

Hon: Matthew Swinbourne, MLC

Ms Glenys Malatesta

Standing Committee on Environment and Public Affairs

Parliament House

4 Harvest Terrace

27/05/20

West Perth 6005

Dear Mr Swinbourne and Committee members,

RE : PETITION- BUNBURY OUTER RING ROAD ROUTE (BORR)- SOUTHERN SECTION

Please find the following submission in response to the above petition which was tabled by Hon Colin Holt in the Legislative Council on May 12, 2020. The petition was in support of appropriate and effective sound barriers, (noise mitigation), being erected and installed along Yalinda Drive in Gelorup.

In the 1980s, when Gelorup was being developed, it was promoted as a quiet, low noise area. This was reflected in the Town Planning Schemes of that time and also the Capel Shire website. Gelorup was described as '... a place offering space, privacy and natural surroundings'. Heavy vehicles and the associated traffic noises involved with road construction, do not meet that criteria. In fact, the Shire of Capel provided further information to residents and prospective buyers: it was a requirement of living in the area that residents abide by the quiet amenity that the community offers. I bought into the area understanding that I was going to be part of a Special Rural Zone that valued families and the natural environment.

The World Health Organisation defines Human Health as '... as a state of complete physical, mental and social well-being'. For this reason, and as being personally described as a 'subset of Gelorup' in the KPMG Socio-Economic Impact Assessment, 2019, I am concerned that my physical and mental health will be severely compromised if I am subjected to high levels of traffic noise 24 hours a day as vehicles travel along the Southern BORR.

It is acknowledged that 'Road and rail noise can have an adverse impact on human health and the amenity of nearby communities, so it is important that a balanced approach is taken in land-use planning and development. (State Planning Policy 5.4). Therefore, I am appealing to the Committee to insist that MRWA install noise mitigation measures along Yalinda Drive so that my health, and the health of my family, will not be compromised. The EPA Social Surrounding Factor Guideline state that people should have the ability to live and recreate within their surroundings without any unreasonable interference with their health, welfare, convenience and comfort. The continued traffic noise associated with the Southern BORR will seriously affect this most basic human right.

The recently released KPMG Socio-Economic Impact Assessment, (Sept, 2019), states that, '...direct and permanent impacts to residential amenity, **including noise**, of existing ... residential areas, particularly some residents in ... Gelorup, are within close proximity of the BORR'. It stands to reason then, that it is incumbent on the Main Roads WA to offer noise mitigation measures. This will in no way compensate for what I am going to lose in the quietness of my home, but at least it does acknowledge that some mitigation is warranted. This same study recognises that concerns over noise levels for properties in close proximity to the BORR, as I will be, will have noise impacts managed by Main Roads under State Planning Policy 5.4 - 'Road and Rail Transport Noise and Freight Considerations in Land Use Planning". Noise levels associated with the BORR construction will be significantly higher than Main Roads' predictions. The 2012 Environmental Impact Assessment, commissioned by GHD on this route, states that WA Planning Commission noise guidelines will be broken, even with a noise management plan in place, The undulation of the land will mean that trucks will be changing gears to get up and over hills within metres of my home. The 50dcb limit will be shattered once the BORR begins its process. Road

vehicle noise sources typically include engine exhausts, truck engine braking, vehicle aerodynamics and the interaction between wheel and road.

Anticipated noise levels in Gelorup cannot be compared to a more built up area because my home stands apart from other dwellings and there are no solid masses to absorb sound. In built up areas, such as Treendale, buildings act as absorbers of sound. In this way, sound will be dispersed and become part of the background noise. The very nature of a 'Special Rural Zone', means that there are no barriers or noise absorbing impediments to the constant volume of traffic along Yalinda Drive. **State Planning Policy 5.4 "Road and Rail Transport Noise and Freight Considerations in Land Use Planning"** is there to protect communities from unreasonable levels of transport noise.

The BORR Team has completed a noise study for the Ultimate Planning Design Concept of the northern and central sections of the BORR. This informed the development of a noise model and has helped to identify locations where mitigation may be required to comply with State Planning Policy 5.4. I find it very concerning that, no such study has been done for the Southern Section where I reside. To date, I have not had any representative from MRWA Team come onto my property to conduct any form of assessment to ascertain what degree of mitigation I am entitled to. The MRWA own website states that, '... we undertake noise monitoring to calibrate a noise model. A clearly defined process will be followed to assess noise impacts, and ensure, once completed, is compliant. This includes obtaining baseline noise levels from monitoring noise at key points within the project alignment. In some cases, noise monitors are placed on resident's property'. It is all very well to say this on your website, but MRWA has not stepped foot on my property and I am going to be directly impacted by the BORR. I am still waiting...

I have been told that noise modelling has been carried out in a bridge in Perth *somewhere*, (requests to find out the location of this bridge have so far been denied), and that MRWA are using these results for my residence in Gelorup. I might point out that testing in an unknown location in Perth, is in no way comparable to my situation, semi-rural with low spaced apart housing and nothing to buffer the noise. I remind the Committee of MRWA's obligation to ...'Where mitigation is required, the BORR Team will liaise with landowners to help identify the best overall solution for the location'. APRIL 2019 NOISE AND VISUAL AMENITY Bunbury Outer Ring Road Fact Sheet MAIN ROADS

MRWA have told me that my **home** will be 75m from the Southern BORR and, that I should not expect to have noise mitigation measures installed. At 75m from the Southern BORR, the noise coming from the road will exceed 50dcb, which is unacceptable. My **boundary** will be only 45 m from the BORR! There is a Granny flat on my property which I have also been told because it was registered initially as a shed, will not be assessed for noise mitigation. I have made many visits to Main Roads' office in Bunbury for the explicit purpose to view maps so that I can see for myself and verify the impact that the BORR will have on my residence, During these meetings, Main Roads representatives have not allowed me to take photos of the maps or measure the distance between my boundary and the BORR. Even though I am going to be directly and adversely affected, my requests for Main Roads to be transparent in their intentions, have been ignored.

Given all of the relevant and pertinent facts outlined above, I strongly believe that more needs to be done to protect my social surroundings from the noise levels that will arrive with the southern BORR. The only way that my quiet lifestyle in Gelorup- promoted by Capel Shire, can be in any way resolved, will be by the installation of noise mitigation walls along Yalinda Drive. Main Roads WA has a duty of care to me to ensure that my family and I are protected from unreasonable noise impacts. to install these walls as part of the Southern BORR Freeway through Gelorup.

Thank you for your time in reviewing this matter. I look for your favourable consideration and response.

Yours sincerely,

27-5-20