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Great Eastern Highway Bypass Interchanges Project: Annual Sustainability Report 2021

Prepared by Greater Connect Alliance

This annual report covers the period from February 2nd 2021 to 20th June 2021.

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About this Report

This report has been prepared by the Greater Connect Alliance (GCA) project team (a consortium comprising Laing O'Rourke, AECOM and Arcadis) on behalf of Main Roads Western Australia. This report forms part of Main Roads' annual sustainability reporting which is integrated into its Annual Report. The report content is prepared in accordance with Global Reporting Initiatives (GRI) principals. Material topics in this report have been determined through a materiality process that adheres to the Infrastructure Sustainability Council of Australia (ISCA).

The Great Eastern Highway Bypass Interchanges (GEHBI) Project adheres to version 2.0 of ISCA's Planning Rating and Design & As-Built Rating schemes.

Introduction

The Project is a fast-tracked, road infrastructure upgrade project in Perth, Western Australia. The decision to fast-track this project was made in response to local economic challenges associated with COVID-19 impacts on employment and availability of work. Part of the goal set for the Project is to provide opportunities for local business and employment to support those left in vulnerable positions due to the health restrictions imposed across Australia and in particular the Perth and Peel region.

As a direct result of this key economic driver, sustainability for the Project will extend strongly into our procurement processes and supply chain development and selection. We will also place high value on attaining targets around diverse workforce employment, upskilling, and retention. We will be working towards materials, waste, energy, and water reduction targets associated with environmental aspects of sustainability through our design optioneering and value engineering processes as well as our construction methodology development. We have placed emphasis on early engagement with all of our external stakeholders, particularly those associated with impacts to land, ecology and heritage, and have various programmes and processes set up to ensure our key stakeholders continually have the opportunity to engage with our sustainability approach and targets.

Our priority key materiality issues are ecological assessment, stakeholder engagement, and Aboriginal heritage; these priorities were established through the Planning phase of this Project and continue to be at the forefront of our development phase due to the sensitive nature of the ecological communities and heritage value within and adjacent to the Project. Other key material topics include sustainable procurement, energy and carbon reduction, resource efficiency, waste management and reduction, adaptability, and workforce planning.

Highlights

The Project is in an early stage of development. At present, sustainability highlights are the delivery of the Planning Rating Round 1 submission to ISCA in June 2021 and the development of sustainability objectives and SMART targets as part of the Design Rating stage. Table 1 – Sustainability Topics and Select Objectives, outlines the five key sustainability topic areas identified for the Design and As-Built phase of the Project and provides a snapshot of some of the main objectives.

Table 1 Sustainability Topics and Select Objectives

Sustainability Topic	Select Objectives
Enhanced Urban Design and Placemaking	Maximise opportunities for vegetation rehabilitation around Helena River Preserve and enhance Aboriginal heritage values
Consultation and Engagement	Maximise opportunities for stakeholder and community input and feedback on the Project design and implementation.
Industry Engagement and Prosperity	Maximise capacity for Aboriginal participation.
Efficient Resource Use and Sourcing	Reduce carbon footprint from materials requirements. Reduce whole of life energy use for the Project.
Management and treatment of impacts on waterborne and airborne contamination	Minimise the impacts of groundwater contamination, air quality contamination and Acid Sulfate Soils (ASS)

Overview

The current intersections of Great Eastern Highway Bypass (GEHB) with Roe Highway, Stirling Crescent and Abernethy Road have become increasingly congested with road users experiencing significant wait times during peak periods. This increased congestion is due to the presence of heavy vehicles moving in a north-south direction between the Forrestfield/High Wycombe and Hazelmere industrial areas. Perth hills residents and heavy vehicles seeking to avoid heavy traffic through Midland and Guildford further contribute to congestion. In addition to traffic congestion issues, future expansion of the southern part of Midland around the former railway workshops precinct is constrained by the lack of direct access to and from the south.

By upgrading two major interchanges on Great Eastern Highway Bypass at Roe Highway and Abernethy Road, the Great Eastern Highway Bypass Interchanges project will enhance connectivity, relieve congestion, and improve safety in Perth's Eastern Metropolitan Region, bringing immediate benefits for over 60,000 road users per day. The Project is also anticipated to improve the amenity of the area, bring hundreds of jobs to the region and creating opportunities for local suppliers.

GCA, comprised of Laing O'Rourke, AECOM, Arcadis, and Main Roads WA, will develop, design, and construct the Project. GCA was awarded the contract in early 2021, with all works to be finalised and operational by 2024. For full details of the Project timeline see Figure 1 below.

