



Greater Connect
ALLIANCE

Great Eastern Highway Bypass Interchanges Project



Community Feedback Report

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Executive summary

The Greater Connect Alliance (GCA), comprising Laing O'Rourke, AECOM and Arcadis, is delivering the \$386.5 million Great Eastern Highway Bypass Interchanges project in partnership with Main Roads WA.

The project is currently in the design development phase with the original reference design for the project being further developed into a detailed design that will allow construction to proceed. The final design will consider feedback received from key stakeholders and the local community.

GCA has been engaging with communities and stakeholders since it was awarded the contract in February 2021. The purpose of GCA's communication and engagement program during the planning and development phase of the project was to share the project design with residents, businesses and other stakeholders and collect their feedback to help inform the final design, prior to construction starting in early 2022. A range of activities were undertaken across three key areas as part of the communication and engagement program:

- **Communication and media:** a program of communication and media activities were designed to create awareness and communicate project features, benefits and timeframes amongst the broader community. Opportunities for the community to provide feedback were also promoted via these methods.
- **Targeted stakeholder engagement:** individual meetings and briefings were offered and/or held with a variety of key stakeholders including relevant state and local government authorities, Perth Airport, utility service providers, directly impacted landowners and businesses, Whadjuk Native Title Claim Group members, and local interest groups.
- **Broader community consultation:** a series of consultation activities provided the opportunity for the community to learn more about the project and provide feedback.

In September 2021, information displays were held at two local shopping centres to provide the local community with an opportunity to learn more about the project and provide feedback. The information displays were staffed by members of the project team from a range of disciplines. GCA engaged with over 700 community members at the displays. Key feedback themes included:

- Majority of the attendees were extremely supportive of the project and understood the rationale and benefits.
- Feedback on the two new interchanges at Roe Highway and Abernethy Road, and extension of Lloyd Street from Midland to the Great Eastern Highway Bypass was overwhelmingly positive with many comments about the direct route via Lloyd Street to Midland saving travel time.
- There was a lot of interest in local area access changes, particularly the Adelaide Street connection. Some residents initially expressed concern about the Stirling Crescent closure, before realising that connectivity would be maintained via Adelaide Street.
- A number of freight industry workers expressed concern about traffic delays during construction.
- There was some interest in connectivity of proposed new shared paths to the existing shared path network with suggestions made for additional connections.
- A small number of community members who identified themselves as being members of local community/environment groups communicated their aspiration for a longer bridge over Helena River at Lloyd Street and expressed concerns about the Lloyd Street bridge design including hydrological impacts, impacts on the flood plain, clearing, the use of contaminated material, and the potential impact on acid sulphate soils from bridge construction.
- Questions regarding the management of impacts of clearing on Black Cockatoo foraging and habitat.
- There were questions from residents of Helena Valley about the possibility of including access ramps to Roe Highway at Helena Valley Road/Bushmead Road.
- There were many questions about the delivery timeframe for the project with comments received about a preference to build the new Lloyd Street Bridge and connection as soon as possible to help relieve current congestion on Military Road and Clayton Street.

In addition to the project information displays, the communication and engagement program included a formal, advertised, four-week consultation period from 13 September to 11 October 2021. The formal consultation tools included a Quick Poll, a social pinpoint map, and community surveys hosted on an on-line project portal (MySay). Over 1600 people visited the online project portal over the 4-week period.

- 92 community members participated in a Quick Poll with responses to the Quick Poll indicating more than 80% of visitors to the site support the project.
- 15 people left feedback and asked questions using the social pinpoint tool.
- 147 community members completed the online community survey comprising 9 questions. The questions included a selection of ranking questions, check-box questions, closed ended questions and open-ended questions. Respondents provided valuable insights into opportunities and issues relating to each question. The range and detail of the comments contributed by interested community members enabled GCA to establish key feedback themes and review and carefully consider all feedback.

Key feedback themes identified include:

- Protecting the environment and look and feel of the local area was ranked, on average, the most important aspect of the project.
- There was a high level of support for ensuring the project design complements the surrounding environment including use of natural materials such as laterite and ensuring a mix of native trees, shrubs and ground covers in the landscape design.
- Support for a bridge design over the Helena River at Lloyd Street that ensures continuity of waterflow, protection of the floodplain and improved access to the river for pedestrians and cyclists.
- Concerns about loss of mature trees and native fauna habitat.
- Concern about the possibility of soil disturbance in close proximity to the Helena River resulting in acid sulfate soils.
- Requests for a connection between Roe Highway and Helena Valley Road/Bushmead Road be included in the design.
- Support for a design that protects and enhances Aboriginal heritage values.
- Support for use of recycled materials, materials that are easy to maintain, and reducing waste.
- Strong support for integration of the history of the area into the project design through inclusion of public art, interpretive signage and providing opportunities for local Elders to share their stories and connection to the land with the wider community.
- Strong support for the new Principal Shared Paths.
- Requests for the design to include better access to Helena River for pedestrians and cyclists.
- Comments that the Lloyd Street Bridge should be number one priority.

GCA carefully considered all feedback. To date, key design changes resulting from the feedback received include:

- Changes to the design of the Lloyd Street Bridge batter slopes on the bridge approaches. Proposed changes include adding sections of gabion retaining walls within the southern embankment to reduce the embankment footprint and consequently reduce the clearing of remnant native trees. The amended design indicates the southern embankment will be reduced by approximately 3286 m and the northern embankment by 695 m². These changes will allow approximately 20 additional mature *E. Rudis* (Flooded Gum) trees to be retained.
- Addition of a shared path along the western side of Adelaide Street between Stirling Crescent and Abernethy Road.
- Review of flora species to be incorporated in project landscaping.
- Commitment to development and implementation of a Heritage Interpretation and Aboriginal Art Plan for the project.
- Commitment to incorporation of Aboriginal art into the project Urban and Landscape Design.
- Use of recycled materials such as recycled asphalt pavement and recycled concrete.

Greater Connect Alliance is committed to keeping the community and stakeholders informed throughout project delivery. Updates will continue to be provided on the project website, via project newsletters and social media, and through targeted engagement around specific design elements and potential construction-related impacts..

1. Introduction and Overview

In April 2019, funding was allocated for the planning, development and construction of two new grade-separated interchanges on Great Eastern Highway Bypass at the intersections with Roe Highway and Abernethy Road. The \$386.5 million Great Eastern Highway Bypass Interchanges project is jointly funded by the Australian Government (\$247.25 million), the State Government (\$128.22 million), the City of Swan (\$6.66 million) and the City of Kalamunda (\$4.37 million).

In February 2021, the Minister for Transport and Planning, The Hon Rita Saffioti, announced the appointment of the Greater Connect Alliance (GCA). The GCA, a consortium comprising Laing O'Rourke, AECOM and Arcadis, is delivering the project in partnership with Main Roads WA.

The project includes:

- Major interchanges at:
 - Great Eastern Highway Bypass and Roe Highway
 - Great Eastern Highway Bypass and Abernethy Road/Lloyd Street
- An extension of Lloyd Street from its current end point adjacent to Bunnings to the Bypass, including a new bridge over the Helena River
- Upgrades to the Bypass, including removal of the existing intersection at Stirling Crescent
- Upgrades to parts of Abernethy Road including a new connection at Adelaide Street
- Upgrade of Roe Highway between Talbot Road and Clayton Street, including a bridge duplication over Helena River.
- Completion of the 30km Principal Shared Path network on Roe Highway between Great Eastern Highway and Kwinana Freeway
- Construction of a Principal Shared Path along Great Eastern Highway Bypass between Roe Highway and just west of the Midland Freight Rail Line Bridge
- Replacement of the Kalamunda Road bridge over the Midland Freight Rail Line
- Landscaping

The project is currently in the design development phase. The original reference design for the project is being further developed into a detailed design that will allow construction to proceed. The final design will be confirmed in early 2022. The final design will consider feedback received from key stakeholders and the local community.

Major construction will commence in March/April 2022 and the project will be completed by the end of 2024.

2. About this report

The Greater Connect Alliance (GCA) has been engaging with communities and stakeholders since it was awarded the contract to develop and deliver the project in February 2021. Community and stakeholder engagement has been integrated into each stage of the project with Main Roads WA commencing conversations during the early strategic planning phase of the project in 2020.

Since February 2021, communication and engagement activities have built community and stakeholder awareness and understanding of the project and sought input and feedback from communities and stakeholders into project decision-making, planning and development.

This report summarises the communication and engagement activities to date and responses to issues and concerns raised. It acknowledges feedback received from communities and stakeholders during the planning and development phase and lays a strong foundation for continued development of the final design.

In keeping with GCA's commitment to ongoing engagement with communities and stakeholders, community and stakeholder engagement activities will continue throughout project delivery. All feedback and concerns will be considered as the project team continue through the design process to ensure a solution that balances the needs of the project's various stakeholders, as much as practically possible, whilst delivering on the project's objectives.

3. Communication and engagement purpose and objectives

The purpose of GCA's communication and engagement program during the planning and development phase of the project was to share the project design with residents, businesses and other stakeholders and collect their feedback to help inform the final design, prior to construction starting in early 2022.

Objectives of the communication and engagement were to:

- Provide and promote opportunities and a variety of channels for interested stakeholders and community members to become informed, ask questions, provide feedback and share ideas.
- Generate awareness and understanding of the project scope, timing and benefits.
- Generate understanding of the design process and rationale.
- Obtain stakeholder and community input and feedback on the key aspects of the project's design.
- Develop a stronger understanding of the community's connection to the project, including their key interests and values, concerns, aspirations and information requirements.
- Ensure project design considers stakeholder and community feedback and concerns and, where practicable, addresses concerns.
- Identify stakeholder, community and communication risks and impacts that will need to be managed during the project's construction phase.
- Generate interest and support for the features and benefits of the project.
- Build on the existing stakeholder database.

4. Communication and engagement approach

Consultation during the planning and development phase focussed on seeking feedback on key areas of stakeholder and community interest including, but not limited to:

- Design of interchanges at Great Eastern Highway Bypass with Roe Highway and Abernethy Road.
- Design of the Lloyd Street Bridge over Helena River.
- Design of the Roe Highway Bridge over Helena River and upgrade of Roe Highway between the Bypass and Clayton Street.
- Design of Abernethy Road between the Bypass and Kalamunda Road.
- Access between Perth Airport/Hazelmere Industrial Areas and Great Eastern Highway Bypass.
- Changed access to Great Eastern Highway Bypass following the closure of Stirling Crescent.
- Changed access for Abernethy Road Businesses in locations where median strip is located.
- Impacts of left-in, left-out access onto Lloyd Street from Lakes Road.
- Cycle/pedestrian routes and connections.
- Impacts of design and construction on biodiversity and associated native vegetation, including listed protected fauna and flora, and ecological communities.
- Cultural heritage.
- Project landscaping and urban design.
- Environmental management.
- Sustainability.

A range of activities were undertaken across three key areas as part of the communication and engagement program:

- *Communication and media*: a program of communication and media activities were designed to create awareness and communicate project features, benefits and timeframes amongst the broader community. Opportunities for the community to provide feedback were also promoted via these methods.
- *Targeted stakeholder engagement*: individual meetings and briefings were offered and / or held with a variety of key stakeholders including relevant state and local government authorities, Perth Airport, utility service providers, directly impacted landowners and businesses, Whadjuk Native Title Claim Group members, and local interest groups.
- *Broader community consultation*: a series of consultation activities provided the opportunity for the community to learn more about the project and give feedback.

