

## OBJECTIONS TO PUBLIC WORKS EASTLINK WA – REID HWY- ALTONE RD TO ARTHUR ST- VARIOUS LOTS

### LACK OF A BUSINESS CASE

WA Auditor General's Report from March 2015 highlighted major issues with the way Main Roads WA assesses traffic congestion, finding that they do not have "a set of clear objectives, service performance standards and targets for managing congestion". The report also stated that "Main Roads does not have a clear process to prioritise funding for congestion projects". The recently completed Reid Highway Dual Carriage Way project which cost \$77.5 million and involves the same three intersections – Altone Rd/Reid Hwy, Drumpellier Dve/Reid Hwy & West Swan Rd/Reid Hwy, was supposed to provide "an efficient east-west route across Perth's north eastern suburbs, reduce congestion and improve safety." The traffic data does not justify spending another \$225 million to reduce congestion and improve safety at the Altone/Reid Hwy and Drumpellier Dve/Reid Hwy intersections. These intersections are ranked 109 and 123 respectively according to frequency of crashes on State/local roads and neither of these intersections or roads are listed in the top 10 of the RAC Risky Roads 2018/19 survey. In contrast, the intersection of Scott St/Great Eastern Hwy in Greenmount has been consistently identified by road users/crash statistics as a "risky" intersection, is listed as an immediate priority in the 2019 WA Local Government Strategic Transport Priorities and the estimated cost of this upgrade is only \$10 million. This demonstrates that issues highlighted in the WA Auditor General's Report of 2015 with Main Roads prioritising funding for projects has not been resolved. EastLink WA is still in the planning and development phase, and the project team has not yet developed a business case. It does not make sense to begin construction on the intersections in Stage 1 of EastLink WA when planning and development for this project will not be completed until 2024, there is no business case, and future approval/funding for EastLink WA are not guaranteed. Construction of the Morley-Ellenbrook line of Metronet is already underway. The benefits of this are "improved transport services, better connections between Ellenbrook, Malaga, Morley, Perth CBD and the Airport and reduced congestion on existing and future roads." Metronet further undermines the justification of expenditure on new upgrades to the Altone Rd/Reid Hwy and Drumpellier Dve/Reid Hwy to "reduce congestion" in this area.

### IMPACT ON COMMUNITY

According to this project report, there are more than 500 residents that live within 100 metres of Reid Highway in this area. These residents have already been subjected to significant disruption and health/safety risks in the form of roadworks, vibration from machinery, exposure to air, noise and light pollution from construction of the Reid Highway Dual Carriageway project, which was only completed in September 2020. There are also known contaminants in the soil where earthworks for the new Altone Rd/Reid Hwy and Drumpellier Dve/Reid Hwy are proposed, and risk of chemical spillage/run off during construction. These factors pose a threat to water quality/safety in the Bennett Brook area. Devaluation of property is also likely to occur if the new intersection upgrades go ahead due to the impact of noise/air/visual pollution to the homes within close proximity. Damage to homes during construction can also be expected - the Reid Highway Dual Carriageway project resulted in a "significant number of third party claims from impacted residents". The Reid Highway Interchanges Project: Altone Road & Daviot Rd/Drumpellier Drive report also states that "The EastLink WA project had limited scope of community engagement... and did not conduct any community consultation along the Reid Highway corridor." Planning approval for a project which will significantly and directly impact the livelihood and health/wellbeing of over 500 residents in this area should not be granted without extensive community consultation.

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### IMPACT ON ENVIRONMENT, CLIMATE CHANGE & HERITAGE

The Reid Highway Interchanges project will have a negative impact on threatened and endangered species of flora and fauna as a result of further land clearing and vibrations during construction, vehicle strike, and noise, air, light & water pollution. Black cockatoo species and quendas have been identified in the area – this project will cause further decline in the population of these already threatened species. Bennett Brook catchment and waterways are at risk of contamination from chemical run off and contaminants present in the soil where earthworks are proposed. Further draining and potential pollution of groundwater resources during construction of this project are not consistent with the WA Climate Policy. A DWER fact sheet on groundwater states “Water sourced from Perth’s groundwater aquifers make up 70 per cent of all water used across the Perth and Mandurah region. This water is used to supply Perth’s Integrated Water Supply Scheme for household use, for industry and horticulture, for irrigating almost all our recreational green spaces, and domestic garden bores for watering our lawns and gardens. Groundwater is vital in supporting the health of our natural environment. Groundwater also supports our urban wetlands, bushland and street trees, making our neighbourhoods more liveable and helping to reduce urban temperatures. Over the past 200 years, most of the native bushland and more than 80 per cent of the original wetlands on the Swan Coastal Plain have been lost through clearing and draining. What remains is now threatened by climate change and declining groundwater levels, making it critically important for us to act now to rebalance the amount of water we take from our aquifers with what is recharged by rainfall.” The impact on Aboriginal Heritage sites identified within the Reid Highway Interchanges project is identified as “major – activities that will cause major and lasting disturbance to the land” yet Main Roads WA are using an outdated approval from 1991 under s18 to justify the destruction of multiple sites of significance within the project footprint. “The Aboriginal Cultural Heritage Bill 2021 (the Bill) provides a modern framework for the recognition, protection, conservation and preservation of Aboriginal cultural heritage while recognising the fundamental importance of Aboriginal cultural heritage to Aboriginal people. The Bill repeals the outdated Aboriginal Heritage Act 1972 and removes the controversial Section 18 approvals process. ”Main Roads WA are also using an outdated environmental approval from 1995 (MS376) which has no relevance to the present day, where cumulative effects of projects on climate change must be taken into account.