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# Community Feedback Report

Perth Airport Precinct – Northern Access Project  
Great Eastern Highway Bypass and Kalamunda Road Interchange  
Kalamunda Road Rail Bridge Replacement

July 2022

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# Introduction

To enable future development of the Perth Airport North Precinct, the Australian and State Governments have funded the Perth Airport Precinct – Northern Access Project. The project will construct a grade separated interchange at Great Eastern Highway Bypass and Kalamunda Road and replace the existing load limited Kalamunda Road Bridge over rail with a new four lane bridge with full load carrying capacity.

- The new grade separated interchange at the Great Eastern Highway Bypass and Kalamunda Road intersection will address wait times at this intersection and future-proof the intersection's capacity for future growth.
- The new full load carrying capacity rail bridge on Kalamunda Road over the freight rail line will provide heavy vehicles with an alternative route, improving access and efficiency for the freight industry.

The Greater Connect Alliance, a consortium comprising Laing O'Rourke, AECOM and Arcadis, in partnership with Main Roads has been engaged to deliver the Kalamunda Road Rail Bridge Replacement and undertake the planning and development for the Kalamunda Road and Great Eastern Highway Bypass Interchange.

- Planning and development for the Kalamunda Road Bridge over the freight rail line is well-progressed. Geotechnical and environmental investigations are complete and design of the bridge is expected to reach 85% by September 2022. Early works could commence by early 2023 subject to design completion and funding approvals.
- Planning and development for the Great Eastern Highway Bypass and Kalamunda Road Interchange commenced in October 2021. Traffic modelling, geotechnical investigations, environmental and heritage investigations, and stakeholder consultation is ongoing. The outcomes of these investigations and consultation will help us to understand potential impacts, confirm the statutory and environmental approvals required to enable the project to proceed, develop design concept options and confirm scope and costs of different options. This work will inform the selection of a preferred concept design, which will then be refined in the second half of 2022. Construction of this interchange is expected to commence in 2025.

As part of the planning and development for the Perth Airport Precinct Northern Access Project, the Greater Connect Alliance (GCA) has commenced engagement and consultation with a number of stakeholders.

Community and stakeholder engagement activities will continue throughout project planning and development. All feedback and concerns will be considered as the project team continue through the concept design development and analysis 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.

## Purpose

This document is a summary of submissions received as part of a survey and an interactive social map for a proposed new grade separated interchange at the intersection of Great Eastern Highway Bypass and Kalamunda Road between 24 June and 25 July 2022.

Respondents were given the opportunity to complete an online survey and use an online interactive social mapping tool. Survey questions allowed the respondents to input free text comments and the mapping tool allowed for respondents to identify locations of interest in the project and add comments.

The survey and map tools enabled us to capture sentiment about the project area overall as well as location specific issues and opportunities.

We heard a rich diversity of views about community priorities and concerns based on the project information currently available. The feedback we received was substantial in detail, with thoughtful commentary describing concerns and ideas for consideration by the Project Team.

We have compiled a summary of key findings here. The feedback obtained will help inform the project team during the early planning phase of the project and will influence development and selection of a concept design option that balances the competing needs of road users, local businesses and the local community whilst ensuring the best possible road safety and efficiency, environment and heritage, and land-use outcomes.

# Communication and engagement

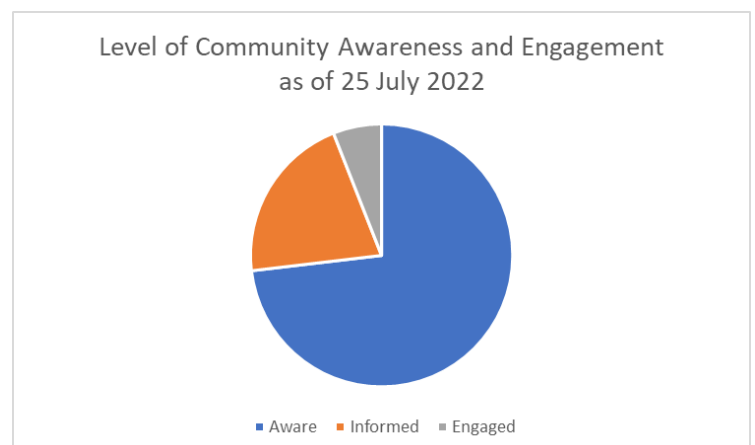
Design of the Kalamunda Road Bridge over the freight rail line has involved extensive consultation with key stakeholders including Arc Infrastructure (manager of the State’s rail freight network), Perth Airport, State and Local Government Authorities and businesses that will be directly impacted during construction of the bridge.