Communication and Media

- Media Releases
- Signage
- Facebook Posts
- Project Updates
- 3D Project Animation
- Project Webpage
- Community Notifications and Updates
- Advertising

Targeted Stakeholder Engagement

- Meetings and briefings with key stakeholders, directly impacted landowners and businesses, and local interest groups
- Formal Correspondence
- Project Information Line and Email

Community-Wide Consultation (13 September to 11 October 2021)

- Two Project Information Displays
- Online engagement portal at www.mysaytransport.wa.gov.au.
- Community Survey and Quick Poll

5. Communication and engagement activities and timing

The table below summarises communication and engagement activities undertaken throughout the project planning and development phase.

Activity	Purpose	Timing
Media Statement released by the Premier	Announced commitment of funding to improve transport around the eastern suburbs, including Great Eastern Highway Bypass grade separated interchanges at Roe Highway and Abernethy Road, and the Lloyd Street extension.	May 2019
Consultation with key stakeholders including Public Transport Authority, City of Swan, City of Kalamunda, Shire of Mundaring, Whadjuk Native Title Claim Group, Perth Airport and other government agencies	<ul style="list-style-type: none"> Identify issues and constraints that may impact local road connections and intersection configurations within the Metropolitan Regional Scheme reservation Ensure the concept aligns with future planned development for local roads and rail. Apply for Section 18 Heritage Approval for Lloyd Street Bridge 	October 2019 – November 2021
Consultation with landowners in close proximity to project boundary	Obtain permission to access properties to undertake environmental and heritage surveys to inform design.	October 2019
Joint Media Statement by the WA Minister for Transport, Planning and Ports; and the Federal Minister for Population, Cities and Urban Infrastructure	Announced release of Request for Proposals for the project and provided detail around the proposed scope of works.	July 2020
Project Update distributed to 6500 local residents and businesses	Provided initial, high-level information about the project to the wider community including an overview of planning and development work being undertaken by Main Roads to confirm the scope, progress approvals and inform the development of a final concept design and delivery schedule.	July 2020
Main Roads WA Facebook Post	Announced Main Roads is building two new bridged interchanges on Great Eastern Highway Bypass at Roe Highway and Abernethy Road; upgrading the highway in between these busy intersections; and making some changes to local road connections.	August 2020
Commenced consultation with Perth Airport and businesses on Abernethy Road potentially impacted by lease boundary adjustments	Identify impacts of potential lease boundary adjustments on business operations and agree works to be undertaken to ensure continued access and uninterrupted operations following duplication of Abernethy Road	November 2020
Joint Media Statement by the WA Minister for Transport, Planning and Ports; and the Federal Minister for Communications, Urban Infrastructure, Cities and the Arts	Announced award of contract for development and delivery of the project to the Greater Connect consortium comprising Laing O'Rourke, AECOM, and Arcadis	February 2021
Commenced consultation with property owners impacted by compulsory land acquisition	<ul style="list-style-type: none"> Explain land requirements for project Commence compulsory land acquisition in accordance with the Land Administration Act 1997 	February 2021
Commenced consultation with Department of Planning, Lands & Heritage; Department of Biodiversity, Conservation and Attractions; and Department of Water and Environmental Regulation.	<ul style="list-style-type: none"> Inform intention to submit Development Application for Lloyd Street Bridge and seek feedback and advice on bridge design. Apply for Native Vegetation Clearing Permit for Lloyd Street Bridge. 	February 2021

Activity	Purpose	Timing
Commenced targeted key stakeholder engagement	Present design concepts, identify issues and preferences, and seek input into development of the design.	February 2021
Project Update – distributed via Australia Post to 22,500 residents and businesses and emailed to approximately 1000 subscribers to online project updates	Communicate award of contract to Greater Connect Alliance, provide overview of project scope, benefits and timing and update on current status and upcoming activities.	May 2021
Targeted key stakeholder engagement including Local Government Authorities, Perth Airport, directly impacted businesses and land-owners, Whadjuk Native Title Claims Group, local environmental groups and emergency services.	Keep informed of project progress, understand issues, concerns, and aspirations; seek feedback and input to design, ensure informed of any works or activities that may impact them.	May – November 21
Project Update - distributed via Australia Post to 22,500 residents and businesses and emailed to approximately 1000 subscribers to online project updates	<ul style="list-style-type: none"> • Provide update on project progress and next steps • Invite community to learn more about the project at shopping centre information displays and on a dedicated 'MySay' project portal • Invite community to provide feedback on the project design via a community survey • Invite businesses interested in tendering for project work to attend a project Industry Forum. 	August 2021
Distribution of Local Area Design Updates	Inform potentially impacted businesses and residents of proposed design of local roads resulting in changed access.	August/September 2021
Facebook Posts, advertisements in local newspapers, information in project update, and emails to subscribers to online project updates	<ul style="list-style-type: none"> • Promotion and awareness raising of the project, upcoming shopping centre information displays and opportunities to provide feedback on the project design • Promotion and project visualisation 	August/September 2021
Information on project webpage	<ul style="list-style-type: none"> • Promotion and awareness raising of the project, upcoming shopping centre information displays and opportunities to provide feedback on the project design • Promotion and project visualisation 	
Project Information Displays (visited by over 700 community members)	<ul style="list-style-type: none"> • Provide information to assist the local community in understanding the project scope, benefits to the community, and construction timing. • Provide the local community with the opportunity to meet the project team, ask questions and discuss points of interest or concern. • Establish relationships with and understand the needs of the local community. • Demonstrate the projects commitment to community engagement. 	September 2021
Online engagement portal at www.mysaytransport.wa.gov.au . (visited by over 1600 community members)	Provide the local community with detailed project information including concept plans, visuals, a computer-generated animation and an online survey.	September/October 2021

Activity	Purpose	Timing
Community Survey and Quick Poll (completed by 147 community members)	<ul style="list-style-type: none"> Identify the level of community support for the project. Identify community concerns, preferences and aspirations for key design elements of the project. 	September/October 2021
Review of community feedback on project design	<ul style="list-style-type: none"> Identify key feedback themes Review feedback and identify opportunities to incorporate feedback in design 	October/November 2021
Project Update - distributed via Australia Post to 22,500 residents and businesses and emailed to approximately 1500 subscribers to online project updates	<ul style="list-style-type: none"> Provide update on project progress and next steps Provide overview of feedback received on project design via shopping centre displays, the online project portal and community surveys, including response to key feedback themes. 	December 2021

Details of the shopping centre displays, online engagement portal and community surveys are presented in more detail below.

5.1 Project information displays

Community information displays were held at two local shopping centres to provide the local community with an opportunity to learn more about the project, view scope designs, engage with and meet project staff, ask questions, raise concerns, and provide feedback.

Objectives of the information displays were to:

- Provide information to assist the local community in understanding the project scope, benefits to the community, and construction timing.
- Provide the local community with the opportunity to meet the project team, ask questions and discuss points of interest or concern.
- Establish relationships with and understand the needs of the local community.
- Demonstrate GCA's commitment to community engagement.



The location and times of the information sessions were selected to maximise opportunities for local community members to attend. The locations chosen were based on accessibility for people with disabilities, availability of parking and proximity to the project. The information displays were held at the following venues and times:

Suburb	Venue	Date	Time
High Wycombe	High Wycombe Village Shopping Centre	16 September	1pm – 7pm
Midland	Midland Gate Shopping Centre	18 September	9am – 3pm

The locations and times of the displays were advertised in local newspapers, in a Project Update (distributed to 22,500 local residents and businesses), an email to approximately 1500 project subscribers, and social media posts.

The information displays were staffed by members of the project team from a range of disciplines. Large maps with a design overlay were displayed along with a rolling project visualisation on a large screen, and a number of

printed Fact Sheets and Updates to read and take home. The team encouraged community members to visit the MySay page where they could provide feedback via an interactive online map, view the project visualisation, download the fact sheets, and provide feedback via an online survey. A list of materials provided at the displays is provided at Appendix A.

Between the two locations GCA engaged with over 700 members of the community.

The majority of people lived in Perth’s eastern suburbs, predominantly Midland, High Wycombe, Maida Vale, Helena Valley, Hazelmere, Bellevue, Midvale and areas in the Perth Hills. Many attendees worked in / visited Midland frequently.

5.2 ‘MySay’ portal

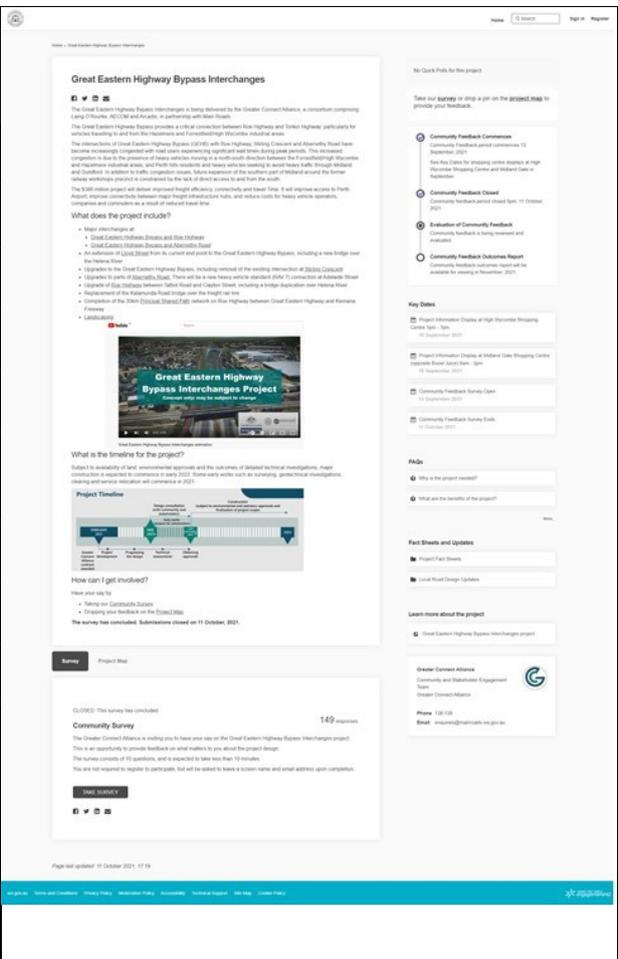
In addition to the project information displays, the communication and engagement program included a formal, advertised, four-week consultation period from 13 September to 11 October 2021.

The formal consultation/feedback tools were hosted on an on-line project portal (MySay) and included a Quick Poll, an interactive social pinpoint map, and community survey. The project portal was advertised via the same communication tools as the information displays and included extensive project information including a detailed project overview, a project animation, fact sheets and local area design updates (which were available to download), Q&As, and maps.

Over 1600 people visited the online project portal over the 4-week period.

A summary of community interaction with the online project portal is shown in the table below.

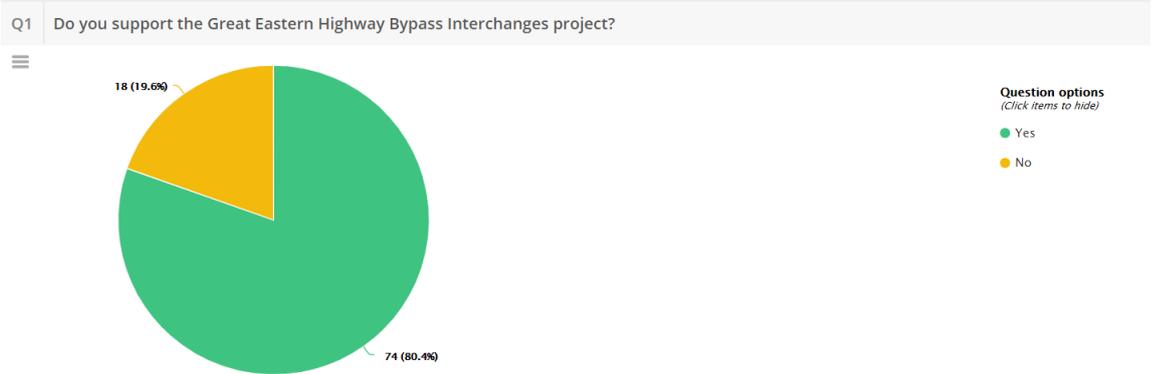
Level of interaction	Number of community members
Total visits to the on-line project portal	1,610
Visited at least one page	1,449
Aware visitors	1,449
Informed visitors	494
Visited multiple pages	240
Engaged visitors (contributed to a feedback tool)	229
Downloaded a document	181
Participated in the community survey	147
Participated in the Quick Poll	92
Placed a pin/provided feedback on the social pinpoint map	15



5.3 Quick Poll

92 community members participated in a Quick Poll asking, 'Do you support the Great Eastern Highway Bypass Interchanges project?'

