



EastLink WA Planning and Development



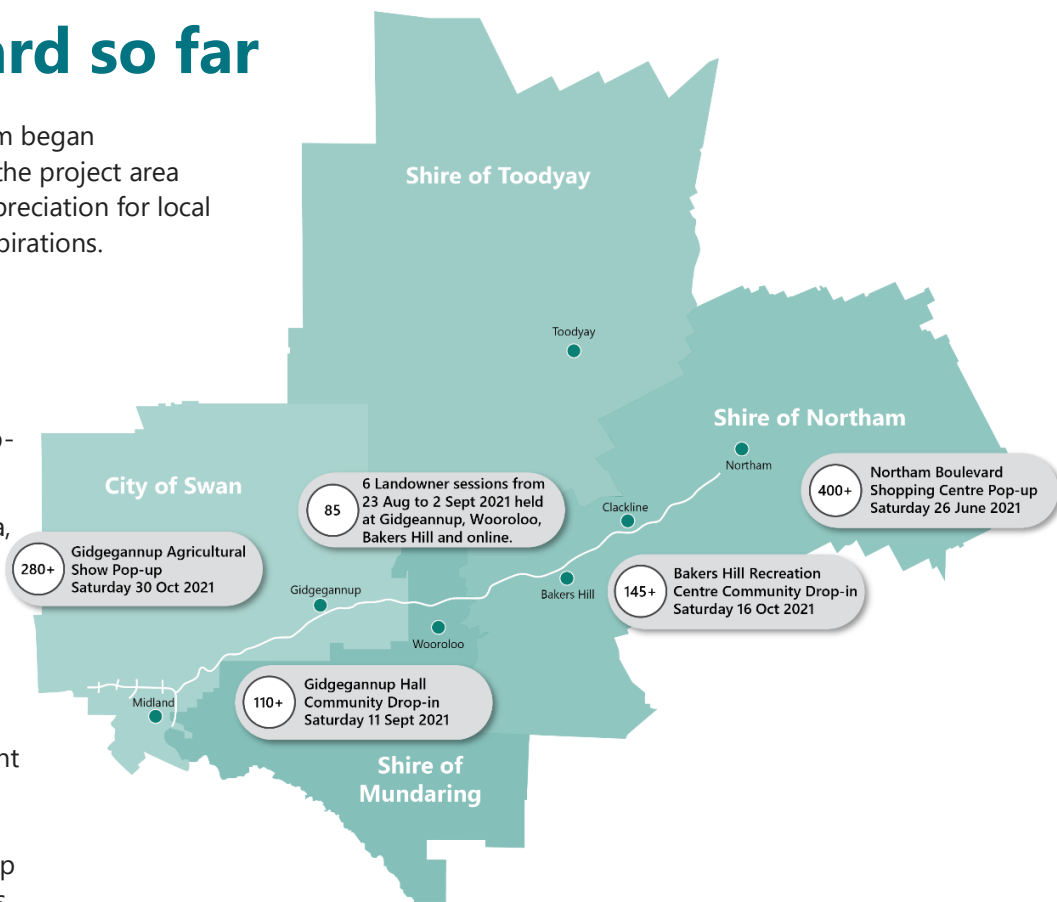
EastLink WA is currently in the Planning and Development phase, which will take place over three years and involve planning studies, design refinement and scoping to produce preliminary designs for the route. This detailed planning and development work is needed to establish a business case and inform future investment decisions.

What we've heard so far

The EastLink WA Integrated Project Team began conversations with communities across the project area with the objective to gain a stronger appreciation for local issues and to understand community aspirations.

Between 26 June and 30 October 2021, we've heard from more than **1,000** locals through landowner information sessions, meetings and community drop-ins. We have made contact with **211** landowners within the investigation area, who we are continuing to liaise with. We have met with several community interest groups and have responded to **80** enquiries about the project.

Community and stakeholder engagement is ongoing for this project, with the community insights considered, alongside technical requirements, to help inform planning and preliminary designs.



How we've kept you informed

We launched and updated the project website which hosts the latest project information.	44,000 flyers were delivered to homes announcing the start of the project and ways to get more information.	We promoted community events to subscribers through our regular project updates and advertising.	We distributed 200+ letters to landowners within the project's investigation area inviting them to attend dedicated information sessions.
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What we heard



Community wants to talk about road use, road safety, the types of trucks that will use EastLink WA, and the problems the project will help solve.