Communication and engagement activities for the Great Eastern Highway Bypass and Kalamunda Road Interchange has only recently commenced and is currently focussed on building stakeholder and community awareness and understanding of the project, and seeking feedback on what is important to the community. To date, planning for the interchange has involved consultation with key stakeholders including State and Local Government Authorities involved in strategic planning and approvals, Perth Airport, and Metropolitan Cemeteries Board. In addition:

- Information about the project is available on the **project website**
- A **Project Update** was hand delivered to letterboxes and/or reception desks of approximately 1500 residents and businesses in close proximity to the project planning area on 27 – 29 June. The Project Update was also emailed to over 100 nearby businesses. The Project Update included an overview of the scope of works, project benefits and current status. It also advised community members how they can provide feedback and how to obtain further information via the project website or calling the project via Main Roads’ Customer Information Centre.
- Project information and **community surveys** were available for completion for a four-week period on an on-line **project portal (MySay)**. The MySay portal included a Quick Poll, an interactive social pinpoint map, community survey, and business survey. The online project portal was promoted in the Project Update, on the project website and via a post on **Main Roads’ Facebook Page**. Surveys were open from 25 June – 24 July 2022. The Surveys enabled businesses to identify themselves as being potentially impacted by the project and request a meeting with the Project Team.

## Level of engagement

- Since distributing the Project Update, 171 community and business members have subscribed to future Project Updates.
- A total of 496 community members visited the online project engagement hub (MySay web portal).
  - 75 visited multiple project pages
  - 88 viewed the surveys
  - 40 completed a survey
  - 33 viewed the project map
  - 17 downloaded a document
  - 6 visited the FAQ page
  - 2 completed a Quick Poll
  - 1 provided feedback using the pinpoint map



## Feedback – What we heard

Through the survey feedback we learned that the intersection of Kalamunda Road and Great Eastern Highway Bypass is currently used on a daily basis by many of the respondents, with nearly 50% of respondents living in close proximity to the intersection.

The intersection is adjacent to businesses, a heritage listed cemetery, a BMX track and park, Perth Airport, and areas containing sites of Aboriginal Heritage importance, native vegetation and rare flora species. The intersection is accessed by residents, visitors, local business operators and employees who travel to and through the area using a variety of modes of transport including public transport (buses).

A general sentiment was expressed that the broader Guildford area is not only an airport and business precinct but residential and home to the Swan River's First Settlement. The heritage-listed Guildford Cemetery and presence of rare flora species in the Perth Airport Precinct was also identified as being important to the community.

The following pages summarise the feedback provided in the survey responses and social pinpoint mapping tool.

### Top three themes

Thanks to the range and diverse feedback and comments contributed by community members, key themes have been identified. The below table outlines the top three areas of focus for the project team. These three key areas ranked highest in responses/comments in the survey responses.

Feedback Theme	Description
Maintain Local Access	<ul style="list-style-type: none"> <li>• Maintaining access to Kalamunda Road via Barker Road for residents living in the Rosehill Estate is a key priority.</li> <li>• Maintaining access to the Guildford Cemetery is also a priority for the local community and cemetery visitors.</li> </ul>
Environmental and Heritage Protection	<ul style="list-style-type: none"> <li>• Minimising the removal of vegetation, replanting of shrubs &amp; trees along the roadside, and protecting cultural heritage is important to the local community.</li> <li>• Preservation of all bushland, particularly along Kalamunda Rd where there are Bush Forever Sites (at Guildford Cemetery) and along the south side of Kalamunda Rd through Perth Airport is important to local environmental groups. Preservation of Banksia Woodlands of the Swan Coastal Plain and other native vegetation is a priority for these groups.</li> </ul>
Pedestrian and Cycling Access	<ul style="list-style-type: none"> <li>• Support for inclusion of shared paths that keep cyclists and pedestrians separate from traffic, particularly from heavy vehicles.</li> <li>• Support for the location of new shared paths to consider Department of Transport's Long Term Cycle Network, provide safe crossing facilities to access both sides of the Guildford Cemetery and extension of the shared path network along Kalamunda Road.</li> </ul>

