



Hon **MARTIN PRITCHARD** MLC
Member for North Metropolitan Region

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Hon. Peter Foster MLC
Chairman
Standing Committee on
Environment and Public Affairs
Parliament House
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Dear Hon. Peter Foster

I would like to make some comments on Petition No. 15 Sound Mitigation Mitchell Freeway, but first I would like to declare that I live in the area in question just outside of the 300 metre "Trigger Distance" which I will refer to later.

I am aware of, and have met with, some members of the Duncraig community who live along side the North travelling lane of the Mitchell Freeway that are expressing concern with the sound emanating from the traffic from cars and trains. I have also stood and observed the noise levels on Pentland Avenue which, I believe to be the most susceptible part of the area in question, due to typography on the land and distance from the Freeway.

The loudest noise I heard was "wheel Squeal" from the trains which pass approximately 15 minutes apart during rush hour. Residents say that it got worse when that line went from 3 carriages to 6 carriages a number of years ago. "Wheel Squeal" usually occurs when a train rounds a bend or when braking or accelerating. As this is a straight piece of track midway between Greenwood station and Warwick station, I can't determine the cause, but I have witnessed it.

The other noise that is complained about is the road traffic out of peak times. I would imagine traffic has increased with the extension of the Freeway North. I would also suspect that most heavy haulage would leave the Freeway at Reid Hwy prior to reaching Warwick Road.

I have already stated that I assume that the residents on Pentland Avenue would seem be the worst affected. I have indicated to the lead petitioner and some other residents that I am not affected by the noise from the Freeway even though I am almost within the "Trigger Distance". I had one conversation with a resident that lived much further away from the Freeway who indicated she believes that her family are severely impacted by the noise.

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To me the issue that is raised by the Petition rest with the answers to some basic questions to do with the application of "State Planning Policy 5.4 Road and Rail Noise" which was introduced in September 2019.

In brief, the Policy says that when there is a major upgrade to a "Transport Corridor" this will trigger an analysis of the noise impact on "noise sensitive land use areas".

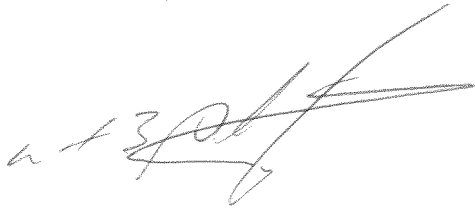
The fact that there is a planned major upgrade to the Freeway between Warwick Road and Hepburn Avenue is not in dispute. The divergence of views relates to the Departments stance is that the planned major upgrade is to the South bound part of the Freeway and that means that the "trigger distance" of 300 metres only applies East not West of the Freeway. The petitioners believe that there are some people living on the West side of the Freeway that are within the 300 metre "trigger distance" which should require the Department to do some sound testing on their side of the Freeway. They believe that if this is done it may lead to the requirement for some form of sound mitigation on the West side.

I believe that all parties understand that the current policy is not to retrofit sound mitigation to all parts of the road system. But "State Planning Policy 5.4" is a way to introduce testing, and sound mitigation measures where necessary, when there is a major upgrade.

The question is where the "Trigger Distance" applies.

I would request that the Committee turn its mind to resolving this point.

Yours sincerely

A handwritten signature in dark ink, appearing to read 'Martin Pritchard', with a stylized flourish at the end.

Hon. Martin Pritchard MLC

23 June 2021