



EastLink WA Planning and Development

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PROJECT OVERVIEW

What is EastLink WA?

EastLink WA is a culmination of more than 40 years of road planning activities for the north-eastern corridor of the Perth metropolitan area and Wheatbelt region. It will provide a safer, more efficient route between Perth and Northam, to cater for a future increase in regional and interstate freight movement and projected growth in local population.

It will allow users to travel at a consistent speed through bridged intersections and a dual carriageway, delivering major travel time savings, and enabling access for RAV 7 heavy vehicles (36.5m combinations) between Perth and Northam.

EastLink WA, once completed, will form the start of the Perth Adelaide National Highway (PANH), which is the section of the project from Roe Highway to Clackline. EastLink WA includes:

- Reid Highway upgrades between Tonkin Highway and Great Northern Highway.
- Roe Highway upgrades between Great Northern Highway and Clayton Street in Bellevue.
- PANH between Roe Highway / Toodyay Road intersection and Great Eastern Highway at the town of Clackline.
- PANH section of Great Eastern Highway between Clackline and the town of Northam.

What stage is the project in?

The project is currently close to the finish of the three-year planning and development phase to complete the Ultimate Design concept for the route.

The Ultimate Design of the highway is a long-term planning concept which caters for population growth and future traffic volumes up to 2051. Planning and refinement of the Ultimate Design considers future traffic volumes, functionality

requirements, environmental factors and the aspirations of road users and communities that the highway serves.

Planning and development work has included a range of planning studies, review of access and connectivity requirements along the route and engagement with stakeholders and community.

Planning and development will also identify the future land requirements along the route.

This detailed planning and development phase is required to establish a business case which will be prepared and submitted to Infrastructure WA and Infrastructure Australia to guide future investment decisions and priorities by Federal and State Governments.

To gain a better understanding of the current project stage, visit the [Main Roads Project Lifecycle](#) on [our website](#).

Why is EastLink WA needed?

Toodyay Road and Great Eastern Highway are currently used by a large mix of vehicles, including regional, local and tourist traffic, and a significant number of freight and heavy vehicles.

As the Swan Valley and Perth Hills regions continue to grow, there is increasing local traffic using Toodyay Road and Great Eastern Highway, with limited alternative routes for freight and regional traffic. EastLink WA will provide a more efficient route between Perth and Northam for freight and road users. Learn more about the benefits of EastLink WA by visiting the [Benefits information sheet](#).

FUNDING AND CONSTRUCTION

What funding has been allocated for the project?

\$20 million has been allocated to progress the planning and development, which is almost complete, as well as the preparation of a business case by Main Roads. The State and Australian Governments have each committed \$10 million.

Funding for the construction of grade separated interchanges along Reid Highway at Altone Road and at Daviot Road / Drumpellier Drive has been committed. This \$225 million project is jointly funded (50% each) by the State and Australian Governments. Construction is expected to start in 2024. More information is available at <https://www.mainroads.wa.gov.au/reid-hwy-interchanges>.

\$175 million in funding has also been committed by the State and Australian Governments (50% each) for a grade separated interchange on Reid Highway at Henley Brook Avenue (currently West Swan Road). Construction is expected to start in 2027.

While the Reid Highway interchanges have been allocated construction funding, the section of the project from the Swan River to Northam is currently unfunded.

FREIGHT TRANSPORT PLANNING

Should Great Eastern Highway be upgraded instead?

There are significant limitations to upgrading Great Eastern Highway for the future increase in regional and interstate freight movements.

Limitations include the steep and undulating terrain, the number of homes and driveways along the highway, frequent intersections, varying speed limits and geometry/space constraints.

Optimising Great Eastern Highway alone will not meet the State's future freight requirements in terms of safety and efficiency.

Should moving freight on rail be prioritised instead?

Transport planning for Western Australia (WA) is looked at holistically and needs to consider a balance between all modes of transport to be effective.

An effective regional freight transport network is essential for the long-term development of the State. This relies on both road and rail freight to ensure remote, regional, and metropolitan businesses and communities have reliable access to goods and services.

What transport strategies do this plan align with?

The importance of an effective regional freight transport network is reflected in:

- *Perth and Peel @ 3.5million Transport Network Report* which identifies PANH as the primary freight road linking Perth to the Eastern States.
- Western Australia's *Revitalising Agricultural Region Freight Strategy* (RARF).
- The Australian Government's *'National Freight and Supply Chain Strategy'*.