## Community feedback

In addition to the key feedback themes identified above, the community provided the following feedback which will be considered by the Project Team.

Feedback	Community Comments	Project Team Response
<b>Landscaping and amenity</b>	<ul style="list-style-type: none"> <li>Request for construction of a noise wall along the Bypass as part of the upgrade near residences north east of the intersection.</li> <li>Please make sure that native vegetation is replanted and noisewalls used on the upgraded section of Great Eastern Highway Bypass, particularly next to the cemetery. People visiting do not want to be hearing road traffic. Please paint them in vibrant local colours like you have done so elsewhere.</li> <li>Protect the cemetery! Make sure there is no road noise by implementing noise walls over the entirety of Great Eastern Highway Bypass.</li> <li>Make sure the noise walls are painted in local colours.</li> <li>Protect the cemetery and other properties - try to avoid any land acquisition for the project.</li> <li>Make sure new landscaping is native.</li> <li>The BMX park has been closed due to asbestos contamination will your works involve removal of the contaminated earth?</li> <li>The bike track that my kids use and hundreds of other kids in the area will cease to exist.</li> <li>Retaining greenery along Barker Road is important.</li> <li>Concerned about increased traffic noise as the main road will be closer to our house. We choose to live here yes but we don't want to lose our bush areas to big cement fences to supposedly block out traffic noise! And also the bike track.</li> <li>There are huge traffic jams, kids crossing and a heritage area. It's a neighbourhood. Trucks and a highway shouldn't be going through South Guildford and Guildford.</li> <li>Will negatively affect house prices in houses close by. Will increase noise and inconvenience that wasn't there when house were purchased.</li> </ul>	<ul style="list-style-type: none"> <li>The requirement for noisewalls is determined by the State Planning Policy 5.4 (SPP5.4) Road and Rail Noise. Under this policy, Main Roads is required to ensure noise limits at the boundaries of its projects are contained within the established acceptable parameters. Noise modelling will be undertaken as part of the design process to assess current noise levels, and projected noise levels to 2041 with the project in place. Noise walls or mounds may be considered in locations where exceedances are evident.</li> <li>A Landscaping and Urban Design Strategy will be prepared for the project. As part of this strategy, a colour scheme will be defined for the project. The colour of any noisewalls will be consistent with the agreed colour scheme. Depending on the location of the noisewalls, the local community may be provided with an opportunity to provide input to the proposed colour scheme.</li> <li>Some land acquisition may be required to construct the new interchange. Any acquisition of privately owned land will be minimised as much as possible.</li> <li>Landscaping is a defining component of all major road projects. Any landscaping on the project will feature surrounding native species that will give the project a sense of place, consistent with the existing landscapes that surround the new infrastructure.</li> <li>Prior to areas being cleared for construction, any wildlife present will be removed and relocated to safe areas by licensed wildlife specialists. For some animals such as possums, this may involve capturing and releasing them. Once construction has begun, checks will be made daily to ensure there is no wildlife in the construction area.</li> <li>The BMX track is managed by the City of Swan who have plans to relocate/rebuild the park once the footprint of the new Great Eastern Highway Bypass and Kalamunda Road interchange is confirmed. City of Swan will be responsible for managing any contaminated soil associated with the track.</li> <li>The property market generally attributes higher median prices to locations that have good access to infrastructure, than those that don't.</li> </ul>
<b>Local access</b>	<ul style="list-style-type: none"> <li>Keep the Barker Road entrance onto Kalamunda Road.</li> <li>If access is to be lost from Barker Road, significant improvements need to be made to the other access points to the Waterhall/Rosehill Estates and Palmer Barracks.</li> <li>I would like Queens Road to remain as a no-through road and for no extra traffic to be directed through Highman Road which is already impacted by high numbers of traffic.</li> <li>I think it could cut too much into where the homes currently are and could make it harder to get out from Barker Road.</li> <li>It will make my school drop and pick up longer. I'm concerned that our access via Barker Road will no longer exist.</li> <li>Is it going to change the entrance of Barker Road onto Kalamunda Road? Barker Road is the only road out of Rosehill Estate without driving the whole way around.</li> <li>I use Kalamunda Road/Barker Road as the primary access for my home. I am concerned that this access may be impacted (even closed) as part of this project. This would make the Queens Road/Great Eastern Highway access point a much busier intersection and it is already dangerous and slow.</li> </ul>	<ul style="list-style-type: none"> <li>The Project Team understand the importance of the Barker Road connection to the local community and are looking at design concept options that can maintain the best possible access while ensuring road user safety. Access between Barker Road and Kalamunda Road is a key consideration in the selection of a preferred design concept for the new interchange.</li> </ul>