Responses to the Quick Poll indicated more than 80% of visitors to the site support the project.



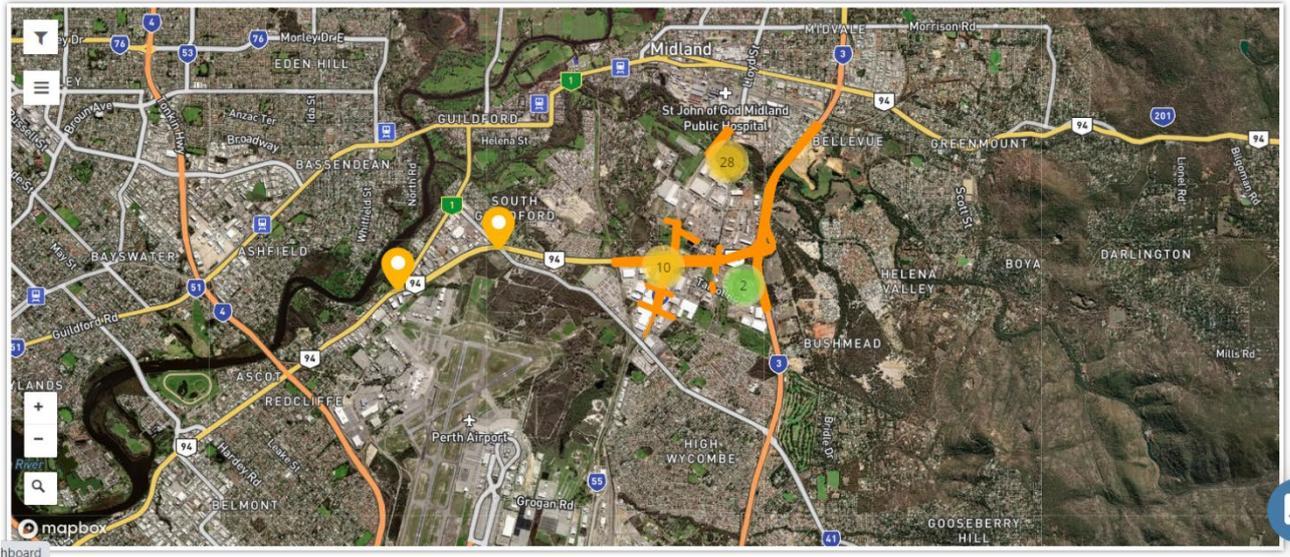
5.4 Interactive social pinpoint map

15 community members provided feedback via the social pinpoint tool. 13 of the comments received were related to the Great Eastern Highway Bypass Interchanges project. 2 of the comments were unrelated to the project and were passed on to the relevant Government department for response. Participants live in South Guildford (5), Helena Valley (5), Guildford (3), Hazelmere (1) and Bayswater (1).

Feedback and questions received via the interactive social pinpoint map included:

- A question about whether or not the project design allows for the future Midland freight rail line realignment.
- Requests for consideration of access to Roe Highway at Helena Valley Road/Bushmead Road.
- Comments that the Lloyd Street Bridge should be number one priority.
- Request for inclusion of bicycle lanes along the Lloyd Street Bridge and extension.
- Feedback that the Lloyd Street Bridge design will have adverse impacts on the Helena River floodplain, the flow of the river, and vegetation.

A table showing verbatim feedback is provided at Appendix B.



5.5 Community survey

A community survey comprising 9 questions was available for completion on the on-line project portal. 147 community members completed the community survey.

The questions included a selection of ranking questions, check-box questions, closed ended questions and open-ended questions. The questions focussed on:

- Determining areas of importance or high value to the community.
- Identification of elements of the design the community thought could be improved.
- Identification of community concerns.
- Identification of how the community thought the project design could better complement the surrounding environment.
- Identification of how the community through the project could contribute to more sustainable outcomes.
- Feedback on the project landscaping.
- Identification of community views on how the history of the area could be integrated into the project design.

A copy of the community survey questions is provided at Appendix C.

6. Community sentiment

The vast majority of visitors to the project information displays expressed a positive sentiment towards the project. This high level of support was mirrored in the Quick Poll which showed more than 80% of participants confirming they support the project. It also aligns with feedback obtained via the community surveys where more than 70 per cent of survey respondents either indicated a positive sentiment towards the project, provided constructive feedback or asked questions.

Key feedback themes identified at the project information displays included:

- Majority of the attendees were extremely supportive of the project and understood the rationale and benefits.
- Feedback on the two new interchanges at Roe Highway and Abernethy Road and extension of Lloyd Street from Midland to the Great Eastern Highway Bypass was overwhelmingly positive with many comments about the direct route via Abernethy Rd and Lloyd Street to Midland would save considerable travel time.
- There was a lot of interest in local area access changes, particularly the Adelaide Street connection. Some residents initially expressed concern about the Stirling Crescent closure, before realising that connectivity would be maintained via Adelaide Street.
- There was strong support from residents of Helena Valley for including direct access to Roe Highway for Helena Valley residents with the most common suggestion being to include access ramps to Roe Highway at Helena Valley Road/Bushmead Road.
- A number of truck drivers/freight industry workers expressed concern about congestion and delays during construction during construction.
- There was some interest in connectivity of proposed new shared paths to the existing shared path network with suggestions made for additional connections.
- A small number of community members who identified themselves as being members of local community/environment groups communicated their aspiration for a longer bridge over Helena River at Lloyd Street and expressed concerns about the Lloyd Street bridge design including hydrological impacts, impacts on the flood plain, clearing, the use of contaminated material, and the potential impact on acid sulphate soils from bridge construction.
- Environmental questions regarding the Roe Highway goats and management of the impacts of clearing on Black Cockatoos located around the intersection of Great Eastern Highway Bypass and Roe Highway and around the Helena River were raised.
- There were many questions about the delivery timeframe for the project with many comments received about a preference to build the new Lloyd Street Bridge and connection as soon as possible.
- There were also many concerns raised regarding broader planning issues including the proposed Robinson Road closure (as part of Metronet), the ongoing planning of the Eastlink WA Project and planning of the Morrison Road/ Roe Highway closure, the impact of the Lloyd Street extension on traffic volumes on already congested roads such as Military Road and Clayton Street, as well as questions about neighbouring projects including Tonkin Gap and the Morley-Ellenbrook line.

147 community members completed the community survey. Key feedback themes included:

- Protecting the environment and look and feel of the local area was ranked, on average, the most important aspect of the project.
- There was a high level of support for ensuring the project design complements the surrounding environment including use of natural materials such as laterite and ensuring a mix of native trees, shrubs and ground covers in the landscape design.
- A bridge design over the Helena River at Lloyd Street that ensures continuity of waterflow, protection of the floodplain and improved access to the river for pedestrians and cyclists was supported.

- Concerns about loss of mature trees and native fauna habitat.
- Concern about soil disturbance in close proximity to the Helena River could result in acid sulfate soils.
- Requests for a connection between Roe Highway and Helena Valley Road/Bushmead Road be included in the design.
- Support for a design that protects and enhances Aboriginal heritage values.
- Support for use of recycled materials, materials that are easy to maintain, and reducing waste.
- Strong support for integration of the history of the area into the project design through inclusion of public art, interpretive signage and providing opportunities for local Elders to share their stories and connection to the land with the wider community.
- Strong support for the new Principal Shared Paths.

Graphs showing results of analysis of ranking questions, check-box questions, and closed ended questions are shown below.

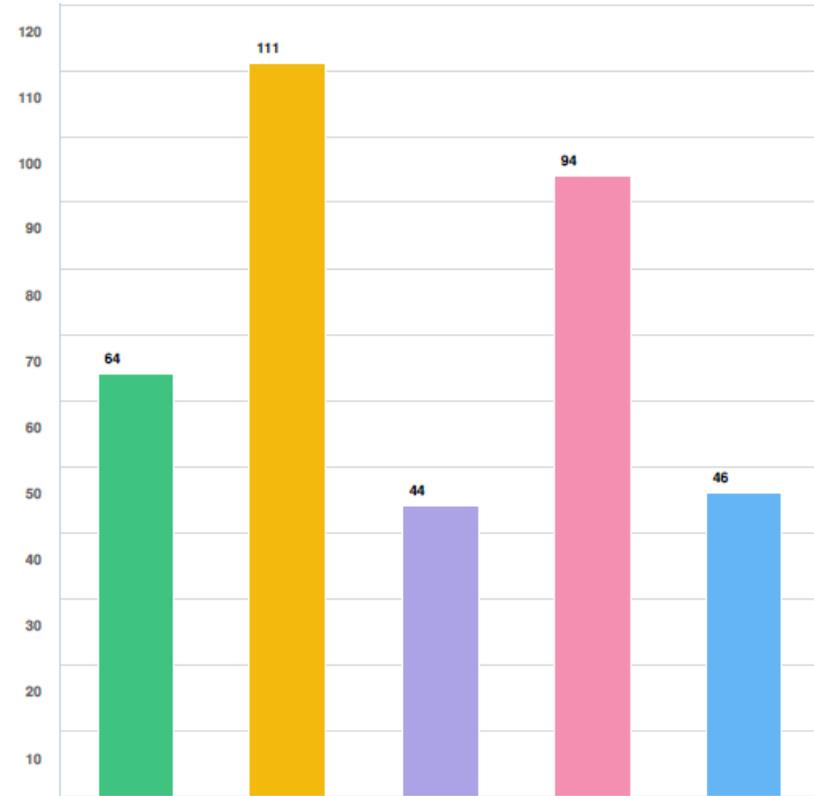
A copy of community survey responses to open-ended questions is provided at Appendix D.