The National and State freight strategies identify a need to strengthen WA's road freight network, to support the rail freight network. EastLink WA will help to address this by providing more efficient freight movement and will cater for the wider freight requirements of the State.

ABOUT THE ALIGNMENT

How is the historical planning of 'Orange' Route still relevant today?

EastLink WA is a culmination of more than 40 years of road planning activities for the north-eastern corridor of the Perth metropolitan area and Wheatbelt region, comprising several separate projects that have undergone different levels of planning and development.

This previous planning and development work has resulted in the alignment being established, and in parts reserved, as a key transport corridor for future development.

The planning has helped to guide subsequent urban and regional planning and development at a local and state government level.

Part of our work was to review the previous planning, undertake contemporary studies to confirm the alignment's location, and to consider various improvements in road design practices that have been implemented since the historical planning adoption. These include:

- changes in Australian standards
- adoption of [Safe Systems engineering approach](#) to interchange design, and
- introduction of the [State Planning Policy 3.7](#) for bushfire access and egress.

A study undertaken in 2021 confirmed that the section between the Metropolitan Regional Scheme boundary and Clackline was still the preferred

alignment in the context of the "triple bottom line" assessment of environment, social and economic factors.

Why is the alignment located where it is?

The PANH (former 'Orange' Route) was born out of the Eastern Corridor Major Roads Study (1988).

Following environmental assessment and approval, the alignment from Middle Swan to Woorloo was reserved within the Metropolitan Region Scheme (MRS) in 1994.

Since then, the State Government has secured land for the purpose of a future transport corridor. The communities of Jane Brook, Red Hill, Gidgegannup, and surrounding areas have been established or have since grown with consideration of this corridor.

In the section east of the MRS boundary to Clackline, the alignment was established to follow an existing rail corridor. This has been adopted in the Shire of Northam Local Planning Strategy (2013) and the Department of Planning Lands and Heritage's Regional Planning and Infrastructure Framework (2015).

To gain a better understanding of the historical planning of the project, visit the [Main Roads Project Lifecycle](#) on our website.

Where can I see the latest plans?

- [View the latest plans available on our website.](#)

ENVIRONMENT AND HERITAGE

How is the environment being considered?

We recognise the natural environment this project traverses. We have collected a range of information to build an understanding of the environment at a landscape wide level which will guide the planning of the project.

In the Spring of 2021, we started environmental studies relating to vegetation, flora, and fauna.

Additional surveys with respect to hydrology, heritage, noise, and other relevant environmental and social factors were also commenced.

What kind of environmental assessments and approvals will this project need to obtain?

Environmental assessments are necessary and will be a key part of a future stage for the EastLink WA project. The project will need to comply with all State and Commonwealth regulatory frameworks. Environmental approvals will be sought under the *State's Environmental Protection Act 1986*, with Commonwealth approvals and assessment under the *Environment Protection and Biodiversity Act 1999*.

The timing of the referral and subsequent environmental assessments will be considered once the Planning and Development phase is complete.

We will keep the community informed of future environmental referral dates once the information is available.

Reid Highway from Beechboro Road to Great Northern Highway has an environmental approval under Ministerial Statement 376 and no further environmental approvals are required for the recently funded grade separated interchanges on Reid Highway at Altone Road, Drumpellier Drive / Daviot Road and Henley Brook Avenue (currently West Swan Road).

How is Aboriginal cultural heritage being considered?

Consultation with Traditional Owners on Aboriginal culture and heritage is an important part of this project and is required under the *Aboriginal Heritage Act (1972)* and future *Aboriginal Cultural Heritage Act (2021)*.

Aboriginal heritage surveys have been undertaken, along with engagement and consultation with Traditional Owners for the Reid Highway interchanges that are funded for construction.

Heritage surveys and subsequent lodgement for approval for unfunded EastLink WA project areas from the Swan River to Northam will be undertaken when required.

We established an Elders Reference Group to consult with Whadjuk, Yued and Ballardong Elders to codesign an Aboriginal Engagement Framework for the project.

The framework will be a roadmap for ongoing engagement to ensure positive outcomes for Aboriginal communities, well after the project is completed.

