

Perth Darwin National Highway Planning Study

Maralla Road to Muchea (Southern Section)

FINAL COMMUNITY NEWSLETTER

The Perth Darwin National Highway (PDNH) planning study to define the future reservation requirements between Maralla Road and Muchea has been completed.

This newsletter provides stakeholders and the community in the area with the outcomes of the community consultation program conducted and the final concept and reservation plan.

Consultation occurred during October-December 2008 as part of the planning study being undertaken by Main Roads, on behalf of the Department of Planning, to define the concept and road reservation for the future PDNH.

A brochure entitled *Perth Darwin National Highway Planning Study: Maralla Road to Muchea (Southern Section)* was distributed throughout the Bullsbrook, Muchea and surrounding areas to gain community, business and road user feedback on the preferred concept and road reservation for the future PDNH.

The proposed PDNH concept and reservation provides for a four lane freeway standard road, a rapid transit route in the freeway central median, local access, drainage and earthworks. Previous social, environmental, engineering and consultation work was taken into account. The study area has many significant environmental, social and engineering constraints that the Study Team had to assess in detail prior to consultation.

CONSULTATION RESULTS

Affected landowners were able to discuss their concerns through meetings, via telephone or direct mail. A total of 46 responses were received in the comment period, and meetings were held with a number of directly affected landowners to discuss impacts on their properties. Major issues raised from the analysis of the submissions were:

- Impact on wetlands and springs (water mounds) at various areas including properties along Gaston Road.
- Adequacy of vegetation surveys in the vicinity of the Gaston Road Threatened Ecological Community.
- Property severance and impact on farming operations on some properties.
- Realignment of Brand Highway.

- Impact on Commonwealth land operated by Department of Defence, including property severance, impact on planned operations and impact on water bores.
- Stock Road interchange location.
- Construction would be problematic due to the springs and high water table.
- Compensation for affected landowners.

Following consultation, further technical work was undertaken to address the issues raised and determine what alterations could be made to the preferred concept and road reservation. It was found:

- The preferred alignment minimises impact on wetlands and springs
- No additional Declared Rare or Priority Flora were identified in the vicinity of Gaston Road



- The proposed Brand Highway realignment achieves the local planning objective of removing the highway from the Muchea townsite
- The preferred alignment in the vicinity of the Stock Road interchange could not be adjusted due to the geometric and intersection spacing requirements and environmental constraints
- A preliminary hydro-geotechnical assessment confirmed that any issues associated with water table and springs can be managed during construction using engineering solutions.

In light of the outcome of the additional investigations, no changes are proposed to the preferred PDNH concept and reservation.

WHAT HAS HAPPENED SINCE CONSULTATION?

The City of Swan, Shire of Chittering and PDNH Steering Committee have endorsed the preferred concept and reservation as presented to the community in the previous brochure.

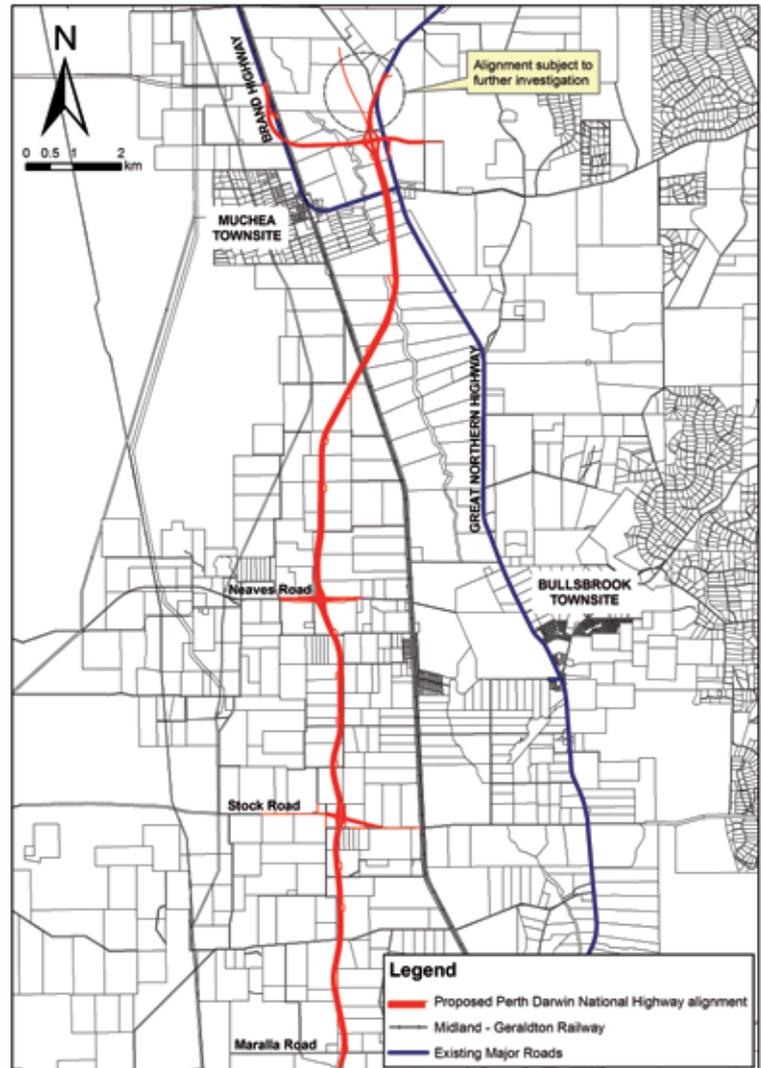
The outcomes were subsequently endorsed by the Western Australian Planning Commission's Sustainable Transport Committee.

WHAT ARE THE NEXT STEPS IN THIS PLANNING STUDY PROCESS?

The next step involves the Department of Planning initiating an amendment to the Metropolitan Region Scheme to include the PDNH reservation. Opportunity for further public comment is provided during this process.

At this stage no decision has been made to construct this section of the PDNH. Consequently, landowners can continue to use their land for existing purposes.

Once the road reservation is included in the Metropolitan Region Scheme, mechanisms are available for landowners to seek compensation through the WAPC.



FURTHER INFORMATION

Main Roads thanks you for your patience and continued interest in this process. If you have any further queries, please don't hesitate to contact Community Relations Consultant Carolyn Walker on phone: 9450 1445 or email: icwalker@vianet.net.au.