Q1 What aspects of the project are most important to you? (Please select order of importance with 1 being the most important)

OPTIONS	AVG. RANK
Easing congestion and travel times	2.71
Protecting the environment and look and feel of the local area	3.59
Improved access into Midland from Great Eastern Highway Bypass via the extension of Lloyd Street	3.66
Improved road safety	3.87
Delivering a transport solution for all modes of transport including walking and cycling	4.46
Making it easier for freight to move around Perth and WA	5.67
Improved access to the Hazelmere and High Wycombe Industrial areas	5.69
Effective management of traffic noise	6.52
Good property access	7.06

Optional question (143 response(s), 6 skipped)
Question type: Ranking Question

Q2 How do you think the project design can complement the surrounding environment? (select all that apply)

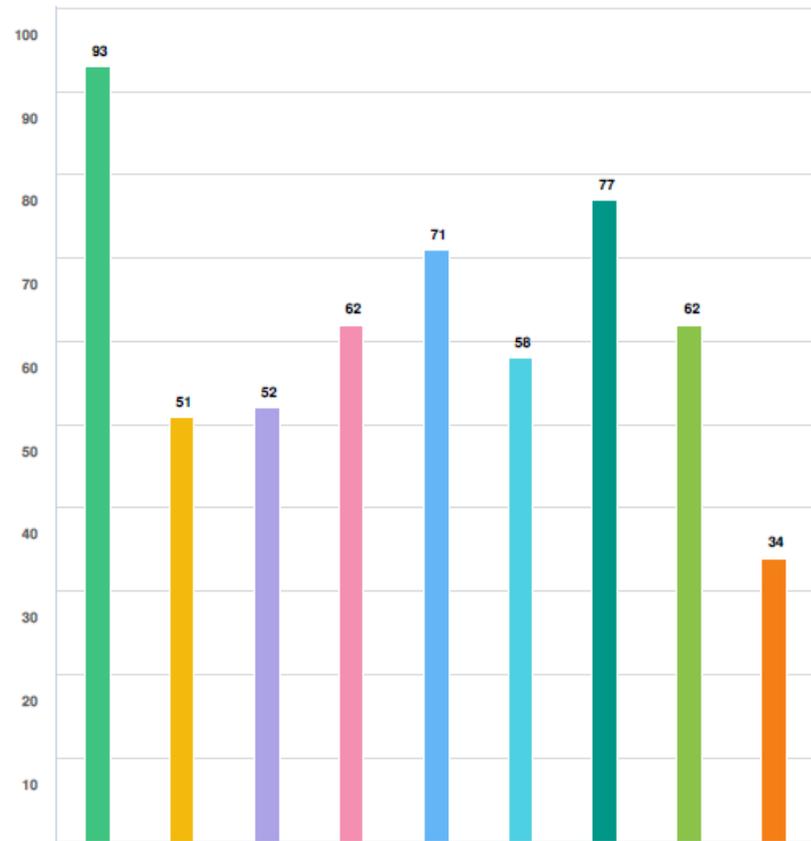


Question options

- Use of colour schemes that are representative of local native plant and flower species or stories associated with the area
- Ensuring a mix of native trees, shrubs and ground covers in the landscape design
- Design that complements nearby interchanges such as Roe Highway and Great Eastern Highway
- Use of construction materials and landscaping that complement the surrounding environment, e.g. use of laterite for rock pitching instead of limestone
- Other (please describe)

Optional question (145 response(s), 4 skipped)
Question type: Checkbox Question

Q3 How do you think the project design should contribute to sustainable outcomes (select all that apply)

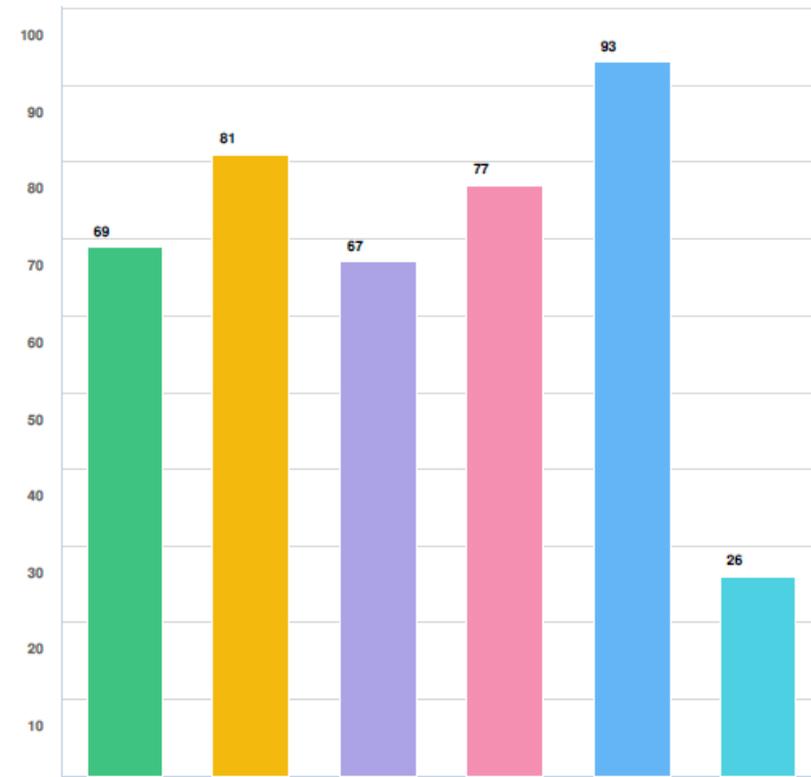


Question options

- Catering for future needs and changing demands
- Reduced water usage
- Reduced energy consumption
- Reduced waste
- Increased use of recycled materials
- Increased use of easy to maintain materials
- Protecting and enhancing Aboriginal heritage values
- Prioritising local procurement and creating opportunities for neighbouring businesses
- Other (please describe)

Optional question (144 response(s), 5 skipped)
Question type: Checkbox Question

Q4 How do you think we can integrate the history of the area into the project? (select all that apply)



Question options

- Include interpretive signage providing information on local Aboriginal and European Heritage specific to the project area
- Incorporation of public artwork on bridge abutments and in pedestrian/cyclist underpasses
- Provide educational opportunities for local schools to learn about design and construction and important topics such as environmental and heritage protection and sustainability.
- Provide opportunities for local Elders to share their stories and connection to the land with the wider community
- Name the new Lloyd Street Bridge over the Helena River a name that is representative of the history of the area
- Other (please specify)

Optional question (142 response(s), 7 skipped)
Question type: Checkbox Question

7. Response to community feedback

Following the consultation period, GCA reviewed and considered all feedback. The table below summarises the key feedback themes and GCA's response:

Summary of Feedback	Alliance Response
<p>Ensure additional traffic lanes on Roe Highway are included in the project design.</p>	<p>The section of Roe Highway between Talbot Road and Clayton Street will be upgraded from the existing two lanes to three lanes in each direction.</p> <p>The design of this section of Roe Highway, including the new bridge over Helena River, provides for four lanes in each direction in the future.</p>
<p>Ensure the clearing footprint for the Roe Highway and Great Eastern Highway Bypass Interchange is minimised.</p> <p>Ensure minimal removal of Banksia Trees and ensure revegetation and landscaping only includes native vegetation that is local to the area.</p> <p>Consider acquiring a parcel of land in the area to protect and conserve remnant Banksia Woodlands in perpetuity.</p>	<p>Construction of the Great Eastern Highway Bypass (GEHB) and Roe Highway interchange will require clearing of remnant native vegetation and some areas of Threatened Ecological Communities (TECs) which are protected under the <i>Environment Protection and Biodiversity Conservation Act (1999)</i>.</p> <p>Initially, the design of the Roe Highway and GEHB Interchange required clearing of an area of a critically endangered TEC. However, by reducing the design speed limit of the off-ramp from Roe Highway northbound to the Great Eastern Highway Bypass westbound, the Alliance has been able to realign the off-ramp to completely avoid the critically endangered community comprising Shrublands and Woodlands of the Eastern Swan and Woodlands of the Eastern Swan Coastal Plain. The Alliance has also minimised clearing of remnant native vegetation and other TEC areas by a carefully considered design including:</p> <ul style="list-style-type: none"> • Steepened earthworks batters • Keeping the road alignments as close as possible to existing ground and/or pavement levels • Keeping drains within medians or areas already cleared wherever possible • Minimising the width of the median over the interchange Bridge • Minimising land acquisition requirements by reducing the design footprint. <p>Main Roads has applied for a Native Vegetation Clearing Permit under Part V of the <i>Environmental Protection Act (1986)</i> for the GEHB and Roe Highway interchange. No clearing of this area will be undertaken until this Permit is issued. The clearing of TECs has been referred for assessment by the Commonwealth under the EPBC Act.</p> <p>There will be an extensive revegetation program as part of the project which will involve planting thousands of new trees and understorey species.</p> <p>We will undertake seed collection from the project area prior to commencement of clearing activities. This seed will be used to establish tube stock and seed mixes and used in rehabilitation of the disturbed areas following completion of construction.</p> <p>Main Roads is also preparing an Offset Strategy that will include acquiring land that supports similar vegetation communities to those being impacted by the project.</p>
<p>The loop onto Roe Highway southbound should be 60kph rather than 40kph.</p>	<p>The loop onto Roe Highway southbound from Great Eastern Highway Bypass will have a speed limit of 80kph but there will be advisory signage for heavy vehicles advising a speed limit of 40kph. The Advisory Signs indicate a speed recommendation when it may not be obvious to a driver that the safe speed is below the legal speed limit.</p>

Summary of Feedback	Alliance Response
<p>Request for better access to Roe Highway for Helena Valley residents, specifically access between Roe Hwy and Bushmead Road.</p>	<p>Bushmead Road is less than 600 metres from the intersection of Great Eastern Highway Bypass and Roe Highway. The access ramps and merging distances for the new grade separated interchange at GEHB and Roe Highway will extend as far as the Bushmead Road Bridge which means there is no space for on/off ramps in this location.</p> <p>Upon project completion, Helena Valley Residents will be able to access Roe Highway via Bushmead Road, Lloyd Street and Great Eastern Highway Bypass.</p>
<p>Ensure the project design protects fauna including the endangered Carnaby, Baudin, and Red-Tailed Black Cockatoos.</p>	<p>The ultimate design and aim of the project is to retain Black Cockatoo habitat where possible.</p> <p>The project does however, necessitate the clearing of Black Cockatoo habitat including habitat suitable for occasional foraging by Black Cockatoos ('Flooded gum over grasslands', and 'Wetlands/River') and trees of a suitable diameter at breast height (DBH) to develop a nest hollow. The higher quality habitat types include 'Banksia woodland and scattered Eucalyptus/Marri' and 'Fabaceous heathland'. The higher quality habitat does not occur within the Helena River floodplain.</p> <p>The impacts of the project on potential Black Cockatoo habitat were considered against the Environment Protection and Biodiversity Conservation (EPBC) Significant Impact Guidelines. This assessment determined that the impacts are not considered significant under the EPBC Act and therefore did not require referral. However, GCA and Main Roads are committed to avoiding clearing of native vegetation wherever possible.</p> <p>Any pre-existing access tracks will be utilised where possible to avoid unnecessary clearing of habitat. Where it is not possible to retain Black Cockatoo habitat (due to construction requirements) avoidance and mitigation measures will be implemented to minimise impacts to Black Cockatoos during clearing. Avoidance and mitigation measures to be implemented prior to, during and post construction of the Project include:</p> <ul style="list-style-type: none"> • Black Cockatoo habitat and Black Cockatoo breeding trees to be retained in the project area will be clearly demarcated. • If clearing during Black Cockatoo breeding season (July to mid-December), nesting hollows in potential breeding trees will be checked prior to clearing • If active Black Cockatoo nests are located in the Project Area, the tree and nest will be left undisturbed until fledglings have left the nest • The ultimate design of the Project will retain foraging vegetation and potential breeding trees where possible. <p>Protection of other fauna is also a priority for Main Roads and the Alliance. Before clearing starts, a walk-through of the area to be cleared will be undertaken. During clearing activities, licensed fauna handlers and spotters will be on-site. If required to ensure their safety, native animals will be relocated to a nearby suitable habitat, as approved by the Department of Biodiversity, Conservation and Attractions.</p> <p>Tree hollows will be checked prior to clearing.</p> <p>Once construction has begun, checks will be made daily and any wildlife that has strayed into the construction area will be removed to safety.</p>