ACCESS AND CONNECTIVITY

How is access and connectivity to the highway being planned?

The Perth Adelaide National Highway (PANH) is being planned as a 'control of access' highway. This means access points and movement on and off the highway, will be strategically located along the route. This will provide a safer and more efficient driving environment along the highway, as vehicles will be able to travel at consistent speeds.

We are developing an Access Strategy for the project which considers how local roads will connect to the highway and what movement needs to be provided at each access point.

The Strategy also considers walking and cycling infrastructure, proposed local roads to service the highway, access and egress for bushfire prone areas and changes to the Kep Track.

View our [Access and connectivity information sheet](#) website to gain a better understanding of how the highway is proposed to function and more detail on walking, cycling and the Kep Track.

SUSTAINABILITY

How is the project being planned sustainably?

We have been working with stakeholders to assess the project's footprint and where effort and resources are best placed to achieve sustainable outcomes.

This consultation resulted in developing goals and solutions for the following focus areas:

- How can we minimise the footprint of this infrastructure?
- How do we protect the environment in the project area?
- How do we value people?
- How do we design for the future?
- How do we leverage economic development?

Targets were then developed to assist in achieving best practice and good sustainable outcomes for the project.

These targets will help to guide decision making and identify opportunities during future project phases.

[Visit our website](#) to learn more about how we are planning sustainably on the project.

URBAN LANDSCAPE DESIGN

What urban landscaping design opportunities are being considered for the project?

An Urban Landscape and Design (ULD) Vision has been developed to guide the planning of the highway. This has been supplemented by a ULD

Framework for the Metro section of the project, with a ULD Framework also planned for the rural section.

EastLink WA will form Perth's primary eastern connection and entry, highlighting the character of the corridor, providing context-sensitive road infrastructure that enhances the road user experience and the journey.

See the [Urban Landscape Design opportunities information sheet](#) on our website to learn more about how the vision and principles of the Vision and Frameworks are considered across each project area.

DIRECTLY AFFECTED LANDOWNERS

How might landowners be affected?

We have reviewed the previous planning work and have undertaken a range of planning studies to refine the ultimate design concepts for the highway, which considers forecasted 2051 traffic volumes.

Throughout this process we are seeking to minimise the impacts of the project on private property. However, as with all major infrastructure projects, some impacts cannot be avoided.

We will continue to engage with directly affected landowners and provide information about any potential impacts to private property once this detail is available.

Completing the Ultimate Design will ensure the potential future land requirements for the project are understood by those who are

directly affected, ahead of future funding and subsequent pathway to compensation.

What compensation is available?

At this point in time, no funding is allocated for the construction of this project from the Swan River to Northam. Land acquisition discussions required for a project occur when construction funding is allocated.

For more information on the Main Roads land acquisition process, view the [guide for property owners](#).

ENGAGEMENT

How have stakeholders and community been engaged on the project?

Engagement with landowners, local businesses, interest groups and the wider community has been an important part of refining the planning and design work for the EastLink WA planning and development project.

In 2021, we began conversations with landowners, community interest groups and the wider community across the project area to gain a stronger appreciation for local issues and to understand landowner and community aspirations. Learn more about 'what we heard' from the community on the project in 2021 on our website.

Between January and June in 2022 we undertook a range of engagement activities to refine the Access Strategy for the project. These activities took place online through the My Say Transport EastLink WA project page and were also supported by five community drop-in sessions held in Dayton, Gidgegannup, Wooroloo, Bakers Hill and online.

Engagement with directly affected landowners on property specific matters was also undertaken during this period. See the [What we've heard summary](#) during this phase of engagement on our website.

We also work closely with State Government stakeholders, City of Swan, Shire of Mundaring, and Shire of Northam across all aspects of the project to ensure what is being planned for EastLink WA aligns with other future planned development.

How can I have my say?

Throughout planning and development, we will continue to consult and invite feedback on specific issues and at key milestones of the project. We will undertake this engagement online at [My Say Transport](#).

You can also provide feedback at any time by contacting us on 138 138 or enquiries@mainroads.wa.gov.au.

How can I stay informed?

We will keep you informed through project updates and through information shared on our website. The website is where we share the latest project information and promote engagement opportunities. Visit our website and sign up to receive project updates at <http://www.mainroads.wa.gov.au/eastlinkwa>