

AIR QUALITY

A major concern of residents along the WRR route is that the new road may result in increased air pollution.

To find out whether there will be any increase in air pollution, the Roads Corporation has engaged a specialist firm, Consulting Environmental Engineers Pty Ltd. Their job is to undertake a detailed study of existing air quality and also report on likely future conditions with and without the Western Ring Road.

A comprehensive report on air quality will be available for your inspection at the October Public Display. The report provides information on existing pollution levels, local air currents and predicts likely air quality after the road is built.

A few main points from the report are:

- the WRR will not lead to any significant increases in air pollution in the Western Suburbs. By the year 2000, the amount of traffic using the existing roads in the study area will increase by approximately one third, even if the WRR were not built.
- the use of unleaded petrol and newer, more efficient vehicles means that emissions of lead and carbon monoxide are reducing even though road traffic is increasing.
- concentrations of nitrogen dioxide alongside the road will be well within the EPA recommended maximum limits.
- ozone concentrations in Melbourne have been a problem for some time. A significant amount of ozone recorded in the west actually originates in the south and eastern suburbs and is distributed over the west by air movements. The WRR will have only a minor impact on ozone levels in the area.

ENVIRONMENT EFFECTS STATEMENT

The EES will be a major report and will describe and assess all the options considered. The report will be available from mid - October.

More detailed reports on the following topics will also be available with the EES.

- *Archaeology and early history of the study area.*
- *Flora and fauna in the study area.*
- *Assessment of air quality (both current and after the road is built).*
- *Existing and predicted noise levels and noise protection methods for the WRR route.*
- *Landscape proposals for the new road.*
- *Community profile of the study area.*
- *Community views, attitudes and social effects of the new road.*
- *Traffic predictions for the new road, and impact of traffic for the whole area.*
- *Assessment of the economic benefits of the new road.*

As well, the EES will contain plans and drawings that show the new road alignment, together with major intersections, interchanges and bridges, properties that may be affected and landscape proposals.

Further details including location and display times for the EES will be published in Bulletin No.5 in October.

WE WANT YOUR COMMENTS!

If there are any issues or items that you think should be included in the EES, please write to **Bob Evans, Manager Western Ring Road, C/- Roads Corporation, 60 Denmark Street, Kew 3101 (Telephone: 860 2535).**

For property matters contact:

David Ryan (Princes Freeway to Furlong Road), Telephone: 860 2085

Warwick Bull (Furlong Road to Tullamarine Freeway),

Telephone: 860 2642

For other matters:

Persons or groups wishing to contact the Study Team can telephone Assistant Sociologist Kathy Brown, on 860 2644.

For further information on the Metropolitan Ring Road — Tullamarine to Laverton North Section, contact the Telephone Interpreter Service on 662 3000.

GREEK

Για περισσότερες πληροφορίες για το τμήμα της περιφερειακής λεωφόρου μεταξύ Τυλαμαρίν και Λαβέρτον Νορθ, επικοινωνήστε με την Τηλεφωνική Υπηρεσία Διερμηνέων στον αριθμό 662 3000.

MALTESE

Għal aktar taġġir jew informazzjoni dwar il-Metropolitan Ring Road - Tullamarine sa s-sezzjoni ta Laverton North, aghmel kuntatt ma Servizz Interpretu bit-Telefon billi cċempel 662 3000.

VIETNAMESE

Muốn biết thêm chi tiết về Xa Lộ Vòng Đai Khu Thủ Phú (Metropolitan Ring Road) - Khu Vực Tullamarine tới Laverton North, xin liên lạc Dịch Vụ Thông Ngôn Qua Điện Thoại trên số 662 3000.

POLISH

O dalsze informacje na temat północnego odcinka autostrady łączącej Tullamarine z Laverton proszę zwrócić się do telefonicznej służby tłumaczy (Telephone Interpreter Service) pod numerem 662 3000.

