

Bunbury Outer Ring Road Fact Sheet

NOISE AND VISUAL AMENITY

Main Roads is planning the long term vision for the Bunbury Outer Ring Road (BORR), a section of highway that will connect Forrest Highway directly to Bussell Highway. It will form an integral part of a future South West freeway network and create opportunities to provide social and economic benefits for Greater Bunbury and the South West Region.

Road and rail transport corridors play a vital role in moving people and goods safely and efficiently around Western Australia however, transport noise and visual impacts from such major roads can affect the amenity of nearby communities.

Noise

Noise impacts from major roads are managed under State Planning Policy 5.4 “Road and Rail Transport Noise and Freight Considerations in Land Use Planning” with the aim to protect communities from unreasonable levels of transport noise. The Policy establishes a standardised set of criteria to assess projects and identifies measures that can be adopted to reduce the impact on noise-sensitive development.

In accordance with State Planning Policy 5.4, the BORR will be designed and constructed to the following noise criteria:

Time of day	Noise Target	Noise Limit
Day (6 am–10 pm)	LAeq(Day) = 55dB(A)	LAeq(Day) = 60dB(A)
Night (10 pm–6 am)	LAeq(Night) = 50dB(A)	LAeq(Night) = 55dB(A)

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.

The noise model takes into account a range of factors including the:

- topography of the surrounding land
- distance separating the property from the road
- ground level and fencing (if solid) of nearby properties
- designed level, gradient and surface of the road
- future projected traffic volumes and types.

The results of the noise modelling report undertaken by the BORR Team will be included in the referral documents lodged with the Environmental Protection Authority for environmental assessment.

Noise mitigation treatments may include using a quieter road surface, constructing noise walls or installing architectural treatment at individual properties in order to comply with State Planning Policy 5.4.

Where mitigation is required, the BORR Team will liaise with landowners to help identify the best overall solution for the location.



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Visual Amenity

Visual amenity, including the impact of lighting, will be considered as part of the environmental assessment process.

This includes reporting potential visual impacts and identifying likely locations where design measures may be required to mitigate the impacts. Mitigation may include providing screening, which can take a variety of forms, including the construction of walls, earth mounds and planting of vegetation.

Strategies will be developed to comply with the Australian Standard for lighting of public roads (AS/NZS 1158). This will include consideration of light backspill and treatments such as backshades and reducing light pole height where possible to minimise impact on adjacent properties.

Visual amenity is also a key consideration of the Urban and Landscape Design Framework that has been prepared for the BORR Project. A separate fact sheet is available on the Urban and Landscape Design.

The reports regarding both noise and visual amenity are submitted to the Environmental Protection Authority as part of the s38 referral under the Environmental Protection Act 1986, environmental approvals process.



WANT MORE INFORMATION?

For information on the Bunbury Outer Ring Road Project please visit the projects page on the Main Roads website at www.mainroads.wa.gov.au

Contact Main Roads' Customer Information Centre 138 138

Email enquiries@borrteam.com.au



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