Summary of Feedback	Alliance Response
<p>Ensure any fill used on the project is not contaminated and is free of weeds.</p>	<p>The source and type of embankment fill to be used is under investigation and not finalised.</p> <p>The Alliance will not use contaminated fill.</p> <p>Seed banks exist in the top profile of soil, generally considered to be around 300mm thick. This material is unsuitable for bridge construction as the organic content reduces its geotechnical qualities. Importation of weed seed within the fill is unlikely to occur, however this will be checked and verified once the source and type of fill is finalised. Furthermore, any imported fill will be buried under the road formation, making germination unlikely. GCA will use clean topsoil on the embankments to facilitate landscaping and rehabilitation. Since the topsoil is being used only as a growing medium (ie, not for supply of native seed bank) topsoil stockpiles will be regularly turned. This will encourage seed germination, with the emergent weeds being buried prior to flowering and seed set when the stockpile is next turned.</p>
<p>Request for the Lloyd Street Bridge to be built as soon as possible.</p>	<p>Construction of the Lloyd Street Bridge is scheduled to commence in mid- 2022 and is scheduled for completion mid-2024. If the bridge is completed earlier, options to open the new bridge and Lloyd Street extension (between Stirling Crescent and the roundabout adjacent to Bunnings) earlier will be explored in consultation with Main Roads and City of Swan.</p>
<p>Review the need for the Lloyd Street Bridge based on up-to-date traffic modelling and provide more information about how predicted traffic reductions around Guildford have been determined.</p>	<ul style="list-style-type: none"> • The requirement for the Lloyd Street Bridge and extension is driven by the heavily constrained access to Midland from Hazelmere and other neighbouring suburbs in the south. • Lloyd Street is a defined primary Local Government connector that connects the southern regional area of Belleview with the northern regional area of Midland. The development of the Midland area has increased traffic demand exceeding the capacity of the local road networks. Traffic modelling not only supports the planned dual carriageway connection, but also confirms that future traffic demands will overwhelm the current established network if not completed. • The latest modelling identifies that the Lloyd Street extension and bridge is expected to reduce traffic volumes through Guildford, on Military Road and on the section of Clayton Street between Military Road and Lloyd Street. This is because the Great Eastern Highway Bypass and Lloyd Street will offer a higher speed and more efficient route to Midland from the south and west.
<p>Preference to replace the proposed Lloyd Street bridge design with a longer bridge.</p>	<p>While a preference by some community members for a long multi-span or single arch bridge is acknowledged, incorporation of such a structure, whilst continuing to avoid the use of piers (a clear requirement of the project's Aboriginal Heritage approval) would necessitate at least a doubling of the bridge length and would pose constructability challenges. This would have significant budgetary implications, likely requiring additional funding to be sought.</p> <p>A redesign of this magnitude would also necessitate additional consultation with Traditional Owners under the Aboriginal Heritage Act 1972, delaying construction and completion of the project significantly.</p>
<p>Ensure the Lloyd Street Bridge footprint and impact on vegetation is minimised; and rehabilitate the floodplain which is currently degraded.</p>	<p>The existing vegetation along the Helena River floodplain has been mapped. It is a monoculture of well- established <i>Eucalyptus rudis</i> (Flooded Gum) trees, with minimal occurrence of <i>Eucalyptus rudis</i> saplings, largely due to the fire management practice of slashing.</p>

Summary of Feedback	Alliance Response
	<p>To minimise vegetation and tree clearing, the Alliance has investigated options to reduce the extent of the southern embankment of the Lloyd Street Bridge within the floodplain. Some changes to the batter slopes on the bridge approaches are currently being progressed which will reduce the overall footprint and retain additional established vegetation. The proposed changes include adding sections of gabion retaining walls within the southern embankment to reduce the embankment footprint and consequently reduce the clearing of the remnant native trees. The amended design indicates that the southern embankment will be reduced by approximately 3286 m² and the northern embankment by 695 m². These changes will allow approximately 20 additional mature <i>E. rudis</i> (Flooded Gum) trees to be retained.</p> <p>Main Roads proposes to rehabilitate portions of the Helena River floodplain with a mix of native trees, shrubs and sedges that occur within the area. The embankments leading up to either bridge abutment will also be revegetated with a mix of <i>Eucalyptus rudis</i> and other species. Embankments will be rehabilitated with a more diverse species mix than currently present. Project landscaping will only include native plant and tree species and will consider existing species of native wildlife.</p> <p>In addition to project landscaping and revegetation, approximately four hectares of land just upstream of the bridge site will be revegetated with thousands of new trees and understorey species as part of the environmental offset for the Lloyd Street Bridge.</p>
<p>Ensure protection of the Helena River and its floodplain, including during flood events.</p>	<p>Two bridges are being built over the Helena River – one at Lloyd Street and one at Roe Highway.</p> <p>The flood plain and the Helena River are important considerations in the development and design of the two bridges. Both the Lloyd Street and Roe Highway Bridge designs over the Helena River do not require widening or deepening of the river channel and will not restrict the flow of water.</p> <p>Through the Lloyd Street Bridge design process, flood modelling was undertaken for the 85% design. Flooding was assessed at 1 in 5 year, 1 in 10 year, 1 in 50 year and 1 in 100 year scenarios. The flood modelling indicates that the bridge will have a negligible impact on flood levels with the impact of the embankment during the 1 in 100-year flood being minimal (water levels would rise by between 5 and 10cm higher than without the bridge in place).</p> <p>Further modelling has been undertaken to determine maximum water depth, level and velocity in the vicinity of the Roe Highway Bridge. The additional modelling extended to 1000m upstream of the Roe Highway Bridge and 250m downstream of the Lloyd Street Bridge to align with the Department of Water and Environmental Regulation (DWER) regional model flood level.</p> <p>When design of the Roe Highway Bridge over the Helena River is in the 85% design phase, further flood modelling will be completed. The 85% design phase flood study will incorporate future design developments to inform bridge geometry. A bridge scour assessment will also be carried out to inform the bridge structural design and to provide scour protection around piers and abutments.</p>
<p>Ensure water quality of Helena River is maintained, ensure no adverse environmental impacts from acid sulfate soils, and ensure geochemical stability of fill used in close vicinity to the river.</p>	<p>The Alliance has undertaken an investigation of soil and groundwater conditions at and around the Lloyd Street and Roe Highway bridge sites. The investigation included assessment of all potential areas of disturbance and was undertaken in accordance with Department of Water and Environmental Regulation (DWER) guidelines (and have been discussed with DWER Officers).</p> <p>The soil investigation comprised assessment of potential contaminants of concern and Acid Sulfate Soils, allowing for a detailed understanding of the geochemistry and groundwater</p>

Summary of Feedback	Alliance Response
	<p>chemistry. The Acid Sulfate Soils investigation included analysis of the geological profile and its Acid Neutralising Capacity. An Acid Sulfate Soil and Dewatering Management Plan (ASSDMP) will be prepared in accordance with DWER guidelines. This management plan will facilitate control of geochemistry, in particular pH, acidity and heavy metals.</p> <p>Should other forms of contamination be identified, Site Management Plans and/or Remediation Actions Plans will be prepared, in accordance with DWER and <u>National Environment Protection (Assessment of Site Contamination) Measure 1999 (NEPM) Guidelines</u> to minimise any risk to the environment and human health.</p> <p>Geochemical stability of fill for the project will be ensured by testing all imported fill and rejecting any that contains Acid Sulfate Soils unless appropriately treated.</p> <p>GCA will implement an ongoing monitoring program that will record ground and surface water condition up and down stream of the proposed works. The monitoring program will include a range of trigger criteria that will be linked to management actions in response to trigger criteria being exceeded. Management actions will include reviewing construction activities and adapting mitigation measures as necessary.</p>
<p>Ensure the Lloyd Street bridge design supports connectivity for fauna.</p>	<p>A culvert is proposed to maintain connectivity between each section of wetland either side of the bridge embankment. The culvert is intended to maintain a hydrological connection between either end of a low point in the floodplain that occasionally holds excess water during high rainfall events. The culvert also allows for movement of fauna.</p>
<p>Request for pedestrian access to Helena River foreshore and creation of pathways along the river for cyclists and pedestrians.</p>	<p>In consultation with City of Swan we will investigate options to provide better access to the Helena River and its foreshore for the local community.</p> <p>Subject to City of Swan agreement, the Alliance will incorporate access from the bridge to the foreshore as part of the bridge design. Options that can be considered include:</p> <ul style="list-style-type: none"> • Steps from the top of the bridge, down the embankment to the floodplain • Informal (gravel style) path from the path on the bridge to the floodplain <p>Construction of a path along the river cannot be considered by Greater Connect Alliance as part of the project as the project area does not extend to the area along the river between the Lloyd Street Bridge and Roe Highway Bridge.</p>
<p>Suggestion to introduce a Diverging Diamond Interchange to WA in place of the Single Point Urban Interchange at Abernethy Road/Great Eastern Highway Bypass.</p>	<p>A diverging diamond interchange (DDI) is a type of <u>diamond interchange</u> in which the two directions of traffic on the non-<u>freeway</u> road cross to the opposite side on both sides of the bridge at the freeway.</p> <p>The Single Point Urban Interchange design at the intersection of Abernethy Road and Great Eastern Highway Bypass was selected as it better suits use by and is more efficient for the movement of high volumes of heavy vehicles. Further to this WA does not have any other diverging diamond interchanges, there is a concern of confusing drivers with the unfamiliar interchange configuration.</p>

Summary of Feedback	Alliance Response
<p>Preference for Great Eastern Highway Bypass and Abernethy Road Interchange design to have no traffic lights and request for consideration of use of roundabouts or bigger, curved exit and entry ramps to eliminating traffic lights on Abernethy Road.</p>	<p>A number of designs for the Great Eastern Highway Bypass and Abernethy Road Interchange were considered, including an interchange with roundabouts which would have eliminated the need for traffic lights on Abernethy Road. However, the use of roundabouts would have required a third through-lanes which is an unfamiliar roundabout configuration for WA.</p> <p>Consideration of safety (particularly for heavy vehicles) and land requirements determined a Single Point Urban Interchange design was the most suitable design at this location. The Single Point Urban Interchange design provides free-flowing traffic on Great Eastern Highway which is a primary transport route. Primary transport routes are managed by Main Roads and designed to support the movement of inter-regional and cross town/city traffic.</p> <p>Abernethy Road is classified as a District Distributor Road. These roads are generally managed by Local Government Authorities and are designed for high-capacity traffic movements between industrial, commercial and residential areas.</p>
<p>Ensure that acceleration lane lengths from Abernethy Road to Great Eastern Highway bypass are adequate for road trains to merge into the traffic stream and ensure merge points are designed for large trucks using the interchanges.</p>	<p>The ramps have been designed with due consideration for trucks (including road trains) and are compliant from a standards perspective. It should be noted that the downgrades for the Great Eastern Highway Bypass (GEHB) on-ramps will automatically assist with truck acceleration. Furthermore, both GEHB onramps from Abernethy Rd/Lloyd St are two lane entries. Although the outside (left) lane is not only for slower vehicles, it allows slower vehicles to slowly accelerate down the ramp, while faster vehicles overtake on the inside lanes before merging.</p>
<p>The closure of Stirling Crescent on the south side is a major inconvenience for High Wycombe residents.</p>	<p>Residents in High Wycombe will continue to have access following the closure of Stirling Crescent at GEHB. To facilitate continued access on the south side of the Bypass, Adelaide Street will be extended to Abernethy Road and a roundabout will be built at the intersection of Adelaide Street and Abernethy Road which will allow residents to travel north to the Great Eastern Highway Bypass. The intersection of Stirling =Crescent and the Bypass will not be closed until the new Adelaide Street connection at Abernethy Road is open. This is likely to be mid-2024.</p>
<p>A median down the middle of Adelaide Street will restrict access. The design needs to allow for future crossovers and access onto Adelaide Street from both directions.</p>	<p>The design of Adelaide Street initially included a painted median. However, as design has progressed we have identified an opportunity to remove the median which will allow access from properties to Adelaide Street in both directions. Removal of the median also reduces land acquisition requirements and minimises associated impacts on landowners.</p> <p>The design of Adelaide Street accommodates construction of future cross overs (subject to local council approval).</p>
<p>Request for a path along Adelaide Street so that High Wycombe residents can access the new shared path on Abernethy Road. Alternatively, consider extending the path along Kalamunda Road so that it extends all the way to Abernethy Road.</p>	<p>The Alliance will investigate the inclusion of a path along Adelaide Street between Stirling Crescent and Abernethy Road.</p> <p>City of Kalamunda has also confirmed plans to extend the path along Kalamunda Road all the way to Abernethy Road but timing of these works is to be confirmed.</p>
<p>I would like to ride a bike from Helena Valley area to the corner of Stirling Crescent and Talbot Road, but the cycleway along the Bypass doesn't access the south side of the road. Can there be an underpass for cyclists to cross at Stirling Crescent?</p>	<p>To access Stirling Crescent from the Helena Valley area, cyclists can access the Principal Shared Path at Stirling Crescent (north), ride west along the PSP to the new Abernethy Road Interchange and then along Abernethy Road to Adelaide Street. The Alliance is currently investigating the inclusion of a path along Adelaide Street between Stirling Crescent and Abernethy Road.</p> <p>In addition, City of Swan is planning to construct a shared path along Stirling Crescent between Adelaide Street and the cul de sac at GEHB.</p>

