Reid Highway Interchanges Project: Project Annual Sustainability Report 2025/2026

Prepared by Georgiou Group

This annual report covers the period from 22/07/2025 to 30/06/2026. This is the first annual report to be prepared for the project.

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Approval for Publication

Date	Approved By	Position
22 July 2026	Nick Kelly	Senior Project Manager

Disclaimer

All information was true and accurate at date of publication. Data is subject to change pending audits, verifications, and reviews.

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Note:

1. The commencement date of sustainability reporting period corresponds with the date of contract award.
2. The reporting period for the reported environmental metrics data published within this report varies as it aligns with the commencement of construction works.
3. This is the first annual report to be prepared by the project.

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Abbreviations and Acronyms Table

Abbreviation	Full Form
ASS	Acid Sulfate Soils
CRC	Crushed Recycled Concrete
DBCA	Department of Biodiversity, Conservation and Attractions
DTMI	Department of Transport and Major Infrastructure
DWER	Department of Water and Environmental Regulation
EMP	Environmental Management Plan
EPA	Environmental Protection Authority of Western Australia
GHG	Greenhouse Gas
GRI	Global Reporting Initiative
IAP2	International Association for Public Participation
IS	Infrastructure Sustainability
ISC	Infrastructure Sustainability Council
ITS	Intelligent Transport Systems
kL	Kilolitre(s)
km	Kilometre(s)
KPI	Key Performance Indicator
LCA	Lifecycle Assessment
LTIFR	Lost Time Injury Frequency Rate
m	Metre(s)
Main Roads	Main Roads Western Australia
MJ	Megajoule; Gigajoule: unit of energy which is equivalent to 1 billion Joules
MMDD	Maximum Dry Density
MUSIC	Model for Urban Stormwater Improvement Conceptualisation
NGA	National Greenhouse Accounts
OMC	Optimum Moisture Content
PEC	Priority Ecological Community
RAP	Reclaimed Asphalt Pavement
RTR	Roads to Reuse
SCWQIP	Stormwater Management Manual for Western Australia and the Swan Canning Water Quality Improvement Plan
SDG	Sustainable Development Goals
tCO_2e	Tonnes of carbon dioxide equivalent
TN	Total Nitrogen
TP	Total Phosphorus
TSS	Total Suspended Solids
UN	United Nations
WSUD	Water Sensitive Urban Design

Table of Contents

Tables

Figures

1 About this Report

1.1 Purpose

This report has been prepared for the Reid Highway Interchanges Project (herein "the Project"). This report was compiled by Georgiou Group (herein "Georgiou") for Main Roads Western Australia (herein "Main Roads") and reflects the Project team's approach and commitment to sustainability throughout the design and construction phases of the Project. This report will accompany the Main Roads Annual Sustainability Report and may ultimately be integrated into the Main Roads Annual Report.

This report provides a summary of the Project's sustainability performance during the reporting period, including sustainability initiatives pursued and the associated environmental, social, and economic outcomes achieved or targeted by the Project. The report has been prepared in alignment with the Project Sustainability Management Plan, Infrastructure Sustainability (IS) v2.1 Design and As Built Rating requirements, and the sustainability obligations outlined within the Project contract.

The content of this report has been developed with consideration of the Global Reporting Initiative (GRI) reporting principles to support transparency, accountability, completeness, and consistency in sustainability reporting. Sustainability performance presented within this report has been informed by the Project Sustainability Reporting Framework, including data captured through the Sustainability Reporting Dashboard and Resource Dashboard.

1.2 Sustainability Statement

Sustainability is a fundamental component of the Reid Highway Interchanges Project and is embedded throughout the Project's planning, design, and construction activities. As a significant transport infrastructure upgrade within Perth's north-eastern corridor, the Project provides an opportunity to deliver long-term environmental, social, and economic benefits while improving safety, freight efficiency, connectivity, and community outcomes for the surrounding region.

The Project recognises that sustainable development extends beyond compliance and infrastructure delivery. Sustainability considerations are integrated into decision-making processes to support resilient infrastructure outcomes, minimise environmental impacts, improve resource efficiency, reduce whole-of-life carbon emissions, and create positive legacy outcomes for the community and stakeholders.

Through the application of the Infrastructure Sustainability (IS) v2.1 Rating Tool, the Project is pursuing a structured and measurable approach to sustainability performance across governance, resource efficiency, climate resilience, stakeholder engagement, procurement, and social value creation. The Project also contributes to several key United Nations Sustainable Development Goals (SDGs), particularly those relating to industry, innovation and infrastructure, sustainable cities and communities, responsible consumption and production, climate action, and partnerships for the goals.

"The Reid Highway Interchanges Project represents an important investment in Western Australia's transport network, improving safety, freight efficiency, connectivity, and long-term resilience along a strategic corridor within the broader EastLink WA program. Sustainability has been embedded into the Project's planning, design, and delivery processes to ensure the infrastructure provides enduring environmental, social, and economic value for the community.

*The Project team has focused on practical and measurable sustainability outcomes through initiatives that support resource efficiency, recycled material use, emissions reduction opportunities, climate resilience, and responsible environmental management. Given the Project's proximity to sensitive ecological and community receptors, including Bennett Brook and surrounding residential areas, maintaining strong environmental controls and meaningful stakeholder engagement has remained a key priority throughout d*elivery.

Collaboration between Main Roads, Georgiou, designers, suppliers, and stakeholders has been critical in driving sustainability outcomes and ensuring sustainability considerations are integrated into decision-making processes. Through this approach, the Project is helping deliver infrastructure that not only meets current transport needs but also contributes to a more resilient and sustainable future for Western Australia" – Reinhard Prins, Project Director

1.3 Sustainability Summary

The following figure highlights several opportunities are being implemented during the design phase, linked to the Project Sustainability Objectives (for further detail refer to section Approach to Sustainability)

Improve connectivity, accessibility and community resilience	• The upgrades will deliver an improved Principal Shared Path network, providing a continuous shared path connection between West Swan Road and Malaga Drive for pedestrians and cyclists. In addition, at least one further practical improvement will be investigated and delivered to enhance safety, connectivity and access to local destinations. • Theft of copper cabling from road lighting infrastructure is an ongoing challenge across the road network, affecting the operation of street lighting and contributing to higher maintenance and replacement costs. Opportunities are being investigated to investigate anti-theft measures into new lighting infrastructure to improve asset resilience and support safe, reliable operation over the asset's lifecycle.
Protect and celebrate local identity, culture and Indigenous heritage	• The design responds to the cultural heritage and identity of the area, incorporating themes informed by local stories and the shared history of Traditional Owners and the broader community. • Public artwork will be developed by local Noongar artists, including three early-career artists working alongside an experienced Noongar lead artist to collaboratively design and deliver a series of mural artworks. • The Noongar Reference Group, comprising of Noongar Elders and knowledge holders, has provided valuable input into the artwork strategy and will continue to guide cultural outcomes throughout detailed design and delivery.
Supporting local economic participation and prosperity	• The works are on track to achieve the target of 10% local procurement spend, with approximately 10% of expenditure directed to businesses located within the Perth metropolitan area (within 70 km of the site). • An Industry Sustainability Plan has been implemented to build capability and capacity across the supply chain, supporting sustainability outcomes among suppliers and subcontractors. • Aboriginal economic participation remains a key focus, with a target of at least 4% spend with Aboriginal businesses and Aboriginal Community Controlled Organisations, and an aspirational target of 6%, creating opportunities for Aboriginal businesses and supporting long-term economic participation.
Minimising construction impacts and support meaningful community engagement	• A proactive community engagement program is being implemented to minimise construction impacts through timely communication, early notification of upcoming works and responsive stakeholder engagement. • Comprehensive noise, vibration and air quality monitoring has been implemented across the construction footprint, providing real-time data to verify the effectiveness of environmental management measures. • Ongoing collaboration with key stakeholders, including the Construction Reference Group, Noongar Reference Group and City of Swan Technical Working Groups, has informed the design and delivery of the works. • Stakeholder feedback has directly influenced several design refinements, including modifications to drainage basin layouts and the north-west Altone Road retaining wall configuration to retain mature trees where practicable.
Reducing waste and improve resource efficiency	• A Resource Efficiency Management Plan has been developed to optimise resource use, minimise waste generation, and maximise the beneficial reuse of materials wherever practicable. • Resource efficiency opportunities have been incorporated into the design, including the use of hollow-core noise wall panels with driven noise wall posts, reducing material requirements compared with conventional construction methods. • Suitable excess material from the METRONET Midland Station Project will be reused where practicable, supporting the beneficial reuse of resources and reducing the volume of material requiring disposal.

2 Project Overview

2.1 Project Introduction

The Reid Highway Interchanges Project is a major transport infrastructure upgrade being delivered in Perth's north-eastern corridor. The Project is located along Reid Highway within the City of Swan local government area, primarily between West Swan Road and Malaga Drive, and includes major upgrades at the Altone Road and Drumpellier Drive / Daviot Road intersections.

Georgiou are undertaking the design and construction of the Project, on behalf of Main Roads. The project forms part of the State Government's commitment to improving freight efficiency, road safety, network reliability, and long-term transport capacity across Perth's strategic freight network.

Project Objectives

- Improve road safety and reduce congestion along Reid Highway
- Increase freight efficiency and travel reliability along a key east-west transport corridor.
- Improve connectivity and accessibility for local communities, pedestrians, and cyclists.
- Reduce delays and improve traffic flow at key intersections.
- Deliver resilient infrastructure capable of supporting future transport demand.
- Support long-term economic growth and regional development outcomes.

Figure 1 Construction Works – Future bridge over Altone Road.

Project Scope

The Project will deliver two new bridged interchanges at Altone Road and Drumpellier Drive/Daviot Road, with connectivity to local roads maintained via entry and exit ramps and roundabouts.

The current project scope includes:

- A new bridge on Reid Highway, passing over Altone Road intersection, with connectivity between Altone Road and Reid Highway to be maintained via entry and exit ramps and roundabouts.
- A new bridge over Reid Highway connecting Drumpellier Drive with Daviot Road, with entry and exit ramps onto Reid Highway.
- Modifications to Reid Highway from Altone Road to Arthur Street to support the new interchanges.
- Modifications to the existing Tattler Way roundabout to provide south-bound left in / left out access to residential area.
- A Principal Shared Path (PSP) bridge for cyclists and pedestrians passing over the Altone Road on ramp and new PSP underpasses beneath the Altone Road off ramp and Daviot Road. These changes will provide an uninterrupted path network from West Swan Road to Malaga Drive.
- Additional noise and screening walls in various locations along Reid Highway.

During the Project planning phase, a range of planning and network improvement options were considered to address increasing traffic congestion, freight demand, safety performance, and network efficiency along the Reid Highway corridor. Grade-separated interchanges were identified as the preferred long-term solution to improve network performance and support future growth within Perth's north-eastern suburbs.

The Project is contributing to broader sustainability and community outcomes through stakeholder engagement, sustainable procurement, Aboriginal participation initiatives, climate resilience considerations, and the pursuit of an Infrastructure Sustainability (IS) v2.1 Design and As Built Rating. Sustainability initiatives and performance are managed through the Project Sustainability Management Plan and reported regularly through the Project Sustainability Reporting Framework.

Further project information is available via the Main Roads website.

2.2 Project Map

Figure 2 depicts a map of the Project.

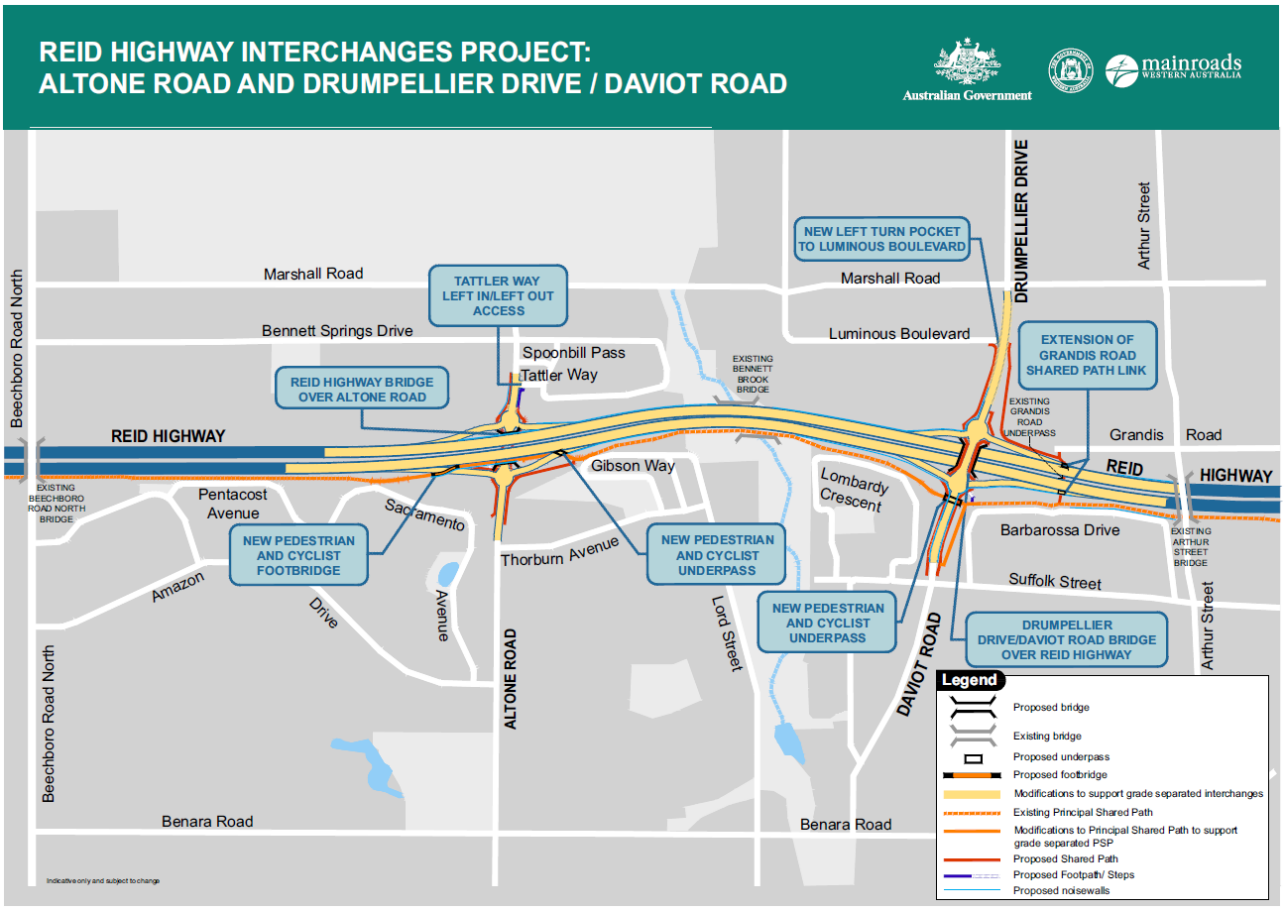

Figure 2 Proposed Reid Highway intersections at Altone Road and Daviot Road / Drumpellier Drive

2.3 Project Timeline

Key Project milestones have been outlined in Figure 3 below. These include design and construction milestones, IS Rating milestones, and design gateways.

Figure 3 Project Timeline Infographic

3 Governance

3.1 Approach to Sustainability

The Project is registered with the Infrastructure Sustainability Council (ISC) under the IS Rating Scheme v2.1 and is pursuing both IS Design and IS As Built ratings. The Project is targeting a Silver Rating outcome under the IS v2.1 Design and As Built Rating Scheme. The first IS Design submission is currently planned for August 2026, with As Built submission activities to continue throughout the construction phase.

The Project's sustainability approach is focused on embedding sustainability into all aspects of project planning, design, procurement, construction, stakeholder engagement, and governance processes. The IS Rating framework is being used to drive improved environmental, social, and economic outcomes across a range of sustainability categories including:

- Leadership and Management
- Sustainable Procurement
- Resilience
- Options Assessment
- Energy and Carbon
- Environmental Impacts
- Resource Efficiency
- Water
- Stakeholder Engagement
- Heritage and Culture
- Legacy Outcomes
- Workforce Sustainability

3.1.1 Sustainability Management and Integration

The Project's approach to Sustainability is managed through the Project Sustainability Management Plan (SMP), supporting management plans, sustainability reporting frameworks, and regular governance and review processes. The SMP establishes the framework for identifying, managing, monitoring, and reporting sustainability risks, opportunities, objectives, and targets throughout the Project lifecycle.

Sustainability is integrated across all Project disciplines rather than being managed independently by the Project's dedicated Sustainability team. The wider team contribute and share responsibility for the delivery of sustainability outcomes relevant to their work areas including environment, community and stakeholder engagement, design, construction, and commercial. The Project Sustainability Manager coordinates sustainability performance, IS rating activities, sustainability reporting, evidence compilation, stakeholder engagement activities, and sustainability governance processes.

The Project maintains regular sustainability coordination and governance processes including monthly sustainability reporting, sustainability workshops, leadership reviews through Sustainability Leadership Committee (SLC) meetings, design coordination meetings, environmental and construction meetings, and ongoing engagement with Main Roads, designers, subcontractors, suppliers, community representatives, and ISC stakeholders.