Feedback	Community Comments	Project Team Response
	<ul style="list-style-type: none"> <li>• Just a query as to access to Barker Road/Waterhall Road. Intersection is at entrance to the estate so would like to know how this will affect local residents and for how long.</li> <li>• Afraid it will actually make it harder to get out.</li> <li>• Access to Barker Road for South Guildford residents from Great Eastern Bypass is important. loosing greenery along Barker Rd</li> <li>• My concern is the impact it will have on Queens Rd, Kidman Avenue and Highman Street. These roads are already used as a thoroughfare and I'm concerned that it will cause more traffic.</li> <li>• Increased travel times for school drop off and pick up. Our access road (Barker Road) will cause us to drive all the way around to Queens Road to then come to our home.</li> <li>• The planned changes are likely to increase traffic using Route No. 1 to get access to Guildford and beyond via West Swan Road, i.e. vehicles travelling north along Kalamunda Road will turn right into Route No. 1 at the 'T' intersection. This will exacerbate congestion at the intersection of Queens Road and Route No. 1. The latter intersection is particularly bad in peak morning and afternoon traffic. The Queens Road/ Route No. 1 intersection should perhaps have a reasonable sized traffic circle to facilitate vehicles from the west turning right into Queens Road and vehicles turning left from Queens Road onto Route No. 1. The further development of residential housing on the Waterhall Estate (old golf course) will increase traffic congestion at this intersection. In my mind, sorting out Queens Road/Route No. 1 intersection as just as important as the proposed Perth Airport Precinct - Northern Access Project.</li> </ul>	
<b>Shared path location and design</b>	<ul style="list-style-type: none"> <li>• Preferably paths should be separated paths and not shared paths.</li> <li>• There should be a path on both sides of all new/upgraded roads.</li> <li>• There is no mention of the Long Term Cycle Network (LTCN) in the project information. I am concerned that the LTCN was not considered when planning this project.</li> <li>• Keep the paths away from the road.</li> <li>• Paths should be built alongside the roads to and from the intersection, but should be made with the ergonomics of cyclists or walkers in mind, ie. well lined with trees for summer heat mitigation.</li> <li>• Segregated from the carriageway</li> <li>• On sides of the road avoiding interceptions as much as possible and also I would like to see free flowing movement with no/very low interaction with cars.</li> <li>• No information has been provided as to cycling/pedestrian facilities that will be installed here. Most grade separated interchanges in Perth (including the new ones) have very poor facilities for cycling and walking, with time-consuming detours and long times spent waiting at the lights while being exposed to noisy traffic.</li> <li>• This is the intersection of two bicycle routes in the Long Term Cycle Network. The new interchange needs to provide a convenient transition between the two routes with minimal wait times for cyclists</li> <li>• The planned roundabout here is likely to create a safety risk for vulnerable road users, especially if Kalamunda Road is to be two lanes each way.</li> <li>• Provide safe crossing facilities to get between the two sides of the cemetery.</li> </ul>	<ul style="list-style-type: none"> <li>• The project's design objective is to include new Principal Shared Paths (PSPs) for primary cycle and pedestrian routes, and enhance the shared path network for other routes within the project scope. PSPs generally follow main roads (freeways and highways) and are characterised by a good degree of separation from traffic. They normally feature line marking and signage specific to cyclists and pedestrians, and often utilise bridges and underpasses to bypass busy intersections. Shared paths are standard paths which cater for pedestrians and cyclists on lower demand routes.</li> <li>• The location and extent of PSPs and shared paths to be built as part of this project will be identified and confirmed as project planning progresses. Where practicable, crossings for PSPs will be grade-separated. There will also be a strong focus on ensuring any new paths connect to the existing path network.</li> <li>• The location and extent of any paths built as part of the project will be guided by the Department of Transport's Long Term Cycle Network (LTCN). The Department of Transport's Cycling Guidelines for Western Australia Shared and Separated Paths, City of Swan's Cycle Network Plan, and stakeholder and community feedback will also be considered.</li> </ul>



