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## 6 ECONOMIC AND SOCIAL MATTERS

### 6.1 Financial investment

In May 2017, \$12.5 million of joint funding was announced by the Australian (\$10 million) and State (\$2.5 million) Governments to complete the planning and project development for the unbuilt sections of BORR. This work is to be completed in 2020, including all necessary approvals to award a construction contract in late 2020.

A total of \$852 million of funding has been committed towards construction of BORR (\$681.6 million Federal and \$170.4 million State), with the commencement of works anticipated in early 2021.

### 6.2 Costs and benefits

The existing north-south route of Forrest Highway, Robertson Drive and Bussell Highway runs through a highly populated area of the Greater Bunbury Region resulting in increased congestion, inefficient freight operations, significant road safety issues, reduced social amenity and community separation. The future planning for the Greater Bunbury Region anticipates a population growth from approximately 86,400 persons in 2011 to approximately 122,400 persons by 2026 (WAPC, 2018). This, in conjunction with increased freight and tourist movements to the South West, will lead to unsustainable traffic growth within the existing north-south route resulting in further congestion and reduced amenity.

#### 6.2.1 Costs

\$852 million of funding has been committed towards construction of BORR (\$681.6 million Federal and \$170.4 million State), including costs for property acquisition, environmental management, and the environmental offsets package.

#### 6.2.2 Benefits

The BORR project aims to create free flowing traffic movement for the freight industry while simultaneously reducing local congestion and improving public safety. By eliminating the need for large freight vehicles to travel through the centre of Bunbury to continue south, the efficiency of freight vehicles will improve as they will be able to bypass Bunbury and avoid 13 sets of traffic lights between Forrest Highway and Bussell Highway. The BORR project will also improve access to the Bunbury Port which will strengthen Greater Bunbury's position as a regional industrial hub for the South-West region.

The key benefits of the Proposal include:

- Providing an effective bypass of Bunbury for inter-regional traffic and heavy vehicle transport, such as trucks travelling to and from the Kemerton Strategic Industrial Area (KSIA), thereby reducing congestion, air and noise pollution in developed urban areas on the existing network
- Providing a direct connection to the Bunbury Port via Willinge Drive, thereby promoting economic activity, improve utilisation and development of the Bunbury Port and growth of industry in the South West Region
- Accommodating future planning for the Draft Wanju District Structure Plan (DPLH, 2019a) and Draft Waterloo Industrial Park District Structure Plan (DPLH, 2019b)
- Supporting local industries, heavy vehicle transport operators and commuters with improved freight efficiency and reduced travel time and costs
- Increasing direct and indirect employment opportunities for the local population during the construction phase
- Improving road user safety on Forrest Highway, Bussell Highway and Robertson Drive

- Providing for the planned Perth to Bunbury rail within the median
- Provide employment opportunities in the construction industry during the design and construction phases of the Proposal
- Post-construction, the Proposal is expected to have broader economic benefits for the Greater Bunbury Region.

### 6.3 Stakeholder consultation

Stakeholder consultation has been an integral consideration in the development of the Proposal. The overarching objectives of the stakeholder engagement program are:

- To inform stakeholders about the Proposal and its impacts to the environment and describe the outcomes of consultation in project design
- To establish relationships with key stakeholders that enable ongoing dialogue through implementation and regulatory phases of the Proposal.

Main Roads has been engaged in consultation with key stakeholders for BORR Northern and Central sections since the mid-1990s. Consultation undertaken by Main Roads with key stakeholders has included:

- Technical Working Group: with engineering and planning representatives from Main Roads, the City of Bunbury, the Department of Planning, the Department of Environment and Conservation, the Shire of Capel and the Shire of Dardanup
- BORR Stakeholder Group: state and local government agencies that met as required and included: City of Bunbury (CEO, Mayor), Shire of Capel (CEO, Shire President), Shire of Dardanup (CEO, Shire President), Bunbury Port Authority, South West Development Commission (SWDC), Bunbury Chamber of Commerce and Don Punch (Member for Bunbury)
- Consultation with: DPLH (formerly Department of Planning), Public Transport Authority, Local Government, Service Authorities
- Consultation with environmental stakeholders including:
- Commonwealth Department of Agriculture, Water and the Environment (DAWE) (formerly Department of the Environment and Energy)
- Department of Biodiversity, Conservation and Attractions (DBCA) (formerly Department of Environment and Conservation)
- DWER (formerly Department of Water and Office of the EPA).