Sustainability risks, opportunities, targets, materiality issues, and IS rating progress are regularly

reviewed through governance processes including ISC Monthly Interface Meetings to support continual improvement and accountability across all disciplines. Additionally, monthly sustainability performance reports are prepared to track performance against IS credits, Project sustainability targets, and contractual sustainability obligations.

3.1.2 Sustainability Policy Statement

The Project sustainability approach has been developed in alignment with both the Main Roads Sustainability Framework and Policy and the Georgiou Sustainability Framework. These frameworks establish the principles and commitments guiding sustainability performance across governance, environmental management, social value, stakeholder engagement, climate resilience, resource efficiency, procurement, and continual improvement.

The Project is committed to delivering infrastructure that balances environmental protection, social value, economic performance, and long-term resilience outcomes. Sustainability considerations are integrated into Project delivery and decision-making processes to support positive legacy outcomes for the community and future generations.

3.1.3 Sustainability Tools and Performance Monitoring

To measure sustainability outcomes and performance, and support continual improvement, the Project utilises a range of sustainability tools and assessment processes including lifecycle assessments (LCAs), climate resilience and natural hazards assessments, resource efficiency tracking, sustainability dashboards, sustainability-labelled product tracking, and monthly sustainability performance reporting.

LCA tools are used to evaluate and compare the environmental impacts of materials, design options, and construction activities against Business as Usual in the industry. The LCA process has informed design optimisation initiatives and identification of opportunities to reduce whole-of-life environmental impacts associated with materials, energy use, emissions, and resource consumption. Resource tracking and sustainability dashboards are also used to monitor recycled material use, waste diversion performance, sustainable procurement outcomes, water use, and sustainability target achievement throughout construction activities.

3.1.4 IS Design an As-Built Rating and Current Performance

During the reporting period, the Project commenced IS rating activities including evidence compilation, ISC engagement, technical clarifications, lifecycle assessment activities, sustainability workshops, and monthly scorecard reviews. As reported in the Sustainability Performance Reports, the Project remained positively aligned towards achieving the targeted IS Design and As Built High Silver Rating outcomes. The IS Design submission is currently planned for August 2026.

Several credits progressed through evidence compilation, review, and technical clarification stages during the reporting period, including activities associated with resilience, stakeholder engagement, sustainable procurement, resource efficiency, climate and natural hazards, and environmental impact reduction initiatives. The Project also continued progressing supporting documentation including lifecycle assessments (LCAs), sustainability-labelled procurement tracking, resource recovery reporting, resilience assessments, and sustainability target reporting aligned with the verified materiality assessment and IS v2.1 requirements.

The April 2026 Sustainability Performance Report identified several positive sustainability outcomes achieved to date, including:

- 10.03% recycled content in procured materials against a target of 2.5%
- 31.56% procurement of materials with recognised sustainability labels against a target of 30%
- 100% diversion and onsite reuse of clean and inert excavation spoil
- Progression of Noongar Artwork Strategy initiatives and associated engagement activities
- Continued implementation of resilience and climate adaptation initiatives
- Ongoing monitoring against environmental management targets including noise, vibration, and dust management at sensitive receptors

3.1.5 Sustainability Challenges and Opportunities

The Project recognises that delivering sustainability outcomes within a live transport corridor and sensitive environmental receptors presents ongoing challenges. Key challenges during the reporting period included management of construction impacts adjacent to sensitive environmental and community receptors, coordination of sustainability data across multiple stakeholders, evolving design and construction interfaces, and balancing construction delivery requirements with sustainability objectives and IS rating requirements.

These challenges continue to be actively managed through adaptive planning, stakeholder engagement, governance processes, continual review of sustainability opportunities, and integration of sustainability considerations into Project decision-making activities.

3.2 Material Sustainability Issues

The materiality assessment is the first and critical step to establish the Project's sustainability approach. This identifies the most important and relevant (material) sustainability issues for the Project to prioritise and inform sustainability objectives and targets, decision making, and Infrastructure Sustainability (IS) Rating strategy.

The Project's material sustainability issues were initially identified as part of the Eastlink WA planning phase through workshops, stakeholder engagement activities, sustainability risk and opportunity reviews and assessments. Following Contract Award in July 2025, the materiality assessment was reviewed and updated by a multidisciplinary Project team to ensure the identified issues accurately reflected the Project's most significant sustainability risks, opportunities, and stakeholder priorities during the design and construction phases.

The materiality review process included participation from representatives across sustainability, environment, design, construction, stakeholder engagement, procurement, commercial, and Project leadership functions, together with input from Main Roads, designers, specialist consultants, subcontractors, and relevant external stakeholders. The process considered:

- Potential environmental, social, and economic impacts associated with Project activities.
- Stakeholder priorities and community concerns
- Infrastructure Sustainability (IS) Rating Scheme requirements.
- Legislative and contractual obligations
- Long-term operational and resilience considerations
- Opportunities to improve sustainability outcomes and legacy benefits for the community.

The following material sustainability topics were identified as the most significant for the Project:

- Urban and landscape design

- Preserve local identity and heritage.
- Construction impacts to the community – noise, vibration, air quality, water quality, light pollution
- Stakeholder engagement and relationships
- Indigenous engagement and participation
- Climate and natural hazards
- Resilience planning
- Creating local jobs and business opportunities
- Resource efficiency

The identified material sustainability topics include both direct and indirect impacts associated with Project activities and occur across multiple stages of the Project value chain, including design development, procurement, construction activities, supplier engagement, stakeholder engagement, and future operational outcomes.

3.3 Sustainability Targets

The Project's sustainability targets, commitments, and initiatives were developed directly in response to the material sustainability topics identified through the materiality assessment process. These targets were developed with internal and external subject matter experts and included input from key project stakeholders including City of Swan, the Project's Construction Reference Group and Noongar Reference Group. The SMART sustainability targets outlined in Table 1 align with the Project's highest priority material sustainability issues and support delivery of measurable environmental, social, economic, and community outcomes throughout the Project lifecycle.

Table 1 RHGS Project Sustainability Targets

PROJECT SUSTAINABILITY OBJECTIVES	PROJECT SUSTAINABILITY TARGETS	Delivery Phase	Responsible Person	Progress Update
Improve connectivity	Investigate opportunities and deliver practical improvements within the Project area that make it easier and safer for the community to move around, access local destinations, and connect to surrounding areas, with the aim of improving the Project's Link and Place performance by more than 10%.	Design & Construction	Design Manager	On Track, Design options such as increasing connectivity being included. Active Transport Permeability Assessment on-going.
Preserve Local Identity	Incorporate three (3) or more design and construction options into the final design that preserves and celebrates local identity and cultural heritage, identified through the Interpretation strategy, input from Traditional Owners, and endorsed by the Noongar Reference Group as a measure of success.	Design & Construction	Local and Indigenous Engagement Coordinator	On Track, Design options to preserve Indigenous shields, yarning circle, and existing artwork completed in conjunction with Traditional Owners
Economic Prosperity	Works and/or services to a value of at least 4% with a stretch target of 6% of the Contract Sum ($) are undertaken by Aboriginal Businesses or Aboriginal Community-Controlled Organisation.	Construction	Local and Indigenous Engagement Coordinator	On Track, 1.3% spend of contract value awarded.
	At least ten per cent (10%) of the Contractor's Total Work Hours are undertaken by Aboriginal Persons	Construction	Local and Indigenous Engagement Coordinator	On Track, 14% of total project work hours undertaken by Aboriginal People.
	At least ten per cent (10%) of project spend on materials sourced within 70km radius of the Project site	Design & Construction	Project Commercial Manager	On Track, 50% of total project spend on materials sourced within 70km radius of the Project site

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Improve Community Resilience	Investigate one (1) design opportunity to support ground water levels to account for future climate impacts.	Design	Project Sustainability Manager	On Track, Delivery team is investigating the opportunity to support ground water levels.
	Investigate anti-theft design measures for 100% of new lighting system infrastructure within the Project boundary and implement at least one (1) design.	Design & Construction	Project Sustainability Manager	On Track, Lockable pits being considered to prevent cable theft.
Minimise Construction Impacts	No surface flows to discharge directly into Bennett Brook for all events up to and including the 1-in-100 years event in both the construction and operational phase.	Design	Project Design Manager	On Track, Water quality model confirms no discharge from project during construction or operational phase will occur during 1-in-100 years event
	Limit construction noise level exceedances of 60dB to no more than five (5) per month at sensitive receptors.	Construction	Project Environmental Manager	On Track, No material exceedances identified during the reporting period. Impacts were proactively monitored through SiteHive, managed in coordination with the construction team and affected stakeholders through implementation of mitigation measures, monitoring, and stakeholder communication processes, and reported monthly.
	Ensure construction vibration does not exceed 5 mm/s PPV at sensitive receptors, with mitigation triggered when levels reach 3 mm/s PPV as an early warning threshold	Construction	Project Environmental Manager	On Track, No material exceedances identified during the reporting period. Impacts were proactively monitored through SiteHive, managed in coordination with the construction team and affected stakeholders through implementation of mitigation measures, monitoring, and stakeholder communication processes, and reported monthly.
	During construction, maintain PM_{10} < 50 µg/m^3 (24 hr average) and $PM_{2.5}$ < 25 µg/m^3 (24 hr average) at boundary monitoring locations, consistent with the Air NEPM standards.	Construction	Project Environmental Manager	On Track, No exceedance is recorded for reporting period.

	Ensure no increase in light pollution impacts to Bennett Brook from new operational lighting systems compared to existing lighting systems.	Design	Design Manager	Operational phase modelling confirmed no increase in lighting pollution to Bennett Brook in comparison to existing lighting system.
Community Engagement	Implement at least three (3) changes to elements of the design as a result of stakeholder input and related to at least one. (1) high priority stakeholder issue.	Design	Community Stakeholder Manager	On Track, Revising priority issues and possible project actions for stakeholder feedback.
Indigenous Engagement	Introduce at least one (1) new junior Indigenous Artist, who has not previously worked on a Main Roads project, to deliver artwork on the Project	Design & Construction	Community Stakeholder Manager	On Track, Artwork strategy is being endorsed prior to Artist engagement.
Resource Inputs	Achieve a minimum of ≥2.5% use of materials containing recycled material	Construction	Construction Manager	On Track, 10% use of materials containing recycled material to date
Waste Diversion	Achieve a minimum of >99% and a stretch target of >100% of clean / inert excavated spoil diverted from landfill	Construction	Construction Manager	On Track, 100% of clean / inert excavated spoil diverted from landfill
	Achieve a minimum of >60% of office waste diverted from landfill	Construction	Construction Manager	Behind, 39.7% of office waste is being diverted from landfill. Target is behind due to limited reporting information. The Project is working with the supplier to improve reporting to allow the project to improve reporting accuracy and better distinguish construction waste from office waste.
	Achieve a minimum of >90% of all other Construction & Demolition inert wastes diverted from landfill	Construction	Construction Manager	On Track, 99% of inert waste is being diverted from landfill
Whole of Life Impacts	Achieve a minimum material reduction (tCO2-e) of >15% and a stretch target of >25% over the lifecycle of the asset compared to a business as usual	Design & Construction	Construction Manager	On Track, Lifecycle Assessment is complete with IS Enviropoints savings at 18.9%.

	Achieve a minimum energy reduction (tCO2-e) of >15% over the lifecycle of the asset compared to a business as usual	Design & Construction	Construction Manager	Current Whole of Life cycle model for energy use on the project show 8% reduction in carbon emissions due to design and construction initiatives undertaken by the project.
	Achieve a minimum water reduction (tCO2-e) of >15% over the lifecycle of the asset compared to a business as usual	Design & Construction	Construction Manager	Current Whole of Life cycle model for water uses on the project show 5% reduction in carbon emissions due to design and construction initiatives undertaken by the project.

**Status is reported as follows:*
Complete: all actions complete and target achieved.
On track: based on findings to date, the target appears to be on track for achievement by Project Completion.
Behind: target does not appear achievable based on findings to date.
Not achieved: target unable to be achieved.

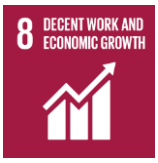
3.4 United Nations Sustainable Development Goals

The United Nations Sustainable Development Goals (SDGs) are an internationally agreed set of sustainability goals and targets to be achieved by 2030, launched by the United Nations in 2016. The 17 SDGs were developed in response to the challenges faced by the growing world population, such as inequality, environmental degradation and conflict. The SDGs have been embedded into government policies and reporting frameworks, including the ISC IS Rating Scheme, requiring industry engagement and commitment to sustainability.

The Project's sustainability approach is striving to contribute to the achievement of the SDGs. Whilst the targets set under the SDGs are not directly aligned to the Projects performance areas, many of the Project's sustainability targets contribute indirectly to the SDG goals. The Projects performance against the SDGs including both positive and negative contributions to the achievement of the SDGs is outlined below in Table 2.

Table 2 Project Contribution to SDGs

SDGs	SDG Goal	Project performance contributing to the SDGs
	Ensure healthy lives and promote well-being for all at all ages.	Achievement of an improved Link and Place score demonstrates positive contribution to the development of safe transport networks and wellbeing of all users. The Project also is committed to the safety and wellbeing of the workforce, achieving a lost time frequency rate of 0 and setting targets aiming to promote physical and mental health and safety culture on the project through the Wellbeing Program.
	Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all.	The Project is making positive contributions through its Skills Development Program with the objectives to develop early career and training pathways and closing skills gaps and building capability within the Project workforce, delivering 305 hours of training to the workforce and employing 15 cadets and graduates on the Project.
	Achieve gender equality and empower all women and girls.	The Project is making positive contributions through its Workforce Diversity and Inclusion Program as part of the Project Workforce Sustainability Program, through set targets to provides opportunities and mentorship to female cadets and graduates and extending targeted mentoring programs to female employees. In FY26 women made up 21.4% of the workforce, above the national industry of 13.4%.
	Ensure availability and sustainable management of water and sanitation for all.	Greater than 90% of all water used has been sourced from a sustainable water source.
	Ensure access to affordable, reliable, sustainable and modern energy for all.	The Project is making positive contributions through seeking opportunities to reduce consumption and improve energy efficiency during construction and operational phases. In FY27, the project is planning to secure a 100% Greenpower grid connection for all site offices for the remainder of construction, replacing diesel generators.

	Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all	To date greater than 50% of total contract value has been spent on local businesses within 70km of the Project. 1.3% of contract value has been awarded to date to registered Aboriginal businesses.
	Build resilient infrastructure, promote inclusive and sustainable industrialisation and foster innovation.	A Climate, Natural Hazards and Resilience Risk Assessment was completed in design. Risks will be treated within design and construction. A Resource Efficiency Management Plan and associated resource efficiency targets have been implemented in design.
	Reduce inequality within and among countries.	The Project is utilising local supply chain, has set a local spend target and has employed a predominately local workforce, supporting local economic outcomes. Through its Diversity and Inclusion Program the Project has achieved delivery of diversity and inclusion training to 100% of on-site full-time leaders and has held toolbox talks for Ramadan, Pride Month and National Reconciliation Week. More broadly, the Project aims to deliver a well designed and constructed infrastructure asset that accommodates all travellers including road car users, pedestrians and cyclists.
	Make cities and human settlements inclusive, safe, resilient and sustainable	The Project is facilitating access to connected, safe and sustainable transport systems for all road users with connectivity forming part of the Project's sustainability targets. Through the resilience risk assessment process, the Project has worked with relevant stakeholders to identify potential shocks and stresses and suitable treatment opportunities. A Climate, Natural Hazards and Resilience Risk Assessment was completed during the design phase. Risks will be treated within design and construction to mitigate, adapt and strengthen the resilience of the asset and surrounding area.
	Ensure sustainable consumption and production patterns.	The Project contributes to the targets within this SDG through the implementation of the Resource Efficiency Management Plan and the efficient management of all resources. Packages with opportunities to identify sustainable material alternatives are prioritised for early discussion and action, and interested subcontractors are asked within vendor evaluations to put forward opportunities to maximise the use of recycled material, recycle waste materials and implement innovative alternatives. The Project is also responsible for maintaining human rights in the supply chain by mitigating the risk of modern slavery in the Project's procurement supply chain. This risk has been mitigated by having the following controls: all subcontract agreements have a clause in support of modern slavery laws for overseas suppliers; validation of modern slavery documentation by the Project Commercial Manager; and implementation of Georgiou's Code of Conduct.