Feedback	Community Comments	Project Team Response
	<ul style="list-style-type: none"> <li>• This road is designated as a secondary cycling route. Good off-road cycling facilities are needed so that cyclists don't have to share the road with heavy vehicles.</li> <li>• Two bicycle routes intersect here according to the long-term cycle network plan. Provide protected bicycle crossing facilities to minimise the risk posed by heavy vehicles turning.</li> <li>• This is the intersection of two primary cycling routes under the long-term cycle network plan. The intersection must be designed to provide a convenient transition between the two routes for cyclists, including the future extension of the route to the north.</li> </ul> <p>The community requested the inclusion of a path along the following roads:</p> <ul style="list-style-type: none"> <li>• Kalamunda Road.</li> <li>• Kalamunda Road between Great Eastern Highway and Great Eastern Highway Bypass.</li> <li>• Barker Road.</li> <li>• Abernethy Road.</li> <li>• Great Eastern Highway, Great Eastern Highway Bypass.</li> <li>• Along Great Eastern Highway Bypass, with links to another path along Kalamunda Road.</li> <li>• Over the upgraded section of Great Eastern Highway Bypass, with connections to another on Kalamunda Road.</li> <li>• North side of Great Eastern Highway Bypass from Kalamunda Road through to Talbot Road.</li> <li>• Along Kalamunda Road from High Wycombe to Bassendean and Midland.</li> <li>• Would like to see a link into the path being constructed as part of Great Eastern Highway Bypass Interchanges/ Roe Highway upgrade, linking through to a path between Great Eastern Highway and Fautleroy Avenue (River side of Highway).</li> <li>• Would like to have a path that crosses Great Eastern Highway Bypass to Kalamunda Road.</li> <li>• Easy access from Jacaranda Springs.</li> <li>• A path from Kalamunda Road, along the Bypass to Abernethy Road.</li> <li>• Along Kalamunda Road to Guildford Road.</li> <li>• Southern side of the intersection, southern side of Great Eastern Highway Bypass and Kalamunda Road.</li> </ul>	
<b>Protection of flora and fauna</b>	<ul style="list-style-type: none"> <li>• Preservation of all bushland, particularly along Kalamunda Road where there are Bush Forever Sites (at Guildford Cemetery) and along the south side of Kalamunda Road through Perth Airport.</li> <li>• Preservation of irreplaceable Banksia Woodlands of the Swan Coastal Plain is a priority. As such, we are opposed to any further clearing of native vegetation of these areas and would have concerns if there are any plans to widen Kalamunda Road between Great Eastern Highway Bypass and Abernethy Road intersections.</li> <li>• The amount of clearing Perth Airport plans for developments is irresponsible given the majority of environmental assets of the Airport have already been cleared, and that further clearing should be halted of these irreplaceable natural areas.</li> </ul>	<ul style="list-style-type: none"> <li>• Construction of the Great Eastern Highway Bypass (GEHB) and Kalamunda Road interchange will likely require some clearing of remnant native vegetation and some areas of Threatened Ecological Communities (TECs). Clearing will be minimised as much as practicable, but if impacts to vegetation cannot be avoided then Main Roads will obtain the relevant clearing permits and approvals.</li> <li>• Minimising vegetation removal is a key consideration when planning for major road projects and will be carefully considered in the selection of a preferred design concept for the new interchange.</li> <li>• An extensive landscaping and revegetation plan will be implemented as part of the project and vegetation will be reinstated where possible.</li> <li>• If a significant impact on the TEC is necessary, then as part of the environmental approvals, a suitable offset will be obtained to counterbalance the impacts to Banksia Woodland TEC. Offsets for Banksia Woodland TEC typically involve acquiring land that supports similar vegetation communities to those being impacted by the project.</li> </ul>

