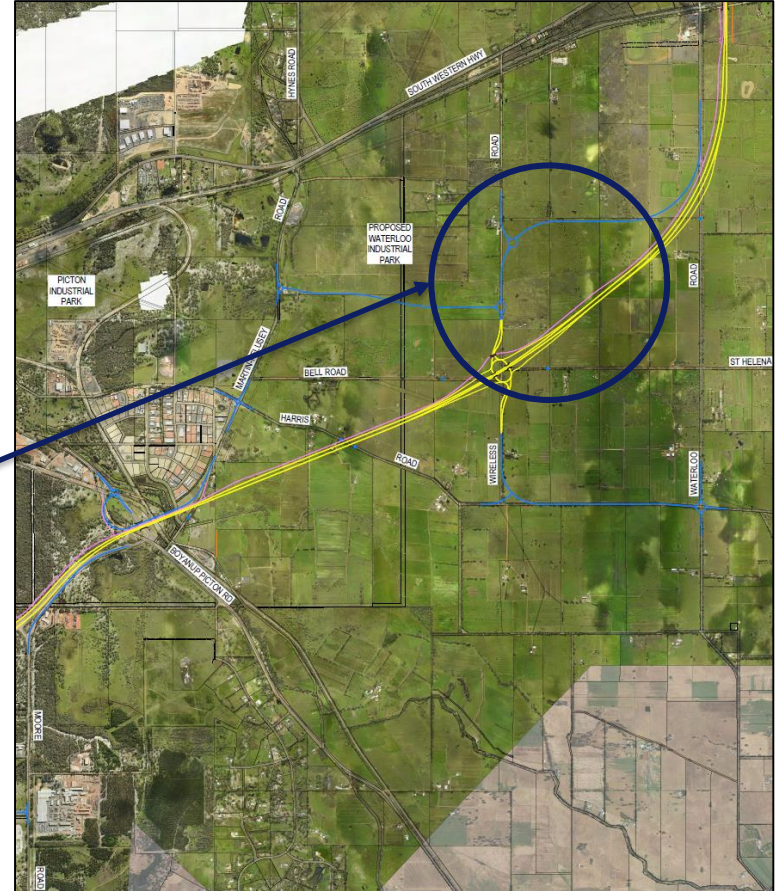
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Wireless Road & Harris Road Intersection



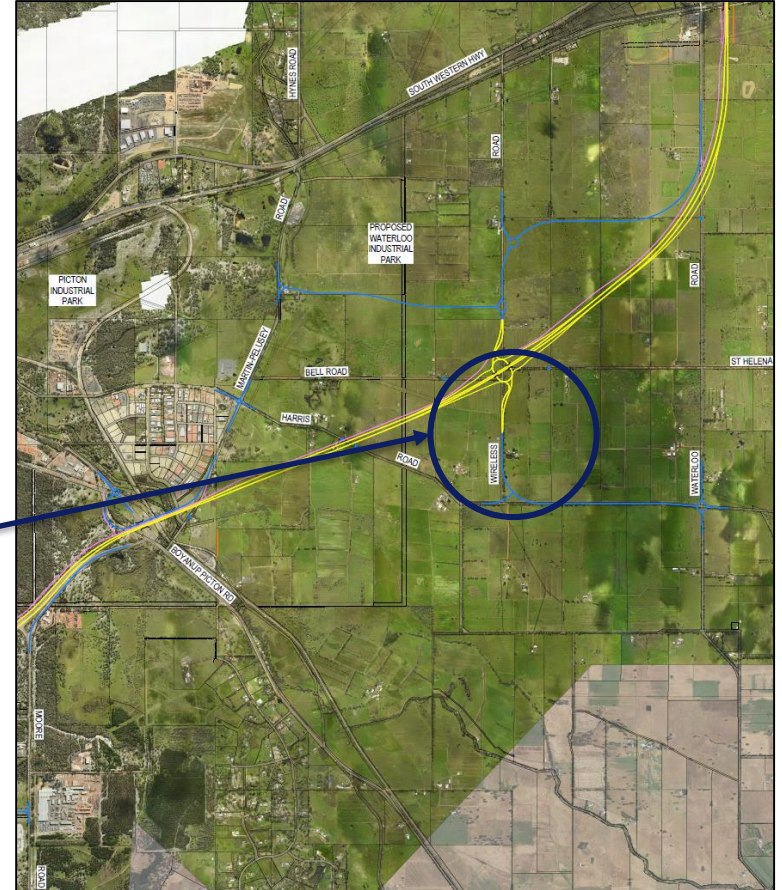
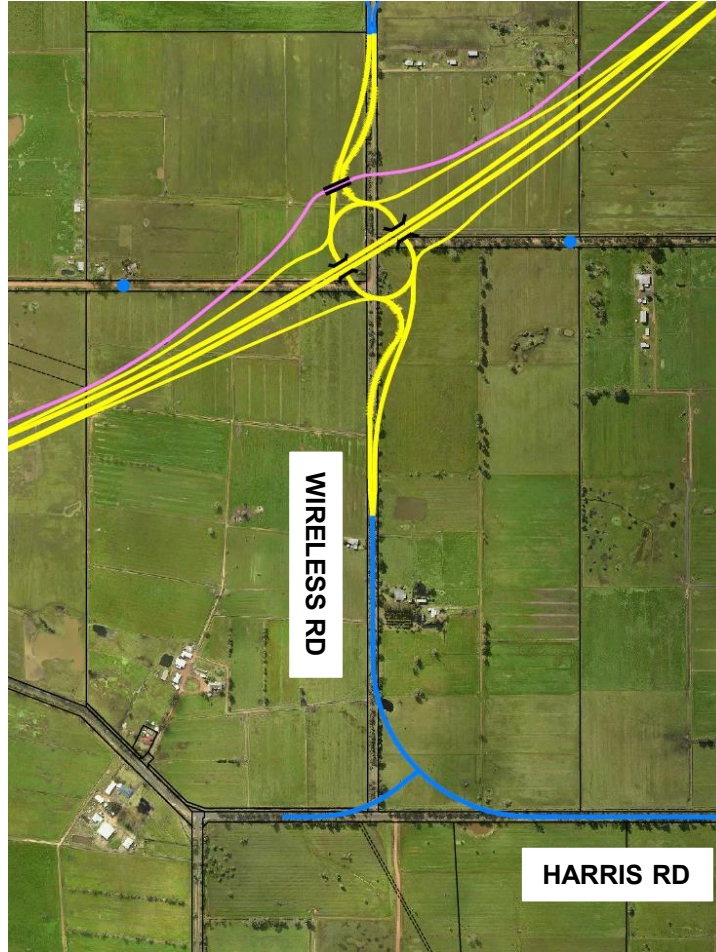
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Waterloo Road & Harris Road Intersection