	Take urgent action to combat climate change and its impacts	The Project is taking proactive steps to take climate action. A Climate, Natural Hazards and Resilience Risk Assessment was completed in the design phase and will treat risks through design and construction. Additionally, the Project has set a target to investigate design opportunities to support ground water levels to account for future climate impacts. The Project can be considered as negatively contributing to this SDG, due to the emissions' footprint reduction target being behind.
	Conserve and sustainably use the oceans, seas and marine resources for sustainable development.	Although the Project is located inland, the project aims to prevent discharge flows directly into the intersecting waterway, Bennett Brook, in both the construction and operational phase. Moreover, the Project is ensuring water is sourced sustainability and water is conserved where possible. The Project can be considered as negatively contributing to this SDG, due to the avoidance of water usage target being behind.
	Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss.	The Project is positively contributing through adopting circular economy principles, outlined in the Resource Efficiency Management Plan, prioritising alternative materials sourced from the project site itself and recycled products, avoiding the use of virgin raw materials. Additionally, through its planned revegetation works prioritising endemic plant species and enhancing the local area through biophilic design.
	Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all levels.	Through the Project's objective to improve community resilience and targets associated with investigating anti-theft measures for new lighting systems to address the impact and risk of cable copper theft, the Project is making positive contributions to the SDG, improving community safety and resilience. Furthermore, the Project is contributing through the Projects active engagement with the local community and Traditional Owners during the design and construction phases of the project, seeking meaningful and direct input on project outcomes.
	Strengthen the means of implementation and revitalize the global partnership for sustainable development.	This project jointly funded by the Australian and Western Australian Government delivered by Georgiou, demonstrating partnership and collaboration between government and private industry to deliver essential public infrastructure to serve and for the benefit of the broader community. The Project is seeking to positively contribute through comprehensive stakeholder engagement and delivery of sustainability outcomes such as contribution to the development of sustainability targets. Additionally, through its Wellbeing Program with a target to partner with a not-for-profit organisation chosen by the Project Workforce.

4 Economic

Table 3 Summary of Economic Metrics

ECONOMIC METRICS	UNIT	TOTAL THIS PERIOD	TOTAL FOR PROJECT
Funding Received	$	$80m	$80m
Aboriginal Business Spend	$	$2m	$2m
Aboriginal Businesses	#	13	13
Suppliers Engaged	#	$80m	$80m
Buy Local Spend	$	$80m	$80m
Length of Principal Shared Path (Addition/Refurbished)	km	-	-

1. The term 'Buy Local Spend' in the above table is associated with the Western Australian Industry Participation Strategy 2024
2. The Western Australian Industry Participation Strategy 2024 defines local industry as suppliers of goods produced, or services provided, in Western Australia, another state or territory or New Zealand.

Table 4 Summary of Economic Targets

ECONOMIC TARGETS	UNIT	Target	Actual
Project spend on materials sourced within 70km of the Project site	%	>10%	55%
Works and services value to Aboriginal Businesses or Aboriginal Community Controlled Organisations	% of Contract Sum	>4%	2.5%
Total work hours by Aboriginal Persons	%	>10%	14%
Spend on materials with an ISC Approved Sustainability label	%	>15%	31%

1. The Project's 'Local Spend Target' differs from 'Buy Local Spend'

4.1 Economic Context

Reid Highway is a strategic east to west freight route in Perth's north metropolitan area between Marmion Avenue and Roe Highway. The Project is located on Reid Highway at the intersections of Altone Road and Drumpellier Drive / Daviot Road. It is bounded to the north by the suburbs of Bennett Springs and Dayton, to the south by Beechboro and Caversham and set in the City of Swan and nearby to the Swan Valley precinct.

The Project is located within a rapidly growing residential catchment and characterised by a diverse working age population, young families, first home buyers, and high rates of interstate and overseas migration. The surrounding local economy is supported by more than 13,000 businesses across the wider City of Swan, with the major employment sections including health care and social assistance, transport, postal and warehousing, retail trade and manufacturing.

The intersections of Altone Road and Drumpellier Drive / Daviot Road are two of only four remaining signalised intersections on Reid Highway. Each intersection experiences congestion due to the increasing volumes of traffic on Reid Highway and intersecting local roads, due to ongoing residential and commercial development in the area.

The $225 million Project is jointly funded by the Australian and Western Australian Government and is part of the Albanese and Cook Labor Government's commitment to delivering quality infrastructure and services for Western Australians. The upgrade will improve safety and connectivity for local communities and business, while enhancing freight efficiency.

Currently, the Project employs 142 staff that are either directly employed by Georgiou or as subcontractors. The Project is expected to employ more than 150 people during the construction period with a large number of staff residing and working within the Perth metropolitan area.

4.2 Economic Aspects Management

Procurement on the Project is managed under the Procurement Management Plan (PMP) and its Sustainable Procurement Action Plan. These plans sit alongside the Project Management Plan, Sustainability Management Plan and Industry Sustainability Plan, so that economic outcomes are managed as part of overall project delivery. Weekly procurement meetings track every package from project need, through Request for Tender, to subcontract execution. Quarterly Sustainable Procurement Review Meetings bring the Commercial, Sustainability and Construction teams together to review supplier KPI data and any non-conformances.

The Project has adopted four economic targets, set out in Table 4 above. These covers Local materials spend, Aboriginal Business Spend, Aboriginal Persons work hours and spend on sustainability labelled products. Each target is explained in the relevant subsection below.

Economic targets are tracked as Project KPIs. Progress is reported monthly through the Sustainability Performance Report to Main Roads, quarterly through the Industry Sustainability Plan reporting cycle, and annually alongside review of the Sustainable Procurement Action Plan.

Governance for economic aspects management sits with the Commercial Manager, supported by the Procurement Lead, Sustainability Manager and the Local and Indigenous Engagement Coordinator. A company Delegation of Authority framework governs all procurement approvals, supported by the Fraud and Corruption Risk Register in the PMP. Before procurement commenced, the Project ran a Supply Chain Risk and Opportunity Assessment with the Commercial, Sustainability and Construction teams. The assessment identified concrete, asphalt, steel and drainage as the highest impact material packages. It is reviewed annually.

Publicly available information supporting this approach includes the Main Roads project page for Reid Highway Interchanges, Main Roads' Annual Report (which incorporates this Project Annual Sustainability Report), and Georgiou's annual Modern Slavery Statement under the Modern Slavery Act 2018.

4.2.1 Economic Aspects Challenges

A key challenge for the Reid Highway Interchanges Project was balancing highly prescriptive contractual frameworks and sustainable procurement objectives. While the Project team remained committed to sustainable procurement objectives aligned with the Project's Sustainable Procurement Action Plan and IS v2.1 requirements, the contractual obligations and compliance requirements created limitations in assessing and implementing alternative procurement pathways or non-standard sustainable procurement initiatives. To address this, the Project integrated sustainability requirements directly into procurement planning, tender documentation, supplier evaluations, and contract management processes from the outset of the Project.

A continual challenge on the Project was balancing design progression with the need for early procurement and package award. Finalising design sufficiently early to establish defined scopes of work, secure supplier commitments, and negotiate fixed pricing arrangements was particularly challenging within the Design and Construct delivery environment. The Project team mitigated this risk through proactive procurement scheduling, early market engagement, and progressive release of procurement packages aligned with design maturity and construction sequencing.

The procurement of lower-carbon and sustainability-labelled materials also presented commercial and supply-chain challenges. Products incorporating recycled content, Sustainability Labelled Products such as Environmental Product Declarations (EPDs), or lower embodied carbon alternatives generally carried a cost premium when compared with conventional materials. In some instances, local availability of sustainable alternatives was constrained, or products did not fully comply with the required specifications and technical requirements. To mitigate these challenges, the Project adopted a balanced procurement approach, including splitting packages across multiple local suppliers, evaluating material substitutions where feasible, and embedding sustainability criteria into supplier assessments and tender evaluations.

The Project also experienced challenges associated with engaging local suppliers, emerging subcontractors, and Aboriginal businesses while maintaining program certainty, compliance, and commercial risk management. In some cases, local subcontractor capability and capacity constraints limited the ability to package works entirely through local industry participation pathways. The Project responded by breaking larger procurement scopes into smaller work packages, providing onboarding assistance, and offering pre-contract support to assist smaller subcontractors and suppliers in meeting Project compliance, safety, reporting, and sustainability obligations.

Major Aboriginal business procurement packages introduced additional commercial and delivery risks that required tailored management approaches. To support meaningful Aboriginal participation outcomes while maintaining governance and commercial assurance, the Project adapted subcontract arrangements through modified retention requirements, adjusted performance security arrangements, and payment-on-acceptance mechanisms for selected supply items. These approaches supported the Project's sustainable procurement objectives and Aboriginal participation targets while reducing barriers for emerging Aboriginal enterprises.

The Project additionally faced ongoing market challenges associated with diesel supply availability, fuel price volatility, and implementation of the Road Transport Contractual Chain Order requirements. These issues affected transport logistics, procurement forecasting, and supplier cost management throughout construction. Careful planning and coordination of procurement activities, deliveries, and supplier engagements were therefore required to minimise program disruptions, reduce transport inefficiencies, and support cost control outcomes across the Project. Monthly sustainability and procurement reporting obligations also created an administrative burden for smaller subcontractors, requiring the Project team to develop simplified templates, onboarding guidance, and ongoing support to maintain timely and accurate reporting performance.

4.2.2 Sustainable Procurement and Buy Local

The Project's approach to sustainable procurement is set out in the Sustainable Procurement Action Plan. Sustainability criteria are embedded into every Invitation to Tender, vendor pre-contract assessment, evaluation and subcontract on the Project.

Buy Local is covered by the same Plan. Every package goes to market with local suppliers included on the tender list wherever capability and capacity exist, and tender evaluation gives weight to local content alongside price, quality, safety, sustainability and programme.

The Project has set a Local Spend Target to source suppliers and materials within 70km of the Project site. This is a definition goes beyond the contractual requirement, which treats any spend in Australia or New Zealand as Buy Local. The Local Spend target adopted by the Project is at least 10% of project materials spend sourced within 70km of the site. The sustainability-labelled products target is also a procurement target and is covered separately under Section 4.2.3 Industry Sustainability.

The Local Spend Target is managed as a Project KPI with monthly performance reported through the Sustainability Performance Report. An example of a Local Spend Target initiative on the Project is the splitting of the original fill material supply package into separate locally awarded packages with Brajkovich, WA Limestone, Terranova, Italia Stone, WA Recycling and Heidelberg.

The major concrete supply package was similarly awarded to local supplier WA Premix. These awards have delivered fill and concrete requirements from suppliers within the local catchment, reduced transport related emissions, and kept procurement spend in the Perth metropolitan economy. Together with other awarded packages, this approach has contributed to the Project currently sitting at 55% Local Spend, well ahead of the 10% target (refer Table 1 and Table 4).

4.2.3 Aboriginal Participation

The Project's policy and approach to Aboriginal Participation is set out in the Sustainable Procurement Action Plan and the Project's Aboriginal Participation Plan. Aboriginal businesses are actively included on tender lists for material packages. Tender evaluation recognises Aboriginal ownership and Aboriginal employment commitments through the multi-criteria Analysis. More than ten subcontracts on the Project also carry an Aboriginal Employment Incentive, which pays the subcontractor between a minimum and maximum amount for performance against, and above, the Aboriginal employment target in their contract.

The Aboriginal Participation targets adopted by the Project are set out in Table 4 above. The targets are set in line with contractual requirements and require at least 4% of the Contract Sum to be awarded to Aboriginal businesses or Aboriginal Community Controlled Organisations, and at least 10% of the Project’s total work hours to be undertaken by Aboriginal Persons.

Aboriginal Participation is managed as a Project KPI. The Commercial Manager and the Local and Indigenous Engagement Coordinator jointly manage Aboriginal Participation outcomes, with monthly performance reported through the Sustainability Performance Report.

An example of an Aboriginal Participation initiative is the award of the rock pitching package to Kwordidjiny and the electrical and ITS install package to Mallee Karlip Group, together representing a significant contribution toward the Project's 4% Aboriginal Business Spend target. Both subcontracts include tailored commercial arrangements to support these emerging Aboriginal businesses. Further detail is provided in Section 4.4.

Aboriginal Participation outcomes are reported Table 2. Aboriginal Persons currently account for 14% of total work hours on the Project, ahead of the 10% target. Recently awarded major Aboriginal business packages will lift this figure materially in the next reporting period**.**

4.2.4 Industry Sustainability

The Project's approach to Industry Sustainability is set out in the Industry Sustainability Management Plan (ISMP). The plan aims to enhance local industry capability by providing opportunities for existing and emerging businesses to participate in the works, simplifying procurement processes, implementing fair risk allocation, providing mentoring and training, and supporting local subcontractors toward Main Roads National Prequalification.

Industry Sustainability is managed as a Project KPI, with monthly performance reported through the Sustainability Performance Report. Outcomes are also reviewed annually as part of the ISMP review cycle.

Significant Industry Sustainability commitments adopted by the Project include:

- At least 10% of project materials spend sourced within 70km of the Project site (refer Section 4.2.1 Sustainable Procurement and Buy Local)
- At least 4% of Contract Sum awarded to Aboriginal businesses and at least 10% of Aboriginal Persons work hours (refer Section 4.2.2 Aboriginal Participation)
- At least 15% of total materials procurement value spent on materials carrying an ISC Approved Sustainability label (refer Table 4)

A Multi-Criteria Analysis (MCA) is used to evaluate every material subcontract and supply package. The MCA ensures that suppliers and subcontractors are not selected on price alone. Price remains a key determinant to ensure value for money, but all aspects of industry sustainability are also weighted in the decision. The MCA scores prospective subcontractors across:

- Environmental impact
- Resource use and waste
- Stakeholder and community impact
- Safety in construction and operation
- Quality and industry experience
- Industry growth and sustainability
- Aboriginal participation
- Local expenditure
- Other aspects of WAIPS (including female participation and traineeships)

The MCA result is combined with a price comparison score to recommend a preferred subcontractor or supplier. MCA evaluations are reviewed and signed off in line with Georgiou's Delegation of Authority framework, providing a clear audit trail and senior management oversight.

An example of an Industry Sustainability initiative on the Project is the splitting of large works packages into smaller, locally deliverable scopes to suit the capability and risk profile of local and emerging subcontractors. This approach has enabled emerging Aboriginal businesses Kwordidjiny and Mallee Karlip Group to deliver major scopes on the Project (refer Section 4.4). It has also opened opportunities for local subcontractors, including pre-contract support to build their capability for future Main Roads tenders.

Industry Sustainability commitments offered by subcontractors during their tender are locked into their subcontracts on a back-to-back basis, ensuring that commitments translate into delivered outcomes. Industry Sustainability outcomes are reported in Table 2.

4.2.5 Modern Slavery

Georgiou produces an annual Modern Slavery Statement under the Modern Slavery Act 2018. Every subcontract on the Project includes a Modern Slavery clause. Supplier documentation is reviewed by the Commercial team as part of vendor assessment. Georgiou's Code of Conduct applies to all employees, subcontractors, suppliers and consultants, and covers conflicts of interest, bribery and supply chain transparency.

4.2.6 Climate Change and Resilience

The Project has adopted an integrated climate change and resilience management approach to ensure the long-term operational reliability, safety, and functionality of the transport corridor under future environmental, social, and economic stressors. Climate change adaptation and resilience planning were embedded into the Project's design development process through the preparation of a Climate Change and Natural Hazards Risk Assessment and a Resilience Plan, aligned with

Infrastructure Sustainability (IS) v2.1 requirements and Main Roads expectations.

The Project's climate risk assessment was undertaken in accordance with AS 5334-2013 Climate change adaptation for settlements and infrastructure – A risk-based approach and considered climate projections published by CSIRO and the Bureau of Meteorology for the Southern and South-Western Flatlands (West) sub-cluster. The assessment adopted the Representative Concentration Pathway (RCP) 8.5 emissions scenario as a conservative "worst-case" climate projection and assessed risks across 2030-, 2050-and 2090-time horizons to reflect the long design life of key infrastructure assets, including 100-year bridge structures and 40-year pavement assets.

The climate change and resilience management approach integrated multidisciplinary stakeholder engagement into project delivery, including workshops involving design, construction, sustainability, client representatives, local government, and external stakeholders. The process considered acute shocks and chronic stresses likely to impact asset functionality and community resilience, including extreme rainfall and flooding, bushfire, road crashes, supply chain disruption, ageing infrastructure, cyber dependency, inadequate urban planning, and lack of transport accessibility.

The Project identified and assessed interdependent assets and services that could be affected by reduced functionality of the transport corridor, including emergency services access, freight movement, public transport connectivity, active transport infrastructure, power, telecommunications, and community facilities. Particular consideration was given to the Project's role as a critical east-west freight and emergency response corridor within the City of Swan and the broader EastLink WA network.

A range of treatment and adaptation measures were incorporated into the Project to improve climate resilience and reduce residual risks. These included:

- Integration of robust drainage systems designed for future extreme rainfall events.
- use of drought-resistant landscaping and Water Sensitive Urban Design (WSUD) principles
- incorporation of bushfire management considerations into operational planning
- implementation of Crime Prevention Through Environmental Design (CPTED) principles across PSPs and underpasses
- inclusion of Intelligent Transport Systems (ITS), Variable Message Signs (VMS), and operational response planning for incidents and emergency events
- provision of resilient active transport infrastructure and improved community connectivity; and
- adoption of structural and material durability measures aligned with long-term climate projections.

The Project established several resilience and sustainability objectives and targets to guide implementation and performance monitoring. These included achieving zero 'High' or 'Extreme' residual climate risks following mitigation, ensuring integration of resilience measures into the Safety in Design (SiD) process and hazard registers, maintaining ongoing stakeholder collaboration, and supporting delivery of the Project's target IS v2.1 'Silver' Design and As-built ratings. Resource efficiency targets including reductions in energy, water, and lifecycle material impacts were also incorporated into the broader sustainability framework.