Stakeholder and community engagement is continuing with landowners, communities of interest, local government authorities and State Government agencies. Key stakeholders are provided in Table 6-1.

Stakeholder engagement was undertaken by Main Roads as part of the Alignment Selection process in 2017 and early 2018. Stakeholders consulted included potential affected landowners and nearby communities of interest, in order to obtain their input prior to the alignment selection decision. Details of these meetings are provided in Table 1A of Appendix B.

During 2018 and 2019, Main Roads consulted with key stakeholders to discuss project issues and potential impacts, including environmental, heritage (Aboriginal and European), social and economic impacts. This consultation will continue until construction of the Proposal is complete (Table 6-1).

**Table 6-1 Key stakeholders**

STAKEHOLDER TYPE	STAKEHOLDER
<b>Commonwealth Government</b>	Federal member for Division of Forrest, Department of Agriculture, Water and the Environment (DAWE) (As of 1 Feb 2020. Formerly the Department of Environment and Energy) Regional Development Australia
<b>State Government</b>	DPLH DBCA Local Members DWER (Office of the EPA) Department of Transport Chamber of Commerce SWDC Bunbury Port Authority
<b>Local Government</b>	City of Bunbury Shire of Capel Shire of Harvey Shire of Dardanup
<b>Community</b>	Gnaala Karla Booja WC1998/058 Native Title Claim group (GKB NTC) Northern/ Central Community Reference Group (CRG) Land owners General public and local residents
<b>Committees and Reference Groups</b>	Bunbury Wellington Economic Alliance Investment Logic Mapping (ILM) Workshop Project Steering Committee Project Enabling Group BORR Regional Local Government Advisory Group (RLGAG) Economic Advisory Group Drainage Reference Group Freight and Road Users Group Meadow Landing Working Group Wanju/ Waterloo Steering Group

A summary of consultation undertaken to date regarding the options development and assessment process is provided in Table 1A of Appendix B. A summary of the key concerns raised during the stakeholder consultation to date is provided in Table 1B of Appendix B, along with Main Roads responses.

### 6.3.1 Aboriginal community consultation

In November 2017, Main Roads sought advice from the South West Aboriginal Land and Sea Council (SWALSC) on appropriate Aboriginal community representatives to be consulted regarding BORR project. After consideration by the Working Party of the Gnaala Karla Booja (GKB) Native Title Claim group, ten community representatives were identified.

Main Roads met with the identified representatives as detailed below:

- Main Roads met with available representatives of the GKB community in May 2018. The meeting was to advise on the development, timing and alignment of the proposed BORR Northern and Central sections
- In October 2018, Main Roads and BORR IPT representatives completed a site tour with nine Aboriginal community representatives to discuss the project in greater detail and visit BORR Northern and Central Section alignment
- Further ethnographic consultation was undertaken in November 2019 and again in January 2020 to discuss issues relating to bridge designs that had been identified in the 2018 survey.

The Aboriginal Heritage Survey (Brad Goode & Associates, 2020), which includes details of the consultation, has been included in Appendix B.

## 6.4 Scale of social and economic impacts

### 6.4.1 National impacts

#### 6.4.1.1 World Heritage Properties and Commonwealth Heritage Places

No World Heritage Properties or Commonwealth Heritage Places occur within 10 km of the Proposal Area.

### 6.4.2 State and local impacts

Main Roads commissioned a Socio-Economic Impact Assessment of the Proposal that determined the Proposal would lead to both socio-economic benefits and impacts for some industries, land owners, businesses and communities in Greater Bunbury (KPMG, 2019). The economic appraisal for the Proposal concluded that the Proposal is economically viable and the quantified benefits outweigh the cost of the Proposal. KPMG (2019) determined the Proposal will result in many quantifiable economic benefits, including:

- Productivity benefits and improved supply chain efficiency (travel time savings and operating cost savings) for the freight transport industry through free-flow traffic movement
- Safety benefits to all road users (crash cost savings) by reducing the conflict between heavy vehicle and local/ tourism traffic movements
- Improved urban amenity for the majority of local residents (environmental externalities – air, noise and emissions) by diverting heavy vehicle traffic away from urban areas
- Improved road amenity through reduced congestion on local roads (light vehicle travel time savings and operating cost savings).

KPMG (2019) determined the Proposal will also have other positive benefits including:

- Improved access to Bunbury Port and strengthening of Greater Bunbury's position as a regional industrial hub for the South West Region
- Enhanced access for tourists to the Bunbury-Geographe region, the Margaret River region and the wider South West

- Reduced congestion around the health and education precinct on Robertson Drive supporting future growth opportunities and the use of healthier transport modes such as walking or cycling
- Providing opportunity to improve utilisation of existing industrial areas and development of new industrial/ residential expansion areas through improved connectivity.