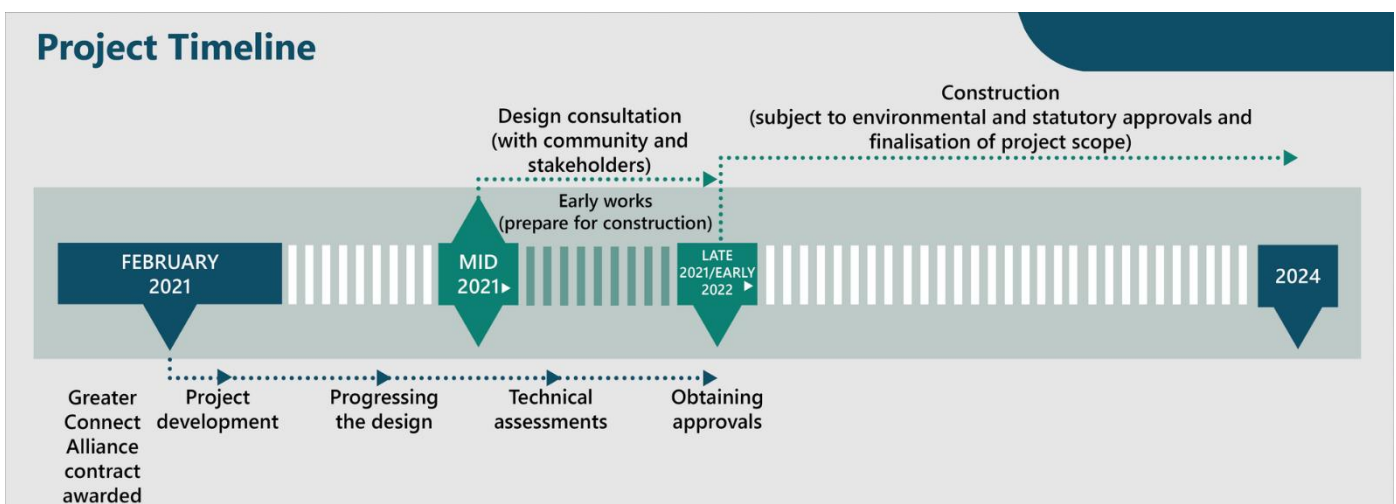


Figure 1 Project timeline

The overall project scope includes:

- Construction of a Single Point Urban Interchange (SPUI) at GEHB / Lloyd Street and a new freeway-freeway style interchange between GEHB and Roe Highway, removing the last signalised intersections on Roe Highway and providing free-flowing access between both roads.
- Elevation of Abernethy road to pass over Great Eastern Highway Bypass, with connectivity retained via a new grade separated interchange.
- A completion of Lloyd Street between GEHB and Lakes Road and between Stirling Crescent and Lloyd Street (north), including a new bridge over the Helena River
- Upgrades to the GEHB, including removal of the existing intersection with Stirling Crescent

- Upgrades to parts of Abernethy Road. There will be a new heavy vehicle standard (RAV 7) connection at Adelaide Street
- Upgrade of Roe Highway between Talbot Road and Clayton Street, including a bridge duplication over the Helena River
- Completion of the missing link in the 30 km Principal Shared Path (PSP) network on Roe Highway between Great Eastern Highway and Kwinana Freeway.

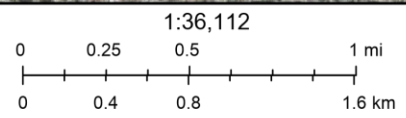
An illustration of the Project Boundary and Development Footprint is shown in Figure 2 below. The Project Boundary shown in Figure 2 represents the full extent of construction works proposed including land proposed for clearing. The Development Footprint represents areas that may be impacted throughout the construction phase of the Project and is defined by a 100-metre buffer surrounding the Project Boundary. The Development Footprint will be used to track, quantify, mitigate impacts, and identify opportunities for the following topics:

- Aboriginal heritage
- Receiving water quality
- Sensitive receivers for air, noise, vibration impacts and light pollution
- Local economic opportunity and procurement
- Legacy opportunities
- Other stakeholder interests

GEHBI – Project Boundary and Development Footprint



 100m Buffer (Project Boundary) – Development Footprint
 Project Boundary



Esri, HERE, Garmin, METI/NASA, USGS, Landgate / SLIP

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Figure 2 Project Boundary and Development Footprint

The Project is jointly funded by the Australian and State Governments, with a current budget of \$380 million. Involvement with key stakeholders including local governments, businesses and industry, utility providers, local residents, road users, and Traditional Owners is required for the successful delivery of the Project (see Appendix 3).

Overall approach to Sustainability

GCA is committed to designing and building the Project in a way that optimises environmental, social, and economic outcomes for current and future generations. GCA's commitments to sustainability can be read in the GEHBI Sustainability Policy (see Appendix 5). GCA's core sustainability strategy for the Project revolves around ISCA's Infrastructure Sustainability rating tool version 2.0 for Planning and also for Design and As-Built. This rating tool provides a list of credits which can be targeted to achieve points that determine the Project's sustainability performance throughout the planning, design, and as-built phases of the Project. For this project, the targeted rating for Design and As Built is 40 points, with the achievement of this score resulting in the attainment of a silver rating. To ensure an optimal rating is achieved, the most recent version of the ISCA Scorecard has been utilised to evaluate and prioritise sustainability initiatives for both Design and As Built phases.

Early project planning identified nine issues for the Project that have been refined into five focus topics. These provide a base for 18 specific objectives which in turn support multiple SMART targets for the Project that will maximise sustainability opportunities across the Project and increase the likelihood of achieving the target IS rating. Our focus topics are:

- Enhanced Urban Design and Placemaking
- Inclusive Community Consultation and Engagement
- In-depth Industry Engagement and Prosperity
- Efficient Resource Use and Sourcing
- Improved Management and Treatment of Impacts on Waterborne and Airborne Contamination.