Governance arrangements for climate and resilience management included oversight by Infrastructure Sustainability Council (ISC), Main Roads, Georgiou, and specialist consultants including NDY as suitably qualified professionals responsible for preparing and reviewing the assessments. Climate and resilience risks, mitigation measures, and treatment options were integrated into the

Project's broader risk management, Safety in Design (SiD), environmental, and sustainability governance processes to ensure implementation during design, construction, and operational phases.

Publicly available and project-specific references used to inform the climate and resilience assessments included:

- Main Roads climate risk guidance and EastLink WA planning assessments
- CSIRO Climate Change in Australia projections
- Bureau of Meteorology historical climate data
- City of Swan local emergency management and planning strategies
- Infrastructure Sustainability Council (ISC) IS v2.1 Technical Manual

4.2.7 Sustainable Transport - Accessibility

The Project has incorporated sustainable transport and accessibility principles into the urban and landscape design to improve safety, inclusivity, permeability, and user experience for pedestrians, cyclists, public transport users, and the broader community. The Project's Urban and Landscape Design (ULD) process was undertaken as a collaborative and interdisciplinary exercise integrating road infrastructure, urban design, landscape architecture, and stakeholder engagement outcomes to maximise amenity and accessibility for communities within the City of Swan.

Accessibility considerations were embedded into the design development through consultation with Main Roads, the City of Swan, Department of Transport, and other stakeholders relevant to active transport and community access outcomes. The Project specifically considered safe and intuitive pedestrian and cyclist movements through the integration of Principal Shared Paths (PSPs), underpasses, bridge crossings, landscaping, lighting, and urban design treatments.

The Project includes significant active transport infrastructure upgrades to improve accessibility across the Reid Highway corridor, including:

- a new Principal Shared Path bridge for pedestrians and cyclists over the Altone Road
- new PSP underpasses beneath the Altone Road off-ramp and Daviot Road
- extension of existing underpasses and connections into the surrounding shared path network
- improved path continuity between West Swan Road and Malaga Drive.

These measures improve accessibility for users of varying mobility levels by reducing conflict points with vehicular traffic, improving path legibility, and creating uninterrupted active transport routes across the corridor. The design also improves access to public transport connections, residential areas, recreational spaces, and community facilities within the surrounding urban growth corridor.

The urban and landscape design incorporates Crime Prevention Through Environmental Design (CPTED) principles and passive surveillance measures to improve user safety and encourage active transport uptake. These measures include open sightlines, landscaping treatments, improved lighting integration, visually connected underpasses, and intuitive path alignments to support safe and comfortable pedestrian and cyclist movement throughout the Project area.

- The Project also considered long-term accessibility outcomes through stakeholder-informed urban design treatments, integration with surrounding transport infrastructure projects, and futureproofing of active transport connections within the rapidly expanding north-eastern urban corridor of Perth.

4.2.8 Sustainable Transport – Connectivity

The primary objective of the Reid Highway Interchanges Project is to improve regional and local connectivity by removing signalised intersections at Altone Road and Drumpellier Drive/Daviot Road and replacing them with grade-separated interchanges. Reid Highway forms a strategic east-west transport corridor within Perth's metropolitan road network and is a critical freight and commuter route connecting major economic and residential growth areas. The Project improves the efficiency, reliability, and safety of transport movements while supporting long-term urban growth within the City of Swan.

The Project enhances connectivity by improving permeability across the highway corridor for motorists, pedestrians, cyclists, freight operators, and emergency services. The new interchanges maintain access between Reid Highway, Altone Road, Drumpellier Drive, and Daviot Road through entry and exit ramps, roundabouts, bridge structures, and associated local road modifications.

A key connectivity outcome of the Project is the creation of an uninterrupted active transport network through the delivery of new PSP infrastructure, underpasses, and bridge crossings. These works strengthen north-south and east-west connectivity and reduce barriers created by the existing highway infrastructure. The Project also improves integration with surrounding urban communities, residential growth areas, schools, public transport routes, and recreational destinations.

The Urban and Landscape Design Framework identified connectivity as a core design consideration and sought to create safe and intuitive path and community connections while strengthening the visual and functional integration of the Project with surrounding infrastructure and landscapes.

The Project also contributes to long-term transport sustainability by supporting mode shift opportunities through improved active transport infrastructure, safer pedestrian and cyclist movements, and enhanced public transport accessibility. Improved travel reliability and freight efficiency across the corridor further support economic productivity and resilience for Perth's north-eastern metropolitan region.

4.3 Economic Outcomes

The key economic focus areas for Main Roads, the Australian and Western Australian Governments, and other Project stakeholders are:

- Increased road transport network efficiency and level of service on Reid Highway
- Improved supply chain efficiency for the freight industry through a free-flowing highway for freight traffic
- Enhanced travel time reliability and overall connectivity for all road users including PSP users.
- Improved road safety on the corridor
- Support for future development in Perth's north metropolitan growth area
- Local industry participation, Aboriginal business and employment outcomes, and sustainable procurement throughout delivery

4.3.1 Specific Economic Outcomes the Project Will Deliver

The Project will deliver the following economic outcomes:

- Removal of two of the five remaining signalised intersections on Reid Highway, supporting more reliable freight movement between Perth's outer northern suburbs and the Roe Highway interchange

- Reduced congestion and improved travel times on a corridor that currently carries approximately 48,000 vehicles per day at Altone Road and 40,000 vehicles per day at Drumpellier Drive / Daviot Road, with heavy vehicles representing up to 17% of westbound flow east of Drumpellier Drive
- Improved freight efficiency between Marmion Avenue and Roe Highway, supporting the Perth metropolitan freight network.
- Supply chain stimulus to local businesses in the City of Swan and wider Perth metropolitan area, drawing on the more than 13,000 businesses in the City of Swan economy.
- Direct economic participation by Aboriginal businesses and Aboriginal Persons through subcontract awards and employment
- Workforce participation including apprentices and trainees, with Georgiou's WAIPS Participation Plan commitment to a project workforce of around 150 people including more than 8 apprentices and trainees across Georgiou and its subcontractors.

4.3.2 Status of the Project's Economic Sustainability Targets

The status of the Project's four economic sustainability targets as reported in Table 3:

- The Aboriginal Persons work hours target is on track and ahead of target at 14% versus the 10% target.
- The ISC labelled products target is Complete and ahead of target at 31% versus the 15% target.
- The Buy Local materials target is On Track at 55% versus the 10% target.
- The Aboriginal Business Spend target is On Track at 2.5% versus the 4% target, with recently awarded major Aboriginal business packages expected to lift performance materially in the next reporting period.

4.3.3 Significance of sustainable procurement activities

The Project's sustainable procurement activities have delivered significant outcomes during the reporting period:

- Major Aboriginal business packages have been awarded to Kwordidjiny (rock pitching) and Mallee Karlip Group (electrical and ITS install), making a substantial contribution toward the 4% Aboriginal Business Spend target (refer Section 4.4)
- 14% of total work hours have been undertaken by Aboriginal Persons, exceeding the 10% contractual target.
- Aboriginal Employment Incentives have been embedded in more than ten subcontracts, financially rewarding subcontractor performance against Aboriginal employment targets and supporting Aboriginal employment beyond the life of the Project.
- The Buy Local approach has retained major fill, concrete and asphalt procurement spend within the 70km local catchment, supporting local enterprises and reducing supply chain emissions.
- 31% of total materials procurement value has been spent on materials carrying an ISC Approved Sustainability label, well ahead of the 15% target, driving market demand for credentialed sustainable products.
- The multi-criteria Analysis approach, applied to all material packages, has built sustainability outcomes into procurement decisions alongside price, supporting industry growth and capacity building for emerging suppliers.

4.3.4 Employment opportunities

Employment opportunities created from the Project include direct employment with Georgiou and its subcontractors. Per the Project's WAIPS Participation Plan, Georgiou committed to a workforce of around 45 directly employed personnel and a further 105 subcontracted personnel, including apprentices and trainees, the great majority based in WA. Beyond the life of the Project, Aboriginal Employment Incentives embedded in subcontracts have rewarded subcontractor delivery teams for Aboriginal employment performance, supporting longer-term employment outcomes in the Perth metropolitan workforce.

4.4 Economic Case Study

Working with local emerging Aboriginal businesses is a priority of procurement on the Project. Engaging emerging Aboriginal businesses supports the long-term resilience of those businesses, builds capability within the local Aboriginal business community, and creates employment pathways for Aboriginal Persons in the Project area.

During the reporting period, the Project awarded two of its largest material packages to emerging Aboriginal businesses. Kwordidjiny Pty Ltd was awarded the rock pitching package. Mallee Karlip Group Pty Ltd was awarded the electrical and ITS install package. Combined, these two packages represent significant Aboriginal Business Spend on the Project, a substantial contribution toward the Project's 4% Aboriginal Business Spend target.

4.4.1 Economic Case Study: Kwordidjiny, Rock Pitching

Kwordidjiny is an emerging Aboriginal-owned business based in High Wycombe. The Project tendered the rock pitching package competitively, with Kwordidjiny pricing against other well-established civil contractors. Kwordidjiny submitted the most competitive rates and was awarded the package. The scope covers grouted rock pitching for batter slopes, headwalls, catchpits, drainage basins and bridge abutments, plus epoxy bonded aggregate works. Banded pricing has been locked in for the duration of the contract.

Because Kwordidjiny is an emerging business, the Project built additional support into the commercial arrangement. Works are directed progressively between April 2026 and September 2027, with a monthly cashflow histogram agreed up front so that monthly claims stay sustainable for the business. Performance security is held by way of retention. The contract carries a 4-week rolling program lookahead so the Project can give early warning of any productivity issues and work through them with Kwordidjiny.

Kwordidjiny has also been awarded the limestone block install package, which extends the relationship beyond the original rock pitching scope.

Figure 4 Kwordidjiny engaged on the project

4.4.2 Economic Case Study: Mallee Karlip Group, Electrical and ITS Install

Mallee Karlip is an emerging Aboriginal owned business verified through Supply Nation, with a minimum 15% Aboriginal workforce. After a competitive tender against Downer and QTM, Mallee Karlip was awarded the electrical and ITS install package.

The award built on Mallee Karlip's earlier engagement on the Project under the minor electrical works package, and on the electrical works they delivered for Georgiou on the Mandurah Estuary Bridge Duplication Project. The tender evaluation recognised competitive install rates, low overheads, agreement to contract terms with no major departures, an ISO 45001 certified safety management system, an internal training and apprentice program, and an active Aboriginal employment program.

Because Mallee Karlip is in a growth phase, the Project worked with the business to structure a subcontract that managed financial and performance risk without closing off the opportunity. Key features included:

- Provision of performance security.
- Payment for supply items on delivery and acceptance.
- An Aboriginal Employment Incentive in the subcontract.
- Direct engagement between Mallee Karlip's General Manager and the Project's Commercial team through clarifications to land an arrangement workable for both parties.

Figure 5 Mallee Karlip engaged on the project

4.4.3 Outcomes

Through these two engagements during the reporting period, the Project has:

- Awarded major works packages to emerging Aboriginal businesses, making a substantial contribution toward the 4% Aboriginal Business Spend target.
- Contributed to the Project's overall Aboriginal work hours of 14%, ahead of the 10% target.
- Built Aboriginal Employment Incentives into both subcontracts that financially reward stretch performance.
- Helped both businesses build capability in Main Roads documentation, contract administration, sustainability reporting and quality management, strengthening their position to win future Government infrastructure work.
- Shown that emerging Aboriginal businesses can be competitively engaged at scale on a major State Government infrastructure project, where commercial risk is managed with tailored arrangements.

5 Environmental

Table 5 Summary of Environmental Metrics

ENVIRONMENTAL METRIC	UNIT	TOTAL THIS PERIOD	TOTAL FOR PROJECT
Vegetation Cleared	ha	47.04	47.04
Vegetation Retained (due to design)	ha	3.14	3.14
Revegetation/rehabilitation Undertaken	ha	0.00	0.00
Number of Significant Trees Cleared	#	-	-
Number of Significant Trees Retained (due to design)	#	14	14
Water Consumption	kL	73,198.60	73,198.60
Non-Potable Water Consumption	kL	72,714.00	72,714.00
Potable Water Consumption	kL	484.6	484.6
Scope 1 Greenhouse Gas emissions	t CO_2-e	2,614.58	2,614.58
Scope 2 Greenhouse Gas emissions	t CO_2-e	-	-
Energy Consumption	GJ	37,354.22	37,354.22
Renewable Energy Consumption	GJ	-	-
Imported Virgin Materials (Used Onsite)	t	1,272,972.27	1,272,972.27
Recycled Materials (Used Onsite)	t	77,954.64	77,954.64
Reused Materials (Used Onsite)	t	38,132.74	38,132.74
RTR Crushed Recycled Concrete	t	57,910.89	57,910.89
Recycled Crumb Rubber	t	-	-
Reclaimed Asphalt Pavement	t	26,762.01	26,762.01
Recycled Plastic	t	-	-
Food Organics Garden Organics	t	3,288.90	3,288.90
Fly Ash	t	-	-
Recycled Glass	t	-	-
Waste Sent to Landfill	t	44.65	44.65
Waste Diverted from Landfill	t	48,495.44	48,495.44

2. The reporting period for the total reported environmental metric data provided is 1 October 2025 to 30 June 2026, aligning with the commencement of construction works for the Project.
3. Reported data includes some estimations and minor exclusions due to data availability at the time of this report, which are not expected to have material impact or materiality impact disclosure.
4. Resource output or waste data has been compiled from waste transfer notes from the Project's main contracted waste collector, as well as specifically sourced data for additional waste such as reclaimed asphalt pavement and unsorted construction and demolition waste.
5. Overall total number of significant trees was not surveyed prior to clearing and site works, therefore the project is unable to determine the number of significant trees cleared. The Project has maintained records and reported the number of significant trees retained.

5.1 Environmental Context

The site comprises the existing Reid Highway and intersecting Altone Road, Daviot Road and Drumpellier Drive, surrounded by residential dwellings, road reserve and parkland.

- North – Immediately to the north of the site are established and under-construction residential dwellings and the Bennett Brook that flows through the centre of the site, followed by agricultural properties and nature reserve.
- South – Immediately south of the site are established residential dwellings, parks and the Bennett Brook that flows through the centre of the site from the north, beyond which is residential developments and small agricultural properties.

- East – To the east of the site is the continuation of Reid Highway and residential properties, beyond which is agricultural land.
- West – To the west of the site is the continuation of Reid Highway and adjacent residential properties and further is the Reid Highway – Tonkin Highway interchange and light industrial area.

The Landgate V5 Map viewer plus (2022) indicates that the topography of the site is relatively flat with elevations ranging between 10 and 24 m Australian Height Datum (m AHD), with the highest point located at the west of the site.

The site is located within the Swan Coastal Plain, which is made up of sedimentary materials that originated due to river, wind or marine activity, underlying up to 15,000 m of Perth Basin (Department of Water, 2010).

The site is also located within the Bennett Brook Catchment. The nearest surface water body to the site is the Bennett Brook, a once natural drainage system, which flows through the site from north to south, approximately midway between Altone Road and Drumpellier Drive. Bennett Brook connects to other tributaries, as well as the Swan River, approximately 2 km from the site.

Figure 6 Greenbelt and Principle Shared Path at Drumpellier Drive

5.2 Environmental Management

A Preliminary Site Investigation (PSI) was prepared by Senversa in 2023 to evaluate the proposed Project activities and determine their potential effects on the surrounding environment. In response to the outcomes of the PSI, the Ministerial Statement 376 and relevant documents for this site, a Project-specific Environmental Management Plan (EMP) has been developed to address and manage the environmental risks and impacts identified during the assessment process.

The Project commissioned NAMS and Bamford to carry out the biological investigations for the Project. The surveys were undertaken to identify and characterise significant flora and fauna attributes within the project footprint to support the environmental management and approvals process. NAMS completed a detailed flora and weed survey in September 2025, followed by a basic fauna assessment by Bamford and targeted black cockatoo survey in September 2025. 101 native

and landscape flora species across eight vegetation types were identified, with vegetation condition ranging from completely degraded to very good. One Priority 4 species, Grevillea olivacea (*Olive Grevillea*), likely a planted cultivar, was recorded within revegetation areas. The survey also identified potential occurrences of the Tuart Woodlands and Banksia Woodland ecological communities listed under the BC Act and DBCA. In addition, including seven declared pest (DP) and/or Weed of National Significance (WoNS) species recorded within the site. Additional information is provided in Appendix 2 & 3.

Bamford's fauna findings indicate that the site provides a range of habitat types within a mosaic of wetlands, shrublands, grasslands, and scattered trees, supporting diverse urban fauna, particularly birds. Wetland-dependent species such as frogs, waterbirds, and potentially Long-necked Tortoises may use the area seasonally. Dense shrub and woodland patches, along with groves of mature trees, offer important shelter, foraging, and potential nesting habitat for birds, including black cockatoos where banksia and Marri occur, although suitable nesting hollows are limited. Low, dense vegetation may also provide potential habitat for Quenda; however, only historical evidence of activity was recorded, suggesting they are infrequent visitors, likely dispersing from nearby Whiteman Park.

