

DAWESVILLE DEVIATION

146. Hon J.A. COWDELL to the Minister for Transport:

With regard to the Dawesville deviation -

- (1) Will there be any sinking of the road to protect nearby residents?
- (2) What is the extent of the buffer zone for the road?
- (3) Is Main Roads prepared to provide a wall to protect nearby residents, or any screening other than natural vegetation?
- (4) If yes, what is the nature and cost of that screening?
- (5) Will any compensation be paid to nearby home owners who are adversely affected?
- (6) What will these total noise attenuation measures add to the project cost?
- (7) What is the cause of the 30 per cent blow-out in budget to date?

Hon M.J. CRIDDLE replied:

I thank the member for some notice of this question.

- (1) In general, the road profile follows the existing terrain fairly closely. The road has been elevated to tie into the existing road at the northern end of the project and also where it has been raised to provide adequate clearance over the two underpasses. The deviation will be in a large cutting adjacent to Touchstone Drive from Shoshone View to Tims Thicket Road.
- (2) An average buffer of 10 metres has been provided on both sides of the road within the road reserve. Due to the proximity of the deviation to subdivisional development, buffers have been allowed for by developers, which provide further setbacks for the construction of dwellings. Generally, a setback of 30 metres from the road reserve boundary or 50 metres from the dwelling line to the edge of the new southbound carriageway has been provided.
- (3) Main Roads has made a commitment to the community that an appropriate screen fence will be constructed on the road reserve boundary adjacent to Touchstone Drive to provide visual screening.
- (4) Main Roads, in consultation with the Southern Coastal Community Association, is examining several options to provide an appropriate screen fence. The cost of the screen fence is not known at this stage.
- (5) There is no requirement for compensation. Main Roads' noise modelling studies show that the use of open-graded asphalt to attenuate noise has meant that noise levels from the new road will not exceed design standards.
- (6) The cost of the open-graded asphalt is approximately \$700 000.
- (8) Main Roads has programmed \$8.755m for construction of the Dawesville deviation in the 2000-01 budget. The tender price recently received for the construction contract was in the vicinity of \$9.5m. The cost of the screen fencing mentioned in the answer to (4) will be an additional cost. Scope changes that have contributed to an increase in the cost of the project include two underpasses, extension of the dual carriageway south of Tims Thicket Road to join in with the overtaking lane, street lighting for the full length of the project, the use of open-graded asphalt to reduce road noise levels, increased land costs, difficulty of service relocations, retaining walls, and screen fence at Touchstone Drive.