ITALIAN

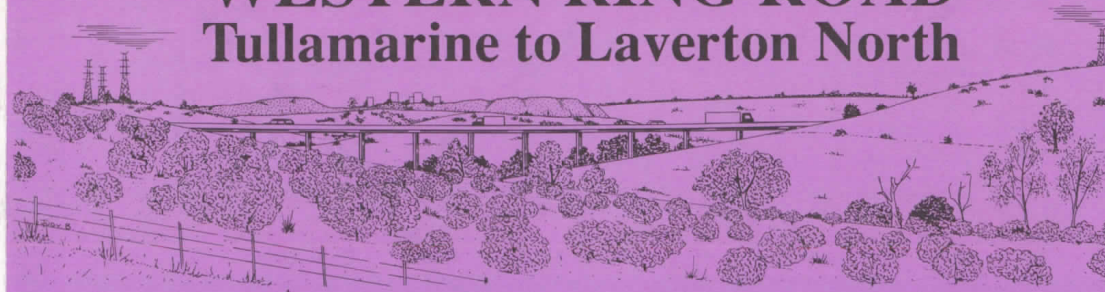
Per ulteriori informazioni sull'Anulare Metropolitan - Tullamarine alla Sezione di Laverton Nord, contattare il Servizio Telefonico Interpreti (Telephone Interpreter Service) al 662 3000.

CROATIAN

Potanja obavještenja o Metropolitan Ring Road - Tullamarine do Laverton North Section daje telefonska služba tumača na br. 662 3000.

WESTERN RING ROAD

Tullamarine to Laverton North



Information Bulletin No. 4

September 1989

Previous Bulletins were distributed in October 1988, March 1989 and May 1989. In the May Bulletin, it was announced that the Ring Road would be located west of Ardeer instead of along the existing road reservation between West Sunshine and Ardeer.

FAVOURED OPTIONS FOR WESTERN RING ROAD

PRELIMINARY PLANS for the Western Ring Road (WRR) are nearing completion.

These plans will form part of the Environment Effects Statement (EES) and will also be used to reserve land for the WRR in municipal Planning Schemes.

Preparation of these plans follows extensive consultation with local Councils, residents and property owners along the route.

More than 2,000 people attended the public display to view options in April-May, and over the past month, ten meetings have been held with people who would live near the road, if it were built. The road alignment has been altered in several locations following discussion with residents.

The WRR is a key project for the western suburbs. It will provide a much needed north-south link through Keilor and Sunshine, and across the Maribyrnong River. This will improve access for existing and new businesses to the transport network, Melbourne Airport and the docks, and will provide better access for residents to employment areas and community and recreation facilities. The WRR also provides a focus for through traffic, particularly trucks, and will divert future traffic from local roads.

The EES will discuss a number of options which have been examined at various locations along the proposed route for the WRR.

These options take into account community comments received at the April-May public display and discussions with councils, land owners and local residents.

The EES and plans for the WRR will be on public display from late October to late December.

No decision on the WRR will be made by the Government until the community has had the opportunity to see and comment on the WRR proposals.

In early 1990, an independent panel will be appointed to listen to the views of local residents and other interested persons. This hearing will be open to the public.

SOUTH OF ARDEER

The importance of the Derrimut Grasslands Reserve is acknowledged and a wide range of options has been examined to find a road solution which considers land use, environmental and transport planning requirements.

Alignment B, which runs near the northern boundary of the Grasslands reserve, has now been adopted as the favoured option. The Department of Conservation, Forests and Lands has acknowledged that this alignment would form a useful buffer between the grasslands reserve and possible future residential development. This alignment is also favoured by the City of Werribee, Ministry for Planning and Environment and the Roads Corporation.

The City of Sunshine favours a line further south through the Grasslands Reserve and this option will be fully assessed in the Environment Effects Statement.

Connections to the WRR will be via Boundary Road and Fitzgerald Road only. Wright Street will not connect directly to the WRR, and will service residential areas. Somerville Road will extend west across the WRR then south to Boundary Road, to better serve new industrial areas.

KEILOR CONNECTIONS

There has been a lot of community discussion about whether or not an interchange should be built to connect the WRR with the Calder Freeway.