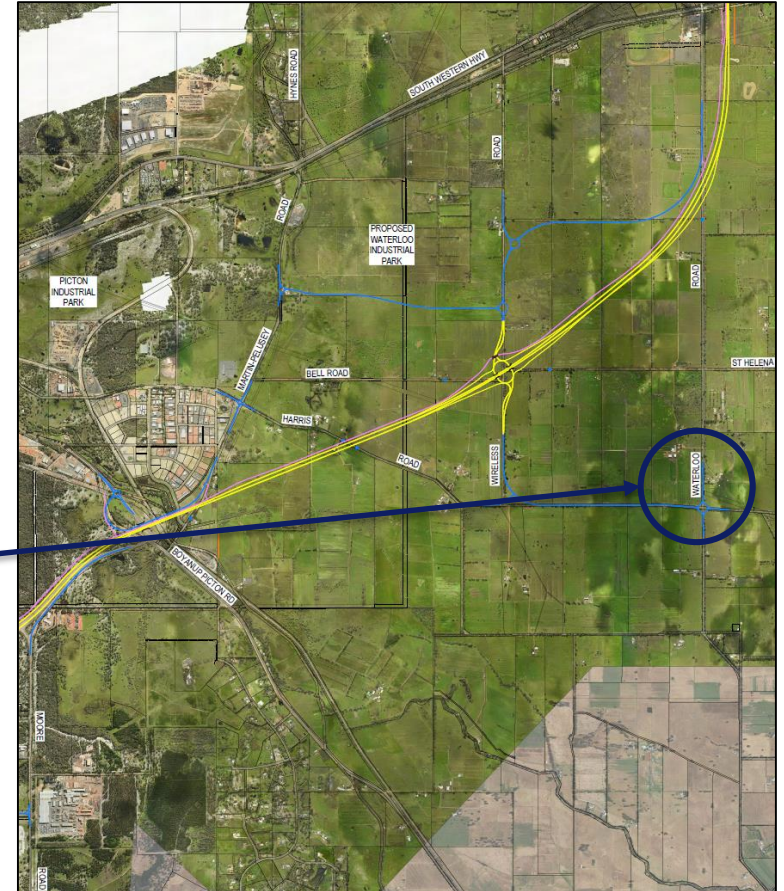
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Martin Pelusey link road to Wireless Road



