NorthLink WA

Perth-Darwin National Highway – connecting Perth and the North West

Development of NorthLink WA Underway

Project development work on NorthLink WA is underway and scheduled to be completed by mid-2015.

This process aims to:

- Identify the long term transport requirements to service a growing Perth population and freight task beyond 2050;
- Secure land to accommodate this future road and transport corridor;
- Obtain the enabling approvals;
- Reduce impacts associated with the corridor and identify ways to maximise the project benefits; and
- Establish the scope of works proposed for delivery from 2016 to 2019.

About NorthLink WA

NorthLink WA comprises two projects with a combined value of $1.12 billion that will boost freight efficiency and productivity by improving the link between Perth and the north west of WA.

Funded by both the Australian ($756 million) and State ($362 million) Governments, NorthLink WA comprises:

- A new 37km high standard link from the intersection of the Reid and Tonkin Highways to Muchea; and
- Grade separation of the Tonkin Highway with Benara Road, Morley Drive and Collier Road.

NorthLink WA will:

- Improve freight capacity, efficiency and productivity;
- Reduce urban congestion now and into the future;
- Improve road safety in line with the State’s ‘Towards Zero’ policy;
- Maximise sustainability through economic, social and environmental responsibility; and
- Improve amenity for the community, tourists and road users.

We aim to create a road that balances the varying and sometimes competing needs of communities, road users and stakeholders in a way that is socially, environmentally and economically sustainable.
Community Reference Groups

Three Community Reference Groups (CRGs) have been established to provide community input to the design process. Each group represents a project area – southern, central or northern.

Members of the public were invited to nominate to be part of a CRG. Nominations were invited via advertisements in the local press, via posters and direct mail to people who had previously sought project information, and at the information sessions.

The project team is also working closely with local government authorities on a range of issues including identifying community groups and organisations that should be invited to nominate.

Each Community Reference Group will consider the overall project and will have the opportunity to provide input to local issues.

The first CRG meetings were held in August 2014. These provided an opportunity for members to work with the project team to prioritise issues for discussion over the coming months, and to identify areas where community input can contribute to the achievement of positive outcomes for stakeholders.

Key issues that were raised and will continue to be discussed include:

- Local area issues – noise, visual amenity, dust;
- State forest excision;
- Priority One water mound;
- Impacts for Whiteman Park;
- Environmental issues;
- Public transport provisions;
- Impacts for existing businesses;
- Securing land tenure;
- Desire to commence works early and ‘get on with it’; and
- Local area access and connectivity.

The minutes of these meetings can be found on the project website at www.northlinkwa.com.au

The Project Team

Main Roads is leading the Project Development phase for NorthLink WA, in conjunction with lead consultants BG&E and a multi-disciplinary team to complete this process. More than 40 people are involved and are committed to achieving an outcome that offers benefits for the many and varied stakeholders.

Information sessions

Hundreds of people turned out to community information sessions hosted by the NorthLink WA project team during July and August 2014.

The information sessions, which were held at Ellenbrook, Muchea, Bullsbrook, Altone Park, Morley and Ballajura, provided members of the public with an opportunity to ask questions of the project team and learn more about the project development process.
**Glossary:**

- **Interchange** – separation of the levels at which roads, railways, paths etc cross one another, with unimpeaded movement (ie no traffic signals) in all directions.
- **Grade separation** – separation of the levels at which roads, railways, paths etc cross one another, with movement possible in all directions but controlled via traffic signals or other mechanism.
- **Flyover** – a bridge carrying one road over another, with no connection between the two roads.
Project update

The project team commenced work on the detailed development of NorthLink WA in May 2014. So far the team has completed the following tasks:

Ultimate planning design:
- Reviewed previous planning work;
- Prepared design traffic volumes for 2031 and 2050;
- Agreed ultimate planning criteria and objectives;
- Developed drainage strategy; and
- Commenced assessment of interchange configurations.

Stakeholder Engagement:
- Seven community information sessions along the project route held;
- Southern, Central and Northern Community Reference Groups set up and initial meetings held;
- Other reference groups established and meetings held - Freight and Road User Group; Drainage Reference Group; Environmental Reference Group; and Safe System Working Group;
- Project update newsletter produced; and
- Website established.

Site investigations:
- Geotechnical and environmental site investigations have commenced after the completion of desktop studies. Geotechnical investigations to date have included bore holes and trial pits, with investigations continuing through to the end of 2014. Fieldwork associated with the flora and fauna surveys has begun and will continue through spring.

Noise modeling:
- Noise monitoring has begun at the southern end of the project, and will continue along the length of the route. This monitoring will be used to develop a benchmark for noise impacts that will demonstrate the ‘before and after’ noise levels for the project.

Coming up

In the period until the end of 2014, the project team will:

- Complete all initial site investigations;
- Finalise the traffic analysis and modeling;
- Develop long term vision for this road network project;
- Address local area issues along the project alignment;
- Hold further Reference Group meetings.

In the new year, the project team will focus efforts on determining how much of the long term vision needs to be constructed now to service transport needs over the medium term in order to complete a final business case for funding approval.

The project team thanks everyone who has granted access to their land for site investigations, or who has participated in the CRGs and in information sessions.

CONTACT US:
1800 642 795  
email: info@northlinkwa.com.au  
www.northlinkwa.com.au