Main Roads Project Lifecycle | from Planning to Operation

EastLink WA Planning and Development

August 2024

Australian Government





Historical planning studies | 1985 to 2020

- Local government planning strategies.

More than 40 years of road planning activities and studies undertaken in relation to the transport corridor between Perth and Northam include:

- Eastern Corridor Major Road Study, including Great Eastern Highway and the 'Orange Route' and determining the long-term transport needs for the corridor.
 - Archaeological, biological, fauna, ethnographic and noise modeling studies.
 - The Perth-Adelaide Corridor strategy considering the 'Orange Route'.



Early Planning | 2015 to 2020

Define the problem and opportunities. Secure funding for Planning and Development phase.

Planning and early development | 2021 to 2023

Develop Ultimate Design Concepts for proposed road alignment and identify land boundary requirements.



Planning activities

A wide range of planning activities have been completed to update and expand upon the previous planning, culminating in the Ultimate Design Concept for the highway.

Historical planning review

We have reviewed over 40 years of historical planning associated with the transport corridor to confirm that the alignment previously selected and in parts reserved, is still relevant and appropriate in today's context. We have considered factors such as changes in land use, population growth, transportation patterns, and environment changes.

Engineering, heritage and environmental studies

We have conducted contemporary planning studies to inform the design of the highway. These studies involved gathering critical data across wildlife, flora and vegetation habitats, geotechnical conditions, hydrogeology, traffic modelling, and heritage. We have also assessed the access and connectivity requirements for the highway, including bushfire access and egress.

Community and stakeholder input

Engagement with State and Local Government stakeholders, landowners, local businesses, interest groups and the wider community has been an important part of updating and refining the Ultimate Design Concept.

Key activities have included:

- 2021: Landowner briefings and community drop-in sessions to better understand local issues, concerns and aspirations.
- 2022: A range of engagement activities to plan for access and connectivity along the route, drop-in sessions, and a community survey, two online interactive maps and a Kep Track survey through My Say Transport.
- 2023: One-on-one meetings with directly affected landowners to present the Ultimate Design concept and Land Requirement Boundary.



Ultimate Design Concept

The Ultimate Design is a long-term planning concept that caters for population growth and future traffic volumes up to the year 2051. The concept considers future traffic volumes, functionality requirements, environmental factors and the aspirations of road users and communities that the highway serves.

Establishing the Land Requirement Boundary

This is the extent of land that will be required to construct the highway in the future, if funding becomes available.

Wheatbelt region:

The Land Requirement Boundary provides a clear picture of the land that may be needed for the project in the future.

Future subdivision and development potential may be affected by the proposed EastLink WA alignment. It is recommended that pre-lodgement advice is sought from the Shire of Northam and/or the Western Australian Planning Commission before submitting an application.

If the project is funded for construction in the future, compensation will take into account the value of the land to be acquired at that point of time, along with any improvements made to the property. Additionally, appropriate allowances will be made for severance, injurious affection, business disturbance, and any other incidental expenses that you may

The Shire of Northam have committed to updating their Local Planning Strategy to depict the latest planning for EastLink WA, to help guide future planning and development activities.



Business case development | 2023 onwards

Main Roads will prepare a proposal that will be submitted to Infrastructure Australia (IA) and Infrastructure WA for assessment to determine if the proposal is nationally significant and suitable to be placed on the Infrastructure Priority List. This is the first step under a three-stage IA project development and submission process.



Project development

Prepare 15% design. Undertake site investigations to further inform environmental and heritage approvals and design.



Procurement for delivery

Project delivery contract mechanism confirmed. Tendered for detailed design and construction. Contract award. Acquisition of any additional land requirements.



Construction

Undertake construction activities.

Consideration by Government

Project considered by State and Federal Governments against infrastructure priorities. Construction funding committed during budget cycles.



Detailed design

Prepare detailed design for estimating and construction.



Operation

Transport corridor open to the public.



