Summary of Feedback	Alliance Response
Concern that there is no path access to southern side of Great Eastern Highway Bypass from the northern side.	A shared path will run along the new Abernethy Road and Great Eastern Highway Bypass Interchange allowing pedestrians and cyclists to travel from the north to the south side of the Bypass and vice versa.
Ensure adequate cycle path access into South Guildford from the GEH bypass.	Currently the PSP along GEHB ends just west of the freight rail bridge where it connects into the local path network on Waterhall Road. From Waterhall Road cyclists can use the local path network to travel to South Guildford.
Address safety of cyclists cycling on Kalamunda Road (beside the airport) travelling to Guildford in the early hours of the day interacting with heavy vehicles / oversize vehicles.	The project design includes a shared path along the western side of Abernethy Road between Kalamunda Road and the new Abernethy Road and Great Eastern Highway Bypass Interchange. This shared path connects to the PSP along the north side of the Bypass which then connects to the local path network at Waterhall Road. Cyclists can use this route as an alternative to Kalamunda Road when riding to South Guildford.
Request for pedestrians and cyclists to be separated.	<p>Design of the new shared paths being built as part of the project will aim to ensure pedestrians and cyclists have clear sightlines.</p> <p>The new shared paths will be delineated by line-marking down the centre of the paths.</p> <p>The Alliance will consider inclusion of messaging via signage reminding pedestrians and cyclists to be safe and courteous and inclusion of awareness raising information in project updates which are distributed to 22,500 local residents and businesses.</p>
Allow sufficient area in the corridor for future widening and also services infrastructure.	The project design makes provision for future widening of Roe Highway, Great Eastern Highway Bypass and Abernethy Road. It also accommodates the proposed future realignment of the Midland Freight Rail Line.
What provision, if any, is being made for future realignment of the freight rail line?	The project design accommodates the future realignment of the freight rail line. Specifically, the height of the Great Eastern Highway Bypass and Abernethy Road Interchange takes into consideration the future rail line.
Materials such as rocks and landscaping need to be in keeping and appropriate selected with cultural input.	Landscaping is a defining component of the project. The soft landscaping elements will feature surrounding native species that will give the project a sense of place, consistent with the existing landscapes that surround the new infrastructure. Hard landscaping such as stone pitching will be used between kerbs, paths and the roadside where there is insufficient room for landscape planting. Instead of the commonly used limestone pitching, it is proposed that laterite from the Darling Scarp will be used. The colour and texture of laterite will better suit and integrate with the local environment.
Incorporation of artwork on the bridges and plenty of native landscaping will enhance the look and feel of the area while achieving improved transport at the same time.	To create a cohesive urban design outcome for the project and enhance community amenity in the area, public and community art and interpretation within the works will be considered. There are opportunities for retaining walls and underpasses to incorporate public artwork on the walls and ceilings.
Please have consideration for electric vehicle owners and the eventual 'Electric vehicle Boom' and install a solar charging network somewhere in the area	<p>The WA road network doesn't currently take into consideration electric vehicles. The State Government has developed an Electric Vehicle Strategy to prepare for the transition to low and zero-emission electric vehicles and maximise the benefits to our state. The Strategy is available at https://www.wa.gov.au/service/environment/environment-information-services/electric-vehicle-strategy</p>
Ensure minimal removal of trees used for wildlife habitat and ensure survey of trees with hollows for wildlife inhabitants.	<p>The project design has focussed on minimising clearing of native vegetation as much as possible.</p> <p>GCA has a Ground Disturbance Permit system in place that ensures all clearing activities are fully considered by the environment team with appropriate controls and mitigation in place for the specific area being cleared.</p>

Summary of Feedback	Alliance Response
	During clearing activities, licensed fauna handlers and spotters will be on-site. If required to ensure their safety, native animals will be relocated to a nearby suitable habitat, as approved by the Department of Biodiversity, Conservation and Attractions.
Consider including overpasses and underpasses to facilitate the movement of wildlife.	Due to the project involving pre-existing major Highways rather than creation of new road corridors, fauna under and overpasses have not been considered.
Request for information on what will happen to the goats that live in the area.	The Alliance will ensure that the goats are not in any areas to be cleared prior to commencement.
Concerns about noise impacts on residents living in the Bushmead development.	<p>As part of the project, noise attenuation and screening requirements are considered to ensure traffic noise and privacy is maintained within required limits for local residents.</p> <p>Traffic noise modelling is used to identify areas where noise attenuation is required to restrict noise to acceptable levels. Traffic noise modelling uses complex acoustic prediction software to determine likely future noise levels and the extent of the measures required to achieve compliance with noise limits specified by the Western Australian Planning Commission Road and Rail Noise Policy (State Planning Policy 5.4). The modelling helps us understand current noise levels and predict future noise levels when the project is complete.</p> <p>If the traffic noise modelling identifies areas where noise attenuation is required to restrict noise to acceptable levels, these areas will be protected by building noise walls or earth mounds.</p> <p>Monitoring will be undertaken at project completion to confirm that the average noise levels meet the specified noise limits.</p> <p>Construction noise will be limited as much as practicable. Any out of hours construction activities will be subject to approval by the relevant Local Government Authority.</p>

8. Design changes

To date, key design changes resulting from the feedback received include:

- **Changes to the design of the Lloyd Street Bridge batter slopes** on the bridge approaches.
 - Proposed changes include adding sections of gabion retaining walls within the southern embankment to reduce the embankment footprint and consequently reduce the clearing of the remnant native trees.
 - The amended design indicates that the southern embankment will be reduced by approximately 3286 m² and the northern embankment by 695 m².
 - These changes will allow approximately 20 additional mature *E. Rudis* (Flooded Gum) trees to be retained.
- **Investigation into the addition of a shared path** along the western side of Adelaide Street between Stirling Crescent and Abernethy Road.
- **Review of flora species** to be incorporated in project landscaping.
- Commitment to development and implementation of a **Heritage Interpretation and Aboriginal Art Plan** for the project.
- Commitment to **incorporation of Aboriginal art** in the Urban Landscape Design.
- **Commitment to use recycled materials** such as recycled asphalt pavement and recycled concrete where practicable.

9. Next steps

Feedback from consultation on the project design will help inform the final design for the Great Eastern Highway Bypass Interchanges project, which will be refined through the detailed design phases of the project in late 2021/early 2022.

Procurement activities are underway, with sub-contractors currently being invited to tender on packages of work. Early pavement works to facilitate traffic flow on Great Eastern Highway Bypass during construction of the new Abernethy Road and Great Eastern Highway Bypass Interchange is scheduled to commence late November, ahead of major construction in 2022.

Greater Connect Alliance is committed to keeping road-users, residents, businesses, and all other stakeholders informed, and will provide ongoing opportunities to stay up-to-date on the project. Updates will be provided on the project website, via project newsletters and social media, and through targeted engagement around specific project impacts and design elements with the local community. This will include further information being provided throughout 2022 in relation to a range of issues including construction laydown areas, work hours, traffic management, property impacts and management of construction impacts such as noise, dust and vibration.

Appendix A: Shopping centre display information materials

Information materials available at the shopping centre displays included:

- Large maps with an overlay of the project design
- Project fact sheets, including:
 - Project Scope and benefits
 - Shared Paths
 - Roe Highway Upgrade and bridge duplication
 - Great Eastern Highway Bypass and Roe Highway Interchange
 - Great Eastern Highway Bypass and Abernethy Road Interchange
 - Urban Design
 - Lloyd Street Bridge
 - Sustainability
 - Cultural Heritage Management
 - Environmental Management
 - Traffic Management
- Local Area Design Updates, including:
 - Abernethy Road (Yagine close to Kalamunda Road)
 - Lloyd Street and Lakes Road intersection
 - Stirling Crescent, Talbot Road and Adelaide Street
 - Realignment of Arum Lily Place
- Project Updates, including:
 - May Project Update – providing a centrefold image of the project map on display
 - September Project Update – provided the project contact details and link to the MySay webpage
- Feedback forms
- Form to register for on-line project updates

Appendix B: Social pinpoint map feedback

Location	Feedback/Question
Northwest corner of Abernethy Road and Great Eastern Highway Bypass interchange	Has the project allowed for future freight rail realignment under the Lloyd Street approach to this interchange? The freight realignment is being planned to run west east on the north side of the GE Highway Bypass.
Bushmead Road/Helena Valley Road bridge over Roe Highway	Can we put Off-Ramp direct access to Roe highway from Helena Valley road please? It resolves our traffic congestion issue in coming months especially Residential development around Bushmead, Helena valley and Bellevue Bellevue estate in coming months. Please keep an eye, Appreciate your attention
	We need Off-Ramp direct access to Roe highway from Helena valley road. This is in existing traffic congestion issue in the area and will become worse as further development occurs around Bushmead, Helena valley and Bellevue Bellevue estate in coming months
	As Stirling crescent is being closed is there a way to connect Helena Valley Rd to Roe Hwy North without having to go all the way around to Lloyd Street? With such a large footprint used for the interchange, which seems excessive, there must be an opportunity to improve access to residents on the East of Roe Hwy, considering the number of local road closures and the increased traffic due to new developments in the area - Bushmead and Bellevue.
	I'm just thinking, Amount of traffic congestion in near future on Helena valley road because of Helena valley estate development & New Bellevue estate Bellevue, So, can we get direct access to roe hwy fm Helena valley road via off ramp ...otherwise all Helena valley estate & New Proposed Bellevue estate Bellevue traffic goes to midland road or Abernathy road to get access Roe highway. Please planned. Many thanks
Lloyd Street Bridge	This should be the #1 priority of the whole project. The increase in traffic on Military Road and Clayton Street results in huge delays all week and even on weekends. This makes it difficult for people who live in Bushmead, Hazelmere and Helena Valley to get into Midland.
	Completely agree with the above feedback. Military Road and Clayton Street junction has become a nightmare for those travelling from Hazelmere, Helena Valley, High Wycombe for work into Midland in the morning. Very poor planning until now for recent Clayton Street changes and there was no consultation.
	Bridge design is inappropriate. It has a massive, filled ramp and will effectively block a large part of the floodplain and lead to a substantial loss of mature vegetation and habitat. There are better designs for this environment.
	This bridge is to be constructed in an area with undisturbed Bushland and mature trees on the edge of the Helena River. These trees and Bushland should be preserved and should not be cleared to provide ramparts for the bridge. A bridge on piers would enable this area to be preserved.
	The location of this bridge includes undisturbed Bushland and many mature trees on the edge of the Helena River. These trees and Bushland should be preserved. A bridge on piers would enable this to happen.
	The bridge crossing the Helena River should be designed to have minimal impact on the flow of the river and the surrounding natural eco system, especially any mature trees.

Location	Feedback/Question
	Make sure bicycle lanes are incorporated into the crossing.
	The disturbance footprint does not need to be so big; it can be minimised by considering a better design. The potential for impact to the integrity of the urban green corridor are real and this design is inappropriate for the time and location. An ill-conceived budget should not be the reason why the local community should suffer the indignity of this design.