The EMP describes the environmental management measures and procedures to be implemented throughout the Project and has been prepared in accordance with Georgiou's certified health, safety, and environmental management system, which complies with AS/NZS ISO 14001 standards. The EMP applies a risk assessment methodology to evaluate the probability and consequence of environmental impacts associated with Project activities and to prioritise appropriate management controls.

The Project has implemented a variety of environmental protection and conservation measures. These have included routine environmental audits and the application of fauna and weed management to maintain compliance and promote continual improvement. All management measures have been implemented in accordance with Georgiou's EMP and overarching environmental policy established prior to construction. This systematic approach ensures environmental values are appropriately managed and maintained throughout the duration of the Project.

Table 6 Summary of Project Compliance Requirements

Legislation/Other Requirement	How will the Project comply with the requirement
Main Roads' Environmental Policy	Compliance with the EMP in its entirety and Georgiou's Environmental Management System (EMS)
Environment Protection and Biodiversity Conservation Act 1999 (C)	The EMP implements processes to minimise impact on the Environment
Environmental Protection Act 1986 (WA)	The EMP implements processes to minimise impact on the Environment
Bush Fire Act 1954	Fire Management Environmental Sub Plan
Conservation and Land Management Act 1984	Culture & Heritage Management Environmental Sub Plan & Flora & Fauna Management Environmental Sub Plan
Dangerous Goods Safety Act 2004	Hydrocarbon and Chemical Management Sub Plan
Landfill Waste Classification and Waste Definitions 1996 (as amended 2019)	Soil/Materials Management Environmental Sub plan
DWER Identification and Investigation of Acid Sulphate Soils and Acidic Landscapes	Acid Sulphate Soils Management Plan
Wildlife Conservation Act 1950 (WC Act)	Flora & Fauna Management Environmental Sub Plan

Environmental Protection (Unauthorised Discharges) Regulations 2004 (WA)	Waste Management Environmental Sub Plan
Aboriginal Heritage Act 1972 (WA) consent to disturb	Culture & Heritage Management Environmental Sub Plan
Biodiversity Conservation Act 2016	Flora & Fauna Management Environmental Sub Plan
Biosecurity and Agriculture Management Act 2007	Weed, Pest and Disease Environmental Sub Plan
Rights in Water and Irrigation Act 1914 (RIWI Act) (WA)	Water Management Environmental Sub Plan
Environmental Protection (Controlled Waste) Regulations 2004 (WA)	Waste Management Environmental Sub Plan
Environmental Protection (Noise) Regulations 1997 (WA)	Noise & Vibration Management Environmental Sub Plan
Cultural Heritage Act 2021 (WA)	Culture & Heritage Management Environmental Sub Plan
Heritage Act 2018 (WA)	Culture & Heritage Management Environmental Sub Plan
Contaminated Sites Act 2003 (WA)	• Soils/Materials Management Environmental Sub Plan & Acid Sulphate Soils Management Plan.
Contaminated Sites Regulations 2006	• Soils/Materials Management Environmental Sub Plan & Acid Sulphate Soils Management Plan.
Ministerial Statement 376	Water Management Environmental Sub Plan, Culture & Heritage Management Environmental Sub Plan, Flora & Fauna Management Environmental Sub Plan, and Noise & Vibration Management Environmental Sub Plan.

Table 7 Environmental Allowances, Approvals and Permits

ENVIRONMENTAL ALLOWANCE TYPE	UNIT	PROJECT ALLOWANCE
Clearing Permit Allowance (MS376)	-	N/A
Water Abstraction Licence (5C) Groundwater abstraction for Dust suppression	kL	Altone Road intersection Groundwater abstraction for Dust suppression for earthworks and construction purposes 110,000 annual water entitlement
Water Abstraction Licence (5C) Groundwater abstraction for Dust suppression	kL	Drumpellier Drive intersection Groundwater abstraction for Dust suppression for earthworks and construction purposes 110,000 annual water entitlement
Water Abstraction Licence (5C) Dewatering	kL	Project wide Groundwater abstraction for Dewatering purposes 551,000 annual water entitlement
Bed and Banks Approval (S11)	-	Modification of 100 Year Creek by clearing works to the bed and banks and realignment of the creek. Permit valid from 3 December 2025 to 3 December 2026
Fauna Relocation	-	Fauna handling and relocation Licence renewed annually

5.2.1 Water Management

The Project is targeting 10% reduction in potable water consumption through implementation of water efficiency initiatives and investigation of alternative water sources during the design and

construction phases. Water efficiency forms part of the Project's Infrastructure Sustainability (IS) Rating commitments, with a focus on reducing reliance on scheme water and improving long-term water management outcomes.

During the reporting period, water consumption continued to be monitored through monthly sustainability reporting processes, with opportunities to reduce potable water demand assessed across construction activities and site facilities. The Project also continued investigating opportunities for use of alternative and non-potable water sources where practicable to reduce reliance on potable water supplies.

Table 8 Water Metrics

WATER METRICS	TOTAL THIS PERIOD		TOTAL FOR PROJECT	
	kL	%	kL	%
Potable Water				
Standpipe / Scheme Water Purchased	484.6	0.66	484.6	0.66
Non-Potable Water				
Bore Water	72,714.00	99.34	72,714.00	99.34
Surface Water	-	-	-	-
Recycled / Reused	-	-	-	-
Total Water Used	73,198.6	100.0	73,198.6	100.0

5.2.2 Receiving Water Quality Management

The Project is located within the Bennett Brook Catchment, a significant sub-catchment of the Swan-Canning River system and an identified environmentally sensitive area. Bennett Brook has historically been identified as a priority management area due to nutrient and contaminant loads associated with surrounding urban, industrial, and agricultural land uses.

Receiving water quality management has been a key environmental consideration throughout the design and construction phases of the Project. Water Sensitive Urban Design (WSUD) principles have been incorporated into the Project drainage strategy to maintain or improve surface water quality relative to pre-development conditions, consistent with the Stormwater Management Manual for Western Australia and the Swan Canning Water Quality Improvement Plan (SCWQIP).

The Project includes a range of permanent and temporary stormwater treatment measures designed to minimise pollutant discharge into Bennett Brook and surrounding waterways. These measures include vegetated swales, infiltration basins, detention basins, sediment basins, hydrodynamic separators, and stormwater treatment infrastructure to reduce total suspended solids, nitrogen, phosphorus, and hydrocarbon pollutants prior to discharge.

Detailed hydrological and MUSIC modelling assessments were undertaken to evaluate the Project's impact on receiving water quality during both construction and operational phases. The assessments considered total flow, total suspended solids (TSS), total phosphorus (TP), and total nitrogen (TN) within the Bennett Brook catchment.

The Project's receiving water quality objectives include:

- maintaining 100% capture and infiltration of surface flows within the Altone catchment up to the 1-in-100 years event
- minimising nutrient and sediment discharges to Bennett Brook and surrounding waterways

- preventing direct untreated stormwater discharge into environmentally sensitive waterways
- achieving equal or improved post-development water quality outcomes compared to pre-development conditions.

During construction, temporary sediment basins, diversion drains, erosion and sediment controls, and staged drainage management measures are implemented to manage runoff and reduce potential impacts on downstream receiving environments.

The Project has incorporated Water Sensitive Urban Design (WSUD) principles into drainage and landscape design to improve stormwater management, infiltration, and water quality outcomes across the Project corridor. Permanent water management measures including infiltration basins, vegetated swales, detention basins, and erosion and sediment controls being implemented to reduce runoff impacts and support sustainable water management outcomes.

5.2.3 Vegetation Management

5.2.3.1 Clearing

As part of the interchange upgrades and associated drainage works, retaining walls, noise walls and paths, there is a requirement to undertake clearing of planted and native vegetation.

The Project has prioritised minimising the clearing of vegetation through careful planning in both design and construction phases. Trees identified for retention have been clearly marked and monitored on site to support their long-term survival. All vegetation clearing activities are carried out in full compliance with the Ministerial Statement 376 and in accordance with associated LISCs. Where practicable, cleared vegetation has been given to fauna rehabilitation centres, reused, or chipped and stockpiled for use in site rehabilitation.

5.2.4 Carbon Emissions and Energy

The Project is driven to reduce its energy demand and greenhouse gas (GHG) emissions across the design, construction and throughout the asset life cycle. To achieve the Projects energy reduction goals, the Project will investigate and implement opportunities to reduce energy and emissions across design, construction and operational phases. Investigation into the asset's energy and emissions footprint has identified and anticipants the largest contributing sources of emissions are derived from the following scopes:

- Scope 1 emissions during construction phase associated with construction activities.
- Scope 2 emissions during operational phase associated with operational lighting.
- Scope 3 emissions during the operational phase associated with the maintenance & rehabilitation activities.

This has informed where the Project has focused its opportunity investigation and assessment.

5.2.4.1 Temporary roundabouts at major intersections

Improves traffic flow during construction, reduces vehicle stop-start conditions, and lowers emissions from idling and traffic management activities.

Estimated savings/reductions: approximately 19,500 litres of diesel-equivalent fuel forecast to be saved, avoiding approximately 52 tCO2-e, based on a conservative assumed reduction of 10 seconds in stop-start delay per vehicle over the 10-month temporary roundabout period at Reid Highway and Altone Road.

5.2.4.2 Optimised road construction staging plan

Reduces the number of construction stages, lowering total plant and equipment operation time, energy use, and associated greenhouse gas emissions.

Estimated savings/reductions: approximately 254,000 litres of diesel forecast to be saved, avoiding approximately 681 tCO2-e, through optimisation of civil works staging.

5.2.4.3 Switch site compound power from diesel generators to grid electricity (100% green power)

Eliminates on-site diesel fuel use, lowers emissions and noise, and improves operational energy efficiency and reliability.

Estimated savings/reductions: approximately 58,925 litres of diesel to be saved, avoiding approximately 158 tCO2-e through replacement of diesel generators with grid-supplied 100% green power.

The Projects overall management approach for energy emissions is focused on prioritising energy efficiency, designing out demand, seeking alternative energy and fuel sources where possible, and tracking and monitoring the Project's energy performance. The Project's performance to date is outlined in Table 6 and will be updated in future Annual Reports.

Table 9 Energy Metrics

ENERGY USED ONSITE	TOTAL THIS PERIOD			TOTAL FOR PROJECT		
	LITRES	KWH	GHG	LITRES	KWH	GHG
Unleaded (on and off road)	718	-	1.34	718	-	1.34
Diesel Used (on and off road)	962,891.58	-	2,610.88	962,891.58	-	2,610.88
Liquefied Petroleum Gas (LPG)	60	-	0.09	60	-	0.09
Biodiesel	-	-	-	-	-	-
Hydrogen	-	-	-	-	-	-
Oil	4.14	-	2.23	4.14	-	2.23
Other	-	-	-	-	-	-
Electricity consumption (Grid)	-	-	-	-	-	-
Renewable Energy (Grid)	-	-	-	-	-	-
Renewable Energy (Generated Onsite)	-	-	-	-	-	-
Total	963,673.72	-	2,614.58	963,673.72	-	2,614.58

GHG Emissions have been calculated using the latest National Greenhouse Accounts Factors

5.2.5 Materials and Recycling

The management of resources on the Project is guided by the principles of a circular economy and the waste hierarchy. Moving away from a linear 'take, make, use and dispose' economy approach, to one which keeps materials and energy circulating in the economy for as long as possible. A Resource Efficiency Management Plan has been developed to outline how the Project will efficiently manage and sustainably use resources and achieve the following objectives:

- Resource Inputs - Maximise the use of, and increase the demand of low-impact materials (measured through an emissions footprint)
- Waste Diversion - Generate less waste and divert resources from landfill by utilising the principles of the waste hierarchy (reduce, reuse, recycle)
- Whole of Life Impacts - Improve and reduce the life cycle impacts of materials used on the Project.

Table 10 Resource and Waste Summary

RESOURCE INPUTS AND GENERATED WASTE	UNIT	TOTAL THIS PERIOD	TOTAL FOR THE PROJECT
Resource Inputs (Materials)			
Total Quantity of Virgin Materials Used	t	1,272,972.27	1,272,972.27
Total Quantity of Recycled Materials Used	t	77,954.64	77,954.64
Total Quantity of Reused Materials Used Onsite	t	38,132.74	38,132.74
Percentage of Recycled Material Used	%	8.36	8.36
Resource Outputs (Wastes)			
Waste Sent to Landfill	t	44.65	44.65
Waste Diverted from Landfill	t	48,495.44	48,495.44
Total Waste Generated by Project	t	48,540.09	48,540.09
Waste Diversion Rate	%	99.91	99.91

Table 11 Imported Raw/Traditional Materials for the Project

IMPORTED RAW/TRADITIONAL MATERIALS			
MATERIAL	UNIT	TOTAL THIS PERIOD	TOTAL FOR PROJECT
Aluminium	t	2.00	2.00
Asphalt	t	26,762.01	26,762.01
Ballast	t	-	-
Bedding Aggregate	t	-	-
Bitumen	t	-	-
Cement Stabilised Backfill	t	5,168.80	5,168.80
Concrete	t	5,231.24	5,231.24
Crushed Dust (including Cracker Dust)	t	8,476.01	8,476.01
Crushed Limestone	t	17,977.8	17,977.8
Crushed Rock	t	60,600.2	60,600.2
Emulsion Based Prime (e.g. Ecoprime)	t	7,811.37	7,811.37
Laterite	t	1,244.65	1,244.65
Limestone	t	370,015.56	370,015.56
Paint (Waterborne, Thermoplastic, Cold Applied Plastics)	l	2,793.00	2,793.00
Plastic	t	0.02	0.02
Precast Concrete	t	1,149.88	1,149.88
Sand	t	168,945.43	168,945.43
Sandy Clay	t	529,651.28	529,651.28
Steel	t	535.13	535.13
TOTAL	**t**	**1,206,364.38**	**1,206,364.38**

Table 12 Imported Recycled Materials for the Project

IMPORTED RECYCLED MATERIALS			
MATERIALS	**UNIT**	**TOTAL THIS PERIOD**	**TOTAL FOR PROJECT**
RTR Crushed Recycled Concrete	t	57,910.89	57,910.89
Eco-blocks	t	829.00	829.00
Mulch (FOGO)	t	3,288.90	3,288.90
Recycled Sand	t	15,880.85	15,880.85
TOTAL	**t**	**77,909.64**	**77,909.64**

Table 13 Materials Reused on the Project

MATERIALS REUSED WITHIN THE PROJECT SITE			
MATERIAL	**UNIT**	**TOTAL THIS PERIOD**	**TOTAL FOR PROJECT**
General Fill	t	31,669.20	31,669.20
Mulch	t	6,461.09	6,461.09
Other – Solar Light	t	0.40	0.40
TOTAL	**t**	**38,130.69**	**38,130.69**

5.2.6 Noise and Vibration

Noise and vibration are identified as key priority issues for the Project (Section 3.2). Construction activities will include compaction works that are anticipated to produce both noise and vibration impacts. Some sensitive receptors, such as nearby residents, are located within 10m of the compaction activities. Noise and vibration management is undertaken in accordance with the Project's approved Environmental Management Plan, Noise and Vibration Management Sub-plan, and Out of Hours Noise and Vibration Management Plan.

Residents are generally situated within approximately 50m of the Project works, with certain locations positioned less than 10m from limited construction activities expected to generate lower noise levels, such as clearing works, retaining walls, noise walls, and tie-in works. As part of standard practice, the Project has offered property precondition surveys to residences located in close proximity to the works.

Continuous 24/7 noise and vibration monitoring has been implemented through the use of SiteHive monitors at up to twelve locations across the Project footprint, providing real-time monitoring data. Alert thresholds have been programmed into the monitors to notify the construction team, Community and Stakeholder Manager, and Site Environmental Manager when noise and/or vibration levels approach or exceed the Project limits, which were established based on supplier expertise and prior experience. Where exceedances occur, the relevant personnel investigate and document any construction activities at the time.

An Out of Hours Management Plan is prepared on a quarterly basis and submitted to the City of Swan and Main Roads for approval. The plan outlines the measures implemented to manage noise and vibration generated by construction activities undertaken outside standard working hours, defined as 7:00 am to 7:00 pm Monday to Saturday, excluding public holidays.

5.2.7 Air Quality

Air quality impacts are only anticipated to occur during the clearing activities and movement of material for preloading activities and the re-use of this material within final alignment. These are not

anticipated to exceed the air quality limits aligned with the National Environment Protection Measures (NEPM).

The Project has established 24/7 air quality monitoring at up to 10 locations within the Project footprint, to enable the construction team to monitor and respond to real-time air quality levels. Monitoring outcomes were regularly reviewed to inform site controls, while community feedback was actively managed through ongoing engagement with affected residents.