We've heard about some of the important north / south connections that are used to access local and social amenities, and the community want to know more about specific access points to the highway.

Providing a safer, more efficient route to cater for future increase in regional and interstate freight movements between Perth and Northam and projected growth in local population is a priority for the project.

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 is being designed to create a safer road environment for community and motorists and will address Perth's future travel demands.

It will allow all road users to travel at a consistent speed through bridged intersections and a dual carriageway, delivering significant travel time savings. Freight efficiency will be improved by allowing access to RAV 7 heavy vehicles (36.5m combinations, reducing the current number of movements per load from three trips to one.

Work has been previously undertaken regarding future access and connectivity to the highway. The Perth Adelaide National Highway (PANH) is being planned as a control of access highway. This means access points will be strategically located along the route to allow efficient through movement.

We have been reviewing and refining this information. From our conversations with the community, we have gained a better appreciation of important connections and how locals use the road network. We are also working with the City of Swan, Shire of Mundaring and Shire of Northam to determine the most suitable connections and access points.

We are developing an Access Strategy for the project which considers local road connectivity, provision of new service roads, proposed cul-de-sacs and access and egress for bushfire prone areas.

Toodyay Road will continue to provide access to Gidgegannup, as will Great Eastern Highway into Bakers Hill. The Access Strategy will consider connections to ensure easy access in and out of Wooroloo and Wundowie and communities along the route. The community will soon have an opportunity to view and provide feedback on the proposed access points and connections via My Say Transport.



The community want to know about potential impacts to the Kep Track and share how they experience and use the track for horse riding, mountain biking and walking.

We understand the Kep Track is important to the local community and visitors to the Mundaring and Northam regions.

We are investigating a proposed road alignment close to the Kep Track between Wundowie and Clackline. Further investigations need to happen before we are able to confirm the final design and what impact this will have on the track.

We acknowledge the community's desire to see the functionality and experience of the track maintained. While there is likely to be some impact to the track, we will work to minimise this and will consider opportunities for restoration and/or enhancement.



Bushfire preparedness is top of mind for the community, as well as understanding how access and egress during bushfires will be considered.

Access and egress during bushfires is a key part of planning. The project will comply with the State Planning Policy 3.7 which guides the planning of infrastructure in bushfire prone areas.

We have engaged an independent fire expert who will review the Access Strategy developed for the project and will provide advice on issues and opportunities regarding access and connectivity to the highway.

We are working closely with the Department of Planning Lands and Heritage, along with the local government authorities, to align the Access Strategy with state and local planning schemes. We are also working closely with the Department of Fire and Emergency Services and will soon be engaging local volunteer bushfire brigades to better understand current operations and emergency requirements.



The environment is important to people and the community want to know how the environment and sustainability is being considered as well as Aboriginal and European heritage and hydrology.

We recognise the project area's natural environment and Aboriginal cultural heritage and European heritage.

Environmental assessments are necessary and will be a key part of our planning and development work. In the spring of 2021 we started extensive environmental studies including vegetation, flora, and fauna. We will continue these in the spring of 2022. Additional surveys with respect to heritage, drainage, noise, and other relevant environmental and social factors will also be completed.

We recognise the community's interest in the hydrogeology of the area around Gidgegannup and how this will be considered on the project. We have commenced a hydrogeology study, to understand the distribution and movement of groundwater in this area. Further modelling will be undertaken which will ultimately inform the design of the project.

The findings from these investigations will help inform the environmental assessment pathway for the project, complying with all State and Commonwealth regulatory frameworks. There will be an opportunity for community to provide feedback at the time of the environmental referral mid-2022 and on the environmental assessment that follows.

As part of the project development, we are working towards the highest possible sustainable outcomes the project can achieve by applying the Infrastructure Sustainability Council (ISC) Infrastructure Sustainability v2.0 Planning rating tool to ensure we achieve best practice and good sustainable outcomes across:

- Urban and landscape design.
- Risk and opportunity management to bring about better outcomes.
- Resource use and resource efficiency.
- Environment and heritage.
- Stakeholder and community engagement.



The community want to know more about **noise impacts** and factors that may change the rural character of towns along the highway.

We intend to plan and design road infrastructure that considers the character of surrounding communities.