Appendix C: Community survey questions

COMMUNITY SURVEY
SEPTEMBER 2021

Australian Government
BUILDING OUR FUTURE

mainroads
WESTERN AUSTRALIA

Great Eastern Highway Bypass Interchanges Project

1. What aspects of the project are most important to you? (please rate 1 to 10 with 1 being the most important)

Easing congestion and improving travel times

Improved access to the Hazelmere and High Wycombe Industrial areas

Improved access into Midland from Great Eastern Highway Bypass via the extension of Lloyd Street

Improved road safety

Protecting the environment and look and feel of the local area

Delivering a transport solution for all modes of transport including walking and cycling

Making it easier for freight to move around Perth and WA

Good property access

Effective management of traffic noise

Other (please describe)

2. Considering the aspects of the project listed in question 1 above, how do you think the design of the project can be improved to address the things most important to you? (please describe)

3. Are there any aspects of the project that concern you (please describe)?

4. How do you think the project design can complement the surrounding environment? (tick all that apply)

Use of colour schemes that are representative of local native plant and flower species or stories associated with the area

Ensuring a mix of native trees, shrubs and ground covers in the landscape design

Design that complements nearby interchanges such as Roe Highway and Great Eastern Highway

Use of construction materials and landscaping that complement the surrounding environment (eg) use of laterite for rock pitching instead of limestone

Other (please describe)

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5. How do you think the project design should contribute to sustainable outcomes (tick all that apply)

- Catering for future needs and changing demands
- Reduced water usage
- Reduced energy consumption
- Reduced waste
- Increased use of recycled materials
- Increased use of easy to maintain materials
- Protecting and enhancing Aboriginal heritage values
- Prioritising local procurement and creating opportunities for neighbouring businesses
- Other (please describe)

6. When deciding what trees and vegetation to plant we need to consider the following:

- the character and species of existing plants and trees
- trees and shrubs suited to the location, climate and soil
- species to be low maintenance and have low water requirements
- trees and vegetation should leave sight lines open
- landscaping designs are subject to agreement with the relevant asset maintainers and landowners, such as council, as well as industry standards and guidelines.

Noting the above, what else do you think we need to consider when we design the landscaping? Please describe.

7. How do you think we can integrate the history of the area into the project? (tick all that apply)

Include interpretive signage providing information on local Aboriginal and European Heritage specific to the project area

Incorporation of public artwork on bridge abutments and in pedestrian/cyclist underpasses

Provide educational opportunities for local schools to learn about design and construction and important topics such as environmental and heritage protection and sustainability

Provide opportunities for local Elders to share their stories and connection to the land with the wider community

Name the new Lloyd Street Bridge over the Helena River a name that is representative of the history of the area

Other (please describe)

8. Is there any other feedback you would like to provide about the design of the Great Eastern Highway Bypass Interchanges project? (please describe)

9. Would you like to subscribe to Project Updates?

- No
- Yes (please provide business name or first name and email address)

Name Business Name Email

Submit

Appendix D: Feedback provided via community surveys

1	Ensure that acceleration lane lengths from Abernethy Road to GEH bypass are adequate for road trains to merge into traffic stream
2	Do the Lloyd street / Abernethy section first to allow access to midland.
3	Addition of a 3rd lane to Roe Highway from Clayton St towards the bypass and Kalamunda Rd.
4	The size of the turning loops at GEH Bypass and Roe. That's a huge area, which given MRWAs standard practice of clear feeling huge areas to build these road junctions (see Airport Dve and Roe/Tonkin) represents a huge loss of vegetation. Only clear the actual path of the road.
5	Bridge over Helena River for Lloyd Street extension is poorly designed, blocks a lot of the floodplain and destroys too much vegetation. A design on pillars would be preferable and less invasive than an embankment.
6	Do the bridge and Abernethy road first
7	It should protect the (local) environment, not permanently destroy the continuity of the river system by constructing a weir across the full width of the flood plain.
8	The bridge design has to be amended so it protects the local environment. The current design places the environment at great risk and alienates the community and wildlife from the river and its floodplains. The Helena River is such an important water source in our drying climate, and as the only remaining freshwater river in the metro area, it is vital for preserving biodiversity and contributing towards the overall health (and "look/feel") of the area. The design could be redone so the bridge is an asset, not a burden on an already pressured habitat. The bridge could be designed to work with the river, by protecting its ecosystem, allowing mature trees to remain in place (they cannot be replaced), and encouraging access through and across the floodplain for both people and wildlife. The current bridge design effectively proposes to construct a weir across the entire flood plain, severing the flood plain in half and permanently destroying the movement of water and animals. If this is allowed to be developed, it will have serious and dire consequences to the health of Perth's last freshwater river.
9	Include in the design/specification the need for machines working on the project construction and maintenance to have machine reversing safety alarms of type other than sonar (beep-beep-beep). Broadband alarms or even better cameras integrated into an AI based system that detects dangerous situations and shuts down the machine. And generally, there should be vehicle/machine noise limits/controls, and dust mitigation measures.
10	having enough lanes built from the get go. None of this but minimum required now to expand later
11	At Redcliffe with a centre median concrete Kerb stop Great Eastern Hwy northbound traffic vehicles trying to make RH turn into Central Avenue, Bulong Avenue and Ben Street and being a dangerous, strikable obstacle drastically messing up high volume traffic flow on the main gateway highway between Perth and Melbourne.

12	Ensuring merge points are designed to deal with the larger trucks on these interchanges
13	Please have consideration for electric vehicle owners and the eventual ev boom and install a solar charging network. Somewhere in this area
14	<ul style="list-style-type: none"> • Rethink on the “need for this bridge” and invest properly in a traffic impact study based on changes to Clayton and surrounds. Propose a pedestrian walkway in its place. Has it been superseded by Roe, off ramps and roads within the area? Can it really be justified? Has the cost of the design led to this design being the proposed? Without proper data in the present context there can be no prediction of traffic reduction to areas, this is speculation. It will add to Midland being a drive through, wont address Clayton nor improve the hospital area. • Materials such as rocks and landscaping need to be in keeping and appropriate selected with cultural input. • Re assess “Risk” and likelihood. There is a strong likely hood of damage to the river flow, flood plain and construction of batter pylons is known to increased acidity. This is highly evidenced. • Reconsider the batter and allow access through selecting a more appropriate design which is less destructive now and into the future. The bridge allows little walkability for community of all ages in shared paths – these will not work in Midland. This multi-use pathways are treacherous to pedestrians and will be used by electric vehicles and motor bikes. No shared path. • Revisit and present site pictures and scale drawings the design options to Aboriginal Elders and SWALSC to ensure they are fully aware of the impact, to ensure agreement. Clearly state that these groups endorse the design proposed and are aware of the environmental cultural and heritage impact
15	The Lloyd Street extension needs to happen now!
16	Please put an on ramp from Midland Road to the Bypass Bridge on ramp, and an off ramp from the Bypass to exit to Midland Road from underneath the Bypass /Roe Hwy Southbound (there is room to do so) I travel Midland road to work, it seems silly not to do so. Bushmead and Helena Valley traffic then doesn't have to drive thru the Industrial area meaning safety for cars/trucks. Also, less congestion on Kalamunda Rd heading to the city
17	Show speed limits
18	Make it easier for me to access Bypass
19	It would be good to see a more detailed design.
20	The bridge over the Helena River is a disaster, the design must be changed. see Q 3
21	Improve bridge design. The bridge span is too narrow, and the proposed bridge batter will have too great an on impact wildlife, existing vegetation, the flood plain, and the river itself. The design needs to be revised to reduce the impact on large trees and vegetation

	which provide essential wildlife habitat and to provide for unimpeded water flow in times when the river level rises. The existing bridge batter design will likely lead to the build up of silt and debris around the bridge.
22	Helena River Bridge needs to be able to cover the flood plain area
23	There is considerable traffic volumes along Helena Valley Road into Bushmead Rd that would benefit considerably from an alternate direct access from the eastern approach to Roe Hwy and/or onto the Bypass. This would ease the congestion on the western (Hazelmere) side of Roe, that is a hub of freight transport. This would alleviate safety concerns brought about by the interaction of commuter and freight movements at all times, but particularly at peak times.
24	Environmental aspects of bridge, does not look like its taken into account. Do not cut corners
25	I'd like to see the Lloyd St Bridge use pylons or another design across the whole waterway span. Something that keeps local hydrology as close as possible to its natural state.
26	If it proceeds it should try to limit environmental impact and not go through or near Helena River and water ways as this has widespread environmental impact to the ecology of the area.
27	Bridge design needs to not impact the flow of the river.
28	Increase the span across Helena River so not to block and cause a dam effect on the fresh water river
29	Increase the amount of trees being planted in the construction area
30	Considering wildlife present In the area that will be affected by the changes and maybe adding in plans to have wildlife be able to safely cross highway or the relocation of them
31	Access to roe highway from Bushmead road/ midland road
32	Ensure it runs on time and sticks to the schedule. Do night / weekend work
33	Add some overpasses and underpasses to facilitate the movement of wildlife without huge losses to road deaths & to allow for biodiversity & expansion of gene pools in areas where they are cut off from other populations by roads.
34	Roe 8 and 9 would be the best solution.
35	Turning Gt Eastern Hwy Bypass / Roe Hwy intersection into an interchange will assist in reducing travel times.

36	Build roe 8&9
37	I am looking forward to the completion of these works and the easier access into midland from south Guildford, However I have grave concerns over the slap dash planning proposal for Lloyd street bridge, which I will address below.
38	The Great Eastern Highway Bypass will be popular
39	Looks to be a great design. Really like that traffic light stops are limited
40	Freight around Perth and WA
41	Incorporation of artwork on the bridges and plenty of native landscaping will enhance the look and feel of the area while achieving improved transport at the same time.
42	Hurry up and start. The traffic around Midland is terrible.
43	Pylons raised to preserve environment
44	The Helena River south of Scott St has been in need of rehab for decades. The area the project impacts is degraded, and I hope the construction will afford the opportunity to improve the river, vegetation and controlled public access.
45	Allow sufficient area in the corridor for future widening and services infrastructure.
46	The bridge design has to be amended so it protects the local environment. The current design places the environment at great risk and alienates the community and wildlife from the river and its floodplains. It's unacceptable in this day and age to go ahead with such designs that do not take into account the importance of our natural environment and flora and fauna. The Helena River is such an important water source in our drying climate for the riparian and floodplain habitat, and as the only remaining freshwater river in the metro area, it is vital for preserving biodiversity and contributing towards the overall health (and "look/feel") of the area. The design could be redone so the bridge is an asset, not a burden on an already pressured habitat. Those mature trees should not be removed but remain in place. The current bridge design effectively proposes to construct a weir across the entire flood plain, severing the flood plain in half and permanently impacting and destroying the movement of surface and groundwater. If this is allowed to be developed, it will have serious and dire consequences to the health of Perth's last freshwater river.
47	Bicycle lanes!
48	Make the design of the Helena River bridge more friendly to the environment as outlined by the multiple community groups in the area.