Real-time air quality monitoring commenced during the reporting period (September 2025 – June 2026) to monitor dust emissions at sensitive receptors surrounding the project. Throughout the period, dust levels remained below the National Environment Protection (Ambient Air Quality) Measure (NEPM, 2021) criteria, with no exceedances of the PM_{10} (50 µg/m³, 24-hour average) or $PM_{2.5}$ (25 µg/m³, 24-hour average) guidelines recorded.

A small number of dust-related enquiries and complaints were received from nearby residents during periods of increased earthworks activity. The project team responded promptly by engaging directly with the affected residents, investigating the concerns and implementing additional dust suppression measures where appropriate. All matters were resolved through ongoing communication and collaborative engagement.

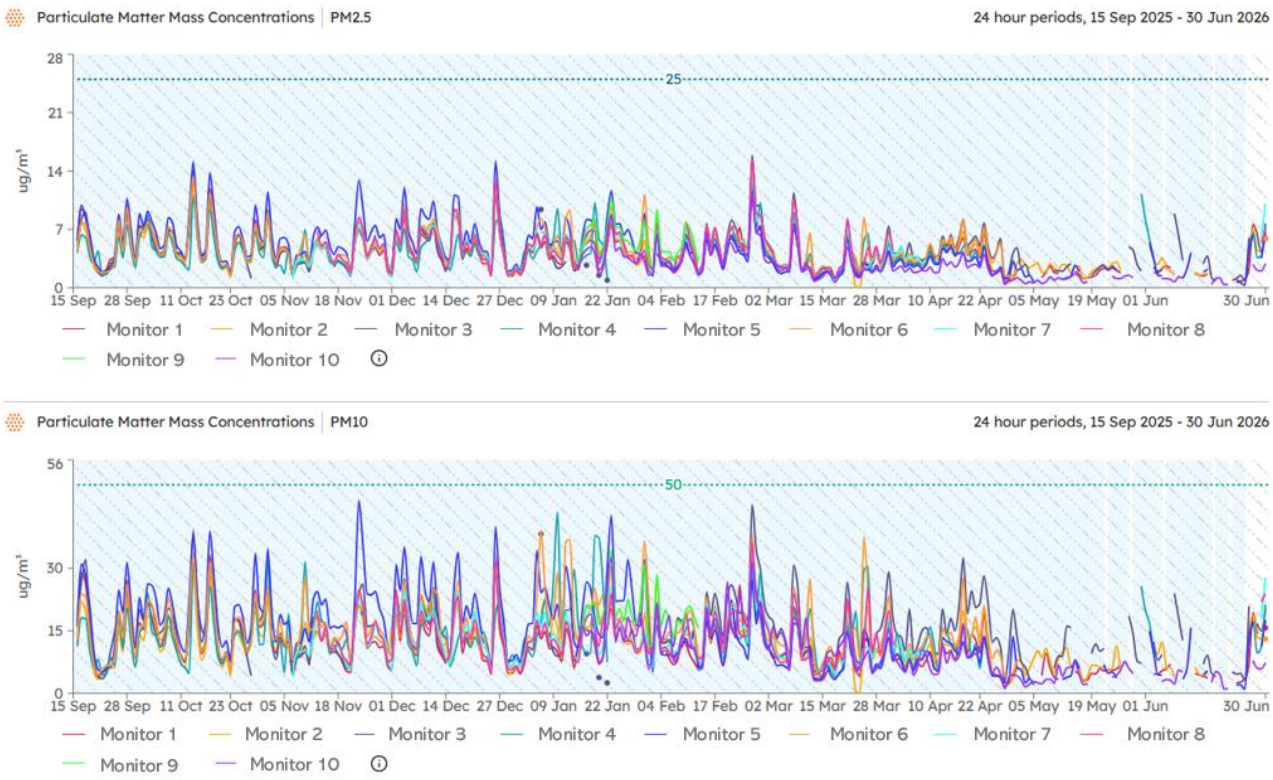


Figure 7 SiteHive Air Quality Monitoring

5.2.8 Light Spill

The Project includes permanent road, PSP, and intersection lighting infrastructure adjacent to residential areas and environmentally sensitive receptors including Bennett Brook. As a result, light spill and obtrusive lighting were identified as important environmental considerations during design development, particularly in relation to nearby residential properties and ecological receptors susceptible to artificial light exposure.

A detailed desktop lighting assessment and obtrusive lighting assessment in accordance with

AS/NZS 4282:2023 was undertaken during design development to assess existing lighting conditions, identify sensitive receptors, and model the impacts of the proposed lighting design. Sensitive receptors identified for the Project included:

- residential properties directly adjacent to the road corridor; and
- Bennett Brook and surrounding environmental areas within approximately 30 metres of the Project boundary.

The Project implemented several design measures to reduce light spill and minimise impacts beyond standard practice, including:

- use of low-intensity LED luminaires
- adoption of 3000K warm colour temperature lighting to reduce ecological impacts
- reduction of luminaire mounting heights and lumen outputs where feasible
- installation of glare shields adjacent to sensitive residential boundaries
- optimisation of lighting locations during design development to minimise spill beyond Project boundaries

Lighting modelling demonstrated that the Project achieves compliance with ISC IS v2.1 Env-5 Level 1 requirements for light pollution management, including:

- no more than 2 horizontal lux at the majority of Project boundaries
- an Upward Waste Light Ratio (UWLR) of 0.1%, significantly below the maximum allowable limit of 2%

Where localised exceedances were identified adjacent to a small number of residential properties in Bennett Springs, mitigation measures including offering window shutters to affected residents were incorporated into the Project approach.

During construction, temporary lighting associated with night works is managed through regular site inspections and positioning of lighting towers to minimise impacts on nearby residents, road users, and environmental receptors. Following installation, lighting defects inspections are undertaken to verify that permanent lighting infrastructure has been installed in accordance with the approved design and lighting performance requirements.

5.2.9 Contamination

Investigations completed during the planning phase identified a low potential for site contamination. There are no known past land use activities on or near the proposed development area that could have caused contamination. Furthermore, there are no registered or known contaminated sites within the Project or surrounding area. The Department of Water and Environmental Regulation (DWER) maintains the Contaminated Sites Database, which records land parcels notified under the Contaminated Sites Act 2003 (WA) as either known or suspected contaminated sites. The register includes sites classified as:

- Contaminated – remediation required (CRR)
- Contaminated – restricted use (CRU)
- Remediated for restricted use (RRU)

A review of the DWER Contaminated Sites Database conducted on September 2025 confirmed that the subject site was not listed under the CRR, CRU, or RRU classifications.

A previously registered contaminated site was identified but it had been reclassified as "Decontaminated" in 2013. This property is located within the adopted site boundary and

corresponds to Lot 202 on Deposited Plan 73890 (Lot 202). The "Decontaminated" status indicates that no remaining contamination concerns or land-use restrictions apply to Lot 202. This lot was also included in the historical aerial imagery assessment discussed elsewhere in this report.

5.2.10 Acid Sulfate Soils

A review of the DWER ASS Risk Map indicates that the majority of the site located west of, and near, Bennett Brook has a moderate to low likelihood of ASS occurring within the upper 3 metres of natural soils. In the section where the Bennett Brook alignment crosses the site, a high to moderate probability of ASS occurrence within the top 3 metres of natural soil has been identified. East of the Bennett Brook alignment, there is no known risk of shallow ASS occurring within the upper 3 metres of the natural soil profile.

Although ASS is not expected to be encountered due to the proposed grade separation works, the identified high to moderate risk means that disturbance of these soils could potentially result in acidification and the release of metals into nearby surface water bodies.

A small quantity was encountered in month of May 2026 and reused on-site.

5.2.11 Challenges

From the start of the project, high winds and extended dry periods were experienced resulting in dust generation and presenting challenges in managing impacts. The dry weather conditions, combined with clearing activities, high vehicle movements, exposed surfaces and earthworks, increased the risk of dust emissions across the Project footprint and adjoining areas. The Project team implemented proactive mitigation measures in accordance with the EMP and Georgiou Environmental Policy to minimise impacts to the surrounding environment and nearby stakeholders. The following outlines the key challenges encountered, and the actions taken to address them:

- During bulk earthworks and clearing, access tracks usage and material handling activities, elevated dust levels were observed across active work areas, particularly during periods of strong winds and prolonged dry weather. To minimise dust generation and migration offsite, the following controls were implemented:
    - Regular watering of work areas, including access tracks, exposed surfaces and active work areas using water carts.
    - Application of dust suppressants during the end of the year shutdown period and high-risk areas where practicable.
    - Reduction of vehicle speeds across site to minimise dust generation from traffic movements.
    - Monitoring of weather forecasts and wind conditions to proactively adjust work activities where required.
- Extended dry conditions throughout autumn 2026 further increased the frequency and intensity of dust generation across the Project. The lack of rainfall reduced natural suppression of fine materials and required increased management efforts to maintain environmental controls. In response, the Project team implemented additional mitigation measures, including:
    - Increased frequency of water cart operations during peak dry and windy conditions.
    - Prioritisation of dust-generating activities during lower wind periods where possible.
    - Increased inspections by the environmental team to identify and respond to emerging dust risks.
- The availability and management of water resources for dust suppression also presented an operational challenge during peak summer periods due to the high demand required to

maintain effective controls across the Project footprint. To improve water efficiency while maintaining compliance, the Project implemented:

- Construction of two Turkey's Nest dams to maintain reliable water availability for ongoing dust suppression activities across the Project footprint.
- Targeted watering schedules based on high-risk activities and prevailing weather conditions.
- Coordination between construction and environmental teams to prioritise critical dust suppression areas.
- Ongoing review of suppression effectiveness to optimise water usage while maintaining adequate environmental protection.

Despite these challenges, the Project maintained a proactive approach to dust management through continual monitoring, adaptive controls and regular environmental inspections. Lessons learned throughout these periods have informed future planning and improved responsiveness during extended dry weather conditions anticipated for the remainder of the Project.

5.3 Environmental Outcomes

A Preliminary Site Investigation (PSI) was completed by Senversa in 2023 to assess potential environmental constraints associated with the Project and identify key environmental focus areas, including the protection of Aboriginal heritage values.

Weed and fauna management measures have included routine weed treatment across the site, together with fauna spotting and trapping during vegetation clearing and ground disturbance works. To date, approximately 45 animals from 15 fauna species have been relocated to adjacent habitat areas and Whiteman Park.

Project design was refined to minimise vegetation clearing and maximise retention of the existing City of Swan canopy. The project footprint and construction areas were optimised to reduce impacts to established vegetation, with clearing limited to areas required for the works. Piling and asphalting activities were also identified as potential sources of noise and vibration impacts to nearby sensitive receptors, including local residents.

These environmental considerations were incorporated into the Project's Environmental Management Plan (EMP), which establishes management measures, performance objectives, implementation requirements, and defined responsibilities to support compliance and continuous improvement throughout Project delivery.

5.4 Environmental Case Study: Reduced water demand - Use of an alternative fill material

As part of the Project, approximately 40% of the specified general fill requirement is forecast to be substituted with an alternative silty sand fill material sourced from Brajkovich quarry.

The initiative is expected to replace approximately 319,457m^3 of conventional general fill with an alternative material that has been tested and verified both at the source quarry and onsite to confirm compliance with project geotechnical and compaction requirements.

Testing indicates that the Brajkovich fill material requires significantly less water during conditioning and compaction activities compared with conventional general fill material. Based on Optimum Moisture Content (OMC) and Maximum Dry Density (MMDD) testing results, the Brajkovich fill is expected to consume approximately 181L of water per cubic metre compared with approximately 241L of water per cubic metre for conventional general fill.

Data			Findings/Calcs, Note 1kg = 1L			Outcome
Fill Material	Ave. MMDD (t/m3)	Ave. OMC (%)	Water Usage (t/m3)	Water Usage (kg/m3)	Water Usage (L/m3)	Water Saved (L/m3)
Bullsbrook	2.025	8.95%	0.181	181.238	181.238	25%
Sand	1.754	13.73%	0.241	240.824	240.824	-

Figure 8 Material Properties

If the project were to use 100% conventional general fill, the estimated total water demand for conditioning and compaction activities would be approximately 288.5 million litres. Through the planned 60/40 general fill and Brajkovich fill mix, total water demand is forecast to be approximately 259.9 million litres, representing an anticipated water saving of more than 28.5 million litres.

Materials Description	Quantity (m3)	Optimum Water Content (%)	Assumed Dry Density (t/m3)	Water Required for Mixing (L)	Additional 50% for Onsite Compaction (L)	Total Water Required (L)
General Fill	798,643	13.73%	1.754	192,332,562	96,166,281	288,498,842
						288,498,842

Materials Description	Quantity (m3)	Optimum Water Content (%)	Assumed Dry Density (t/m3)	Water Required for Mixing (L)	Additional 50% for Onsite Compaction (L)	Total Water Required (L)
General Fill	479,186	13.73%	1.754	115,399,537	57,699,768	173,099,305
Brajkovich Fill	319,457	8.95%	2.025	57,897,624	28,948,812	86,846,436
						259,945,742
					Total Water Reduction (L)	**28,553,101**

Figure 9 Water Demand Calculation

In addition to reducing water consumption, the initiative is expected to deliver broader sustainability benefits, including:

- Improved efficiency in material conditioning and compaction activities
- Successful implementation of an alternative compliant fill source
- Reduced reliance on higher moisture-demand fill materials.
- Demonstrated integration of sustainability considerations into construction material selection.

This initiative illustrates how informed material selection and testing can achieve anticipated sustainability benefits while maintaining engineering and construction performance requirements.

Figure 10 The orange-coloured material represents the Brajkovich fill material at Altone Road

6 Social

Table 14 Summary of Social Metrics

SOCIAL METRIC	UNIT	TOTAL FOR THIS PERIOD	TOTAL FOR THE PROJECT
Stakeholders engaged	#	1,441	1,441
Stakeholder enquiries received	#	210	210
Total Size of Project Workforce	#	142	142
Women in Workforce	%	21.37	21.37
Aboriginal Participation in Workforce	%	13.9	13.9
Lost Time Injury Frequency Rate (LTIFR)	#	0	0
Hours of Training Undertaken	hrs	305	305
Development Employees and Apprentices on the Project	#	15	15

1. The main stakeholders engaged: nearby / directly impacted residents, local government authority – City of Swan, Government Agencies, road users.
2. Project workforce size and composition and OHS management system covers all employees directly hired by Georgiou Group Pty as well as all contractors that supplement the workforce on the project site under direct project supervision, who have booked >100 hours to the Project in the four weeks prior to the finalisation of the data.

6.1 Social Context

The Project is located within the Perth metropolitan area, within the City of Swan Local Government Area and borders the suburbs of Bennett Springs, Dayton, Beechboro and Caversham. The Project also interfaces with the broader Swan Valley precinct, a significant tourism and agricultural region recognised for its wineries, hospitality venues and rural character. The area experiences high traffic volumes and growing residential development, with the Project designed to improve safety, connectivity and traffic flow through the removal of signalised intersections at Altone Road and Drumpellier Drive / Daviot Road.

The Project is situated within a predominantly residential and commuter catchment, with approximately 28,000 residents living within the immediate project area and around 50,000 vehicles using Reid Highway through the project area on an average weekday. Census data indicates a culturally diverse community, with more than one-third of households speaking a language other than English at home, including Punjabi, Tagalog and Vietnamese. Approximately 76–80% of residents travel to work by car, highlighting the importance of maintaining traffic efficiency and minimising disruptions during construction. The Project also supports a range of local and regional users including freight operators, tourism businesses, schools, religious and cultural groups, cyclists, pedestrians and public transport users.

The Project has attracted community interest due to the scale of the works, proximity to residential properties and the need to maintain traffic flow on Reid Highway throughout construction. The most significant issues raised through stakeholder engagement have related to temporary traffic changes, night works, noise, vibration, dust, property impacts, lighting, vegetation clearing and the extent and location of noise walls. Temporary roundabouts, pedestrian detours and ongoing traffic staging have also generated significant community interest due to the impacts on daily travel patterns and concerns regarding road safety and delays.

From a social sustainability perspective, the Project has faced several challenges associated with delivering major infrastructure works within a highly developed urban environment. More than 500 properties directly abut the project corridor, with approximately 198 properties located in immediate proximity to the future bridge structures and interchange areas. Managing construction impacts

while maintaining community confidence has therefore remained a key project focus.

Specific social sustainability challenges and opportunities relate to managing both short and long-term construction impacts, maintaining safety for road and path users, engaging with the community on noise and amenity outcomes, enhancing recognition of heritage values, and supporting informed and sustainable asset management outcomes.

The Project has implemented a targeted and inclusive engagement approach informed by the International Association for Public Participation (IAP2) Spectrum of Public Participation. Stakeholders have included residents, businesses, tourism operators, Noongar Traditional Owners, active transport advisory stakeholders, road users, cyclists, schools, utility providers, emergency services, freight operators, local government and State agencies. Engagement activities have included community events, workshops, stakeholder briefings, property meetings, construction updates, project newsletters, social media updates, targeted notifications and one-on-one engagement with directly affected landowners.