Feedback	Community Comments	Project Team Response
<b>Impacts on public transport (Routes 295, 299, 296, 304)</b>	<ul style="list-style-type: none"> <li>• My daughter will be starting high school and she will be catching the bus (Route 304).</li> <li>• I catch the bus from the Airport to Maidavale.</li> </ul>	<ul style="list-style-type: none"> <li>• During construction of the interchange, bus routes may be temporarily impacted. Any disruptions to bus routes or changes to public transport services will be managed and communicated by Transperth.</li> <li>• Note: The new Airport Line delivering train services to the airport and eastern suburbs will result in changes to the bus network. When the Airport Line opens, a new bus network will be introduced with new routes added and some existing routes changed. The proposed bus network changes are available at <a href="http://www.mysaytransport.wa.gov.au/have-your-say-on-the-new-airport-line-bus-network">http://www.mysaytransport.wa.gov.au/have-your-say-on-the-new-airport-line-bus-network</a>. For more information, contact METRONET on 1800 814 512.</li> </ul>
<b>Disruptions during construction</b>	<ul style="list-style-type: none"> <li>• The associated roadworks will disrupt my weekly airport Uber trip adding significant cost and time to the journey.</li> <li>• Difficult accessing T3 and T4 whilst road works occurring.</li> <li>• Disruption getting to and from Guildford Station.</li> <li>• I am unsure what roads will be impacted by the works. I currently use Barker Road, Kalamunda Road and the bypass west to and east from work. I also cross the bypass to visit my 101 year old mother in High Wycombe. How will I do this while you are working?</li> <li>• For the closure of the rail bridge on Kalamunda Road you will need to compensate travellers of Kalamunda Road for the extra time and cost involved in taking alternate routes for the duration of bridge building. Also, good planning and tight contracts would see the completion of the entire area works in months and not years.</li> <li>• Nightworks and noise near residential areas during construction.</li> <li>• Access to the airport from the hills.</li> <li>• The disruptions would be very bad. Unless this project was started after High Wycombe Station is operational.</li> </ul>	<ul style="list-style-type: none"> <li>• Construction and Traffic Management Plans are developed for all works. The construction methodology will consider aspects such as noise, vibration, traffic management, community and business access, environment, and safety, with the aim of minimising impacts as much as possible.</li> <li>• To minimise the impacts of works on road users, works will be scheduled and undertaken in a way that allows traffic lane availability to be maintained during AM and PM peak times. If at any time, any part of a road is required to be closed, detours will be provided.</li> <li>• The Project Team will ensure any planned impacts are communicated to businesses, residents and road users well in advance of any changes. The team will work with directly impacted stakeholders to ensure alternative access arrangements are appropriate, in advance of any changes, to avoid impacts to business operations.</li> </ul>
<b>Road Design/Heavy haulage</b>	<ul style="list-style-type: none"> <li>• Kalamunda Road needs to be upgraded to a dual carriageway in both directions with extended turning slipways.</li> <li>• Free flowing movement: The use of a diverging diamond interchange. With enough education, this would be a really good way to keep traffic flow up.</li> <li>• The height of the newly proposed overpass is of concern. What will be the height &amp; width restrictions of oversized loads travelling from Great Eastern Highway to Roe Highway?</li> <li>• What you're planning to do isn't enough. Just place a roundabout - problems solved. Because it seems excessive for the traffic that I have seen even in peak traffic periods. The use of a roundabout would seem to be adequate.</li> </ul>	<ul style="list-style-type: none"> <li>• Widening of Kalamunda Road between Great Eastern Highway Bypass and Abernethy Road is not within the current scope of works for this project.</li> <li>• Nine different design concept options are being assessed for the interchange. Due to the need to minimise the impacts on business and local residential access, solutions which retain Kalamunda Road at close to existing levels are likely to be selected as preferred options. Such solutions entail taking Great Eastern Highway Bypass over Kalamunda Road.</li> <li>• The new interchange will be designed to cater for Oversize Overmass and RAV 7 vehicle movements. Height clearances under bridge structures will be designed to be in alignment with other road schemes in the area, where possible, taking account of all relevant height restrictions, including those associated with the operations of Perth Airport the Civil Aviation Safety Authority (CASA). Clearances and changes to the RAV network will be finalised through the ongoing planning and concept design work, then communicated to relevant stakeholders.</li> <li>• A diverging diamond interchange was given initial consideration but was eliminated in preliminary screening. This location was not considered an ideal location to implement what would be a new interchange type for WA.</li> </ul>
<b>Other</b>	<ul style="list-style-type: none"> <li>• Planning for traffic to/from Perth Airport North precinct Major Development Plan may be premature given that Perth Airport's environmental approvals for that MDP are still pending.</li> <li>• Do it properly, this isn't just an airport precinct it's residential and home to the Swan rivers first settlement.</li> </ul>	<ul style="list-style-type: none"> <li>• When planning and designing new projects, Main Roads' considers development proposals at various stages, in addition to longer-term land-use planning. While we cannot comment on the status of Perth Airport's Development Approvals process and the timing of its Airport North Precinct, it is critical that our planning and early designs for the GEHB / Kalamunda interchange cater for the</li> </ul>