49	All OK
50	Minimal removal of trees used for habitat. Survey of trees with hollows for wildlife inhabitants.
51	Ensure adequate cycle path access into South Guildford from the GEH bypass.
52	There needs to be on and off ramps at Roe X Morrison Road. You can't just close Morrison Road from accessing Reid and Row Hwy, too many people travel through that intersection. It will divert too much traffic to the Toodyay and Great Eastern Hwy entries and exits.
53	Build an effective network that allows of further options. In this regard reduced clearing and maintaining "green ways" through the urban/bush interface of Hazelmere, is of utmost importance for design of the entire project.
54	Choose Bridge design carefully
55	It's going to put too much pressure onto Clayton Rd and Lloyd St traffic lights
56	I hope that you do only take out the bare minimum of banksia trees and when the area is re landscaped it is done with vegetation that was local to the area and not just any old tree like other projects
57	Potential for slip roads to service Helena Valley to avoid having to go all the way up to Lloyd
58	This project will be slash travel Times
59	<p>Additional lane space on the new bridge will likely be needed in the future, and in the design shown, it looks too narrow to allow an additional lane to be added, whilst the old bridge has plenty of room to spare. The new bridge should really be wide enough to allow for 4 lanes of traffic, but only marked up for three at the moment. It would also allow improved resilience and reduce disruption in the event of maintenance or an incident on the old bridge.</p> <p>Whilst Lloyd Street might offer additional crossing capacity, it will probably be used up by traffic generated by local redevelopment.</p> <p>The SPUI at Lloyd Street interchange is good, but this may be a good place to introduce WA to the DDI interchange. I think it could suit this location well, given the proportion of traffic that would be turning.</p>
60	Plenty of landscaping with local native species, especially banksias
61	The current design of the Lloyd Street bridge will block a significant portion of the Helena River flood plain, with potential to significantly impact the riparian ecosystem that it is proposed to bisect. The Helena River system is already impacted by previous damming and these habitats are therefore already sensitive to pressure. According to designs presented to stakeholders by the Greater Connect Alliance, the majority of the span of the 'bridge' is actually earthen embankment; hence, it has an unnecessarily large

	footprint and potential to degrade the hydrogeology of the flood plain. The bridge design should be revised to incorporate pylons in place of the earthworks, consistent with many bridges recently constructed across the metro area, which will minimise the ground footprint and maintain connectivity of the habitat below. A pylon-based design is surely achievable and would also reduce the number of mature native trees that will need to be removed during construction.
62	It all looks good and planned well
63	Covers every concern I had
64	The Lloyd street bridge design has to be amended so it protects the local environment. The current design places the environment at great risk and alienates the community and wildlife from the river and its floodplains. IT is an obsolete design devised over 20 years ago, it is not best practice, its ugly, and it is a disgrace. In your design you show intellectual laziness; It took 20 years to get this project going and you got it wrong. We can surely wait a little longer to get it right.
65	the project will provide a much needed connection through Lloyd St to Abernathy road. Also, will ease the congestion to some extent through Clayton St to great eastern Hwy.
66	It's fine the way it is with the upgrades to the intersection, but 3 lane highway should continue the length of roe highway make it like Tonkin
67	Ensure minimal footprint and maximize area of open floodplain
68	Yes, the bridge over the Lloyd street is abysmal in its design. It must be improved
69	What will happen to the highway goats that live in the area
70	Don't think it can be.
71	I would like to ride a bike from Helena Valley area to the corner of Stirling Crescent and Talbot Road, but the cycleway along Great Eastern Bypass doesn't access the south side of the road. Can there be an underpass for cyclists to cross at Stirling Crescent?
72	The much-needed extension of Lloyd Street is a must to relieve congestion from 3:30 pm every single day.
73	Can there be an access road built between military or Bushmead road to roe highway south. In the morning and afternoon there is traffic that currently gets this access by traveling all the way along military road to Kalamunda road.
74	Opening Lloyd Street to Bushmead Road to alleviate the terrible congestion at the roundabout at Cowie & Clayton and further down Military Road is VERY IMPORTANT to the local communities.
75	Making sure the bridge addresses issues of continued river flow and animal access - wildlife corridor.

76	Easy local access ramp on and off freeways with little disruption to existing access. Create new access before blocking old access.
77	Not my area of expertise
78	The road should be elevated to cause the list amount of disruption to the water flow and fauna and flora.
79	It will definitely help with Traffic
80	Include an on and off ramp to Helena Valley Rd and Midland Rd. as people wanting to reach Roe Hwy from Helena Valley and the New Suburbs along Midland Rd. are travelling south along Midland Rd. and then Left onto Kalamunda Rd. and then Right into Priors Rd. then on to Maida Vale Rd. to get to the on ramp to Roe Hwy. from Maida Vale Rd. and a reverse of all that on the return journey!! Kalamunda Shire are putting in a Roundabout at the OFF Ramp from Roe Hwy to Maida Vale Rd. as there is so many people using this route there have been many accidents at this Junction and all this even after a great new interchange at Roe Hwy. and Kalamunda Rd has been completed !!!!!!!!!!!!!!
81	loop onto roe should be 60 kph rather than 40
82	Design looks great.
83	The bridge over the Helena River is of great concern to me. I was not aware if it's impacts until I saw an article about it in the local newspaper. It's sad when Government does not take Environmental stewardship seriously. Even more concerning when they do not follow their own recommendations. I was expecting more from you.
84	It looks good to me.
85	The Lloyd Street bridge design should include pillars so that Helena River can flow.
86	Better access to Roe Hwy from Helena Valley, this has not been considered with the closure of Stirling crescent and the increased traffic from development around the area.
87	Nil - good design
88	Looks good
89	Traffic from major transport companies needs to be encouraged away from Kalamunda Rd through the high Wycombe residential area. This could be achieved by removing the traffic signals at Abernethy Rd / GEH bridge and replacing with large roundabouts that can handle large heavy vehicles without forcing

	<p>them to stop at traffic lights.</p> <p>Alternatively, access could be restricted into the high Wycombe residential area.</p>
90	On budget on time
91	Looks good to me
92	The design of Lloyd street "bridge" is outdated and destroys the Helena River floodplain. Bridge should be an ACUTAL bridge, raised, on piers, to protect the floodplain and green corridor, rather than the filled ramp!
93	I think the project will ease congestion and travel times. Stirling Crescent is a nightmare.
94	Increase the number of lanes available
95	Am taking this opportunity to comment on GEH and Scott St Greenmount because cars, trucks and caravans short cut to and from GEH bypass.
96	Planning through to Gt Eastern Hwy suits the future upgrades required. Orange route and GEH traffic could be high over Helena River.
97	The Lloyd street bridge should protect the (local) environment, not permanently destroy the continuity of the river system by constructing a weir across the full width of the flood plain. A large part of the floodplain will be permanently blocked, and one arm of the Helena River will be also buried under the embankment. This is unacceptable. The design can be improved by minimising the area of the floodplain buried by the ramps and evaluating alternative options including a bridge supported by pillars.
98	It appears that the design will unnecessarily alter the river's current flow that wildlife is dependent upon
99	It is essential that the construction of a much-needed bridge does not harm the environment. Specifically, blocking the floodplain will do serious and permanent harm to the river and its catchment. The current design will have a very significant impact on the river and its ecology. This will be the case upstream and downstream of the bridge.
100	Pillars should be used rather than 100000s tons of fill to build the bridge. Consideration of the environment should be the main factor in the design. Flooded gums up to 300 years old or older need to be preserved!!!!
101	Need more information on closing Stirling Crescent access
102	Re-design the Lloyd street bridge to avoid destruction of 100 Flooded Gum trees.
103	N/A

104	The Lloyd street bridge should protect the (local) environment, not permanently destroy the continuity of the river system by constructing a weir across the full width of the flood plain. A large part of the floodplain will be permanently blocked, and one arm of the Helena River will be also buried under the embankment. This is unacceptable. The design can be improved by minimising the area of the floodplain buried by the ramps and evaluating alternative options including a bridge supported by pillars.
105	I think the project design is effective as is and I would not make any changes as I believe congestion will be eliminated with this design and improve the idea of free-flowing traffic
106	The project at the Interchange of Great Eastern Bypass and Roe Hwy requires proper consideration of the local environment to reduce clearing of Banksia woodlands. Current (and future) residential development in this area will likely result in a larger clearing of remnant native vegetation. Should Main Roads minimise the clearing and acquire a parcel of land in this area to protect and conserve remnant woodlands in perpetuity, this could at least offset suggested clearing for the road upgrade. The project at the Lloyd street bridge should protect the local environment and not significantly affect the Helena River and its floodplain. The current design has a large part of the floodplain permanently blocked. The design could be improved using a bridge supported by pillars.
107	Need access to the Hwy for Helena valley and Bushmead Maybe connect old midland Rd with the bypass
108	Making sure there is no direct access to Helena Valley Road as this would cause more traffic & create a rat run through to Scott Street.
109	Do not infill any wetlands
110	I'm concerned that the Lloyd Street extension may bring more freight through Midland, effecting the already difficult road network. I understand the traffic modelling used is over 10 years old and therefore out of date. There must remain access to Roe Hwy from Morrison rd
111	Save the wetlands
112	Overall, it looks like a well designed project, but the Lloyd Street bridge design needs to be changed to a pillar design, the current design is detrimental to the Helena River. Also a little surprised there won't be any access for Helena Valley/Bushmead residents to easily get onto Roe Northbound, at the moment they need to use Stirling St and with the new design will have to go even further around to go via Lloyd St then onto GEHB. Seems a little silly not to join either Military Rd or Midland Rd to Roe Highway.
113	Redesign the idea of a bridge over the Helena floodplain - make the environment congruent with the new project instead of destroying it.
114	The proposed plans for Lloyd street bridge. With a little extra work and thought we can avoid devastating an area that is crucial to maintaining the health of the environment and the community while actually creating an area that can be utilised by the public. Yes the traffic sucks in Midland but you can address both issues. There are already so many ugly bridges and intersections around Perth. Removing those trees and disturbing the soil /dumping fill will turn it into another weed filled eyesore.

115	The bridge needs to be redesigned with piers rather than the batters. The bridge over the Swan River on Reid Highway at Middle Swan is a good model. Why is a similar design not proposed here?
116	Change design of bridge
117	The Lloyd Street bridge over the Helena River needs to be fully supported by pillars to avoid blocking the floodplain.
118	The biggest improvement needs to be the bridge design and environmental damage done when construction phase begins.
119	I am particularly concerned that the design of the bridge on Lloyd Street over the Helena River (near where I live) is so intrusive on the environment and severely interrupts the green corridor so important for the health of that small river and all the animals dependent on that area. Surely the impact on the river plain can be minimised whilst still taking traffic over and above the area.
120	The Lloyd street bridge should protect the (local) environment, not permanently destroy the continuity of the river system by constructing a weir across the full width of the flood plain. A large part of the floodplain will be permanently blocked, and one arm of the Helena River will be also buried under the embankment. This is unacceptable. The design can be improved by minimising the area of the floodplain buried by the ramps and evaluating alternative options including a bridge supported by pillars.
121	Make the river a feature of the works and access to the river. Walking trails etc
122	Retain optimal amount of the existing natural landscape in the bypass area. Cause least disturbance to the waterway and open space as possible when planning the infrastructure. To allow the amenity to be retained for both the environmental benefit to existing flora and fauna and human recreation/ appreciation.
123	Build on pylons to keep the natural topography
124	Build a bridge with pylons rather than a contaminated mound of fill
125	Protection of the bush land along the Helena River and creation of pathways through the area for cyclists and walkers.
126	Provide cycling and pedestrian access across the bridge along with walkways that protect and enhance the environment of the Helena river.
127	I am 79 years of age and not very computer savvy it is hard to fill in a robotic. Survey I attended your presentation recently and am satisfied with the design and consider that the thousand of responses from the build the bridges survey are being ignored. The silent majority are being ignored shouldn't they be merged with your survey to maintain credibility

128	In it state the project will have detriment impact on local flora and water ways. It's a concrete monster built for trucks. Why do we need trucks in Midland and about? Take away trucks and no need to build this monster.
129	Upgrade Kalamunda Road as it passes the airport with a cycling path, linking to the cycle path at Guildford. Guildford has cafe's and is a bit of a cycling hub. Riding from Guildford to the Zig Zag will be hazardous with more heavy vehicles using Kalamunda road once the rail bridge is upgraded.



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