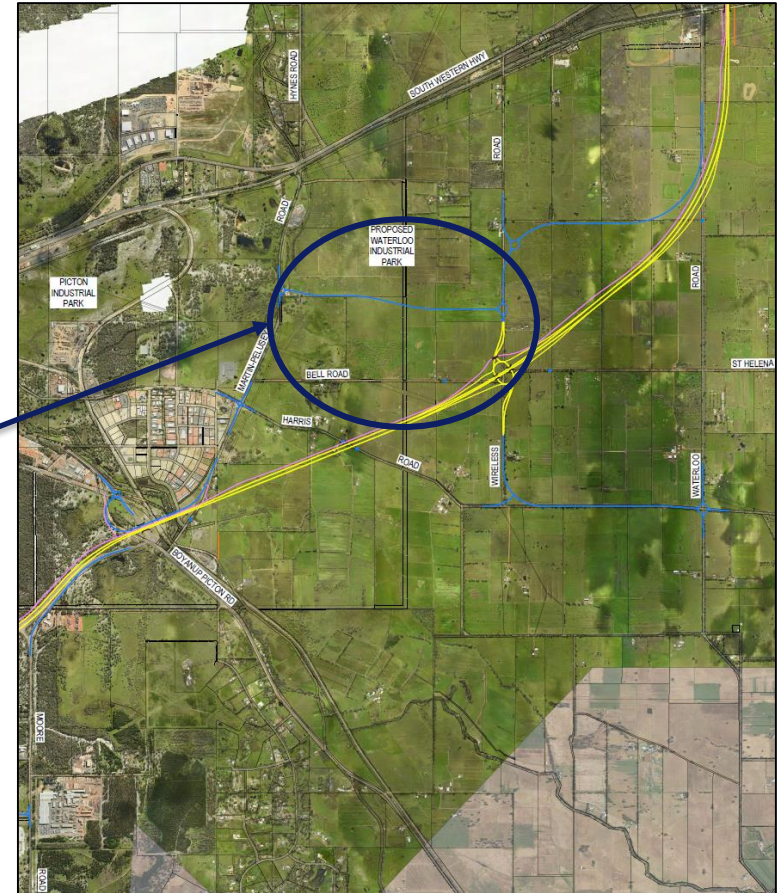
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Martin Pelusey Road realignment