Figure 11 Project Team at Community Information Session, September 2025

6.2 Social Aspects Management

6.2.1 Community and Stakeholder Engagement

Community and stakeholder engagement is considered a key component of successful project delivery. The Project has adopted a proactive, transparent and responsive engagement approach to support informed decision-making, minimise disruption and build trust throughout planning and construction. Engagement activities are guided by the Community and Stakeholder Engagement Management Plan and aligned with the principles of the IAP2 and ISC frameworks.

The Project engages with a broad range of stakeholders including nearby residents, Noongar Traditional Owners, City of Swan, Main Roads, cyclist and pedestrian groups, local businesses, schools, emergency services, utilities and the wider travelling public. Stakeholder mapping was undertaken early in the project to identify groups potentially impacted by construction activities, traffic changes, shared path disruptions and urban design outcomes. Engagement methods were tailored to stakeholder needs, interests and anticipated impacts.

Engagement objectives focus on providing clear, timely and accurate information, maintaining open communication channels and ensuring stakeholders understand both the benefits and temporary

impacts associated with construction. Engagement tools include monthly construction updates, targeted roadworks notifications, email distribution lists, social media updates, community drop-in sessions, one-on-one meetings, presentations, stakeholder workshops and Construction Reference Groups. Community feedback, enquiries and complaints are coordinated through the Main Roads Customer Information Centre and CONNECT system to ensure issues are tracked and responded to in a timely manner. Further detail on the management of complaints and enquiries is provided in Section 6.2.3.

The Project recognises that some aspects of delivery can be influenced through engagement, while others are constrained by safety, funding, technical and approval requirements. Stakeholder input has informed areas including noise wall treatments, shared path connectivity and safety, urban design outcomes, landscaping, traffic staging and construction mitigation measures. Non-negotiable elements include compliance with road safety standards, project funding parameters, major bridge configurations and construction methodologies required to safely deliver works within a constrained live traffic environment.

6.2.1.1 Community and Stakeholder Engagement Activities and Implementation

To ensure community and stakeholder engagement is successfully delivered and implemented, the below implementation program (Table 15) has been developed to schedule engagement activities during delivery.

Table 15 Communication Tools & Engagement Activities Implementation Schedule

Communication Tools and Engagement Activities	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27
Printed materials		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	▫	▫	▫	▫	▫	▫	▫	▫	▫	▫	▫	▫	▫	▫
Electronic Direct Mail (EDM)		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	▫	▫	▫	▫	▫	▫	▫	▫	▫	▫	▫	▫	▫	▫
Targeted Works Updates			✓	✓	✓	✓	✓	✓	✓	✓	✓	▫	▫	▫	▫	▫	▫	▫	▫	▫	▫	▫	▫	▫	▫
Community Events			✓	✓		✓			✓																
Community Doorknocks			✓	✓	✓	✓	✓	✓	✓	✓	✓	▫	▫	▫	▫	▫	▫	▫	▫	▫	▫	▫	▫	▫	▫
Queries and Complaints Management	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	▫	▫	▫	▫	▫	▫	▫	▫	▫	▫	▫	▫	▫	▫
One-on-one communications		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	▫	▫	▫	▫	▫	▫	▫	▫	▫	▫	▫	▫	▫	▫
Construction Reference Group Meetings				✓		✓		✓		✓			▫		▫			▫			▫				
Noongar Reference Group Meeting											✓		▫			▫			▫			▫			
LGA Stakeholder Meetings		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	▫	▫	▫	▫	▫	▫	▫	▫	▫	▫	▫	▫	▫	▫
Design Review & Workshops		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	▫	▫	▫											
Site Visits / Presentations		✓	✓	✓	✓																				
Photography		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	▫	▫	▫	▫	▫	▫	▫	▫	▫	▫	▫	▫	▫	▫

✓ **Completed** ▫ Planned

6.2.2 Community Satisfaction and Amenity

Key community concerns and priority areas of interest were identified in late 2025 and early 2026

based on issues raised during previous projects and outcomes from engagement activities undertaken in line with the Community and Stakeholder Engagement Management Plan including meetings with key stakeholders, community events, doorknocks and Construction Reference Group meetings.

These engagement activities provided a clear understanding of community priorities, concerns and expectations relating to Project delivery. The high priority issues were subsequently reviewed and refined in consultation with key stakeholders including the City of Swan and the Construction Reference Group. These issues continue to be monitored and updated throughout project delivery in response to ongoing consultation, construction activities and stakeholder feedback.

Refer to Table 16 for a summary of high priority issues for stakeholders and community members, and the actions implemented by the Project to manage impacts and support positive project outcomes.

Table 16 Summary of high priority issues, actions and outcomes

High Priority Issue(s)	Opportunities and Project Actions	Outcomes
Ongoing construction impacts Management of noise, dust, vibration, lighting and other temporary construction impacts on nearby residents, businesses and road users.	Additional noise, dust and vibration monitors installed to provide comprehensive monitoring coverage. Two on-site turkey's nests constructed to improve water access for dust suppression activities. Additional water carts deployed across the project to manage dust impacts. 24/7 Main Roads WA contact line maintained for community enquiries and complaints. Ongoing monitoring, investigation and response to community concerns relating to construction impacts.	Enhanced environmental monitoring coverage implemented across the project area. Improved dust suppression capability through increased on-site water availability and resources. Ongoing communication and responsive management of community and stakeholder concerns throughout construction.
Post-construction impacts Community concerns regarding potential long-term vibration and property impacts, informed by experiences from previous infrastructure projects.	Additional vibration monitoring undertaken to provide broader coverage across the project area. Detailed noise wall piling trials undertaken to inform construction methodology and minimise vibration impacts. Pre-construction property condition surveys offered to nearby residents. Ongoing monitoring and response to community concerns relating to vibration and property impacts.	Noise wall construction methodology refined to reduce vibration impacts for nearby residents. Enhanced vibration monitoring implemented to support responsive management during construction. Property condition survey process established to support transparent management of potential impact claims.
Recognition of Noongar Heritage Opportunities to recognise, enhance and celebrate Noongar heritage and cultural identity in consultation with Traditional Owners.	Engaged heritage specialists to undertake heritage assessments and cultural context. Quarterly meetings with Noongar Reference Group to obtain feedback and guidance on matters of culture and heritage relating to Project area including presenting design for comment, reviewing artwork, interpretive elements.	Still to be determined.

High Priority Issue(s)	Opportunities and Project Actions	Outcomes
Travel Disruptions and Delays Managing impacts to road users, pedestrians and cyclists during staged traffic changes and evolving travel conditions throughout construction.	Detailed optioneering undertaken to minimise travel delays during staged construction. Road closure timing adjusted in response to stakeholder feedback, including scheduling the 27-day Altone Road closure during the January 2026 school holidays. Congestion monitoring tools (Mooven) used to track delays and inform traffic management responses. Proactive communications delivered ahead of major traffic changes and staged works. Ongoing stakeholder consultation and response to community enquiries relating to traffic changes and access impacts.	Reduced travel times along Reid Highway following implementation of the long-term temporary roundabouts. 27-day Altone Road closure completed during the January 2026 school holidays to minimise impacts during lower traffic and public transport periods. Stakeholders kept informed of traffic changes and travel impacts. Ongoing monitoring of historical and live travel times including delay statistics.
Asset Suitability and Lifecycle Impacts Clear asset ownership, handover processes and long-term maintenance responsibilities to support sustainable asset management outcomes.	Established collaborative inspection process for LGA assets. Undertook asset ownership and management workshops with key stakeholders. Developed roll plots to clearly define future asset ownership and maintenance responsibilities.	Ongoing LGA inspections being undertaken on an as-required basis.
Natural Environment Protection of Bennett Brook and opportunities to retain mature vegetation and enhance landscaping within a rapidly developing urban area.	30 metre buffer established around Bennett Brook to avoid construction impacts. Plumosa Crescent noise wall design revised to retain mature trees where feasible. Shelduck Crescent drainage and retaining wall design revised to retain mature trees. Ongoing consultation to possible opportunities to enhance the Bennett Brook corridor.	No works undertaken within 30 metres of Bennett Brook. Mature trees near Shelduck Crescent retained, with works complete. Revised Plumosa Crescent design approved to support tree retention, with works pending.
Road Safety Safety concerns relating to road and path users, including lighting, visibility and navigation through temporary and permanent road layouts.	Detailed optioneering undertaken to support safe traffic flow during construction. Coordinated Traffic Management process implemented for planning, monitoring and review of traffic arrangements. Permanent-standard treatments used where appropriate for temporary traffic arrangements, including roundabout geometry, linemarking and signage. Lighting towers installed at temporary roundabouts to improve night visibility. Path safety improvements delivered along detour routes, including solar lighting, mirrors and visibility markers. Ongoing monitoring, safety reviews and response to community concerns.	Permanent-standard temporary traffic arrangements delivered to improve usability and driver navigation. Path safety improvements delivered across temporary detour routes. Improved visibility and navigation through staged traffic arrangements.

High Priority Issue(s)	Opportunities and Project Actions	Outcomes
Noise Wall Design and Construction High community interest in the location, height, appearance and effectiveness of noise walls in response to forecast future traffic volumes.	Detailed acoustic modelling undertaken in accordance with State Planning Policy 5.4. Comprehensive engagement undertaken on noise wall design, location and impacts. Barbarossa Drive noise wall alignment revised to reduce property interface impacts and protect amenity. Plumosa Crescent noise wall alignment revised to retain mature trees and the existing noise bund. Ongoing opportunities provided for residents to raise queries and feedback.	Relocation of Barbarossa Drive noise wall to reduce impacts to adjacent residential properties. Relocation of noise wall nearby to Plumosa Crescent to retain mature trees and landscape screening. Ongoing consultation and feedback opportunities maintained throughout design and delivery.

6.2.3 Community Enquiries and Complaints

All interactions, commitments and engagement activities are recorded in Main Roads' CONNECT customer relationship management system to ensure consistent tracking and reporting.

The Main Roads Customer Information Centre (138 138 and/or enquiries@mainroads.wa.gov.au) is the primary contact point for community enquiries and complaints. Complaints and feedback are managed to the Project Community and Stakeholder Engagement team during work hours, while urgent after-hours matters are managed through a dedicated 24/7 duty phone.

Enquiries and complaints are reviewed regularly with the project team and reported to Main Roads for oversight. During working hours, the Project aims to acknowledge complaints within 24 hours and respond within 10 working days.

During this reporting period, 185 enquiries and complaints were received, with the most common topics relating to construction noise and vibration, temporary traffic management, property damage concerns, air quality and requests to discuss works directly with the project team.

If you have feedback or concerns during any of our works, please contact the Main Roads Customer Information Centre on 138 138 (available 24/7) or enquiries@mainroads.wa.gov.au.

Visit the project page or sign up for email updates to stay up to date on project progress and upcoming works. Reid Highway Interchanges | Main Roads Western Australia

6.2.4 Engagement Challenges

The Project is being delivered in an area that has experienced several major infrastructure projects in recent years, creating challenges relating to stakeholder fatigue, previous negative construction experiences and concerns regarding cumulative impacts on the community. Community disengagement and consultation fatigue were identified as key risks throughout delivery.

To support ongoing participation and two-way communication, the Project established a Construction Reference Group (CRG) to provide local input and feedback throughout construction activities.

A key engagement challenge was managing construction impacts including night works, traffic changes, noise, vibration and disruption associated with major bridge and road works. To support community understanding, the Project adopted a proactive and transparent communications

approach focused on clear, timely and easy-to-understand information. Communications explained why works were required, what impacts could be expected and the pathways available for stakeholders to contact the Project team directly.

Recognising concerns arising from previous infrastructure projects in the area, the Project implemented additional measures to minimise impacts and build trust with nearby residents. This included enhanced environmental monitoring, responsive enquiry and complaint management, proactive doorknocking and offering face-to-face meetings to discuss concerns directly. A detailed traffic management strategy was also implemented to maintain safe access and minimise disruption during staged construction activities.

Noise wall engagement also presented challenges due to the need to balance varying community expectations with a fair, policy-driven approach to design. Engagement focused on providing transparent information regarding the acoustic assessment process, design outcomes and project constraints, while providing opportunities for residents to discuss concerns directly with the Project team.

6.2.5 Heritage

The broader landscape surrounding the Project Area contains significant Aboriginal, historical, environmental, social and transport heritage values. Within the project area, Bennett Brook and Little Creek / One-Hundred-Year Creek are significant Aboriginal Heritage sites and linked with the ongoing connection of Whadjuk Noongar people to Country. The area also reflects the region's agricultural, transport, recreation and tourism history.

Project understanding of heritage context was informed through formal heritage investigations completed during planning and design, engagement with Noongar Traditional Owners and consultation with local community stakeholders. Heritage management has been guided through the Aboriginal Participation Plan and Infrastructure Sustainability Council (ISC) framework, with a focus on protecting identified heritage values and increasing awareness of their significance.

If you have any feedback with regards to the heritage assessment completed for the Project, please submit your feedback through the Main Roads Customer Information Centre on 138 138 or enquiries@mainroads.wa.gov.au.

6.2.5.1 Noongar Heritage

A Site Identification Aboriginal Heritage Survey, including ethnographic and archaeological investigations, was completed during planning in 2022 in accordance with the Noongar Standard Heritage Agreement (NSHA). The survey was undertaken in collaboration with the Southwest Aboriginal Land and Sea Council (SWALSC) and nine representatives from the Whadjuk Indigenous Land Use Agreement group. The assessment confirmed Aboriginal heritage sites within the project area include Bennett Brook: in toto (ACH 3962), Bennett Brook: Camp Area (ACH 3840) and Marshalls Paddock (ACH 3744).

Bennett Brook (ACH 3962) is subject to a Section 18 approval under the Aboriginal Heritage Act 1972. A 30-metre heritage buffer has been maintained at Bennett Brook, with no works occurring or planned within the buffer area.

Marshalls Paddock (ACH 3744) is recorded as a skeletal material and burial site. Advice from the Department of Planning, Lands and Heritage confirmed the site's actual location and extent would not be impacted by planned Project activities.

Little Creek / One-Hundred-Year Creek (ID 22159) is listed as a Historic Record. Minor drainage works

were undertaken within defined construction areas, with vegetation clearing and ground disturbance minimised where practicable. While not a recognised site, the creek is of significant value to Traditional Owners and as such, Noongar heritage monitors were present during ground disturbance works to provide cultural oversight and support compliance with heritage requirements.

There is an Ancient Well (ACH Lodged Place 20030) present within the centre of the existing Grandis Road underpass beneath Reid Highway. No impacts are proposed to the Ancient Well.

Unexpected finds procedures have been implemented and communicated with the Project workforce to manage any unanticipated discoveries. Additional heritage assessments and cultural heritage engagement are ongoing during design to identify opportunities for heritage recognition and enhancement.

6.2.5.2 Historical and Non-Indigenous Heritage

The Project Area does not intersect any registered historical heritage sites and no direct impacts to historical heritage places are anticipated.

Historical heritage values within the Project Area are primarily associated with the broader landscape and regional themes of early settlement, agriculture, transport, recreation and tourism, rather than intact built heritage structures. Potential historical archaeological values are considered localised and associated with former agricultural land use and historic transport corridors.

The Project is not expected to result in significant impacts to historical heritage values, with appropriate unexpected finds procedures implemented during construction to manage any unanticipated discoveries.

6.2.6 Diversity and Equal Opportunity

The Project is dedicated to promoting a diverse and inclusive culture within the workforce, where team members feel accepted, understood and appreciated, and disadvantages and inequalities that may affect different diversity groups are proactively managed. To support the development of a diverse and inclusive environment and address disadvantages, the Project has developed a Diversity and Inclusion Program as part of the Project Workforce Sustainability Program and has established a Workforce and Wellbeing Committee who oversee the program delivery. Additionally, the Project has delivered Diversity and Inclusion Training to all employees within Supervisory and Leadership roles.

The Project has held several events supporting and celebrating diverse and inclusive cultures and significant events. The Project has celebrated Ramadan, International Women's Day, Reconciliation Week, and has an ongoing commitment to continue to celebrate and recognise diversity events and days of significance, identified through the workforce and the Workforce and Wellbeing Committee.

6.2.6.1 Specific Diversity and Inclusion Outcomes the Project Will Deliver

To achieve positive outcomes from the Diversity and Inclusion Program within the Project's Workforce Sustainability Program, the Project has set the following objectives and targets:

- Increase Aboriginal participation and provide support through:
    - Facilitating cultural inclusion and awareness by engaging Traditional Owners to deliver a Welcome to Country and traditional smoking ceremony following contract award and site mobilisation to site.
    - Delivering cultural awareness training and toolboxes to workforce.
    - Creating opportunities and support employment of Aboriginal persons in partnership with supply chain partners, achieving at least 10% of total hours worked

by Aboriginal persons, and contract Aboriginal artists with no prior experience on a Main Roads project and extending mentorship program to Aboriginal persons.
    - Creating opportunities and support Aboriginal-owned businesses, targeting at least 4% of project spend on works and/or services by Aboriginal businesses or Aboriginal community-controlled organisations.
- Provide opportunities and support the professional development of Women in Construction with focus on Women in underrepresented roles through:
    - Providing opportunities and early career development to at least two female Graduates and/or Cadets.
    - Extending targeted mentorship programs to female team members to support career development and retention.
    - Reducing turnover of female team members ensuring turnover of women in underrepresented roles is less than one salaried and three wages team members.
- Increase participation, raise awareness and celebrate people from diverse groups through:
    - Celebrating and raising awareness of culturally and linguistically diverse groups and LGBTQI+ groups.
- Support a diverse and inclusive environment through:
    - Conducting annual employee surveys on workforce perception of diversity, inclusivity, wellbeing and safety. Evaluating results to identify areas of improvement and working to implement actions.