We are undertaking studies for urban landscape and design that take into account the look and feel of the route and considers access and connectivity.

The project will comply with the Western Australian Planning Commission's Road and Rail Noise Policy (State Planning Policy 5.4). Monitoring and modelling will be undertaken to understand current and future noise along the proposed route. Noise studies take into account a wide range of factors including predicted traffic volumes.

Ways to mitigate noise will be considered in preliminary designs and these may include noise barriers and road surfacing treatments to reduce noise where practicable.



The community raised the possibility of other **transport options**, which include placing freight on rail rather than road, upgrading Great Eastern Highway to be a primary freight route or other alternate routes and changes to the alignment.

EastLink WA is being planned alongside other long-term transport options including rail. A balance is needed of both road and rail transport to create an effective regional freight transport network which is essential for the long-term development of our state.

This project is needed to provide a safer, more efficient route between Perth and Northam for road freight and other road users. There are significant limitations to upgrading Great Eastern Highway, including the steep and undulating terrain, the number of homes and driveways along the highway, frequent intersections, varying speed limits and geometry/space constraints.

Some community members also raised alternative alignments from Wooroloo to Clackline. We are reviewing the alternative alignments previously assessed in this project area and are assessing these against a wide range of contemporary environmental, social, economic and engineering-based criteria and constraints.



Property owners and businesses want to know how they will be impacted and want to know more about potential property acquisitions, property values and potential loss of trade.

We acknowledge the concerns people have regarding their properties and businesses.

We are refining the previous planning work and are undertaking a wide range of environmental and engineering-based studies to enable the next level of design and project scoping.

As we work through this process, we will provide more certainty to impacted property owners as a priority. We are currently refining a footprint for the section from Roe Highway to Clackline, which will be used in the environmental referral of the project, and will be submitted to State and Commonwealth regulatory authorities in mid-2022. Work to refine the footprint between Clackline and Northam will commence in 2022.

These footprints will then be further refined to respond to various environmental and engineering-based information and recommendations made by regulators. The footprint will then help to determine the future land requirements should the project receive construction funding.



We had discussions around funding for the project, including business case development, investment decisions and construction funding.

There is \$20 million allocated to progress the planning and development work the project team are now undertaking. The State and Australian Governments have each committed \$10 million which incorporates the preparation of a business case by Main Roads.

As part of the State Government's 2021-22 State Budget, funding was provided for the construction of grade separated interchanges along Reid Highway at Altone Road, and at Daviot Road / Drumpellier Drive. This \$225 million project is jointly funded (50% each) by the State and Australian Governments. Project development is continuing with a view to commence construction during 2023.

\$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). Project development is continuing with a view to commence construction during 2025.

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



Questions were raised regarding the **historical planning** and whether the alignment is still relevant in today's context.

Extensive planning work has been previously undertaken on the project that has resulted in the alignment being established, and in parts reserved, as a key transport corridor for future development. This planning has helped to guide subsequent urban and regional planning and development at a local and state government level.

The PANH has been reserved within the Metropolitan Region Scheme since 1994, 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).

We recognise that since the corridor was established and reserved, communities along the alignment have continued to grow. The urban planning and development which has occurred, has taken this corridor into consideration.

No alternative alignment provides significant benefits over the existing PANH (Orange Route) alignment that has been in planning for over 30 years. Part of our work is to review the previous planning and undertake contemporary environmental, heritage, geotechnical and engineering-based studies to confirm this.



It was recognised that the project has been in **planning for a long time**, with some of the community eager to see the project constructed.

We appreciate that the planning and concept of the PANH has existed for some time, and parts of the community are eager to know when the project from Roe Highway to Northam will be constructed.

The detailed planning and development work occurring over three years is required to progress the design to a level of detail that enables Main Roads to seek environmental approvals, identify land requirements, and to support the preparation of a business case to inform future construction investment decisions.

Until a business case is prepared, and government commits to construction funding, we cannot predict when the project will be constructed or the stages in which it would be constructed.

More information

For more information about these subjects and others, check out our frequently asked questions available on our website.

Get in touch

For the latest project information, visit our website www.mainroads.wa.gov.au/eastlinkwa.

We will continue to keep you informed throughout the project, in the meantime, if you have questions or feedback to share you can get in touch with us on 138 138 or email us at enquiries@mainroads.wa.gov.au.