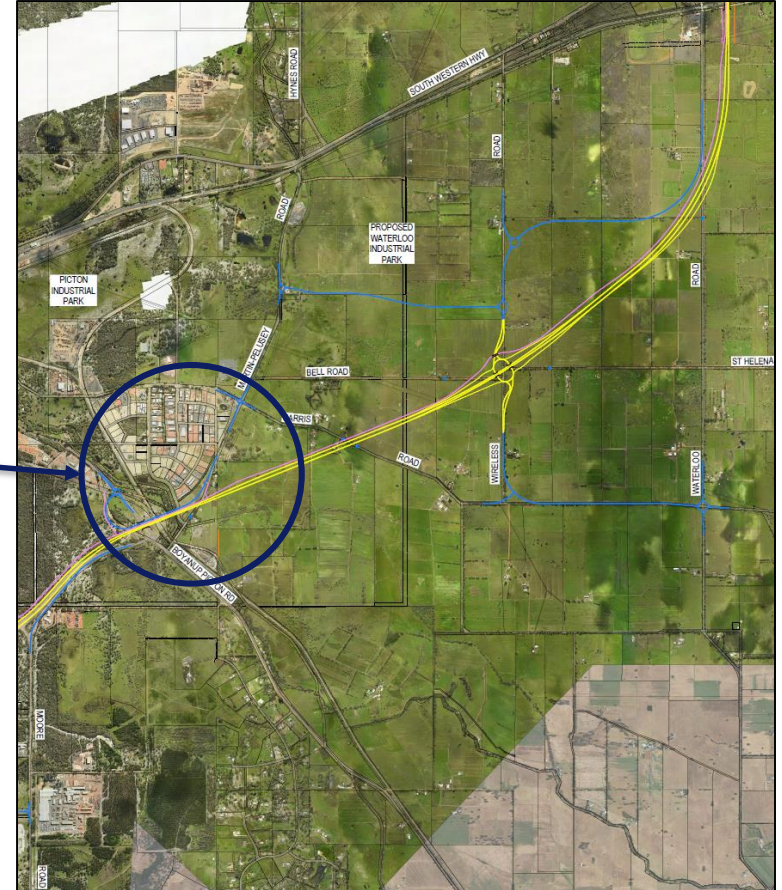
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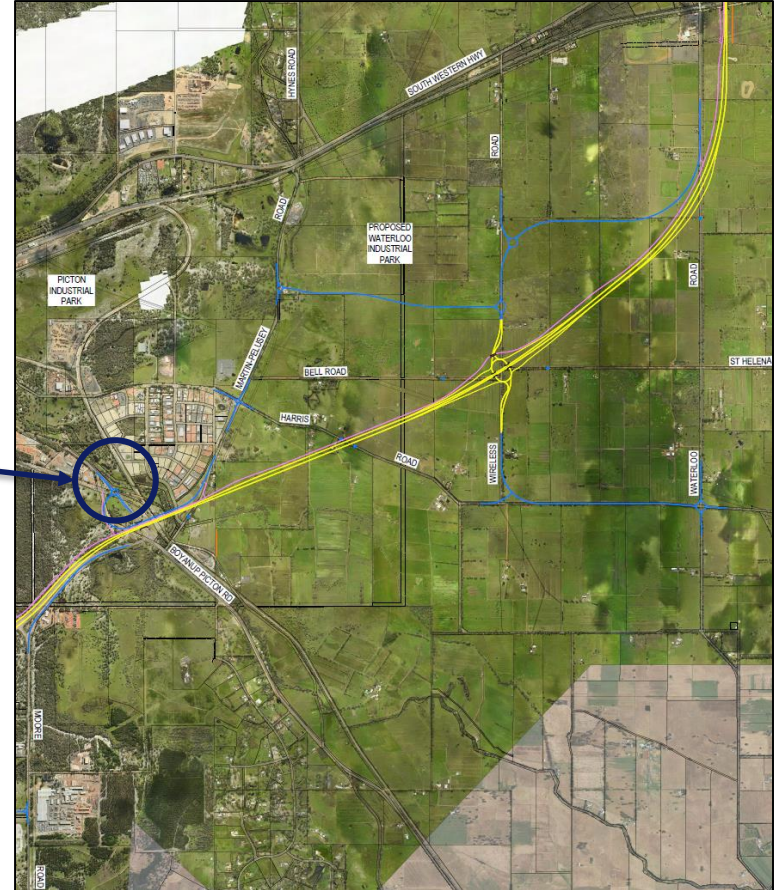
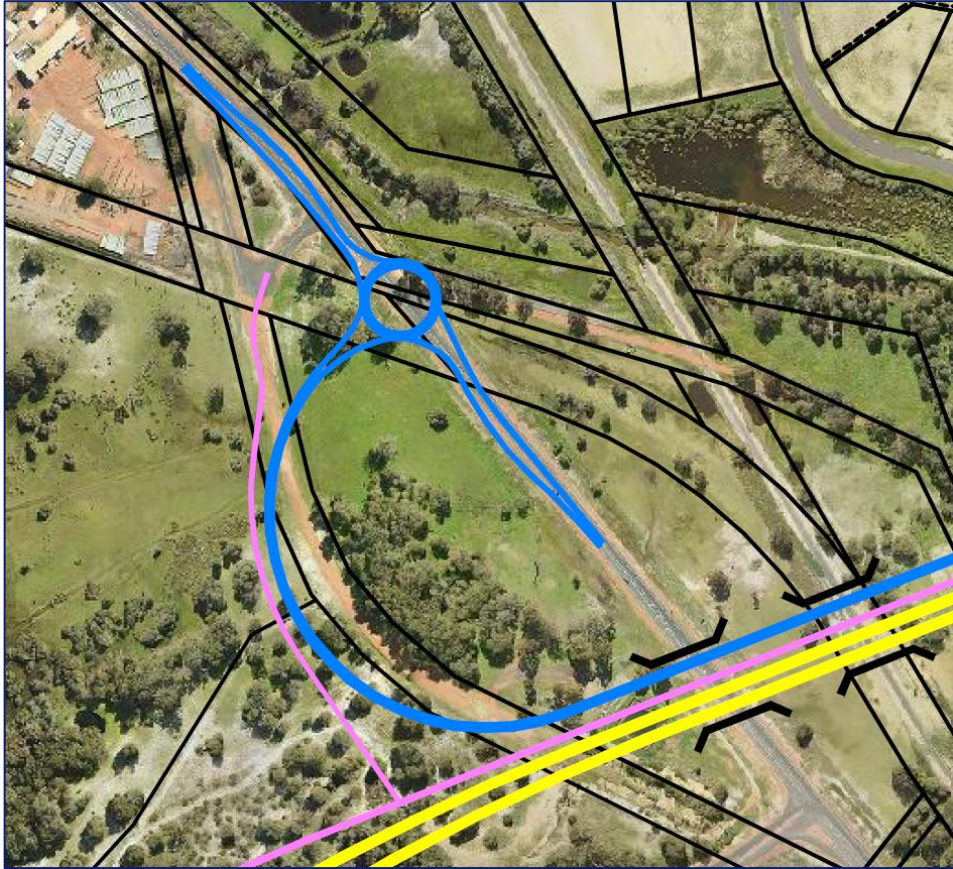


