

Once complete, we will identify a preferred corridor for endorsement by Local and State Government. More detailed planning work will then be undertaken to prepare a planning design concept. This will include direct landowner consultation, aerial survey, environmental and heritage field work and assessments, hydrological and surface water studies, geotechnical and groundwater survey and concept design.

Planning rationale

Brand Highway and North West Coastal Highway currently form the primary coastal freight route between Perth and the North West of Western Australia, linking the major population centres of Perth, Geraldton, Carnarvon and Karratha.

It is recognised there needs to be a high standard route for regional and freight traffic that bypasses Geraldton city. This study co-ordinates previous planning activities around Geraldton.

The section of Brand Highway between Dongara and Geraldton currently carries an average of 3,700 vehicles per day, 16% being heavy vehicles. Traffic modelling shows that volumes are expected to increase by 60% to around 6,000 vehicles per day by 2031.

Between Geraldton and Northampton, North West Coastal Highway currently carries an average of 1,100 vehicles per day, 25% being heavy vehicles. Traffic modelling shows that volumes are expected to increase to around 3,000 vehicles per day by 2031.



Both highways are subject to flooding, which causes road closures and restricts the flow of critical supplies to the towns of Geraldton and Northampton and the busy North West region. As the Mid West region and Geraldton grows, traffic volumes will increase and safety will continue to be a focus for future roads.

A high standard, free-flowing coastal route, avoiding built up areas and suitable for freight and large loads, will provide a more efficient alternative for over-size, over-mass vehicles as well as local, regional and tourist traffic.

It would be designed to minimise impacts on environmental and heritage areas and would:

- Support the growth and expansion of the Mid West region and surrounding mining and agricultural areas;
- Link to existing and future industrial areas and support land use planning;
- Alleviate pressure on existing road networks surrounding the Geraldton airport and existing industrial areas; and
- Improve traffic flow by removing all large freight vehicles from the urban area along Brand and North West Coastal Highways within Geraldton.

The following table shows this Alignment Selection phase in the context of the overall planning process:

CORRIDOR ALIGNMENT SELECTION STUDY (THIS STUDY)

This Alignment Selection Study is being undertaken to select a preferred corridor for a potential future coastal route. The study includes community consultation.

ALIGNMENT DEFINITION STUDY

When the Alignment Selection Study is complete and endorsed, an Alignment Definition Study will be undertaken to define the road reservation requirements for the preferred route. Further community and stakeholder consultation will be undertaken during this phase, particularly with affected landowners.

PROTECTION OF ROAD RESERVATION

When the Alignment Definition Study is complete, action will start to include the road reservation in the local statutory planning schemes.

How to have your say

Community involvement is an essential element of this planning study and we encourage you to participate by identifying any issues or concerns and providing feedback on the proposed options.

Feedback forms

If you wish to provide comment and/or would like to register to receive future project updates by email, please complete the form included with this newsletter and return by email to leanne.pitcher@mainroads.wa.gov.au or post (no stamp required) to:

Dongara to Northampton Coastal Route
Reply Paid 6202
East Perth
WA 6892

The feedback form can also be completed online via Main Roads' website at www.mainroads.wa.gov.au (Building Roads/Planning Projects).

Public displays

Public displays illustrating the potential future corridors will be available to view at the following local venues during September. These displays will be periodically manned by staff from Main Roads' Mid West regional office, who will be able to discuss the options and answer your questions (dates will be advertised in local press).

VENUE
Dongara Post Office, 7/33 Moreton Terrace, Dongara
Chapman Valley Shire, 3270 Chapman Valley Road, Nabawa
Northgate Shopping Centre, 110 Chapman Road, Geraldton (near Coles)
IGA, 229 Hampton Road, Northampton
Main Roads Mid West regional office, Eastward Road, Geraldton



WANT MORE INFORMATION?

If you have any further enquiries, please contact Main Roads' Community Relations Consultant Leanne Pitcher on 0408 923 249 or email leanne.pitcher@mainroads.wa.gov.au

Dongara to Northampton Coastal Route

CORRIDOR ALIGNMENT SELECTION STUDY

You are invited to provide input into a planning study being undertaken by Main Roads to select a future road corridor for a Dongara to Northampton coastal route, in Western Australia's Mid West region.

This study aims to identify a preferred corridor for this route that will meet the future needs for moving people and freight.

It will allow us to plan for the future, with funding provided for alignment selection and detailed planning.

Consultation with key stakeholders, including local government authorities, heavy vehicle operators and communities in the area will play a vital role in this study.

This study is supported by the Mid West Development Commission, which secured Royalties for Regions funding for the detailed planning phase.

It is important to note that this study does not replace the Oakajee Narngulu Infrastructure Corridor (ONIC) project, being undertaken by the Department of State Development and Department of Planning.



Extensive consultation with landowners has already taken place during the preparation of a draft Alignment Definition Report for the ONIC. This report is currently being refined and updated in light of submissions. Land acquisition is proposed to commence in accordance with the final Alignment Definition Report, once it is adopted by the State Government.

The planning process

As part of the early planning process for a future Dongara to Northampton coastal route, Main Roads considered several options for a new inland route as well as upgrading the existing Brand Highway between Dongara and Geraldton and North West Coastal Highway (NWC) between Geraldton and Northampton.

This assessment considered all known environmental, social, engineering and economic constraints. For planning purposes, we assumed that the road component of the ONIC, which will provide an outer bypass east of Geraldton, would form the central part of the long-term route.

We have now identified three options for the southern section of the corridor between Dongara and Geraldton and three options for the northern section between Geraldton and Northampton.

We are currently considering all feedback on these options.



Option	Key features	Benefits	Considerations
1	Shortest inland route which then follows Arthur Road New two-lane road	Significantly improves freight efficiency Avoids majority of flood prone areas	Cannot be staged given entire length requires a new alignment Very large upfront investment required (funding in one go)
2	Follows Brand Highway then a new alignment north to Arthur Road Brand Highway section upgraded to four-lane dual carriageway Remaining alignment is a two-lane road	Significantly improves freight efficiency Avoids majority of flood prone areas Can be staged if new section is constructed first	Initial construction stage is longer than for option 3
3	Follows Brand Highway then Walter Road and Arthur Road Brand Highway section upgraded to four-lane dual carriageway Remaining alignment is a two-lane road	Significantly improves freight efficiency Can be staged if new section is constructed first	Two areas remain impacted by flood prone areas
4	Shortest inland route on a new alignment New two lane-road	Significantly improves freight efficiency Avoids sensitive environmental areas	Cannot be staged as the entire length requires a new alignment Very large upfront financial investment required (funding in one go) Impacts a number of large properties
5	Follows Option 4 then diverts north-west to the North West Coastal Highway section, which would be upgraded initially to a two-lane and ultimately to a four-lane dual carriageway Remaining alignment is a two-lane road	Significantly improves freight efficiency Can be staged if new section is constructed first Avoids sensitive environmental areas	Initial construction stage is longer than for option 6 Impacts a number of small and large properties
6	North West Coastal Highway upgraded initially to a two-lane road and ultimately to a four-lane dual carriageway	Significantly improves freight efficiency Can easily be staged, with North West Coastal Highway progressively upgraded Utilises existing road reserve where possible	Impacts a greater number of smaller properties abutting North West Coastal Highway Impacts some environmentally sensitive areas

