

Dongara-Geraldton-Northampton Route: Alignment Selection Study



Optimised investigation corridor identified between Dongara and Geraldton

Main Roads is one step closer to completing an Alignment Selection Study to select a route corridor for a future Dongara-Geraldton-Northampton (DGN) route.

Considering feedback from key stakeholders and landowners, and the outcomes of additional planning investigations, a section of the corridor between Dongara and Geraldton has been realigned to improve property, community and environmental outcomes.

North of Mount Horner Road West, the revised corridor now deviates further east, avoiding properties and homes along Arthur Road, before reconnecting with the previous alignment at Moonyoonooka (see map overleaf).

While marginally increasing the distance of the future transport route, this deviation reduces the total number of homes and properties affected by the corridor and avoids most homes in the optimised section. It also addresses access and severance concerns previously raised by the Walkaway community, and avoids environmentally and culturally sensitive areas.

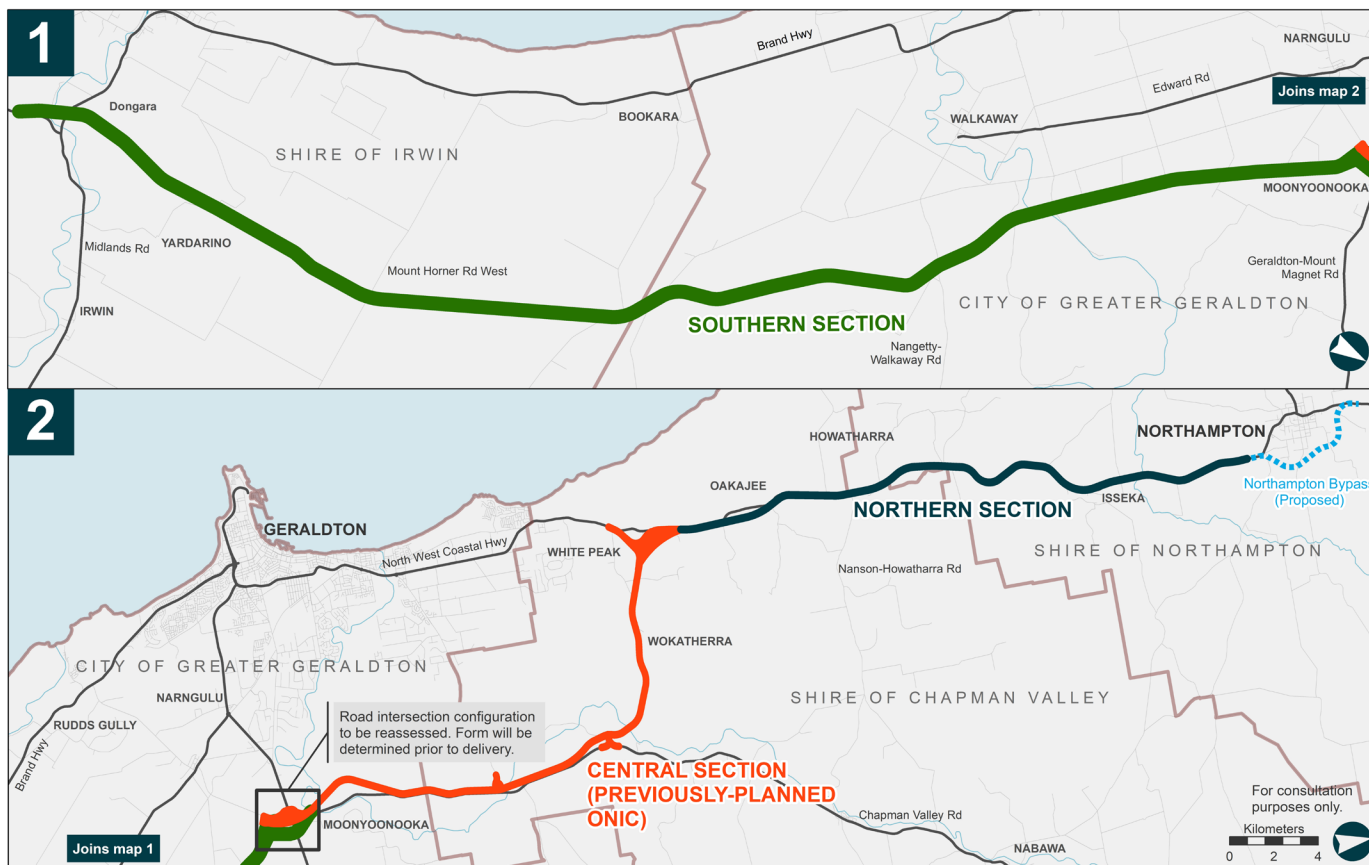
An opportunity has also been identified for a future traveller centre and/or a road train assembly area where the proposed DGN route intersects Geraldton-Mount