6.2.6.2 Status of Diversity and Inclusion Outcomes

The Project has made progress on set diversity and inclusion objectives and targets during the reporting period:

- In October 2025 prior to site mobilisation, a smoking ceremony was held on Country with Whadjuk Noongar Elder, Nick Abraham, delivering a Welcome to Country, acknowledging the cultural significance of the area and to support the safety and wellbeing of the workforce.
- Cultural Awareness Training - Two-Way Learning was delivered to the workforce, commencing in April 2026 running through June and July 2026, and National Reconciliation Week (NRW) was celebrated first week of June 2026 with a toolbox talk.
- In August 2025, the Project team hosted an open house event for Aboriginal Businesses to outline available opportunities, learn about the project, meet members of the delivery team and gain a clear understanding of the procurement process. The event was attended by over 70 participants representing 36 Aboriginal-owned businesses.
- Two opportunities have been provided to a female graduate and two female cadets.
- The Project has held a toolbox talks to acknowledge Ramadan and Pride month.
- The first employee survey was launched with a 70% participation rate and overall engagement score of 91%. Areas of improvement have been identified and improvement actions developed with the workforce. The Project will work on implementing actions throughout the next reporting period and plan to conduct another survey in November 2026.

6.2.7 Traffic Management & Community Safety

Due to the staged nature of the works, the project has maintained a safe separation between construction activities and road users through strategic traffic staging, temporary speed reductions and concrete barriers separating live traffic from work areas.

Temporary traffic arrangements have also considered pedestrians and cyclists. As there is no alternate shared path network through the project area during construction, some users are temporarily diverted onto local footpaths and low-speed local roads via signed detour routes.

While some delays during construction are unavoidable, staging and traffic management have been designed to minimise impacts where possible. Temporary roundabouts at Reid Highway and Altone Road, and Reid Highway and Drumpellier Drive / Daviot Road, have improved traffic flow compared to the previous signalised intersections while allowing traffic to be shifted away from key construction areas. The temporary roundabouts were constructed to a permanent standard and closely align with the final road configuration, reducing the extent of temporary works required during construction.

The Project has implemented the Mooven traffic monitoring system to track travel times and delays in real time. Monitoring has indicated an approximate 20 per cent reduction in travel times along Reid Highway between Altone Road and Drumpellier Drive / Daviot Road compared to the previous intersection arrangement.

To further minimise impacts, works requiring lane closures on Reid Highway are generally undertaken at night when traffic volumes are lower. Traffic assessments are completed prior to after-hours works to confirm impacts to road users can be safely managed.

6.2.8 Workforce Development

The infrastructure sector is facing critical and escalating skills shortages across multiple disciplines including engineering and technical professionals and skilled trades and labourers. To address these challenges, the Project is committed to building workforce capacity and capability for our workforce. The Projects approach aims to ensure our existing workforce is retained and upskilled to meet our current and longer-term goals beyond the Project, supports team members development and wellbeing, improves productivity and reduce costs, and attracts new entrants and skilled workers.

The Project supports our team members to reach their full potential through providing training and resources to expand their skills within their current role or develop new skills for future opportunities. To develop team members skills and address identified skills gaps, to date team members have undertaken Negotiation Skills Development and Practice and Difficult training, Read and Interpret Plans and Specifications training, and Technical Writing and Editing training.

To further support and develop capacity and capability within the industry, the Project has provided opportunities to Graduates, Cadets and Trainees. These Graduates, Cadets and Trainees will have the opportunity to apply their studies, develop practical skills and experience, and build confidence through everyday work and exposure from experienced team members. Following Project completion, many of these Graduates, Cadets and Trainees will go on to work on future projects and build long term careers in the industry.

It is anticipated the Project will employ more than 142 people during the construction period with a large proportion being local workforce and subcontracted from local businesses. To ensure local businesses and therefore local workforce is engaged and prioritised for the Project duration, the Project aims to spend at least 10% of the project value on local businesses within the Perth Metropolitan Area (70km radius of the Project).

6.2.8.1 Specific Workforce Development Outcomes the Project Will Deliver

The Project is committed to developing the workforce and achieving positive outcomes through the following objectives and targets:

- Develop early career and training pathways through:
    - Providing opportunities and support to at least two Graduates and Cadets.
    - Providing opportunities for apprentices and trainees in partnership with supply chain partners achieving at least 2% of subcontractor total hours.
    - Partner with educational institutions and/or non-for-profit organisations to provide opportunities for local people and people from diverse groups to gain skills and work experience.
- Close identified skills gaps and build capability through:
    - Building workforce capability through targeted training and professional development programs to address skills gaps and build new skills within the workforce both as a team and individually.
    - Strengthen succession planning through identifying, developing and successfully mentoring high potential team members.
- Improve and optimise recruitment and retention by:
    - Ensuring a comprehensive onboarding process is implemented to support engagement and retention.
    - Ensuring all new starters are set up for success and inducted within the first two weeks of onboarding.
    - Recognise and reward individuals and teams in the workforce.

6.2.8.2 Status of the Project's Workforce Development Outcomes

The Project has made progress on the identified workforce development objectives and targets during the reporting period:

- The Project has onboarded two Graduate Engineers, five University Cadets and three Apprentices – currently completing certifications in Certificate III Civil Construction Plant Operation and Certificate III Civil Construction Pipe Laying.
- The Project has commenced work to partner with organisations such as Motivation Foundation.
- A skills gap analysis identified technical report writing, negotiation skills and drawing, and specification interpretation as key development areas across the Workforce. Training to address these skills gaps has been completed.
- A comprehensive onboarding process has been implemented including new starter induction.
- The Project has commenced a monthly Safety is My Way (SIMW) Awards with the aim to foster and strengthen a safety culture and recognise individuals who have demonstrated SIMW behaviours. These behaviours include treating each other as family, taking action, being accountable, speaking up.

6.3 Social Outcomes

Key social focus areas for the Project include management of construction impacts, road and path user safety, community amenity, Noongar heritage recognition, inclusive employment and procurement opportunities, and sustainable long-term asset outcomes. These priorities were identified through early engagement activities, stakeholder consultation and ongoing community feedback throughout delivery.

The Project has adopted a proactive and responsive engagement approach to support informed decision-making and address community concerns throughout construction. This has included

targeted consultation with residents, Noongar stakeholders, the City of Swan, active transport advocates, schools, businesses and the wider community.

Expected social outcomes include:

- Improved road safety, traffic efficiency and travel reliability through removal of signalised intersections and delivery of grade separated interchanges.
- Enhanced pedestrian and cyclist safety and connectivity through new underpasses, bridge connections and uninterrupted shared path links
- Improved community amenity through noise mitigation and landscaping
- Protection and recognition of Aboriginal heritage and cultural values in consultation with Traditional Owners
- Support for local employment, Aboriginal business participation and workforce development opportunities.

6.4 Social Case Study

During early community engagement doorknock activities, a local Bennett Springs resident queried whether several mature salmon gum trees within the north-west quadrant of Reid Highway and Altone Road would be removed as part of the Project works. The resident noted the trees had been retained during previous upgrades on Reid Highway and continued to provide important local amenity, including visual screening, shade and a buffer from dust, wind and traffic noise.

At the time, the trees had been identified for removal to accommodate a retaining wall associated with a new drainage basin. The area also formed one of the first active work fronts and was among the first areas scheduled for clearing.

Through collaboration between designers and construction teams, the drainage layout was to successfully revised. This was achieved through adjusting the geometry of the basin, removing the need for a retaining wall.

Works in this area have now been completed, with the mature salmon gum trees successfully retained. The redesign supported the Project's broader commitment to balancing infrastructure delivery with environmental and community outcomes.

Figure 12 Mature trees retained north of future eastbound offramp and drainage at Reid Highway / Altone Road

7 Glossary

A glossary of terms used throughout this document is detailed in Table 17.

Table 17 Glossary of Terms

Term	Description	Link to Further Information
Material; Materiality	Relevant topics are those that may reasonably be considered important for reflecting the organisation's economic, environmental, and social impacts, or influencing the decisions of stakeholders.	Global Reporting
National Greenhouse Accounts Factors	The National Greenhouse Accounts (NGA) Factors has been prepared by the Department of Industry, Science, Energy and Resources and is designed for use by companies and individuals to estimate greenhouse gas emissions. The NGA Factors is not published for the purposes of reporting under the *National Greenhouse and Energy Reporting Act 2007* (the NGER Act). While drawing on the National Greenhouse and Energy Reporting (Measurement) Determination 2008, the methods described in the NGA Factors have a general application to the estimation of a broader range of greenhouse emissions inventories.	Australian National Greenhouse Account Factors
Roads to Reuse	The Roads to Reuse program (RtR) is a State Government initiative administered by the Waste Authority. Its objective is to encourage State Government organisations, local governments, regional councils, and the private sector to use recycled C&D products in civil applications, such as road construction. It does this by supporting the supply of recycled C&D products to market that meet a product specification, to protect human health and the environment.	Waste Authority
Scope 1 Emissions	Scope 1 greenhouse gas emissions are the emissions released to the atmosphere as a direct result of an activity, or series of activities at a facility level. Scope 1 emissions are sometimes referred to as direct emissions.	Clean Energy Regulator
Scope 2 Emissions	Scope 2 greenhouse gas emissions are the emissions released to the atmosphere from the indirect consumption of an energy commodity. Scope 2 emissions from one facility are part of the scope 1 emissions from another facility.	
Scope 3 Emissions	Scope 3 emissions are indirect greenhouse gas emissions other than scope 2 emissions that are generated in the wider economy. They occur as a consequence of the activities of a facility, but from sources not owned or controlled by that facility's business. Some examples are extraction and production of purchased materials, transportation of purchased fuels, use of sold products and services, and flying on a commercial airline by a person from another business.	
Sustainable Development Goals (SDGs)	The 2030 Agenda for Sustainable Development, adopted by all United Nations Member States in 2015, provides a shared blueprint for peace and prosperity for people and the planet, now and into the future. At its heart are the 17 Sustainable Development Goals (SDGs), which are an urgent call for action by all countries - developed and developing - in a global partnership.	United Nations Sustainable Development Goals 2030

8 Appendices

Appendix	Title
Appendix 1	Project Sustainability Policy
Appendix 2	List of Protected Areas
Appendix 3	Protected/Conservation Significant Flora and Fauna Species and Habitat
Appendix 4	List of Project Stakeholders

Appendix 1 – Project Sustainability Policy

COMPANY POLICY

GEORGIOU
STRABAG GROUP

SUSTAINABILITY

Georgiou is committed to achieving sustainable growth by managing its operations to maximise environmental, economic and social outcomes.

To achieve this commitment, Georgiou will:

- Be ethically responsible in managing project construction, materials procurement and companies engaged.
- Build long-term relationships with communities and stakeholders.
- Support the workforce in being diverse, engaged, motivated and competent.
- Engage with supply chain to achieve project sustainability objectives and targets.
- Value a culture based on leadership, inclusiveness and personal development.
- Facilitate the sharing of ideas, knowledge and innovation within the business and stakeholders.
- Implement risk and hazard management principles to maintain the health and safety of its people, the surrounding community and the environment.
- Create long-term sustainable outcomes for our clients aligned to their objectives.
- Deliver sustainable, profitable growth while satisfying social, legal and contractual obligations.

Gary Georgiou
Chief Executive Officer
Georgiou Group
September 2025

Care.
Integrity.
Excellence.

Appendix 2 – List of Protected Areas

PROTECTED AREA	DETAILS	LOCALITY/ PROXIMITY	IMPACT
Environmental			
Korndiny Karla Boodja (Bennett Brook)	Environmental Protection (Swan Coastal Plain Lakes) Policy 1992. Aboriginal Heritage Act 1972 (WA)	Within the project footprint with an exclusion buffer of 30 metres	No material impact expected on this area.

Appendix 3 – Conservation Significant Flora and Fauna Species and Habitat

SPECIES	CONSERVATION SIGNIFANCE CODE		IMPACT
	FEDERAL	STATE	
Flora			
Grevillea olivacea (Olive Grevillea)	-	P4	
Eucalyptus gomphocephala (Tuart Woodlands and Forests of the Swan Coastal Plain ecological community)	CR	PEC	
Banksia menziesii *Banksia attenuate* *Corymbia calophylla* *Allocasuarina fraseriana* (Banksia Woodland of the Swan Coastal Plain)	EN	PEC	
Fauna			
Isoodon obesulus (Southern Brown Bandicoot)	EN	P4	
Zanda latirostris (Carnaby's Black Cockatoo)	EN	EN	

Appendix 4 – List of Project Stakeholders

STAKEHOLDER GROUP	SPECIFIC STAKEHOLDERS	ENGAGEMENT TYPE
State Government	▪ Hon. Roger Cook (MLA), Premier ▪ Hon. Rita Saffioti (MLA), Deputy Treasurer, Minister for Transport & Member for West Swan ▪ Hon. Dave Kelly, Member for Bassendean (Lab) ▪ Mr Steve Catania, Member for Midland (Lab) ▪ Director General Transport, Peter Woronzow	▪ Inform and consult –through Main Roads ▪ Briefing notes ▪ Site visits ▪ Presentations ▪ Information sheets
Federal Government	▪ Catherine King Minister for Infrastructure, Transport, Regional Development and Local Government ▪ Tania Lawrence, Member for Hasluck ▪ Dr Anne Aly, Member for Cowan	▪ Inform and consult –through Main Roads ▪ Project updates ▪ Site visits ▪ Presentations ▪ Information sheets
State Government agencies	▪ Public Transport Authority (PTA) ▪ Department of Transport and Major Infrastructure (DTMI) ▪ Department of Transport ▪ Department of Planning, Lands and Heritage – including Swan Valley Statutory Planning Committee ▪ Development WA (LandCorp) ▪ Department of Biodiversity, Conservation and Attractions (DBCA) ▪ Department of Water and Environmental Regulation (DWER) ▪ Office of Major Transport Infrastructure Delivery (OMTID) ▪ Environmental Protection Authority (EPA)	▪ Inform, consult, involve and collaborate. ▪ Stakeholder meetings ▪ Presentations ▪ Direct engagement ▪ Relevant notices
Local Government	▪ City of Swan ▪ WALGA ▪ Eastern Metropolitan Regional Council	▪ Inform, consult, involve and collaborate. ▪ Working group meetings ▪ Direct engagement ▪ Construction updates ▪ Site visits ▪ Presentations
Aboriginal stakeholders	▪ Southwest Aboriginal Land and Sea Council ▪ Whadjuk Aboriginal Corporation ▪ Noongar Reference Group members •	▪ Inform and involve. ▪ Reference group participation ▪ Stakeholder meetings ▪ Heritage monitoring ▪ Business events ▪ Site visits ▪ Smoking ceremony
Emergency services	▪ St John WA ▪ WA Police ▪ DFES	▪ Inform and involve. ▪ Email/phone calls. ▪ Relevant notices

Utility service providers	▪ ATCO Gas ▪ Telstra ▪ Water Corporation ▪ Western Power ▪ Telcos/service providers	▪ Inform, consult, involve and collaborate. ▪ Emails/phone calls ▪ Meetings ▪ Relevant notices
Property owners/residents (within 100m)	▪ Tenants ▪ Homeowners ▪ Landowners	▪ Inform, consult and involve. ▪ Meetings ▪ Face to face ▪ Phone calls/emails. ▪ Construction updates ▪ Relevant notices ▪ Working groups ▪ Open Houses ▪ Project updates ▪ Fact sheets ▪ Property condition surveys
Schools and Early Learning Centres	▪ Local primary schools ▪ Local daycare facilities and early learning centres	▪ Inform and consult. ▪ Phone calls/emails. ▪ Meetings ▪ Construction updates
Business / Organisations	▪ Local businesses ▪ Swan Valley tourism operators	▪ Inform, consult and involve. ▪ Face to face ▪ Meetings ▪ Relevant notices ▪ Construction updates
Religious / Cultural Groups	▪ Local cultural and religious places	▪ Meetings ▪ Emails ▪ Open House ▪ Relevant notices ▪ Construction updates
Cyclist groups	• West Cycle • Dept of Transport Network Planning • Local community groups	▪ Inform and involve. ▪ Meetings ▪ Working groups ▪ Phone calls/emails. ▪ Site visits ▪ Signage and VMS
Community	• Residents in neighbouring suburbs • Wider community	▪ Inform and involve. ▪ Public displays ▪ Open House ▪ Construction update ▪ Website ▪ Project update
Motorists	▪ General road users	▪ Inform and involve. ▪ Public displays ▪ Open House ▪ Construction update ▪ Website ▪ Project update ▪ Signage and VMS