Feedback	Community Comments	Project Team Response
	<ul style="list-style-type: none"> <li>• Is this really going to help or is it just another way to spend money?</li> <li>• The space it takes and the planes.</li> <li>• The GE Bypass works well. Where the traffic builds up in the morning and afternoon is when you get onto Great Eastern Highway. The intersection with Fauntleroy Avenue is terrible.</li> <li>• Move freight line as well if this goes ahead.</li> <li>• Moving midland freight line out of south Guildford.</li> </ul>	<p>quantity and classification of vehicles likely to access the precinct once development is complete. Note construction of the new interchange is not expected to begin until 2025.</p> <ul style="list-style-type: none"> <li>• The new interchange will be carefully planned. A design concept will be selected taking into consideration a number of factors including road safety, environment, land requirements, road network performance, economic and social. This includes consideration of residential and business amenity.</li> <li>• The Midland Freight Rail Line is not managed by Main Roads and will not be impacted by this project.</li> <li>• There are plans for a potential future realignment of the Midland freight rail line to improve amenity and accessibility with the Midland strategic metropolitan centre. More information on this is available at <a href="https://www.wa.gov.au/government/publications/metropolitan-region-scheme-amendment-131341-midland-freight-rail-realignment">https://www.wa.gov.au/government/publications/metropolitan-region-scheme-amendment-131341-midland-freight-rail-realignment</a></li> <li>•</li> </ul>

## Next steps

Greater Connect Alliance and Main Roads thanks all community members who provided feedback.

The feedback received from this early engagement will be used to inform development and selection of a preferred design concept for the new interchange that considers what is important to the local community and balances the needs of road users, local businesses, local residents and other surrounding and uses.

Over the coming months, investigations will continue including traffic modelling, transport studies, socio-economic and environmental assessments, and field investigations such as preliminary geotechnical investigations and utility surveys. These ongoing investigations will assist in identifying the preferred design concept. The Project Team will also commence meeting with businesses that requested a meeting via the surveys and with landowners likely to be directly impacted by the project.

We plan to identify and announce the preferred design concept to the community in late 2022. At this time, we will provide the community with an opportunity to view design concept plans, ask questions, and provide further feedback.