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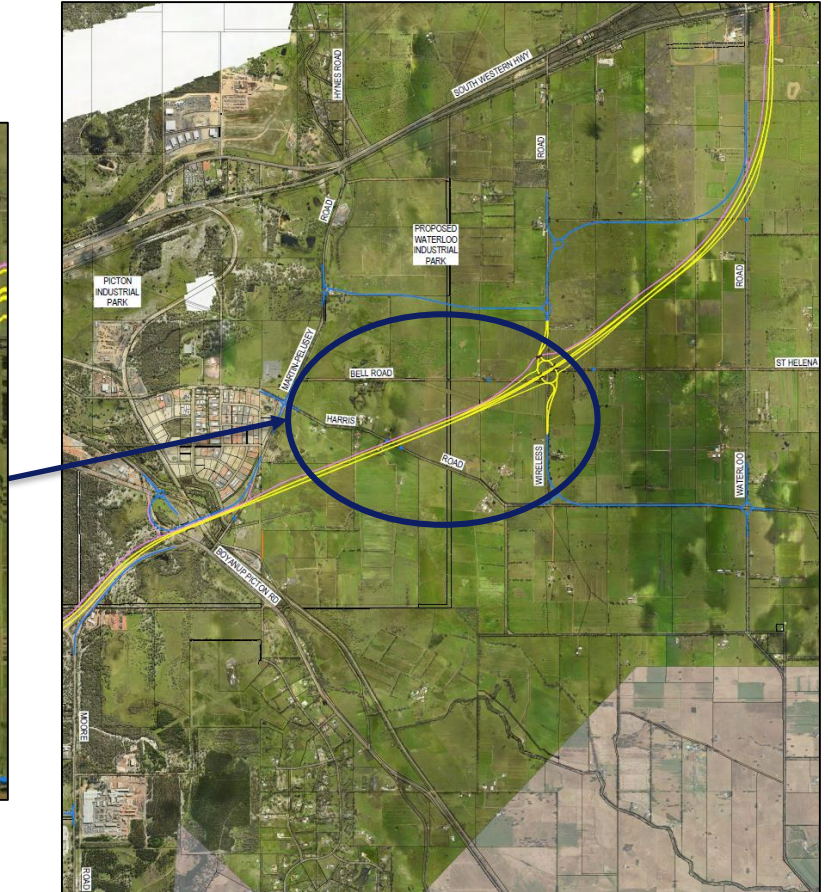
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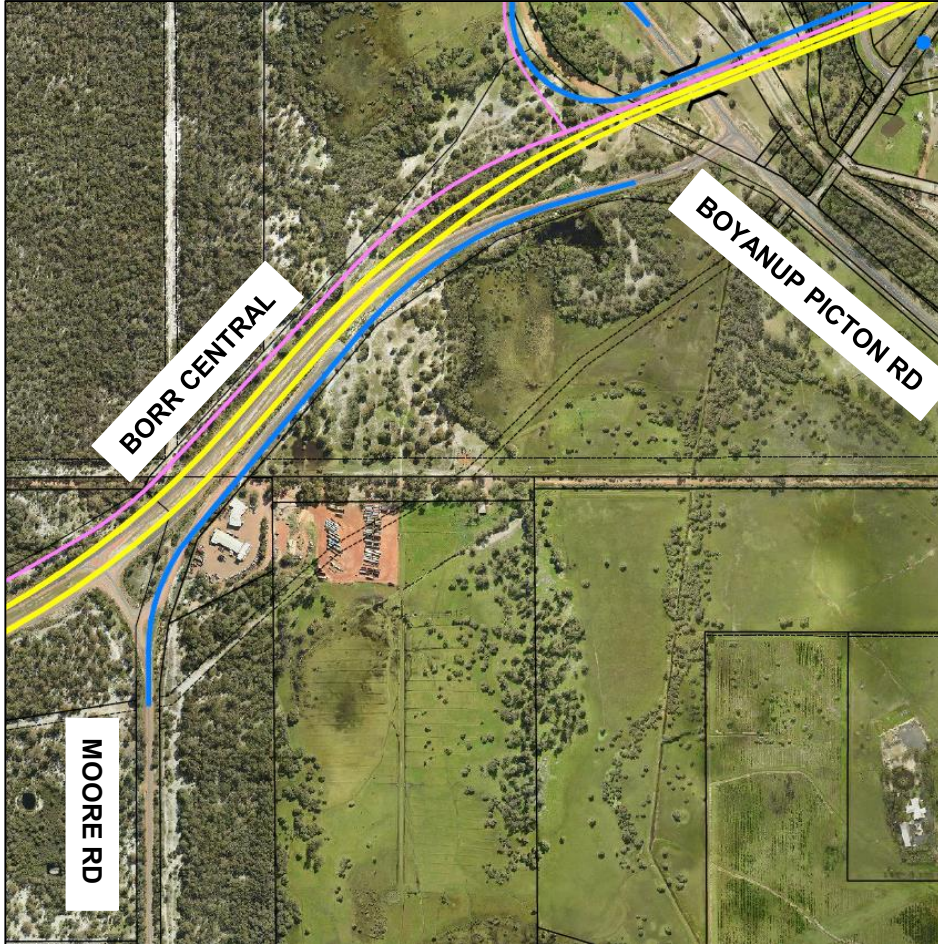
Martin Pelusey Road & Boyanup Picton Road