KPMG (2019) determined the Proposal will also result in some social and economic impacts including:

- For through trips currently around 60 per cent drive through without stopping, 30 per cent stop along the route or in Greater Bunbury for up to one hour and 10 per cent stop for more than one hour. It may be considered that the 30 per cent of vehicles that currently stop along the route or in Bunbury for up to one hour may in future choose BORR over the existing route which may impact business along the existing route by a reduction in passing trade depending on location and customer base. This represent around 620 vehicles on a 'normal' Thursday, around 830 vehicles on a 'normal' Friday and between 2,830 and 3,780 on a long weekend Friday and Monday respectively. However, of these at least half of the vehicles only have a short stop for up to 20 minutes
- Direct and permanent impacts to residential amenity (including visual, lighting, noise, potential reduced property value and pollution) of existing rural/ farming and residential areas (particularly some residents in Meadow Landing and Kingston) which are within close proximity of the BORR.
- Permanent loss of green space and a reduction in available farm land for agricultural purposes through full or partial acquisition of properties in the Northern and Central Sections. It is noted that for the Northern Section the majority of land required is within the future urban (Wanju) and industrial (Waterloo) developments, for which structure planning is well progressed.

#### 6.4.2.1 Multi-modal options

Cycling has a multitude of benefits including reduced traffic congestion, improved air quality and significant health benefits. The provision of cycling infrastructure is key to making this alternative transport mode desirable for the community. This initiative has been identified as a priority by the Department of Transport, in consultation with the four affected LGA's and other key stakeholders including community members. In response they have developed the Bunbury-Wellington 2050 Cycling Strategy and this has been a significant consideration for the planning of BORR's PSP connectivity.

Non-typical extensions of the PSP have been incorporated within the scope to enable greater connection. The most significant being the extension along Willinge Drive, connecting BORR with the existing South Western Highway. This particular opportunity is mentioned in the 2050 strategy.

#### 6.4.2.2 Aboriginal heritage

A search of Aboriginal heritage in February 2020 identified six 'Registered' Sites of Aboriginal heritage significance, and 10 lodged as 'Other Heritage Places' that have extent that intersect the Proposal Area (Brad Goode & Associates, 2020). The 'Registered' Aboriginal Sites include:

- Site ID 4875 Bunbury 14
- Site ID 4880 Bunbury 20
- Site ID 16713 Collie River Waugal
- Site ID 17776 Brunswick River
- Site ID 19795 Preston River
- Site ID 19796 Ferguson River.
- The 'Other Heritage Places' identified within the Proposal Area include:
  - Place ID 4870 Bunbury 19
  - Place ID 4876 Bunbury 15
  - Place ID 4877 Bunbury 16
  - Place ID 5168 NATGAS 262

- Place ID 5169 NATGAS 263
- Place ID 17775 Waterloo Brickworks Camp and Hunting Grounds
- Place ID 18885 Bunbury Bypass Archaeological Site 2
- Place ID 18886 Bunbury Bypass Archaeological Site 3
- Place ID 18889 Bunbury Bypass Individual Find 1
- Place ID 29334 Picton Isolated Finds.

The Proposal Area occurs within the GKB People Indigenous Land Use Agreement. An Aboriginal Heritage Survey, including ethnographic consultation and archaeological heritage survey, was conducted in October 2018 (Brad Goode & Associates, 2020).

Ethnographic consultation was undertaken by Brad Goode & Associates, on 29 October 2018, with nine representatives from the GKB NTC group and it was *“determined that there are no new ethnographic sites, as defined by section 5 of the AHA, located within the BORR Northern Survey Area”*. GKB representatives gave conditional approval for the Proposal and recommended that Main Roads seek consent under Section 18 of *WA Aboriginal Heritage Act 1972*. Further ethnographic consultation was undertaken in November 2019 and again in January 2020 to discuss issues relating to bridge designs that had been identified in the 2018 survey (Brad Goode & Associates, 2020).

- The Proposal will directly impact on Site ID 16713 Collie River Waugal, Site ID 19795 Preston River and Site ID 19796 Ferguson River and Main Roads will be required to seek ministerial consent under Section 18 of the *Aboriginal Heritage Act 1972* (Brad Goode & Associates, 2020).