Magnet Road, which could be developed to recognise Moonyoonooka's role as a community hub and pay homage to the history of the area.

Given the generally positive community feedback received on the proposed corridor north of Moonyoonooka and south of Mount Horner Road West, no changes are planned in these areas.

The central section of the route corridor is still proposed within the previously-planned Oakejee Narngulu Infrastructure Corridor (ONIC).

The optimised investigation corridor for a future Dongara-Geraldton-Northampton route



Consultation

Landowners within or adjacent to the realigned section will be consulted to discuss the optimised investigation corridor in detail and identify ways to mitigate property impacts.

You can also view an interactive map of the optimised investigation corridor, and provide general feedback, at www.mysaytransport.wa.gov.au.

This consultation process will take us one step closer to confirming the final route corridor (nominally 500m) and provide certainty for landowners within and adjacent to the corridor. Once the corridor is confirmed, detailed investigations to develop a final road reservation (nominally 100m) can commence as part of the Alignment Definition phase.

This will confirm the exact requirements for the future roadway that is safer, more efficient and enables future growth and development within the Mid West region. It will also contribute to greater mining and freight efficiency by enabling triple road trains to travel between Carnarvon and Muchea.

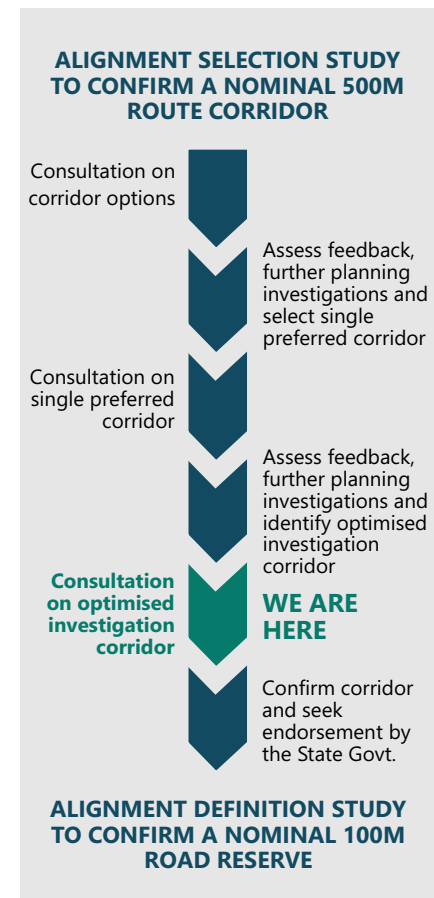
What's next?

Consultation with landowners in the realigned section of the corridor will inform the finalisation of the preferred route corridor and, ultimately, a recommendation to the State Government for endorsement.

Main Roads will then seek to include the optimised investigation corridor in strategic statutory planning documentation to provide landowners with greater certainty on future plans.

It is important to note that there is currently no funding available for construction of this road. Future construction timeframes are subject to government funding allocations; however, construction on the southern section between Dongara and Geraldton is not expected until at least 2035.

THE PLANNING PROCESS



This document can be provided in alternative formats upon request