

I would like to thank the chairman and all members of the Environment and Public Affairs committee for the opportunity to make a submission in Regard to the Tonkin Gap Project.

Background:

Over thirty years ago when the Tonkin Highway was built no noise mitigation measures were taken and even landscaping was done with the help of volunteers. This was only carried out after lobbying by residents. One noise wall was subsequently built from Collier Rd towards Beechboro Rd on the Southern side after some lobbying by residents. Since then despite many approaches to Main Roads by independent residents along the Tonkin Gap area nothing has happened to mitigate noise and many petitioners have indicated they have received conflicting information regarding the problems of noise and any solutions.

As residents we decided to take a concerted approach to get some clarity on this matter and submitted a petition to Parliament. The Tonkin Gap project has since been announced and it appears noise mitigation is being considered.

Desired Outcomes

The focus of the petitioners is to get **effective** noise mitigation measures incorporated into this project.

On reading the EPA report it appears that the reduction in noise overall is going to be an average of 2 to 4 db and some will not even reach the minimum requirement of 55db even after noise walls are constructed. This seems an inadequate solution to a long-term problem which is only going to increase. With increased volumes of traffic into the future and the addition of road trains when the North Link project is complete will only increase this noise in the future. The low frequency noise from trucks is more uncomfortable than the higher frequency noise from cars.

I feel that in the 21st century, when we are planning a long-term project that will have on going impacts on residents, we can do better.

I am no expert but there appears to be better sound walls than the reflective concrete ones constructed at present. If you look overseas or interstate there are angled walls to dissipate the sound upwards and even noise-absorbing walls to contain some of the noise being produced. The walls currently being constructed at the intersection of Roe Highway and Kwinana Freeway seem to be much more substantial and taller than those on the Tonkin perhaps they would be more suitable for the Tonkin Gap. The use of vegetation to supplement noise mitigation is also useful.

Road pavement technology is improving all the time, which can also mitigate noise. One of the biggest complaints petitioners made was the noise from poorly designed expansion joints on bridges. In the 21st Century surely its not beyond us to come up with a better solution The George report mentions structural restraints on bridge noise walls, here again we need innovation with noise

absorbing materials and no gaps. People several blocks from the highway complain about the noise from the bridges over the Swan River and Dunstone Rd.

Minister Saffiotti in her Grievance debate regarding this matter said they would consult with residents. It has been my experience with the Forrestfield Link project that consultation means showing us vague "concept Plans" with no detail making it almost impossible to analyze final outcomes. Warm words are spoken but no suggestions are seriously considered as the people conducting the "consultation" are PR types, not engineers or managers who can consider and debate the pros and cons of suggestions from the public. We want meaningful negotiations to give real input.

I note in the EPA report for this project consideration is being given to the possible black cockatoo habitat. The cockatoos at least have the ability to relocate relatively easily. For the residents in this area that is not that easy so we urge the committee to give our situation careful and compassionate consideration.