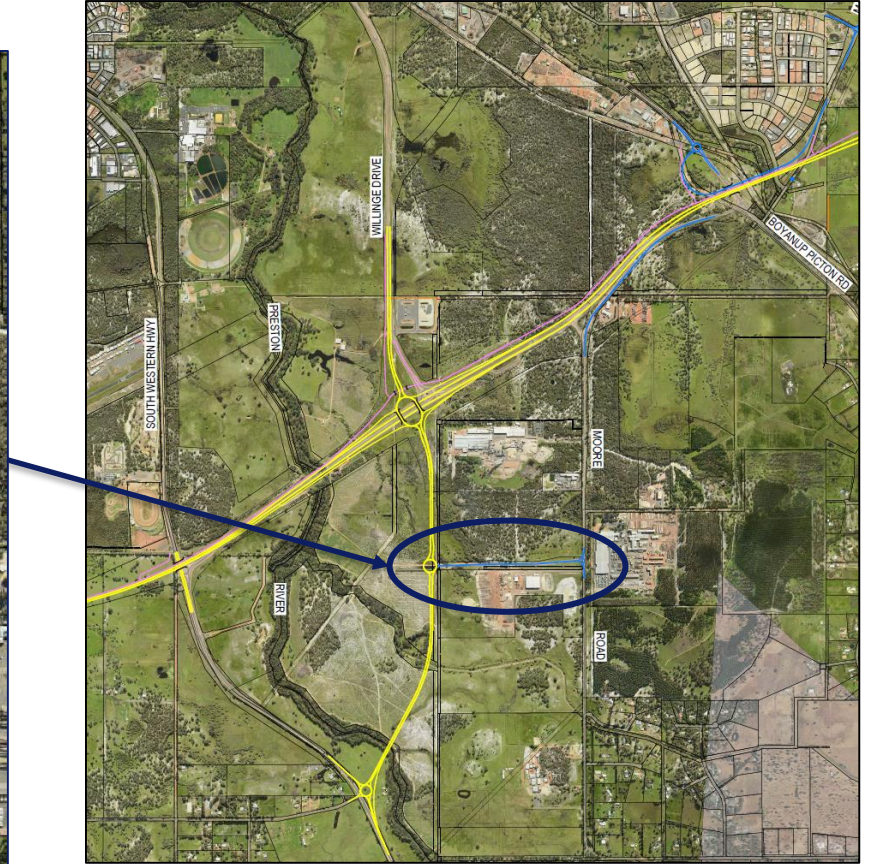
Harris Road cul-de-sac



Moore Road link to Boyanup Picton Road



Moore Road Link Road & Intersection





Economic Advisory Group
Dominic Boyle – Project Director

Economic Advisory Group

- EAG established for project
- Chaired by SWDC
- Includes BWEA, City of Bunbury, BGCCI, CME, Wespine, RDA
- Commissioning Economic & Social Assessment by KPMG
- Based upon NSW practice
- Maximise opportunities, identify and mitigate risks
- Inform project business case



Project Milestones

**Padraic Murphy – Services Delivery
Manager**

Key upcoming milestones:

Northern & Central Environmental Referral – Q1 2019

Commence land acquisition negotiations – Q1 2019

Southern Section Alignment Selection – Q1 2019

Southern Section Environmental Referral – mid 2019

Business Case – Q3 2019

QUESTIONS AND ANSWERS



**CRG Member
Round table**

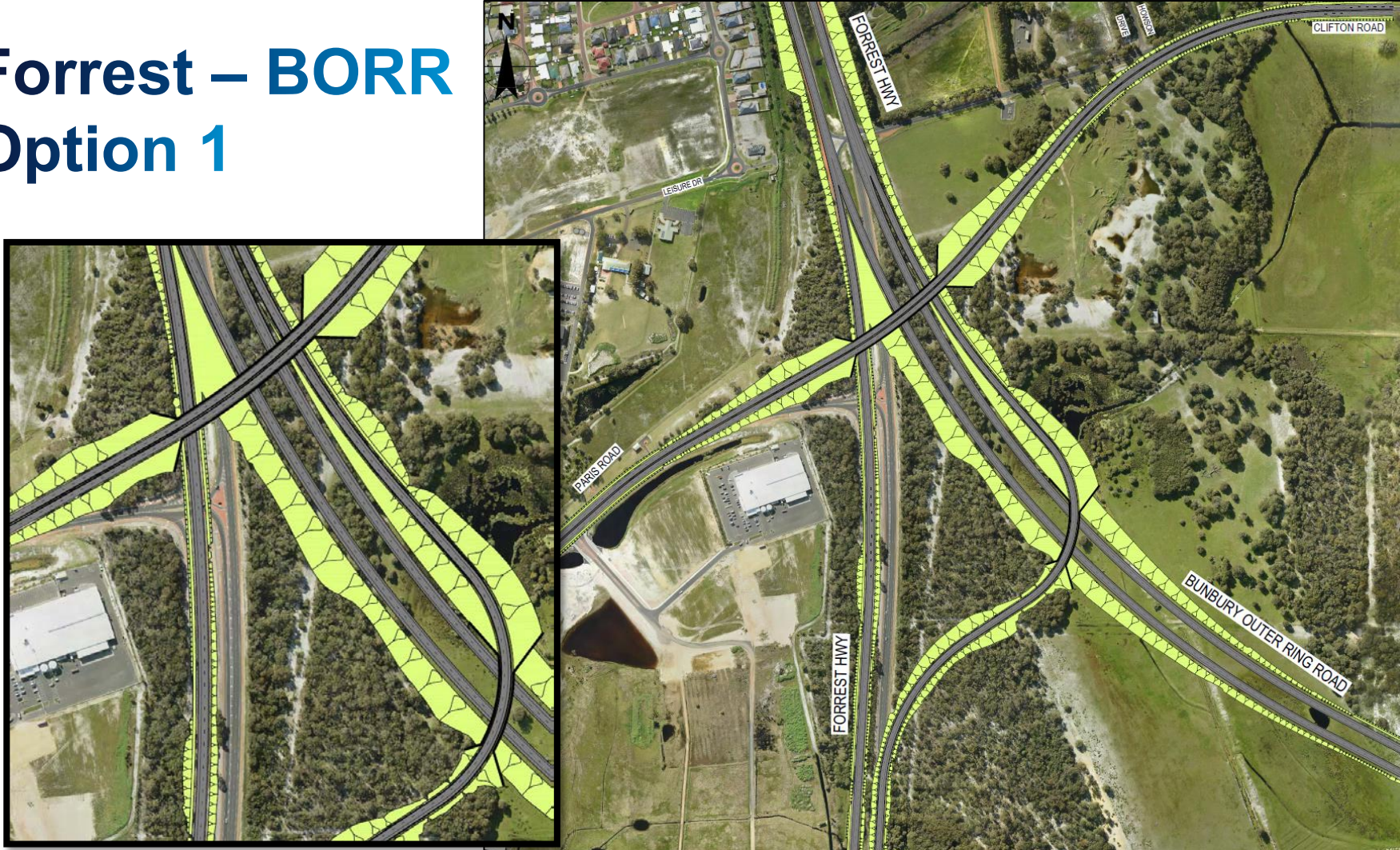
A blurred image of a modern, futuristic train or tram moving through a tunnel or underpass. The train is white with blue and red accents and is moving from left to right. The background consists of concrete pillars and beams. A blue overlay on the right side contains the text "Next Steps".