If an interchange were not built, there would be big increases in traffic on local arterial roads, such as Milleara Road and Keilor Park Drive. An interchange is therefore favoured

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WESTERN RING ROAD
SUNSHINE TO KEILOR SECTION
LOCALITY PLAN

- LEGEND**
- INTERCHANGE
 - PROPOSED WESTERN HIGHWAY CONNECTION
 - PROPOSED ROAD
 - A** AIRPORT ACCESS-MOORE ROAD EXTENSION
 - C** CALDER INTERCHANGE
 - D** DODDS ROAD CONNECTION

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despite its estimated cost of up to \$50m and the effect on a number of houses and businesses.

Following recent discussions with local residents, further ideas have been examined. These would not separate through traffic from local traffic, and would still impact on a similar number of properties.

It is therefore proposed to reserve enough land for an interchange at the location originally shown (immediately west of the SEC power lines).

This would require a section of Fullarton Road to be moved. Space would be provided for landscaping and noise barriers to protect houses in Keilor Park.

Further north, a link road is proposed between the WRR and the southern part of Melbourne Airport to meet future airport development needs. This will also allow for Moore Road, in Airport West, to be extended and connect to the WRR, improving access to Airport West.

FURLONG ROAD

Following discussions with residents in the Albion North area, the preliminary alignment for the WRR has been moved further away from Camperdown Avenue and Meadowbank Drive. This will provide more space for landscaping and noise barriers to protect nearby houses and schools. Some land leased by the Italo-Australian Co-operative Social Club will be affected.

COMMUNITY CONSULTATION

The Roads Corporation's community consultation program is continuing. People living in streets closest to the proposed road were invited to attend one of a number of meetings held during July and August. The meetings were designed to inform residents of the study progress and provide them with an opportunity to discuss matters of concern. The meetings were well attended.

Some key issues arising from the meetings were:

- Concern about road traffic noise and air pollution.
- Loss of open space and parkland.
- Distance between houses and the road.
- Disturbance to creeks and landscapes.
- Local access for residents.

These and many other issues raised, and ways of overcoming them, will be carefully considered and fully discussed in the EES.

PRELIMINARY INVESTIGATIONS

From time to time, people, equipment and vehicles may be seen along the route being investigated for the new road. In some cases you may even see a drilling rig or earthmoving machine. Surveyors will also be in the area. **This does not mean that construction is about to commence or that the final location of the road has been decided.**

The information collected will help with planning for the new road. This can include soil conditions, existing traffic patterns, existing noise levels, checks on road boundaries, the location of services (eg Gas and Fuel, MMBW, Telecom) and so on.

TRAFFIC NOISE

Noise is measured in units called decibels (dB(A) for short). The Environment Protection Authority has an interim policy that new major roads be designed in such a manner that noise levels at nearby houses should be no more than 68 dB(A) within ten years after the opening of the road. This figure is known as the L10 (18 hour) noise level and is the level exceeded by the loudest ten percent of traffic over an 18 hour period (between 6am and midnight). In other words, for an hour, the noise level produced by vehicles using the road will exceed 68 dB(A) for an average of six minutes while the rest of the hour will be below 68 dB(A).

The current maximum recommended L10 (18 hour) level of 68 dB(A) is now acknowledged as too high, particularly for people who are living in a relatively quiet environment near undeveloped open space such as parks or the existing road reservation.

After considering these issues, the WRR Study Team is attempting to limit the maximum noise level to 63 dB(A) or less wherever homes are likely to be affected by road noise. This level is about 25% less than the level of noise at 68dB(A).

There are several types of barriers that can be used to keep noise levels below 63 dB(A). For example:

- landscaped earthen mounds
- landscaped earthen mounds with fences on top
- reflective concrete or timber barriers
- absorptive concrete barriers.

Just what type of treatment might be used for each area is largely dependent upon the likely noise level generated by traffic, the closeness of houses, cost, the amount of space available and the appearance of the barrier.

If you would like to know more about predicted noise levels for the WRR, a full report on the subject is nearly ready, and will be available for inspection at the October Public Display. The report details predicted noise levels for all areas along the WRR and you will be able to see just how your home or business may be affected and the proposed noise reduction measures.