Next Steps

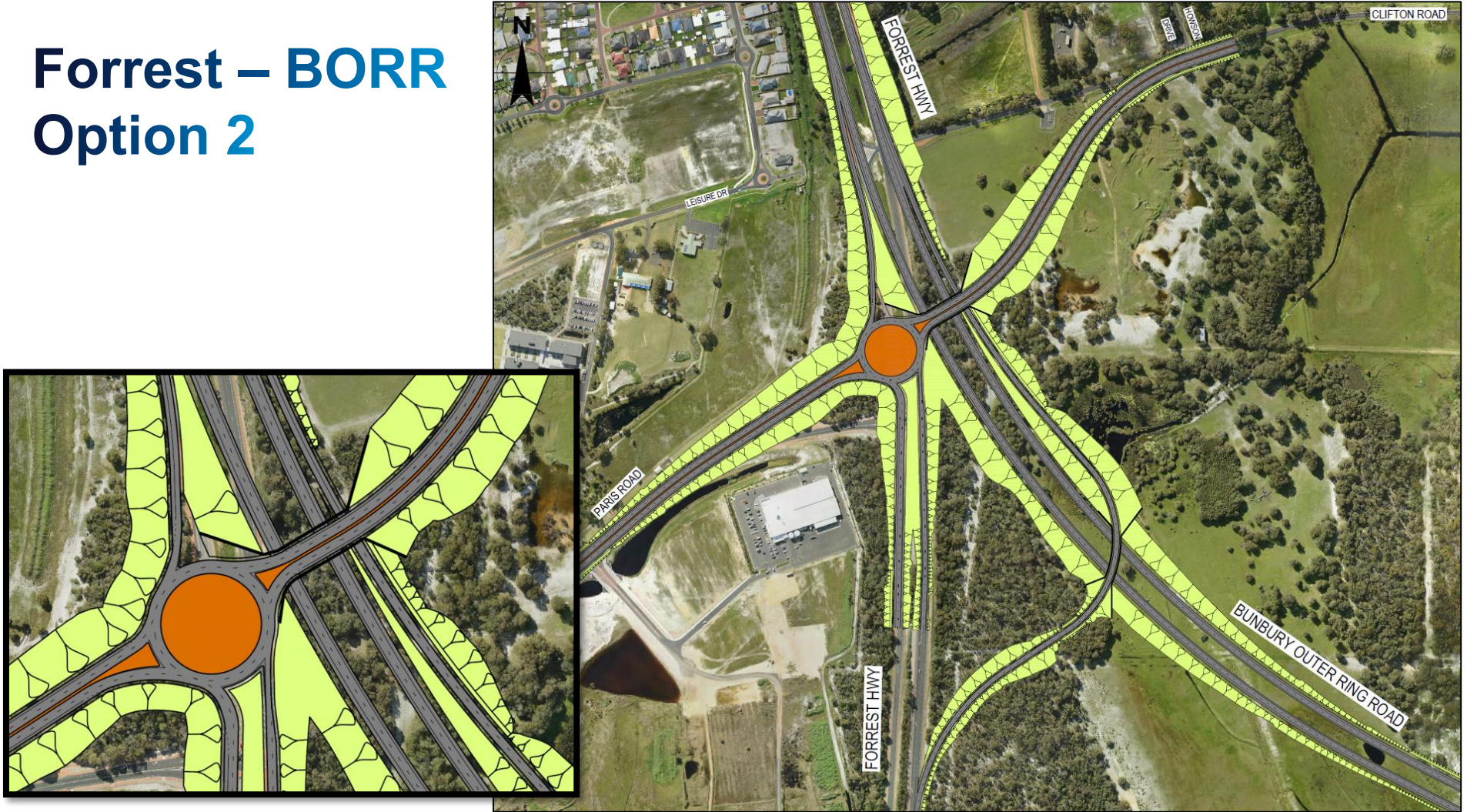
A blurred image of a truck driving under a bridge, with a blue overlay containing the word 'Resources'. The truck is moving from left to right, and the bridge structure is visible above it. The blue overlay is a solid rectangle on the right side of the image.

Resources

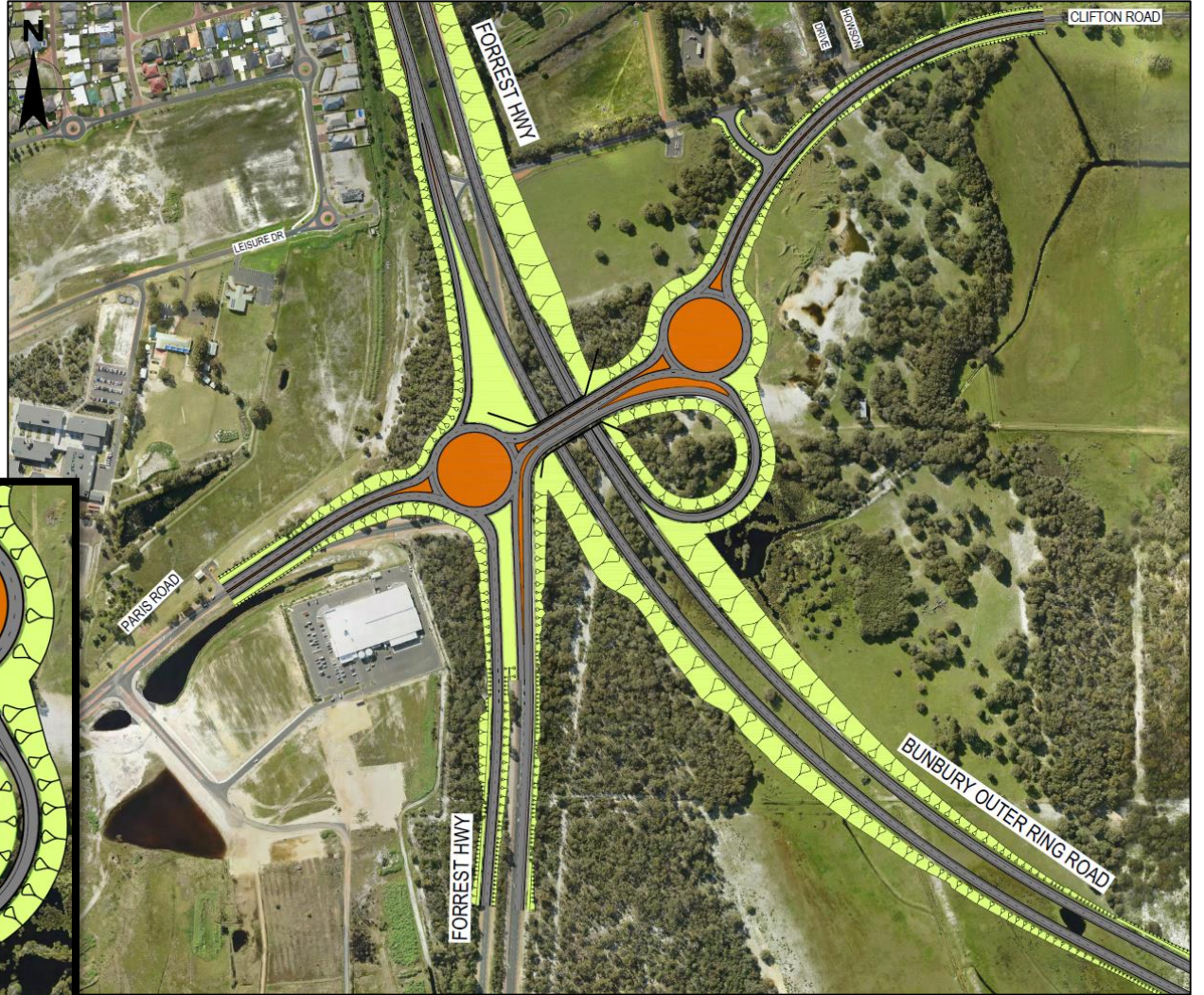
Forrest – BORR Option 1



Forrest – BORR Option 2



Forrest – BORR Option 3



Northern Interchange – Recommended Option

- Recommended interchange option is Option 3 (loop with Paris-Clifton connected)
- Achieves free flow bypass
- Maintains connectivity between Paris Rd and Clifton Rd and also from Paris Rd to Forrest Highway
- Minimises impact to remnant vegetation and has the least fragmentation to potential western ringtail possum habitat, Banksia Woodland Tec and potential black cockatoo habitat.
- Achieves the best network performance out of the three options