These focus topics, objectives and targets are outlined in our Sustainability Management Plan, a complete guidance document that is due for completion in August 2021.

Material Sustainability Issues

To identify the most important sustainability credits to the Project, a Materiality Assessment was conducted with the GCA Management Team and key discipline leads in May 2021. The team rated the materiality of sustainability issues to the Project from the perspective of the Project team and from the viewpoint of our stakeholders. The process involved the use of a scale to rank credits in relation to materiality to the project. The result indicated 20 of 42 issues were of greater than moderate materiality to the Project. The materiality assessment revealed the following credits and material issues were considered most relevant to the project.

Governance

- Con-2 Urban and Landscape Design context

Economic

- Ecn-1 Options assessment

Environment

- Ene-1 Energy Efficiency
- Rso-4 Resource Recovery
- Eco-1 Ecological Assessment and Risk Management

Social

- Sta-1 Stakeholder Engagement Strategy Development
- Sta-2 Stakeholder Engagement Strategy Implementation
- Her-1 Heritage Assessment and Monitoring

The materiality assessment will be socialised with key stakeholders. Following integration of contributions from external stakeholders, as well as review and comment by Main Roads WA, the final materiality assessment scorecard will be submitted to ISCA for verification and will formally set the goalposts for credit attainment targets and points award.

Once the key material issues to the Project were identified, the sustainability team continued to work one-on-one with the credit leaders to develop revised sustainability focus topics, objectives, and SMART sustainability targets for the Project. Table 2 outlines the focus topics and objectives that have been agreed, with target definition across the design, construction, and operational phases due for completion in early August 2021.

Table 2 Sustainability Objectives and Associated Credits

Focus Topic	Objectives	Relevant Credit(s)
Enhanced Urban Design and Placemaking	<ul style="list-style-type: none"> • Maximise opportunities for vegetation rehabilitation around Helena River • Enhance the Helena River Crossing and surrounding area • Maximise safe connectivity and permeability for non-motorised or micro modes • Minimise impact on TEC and associated Black Cockatoo Habitat (breeding and foraging areas) at trumpet interchange • Preserve and enhance Aboriginal heritage values 	<p>Con-2, Gre-1, Env-1, Eco-1, Eco-2, Eco-3, Her-1, Spr-1, Leg-1</p> <p>Con-2, Gre-1, Eco-1, Her-1, Sta-2</p> <p>Con-2, Sta-2, Lea-2, Res-1, Res-2</p> <p>Eco-1, Eco-2, Lea-2, Spr-2, Spr-3, Con-2, Gre-1, Env-1</p> <p>Her-1, Leg-1, Con-2, Spr-2, Spr-3, Sta-2, Lea-2, Spr-1</p>
Consultation and Engagement	<ul style="list-style-type: none"> • Maximise opportunities for stakeholder and community input and feedback on the Project design and implementation. 	<p>Sta-1, Sta-2, Lea-1, Lea-2, Leg-1, Her-1, Res-1, Res-2, Ecn-1</p>
Industry Engagement and Prosperity	<ul style="list-style-type: none"> • Maximise workforce diversity and wellbeing • Develop capability and capacity in SMEs • Maximise capacity for Aboriginal participation. 	<p>Wfs-1, Wfs-2, Wfs-3, Wfs-4, Spr-1, Spr-2, Spr-3, Sta-1, Sta-2, Lea-2</p> <p>Lea-2, Spr-1, Spr-2, Spr-3</p> <p>Wfs-1, Wfs-2, Wfs-3, Wfs-4, Spr-1, Spr-2, Spr-3, Con-2, Her-1, Sta-1, Sta-2, Leg-1</p>

	<ul style="list-style-type: none"> Maximise capacity for entry level workers 	Wfs-1, Wfs-2, Wfs-4, Spr-1, Spr-2, Leg-1
Efficient Resource use and sourcing	<ul style="list-style-type: none"> Reduce carbon footprint from materials requirements. Reduce whole of life energy use for the Project. Reduce whole of life water use for the Project Reduce waste and maximise onsite reuse and recycling Integration of off-site recycled products and materials 	<p>Rso-1, Rso-4, Rso-5, Rso-6, Rso-7, Wfs-5, Spr-2, Spr-3, Lea-2</p> <p>Ene-1, Ene-2, Ene-3, Rso-6, Spr-2, Spr-3, Lea-2</p> <p>Wat-1, Wat-2, Rso-6, Spr-2, Spr-3</p> <p>Rso-2, Rso-3, Rso-4, Rso-6, Spr-2, Spr-3, Lea-2</p> <p>Rso-1, Rso-4, Rso-6, Rso-7, Spr-2, Spr-3, Lea-2</p>
Management and treatment of impacts on waterborne and airborne contamination	<ul style="list-style-type: none"> Optimise the design and groundwater interface Minimise the impacts of groundwater contamination, air quality contamination and ASS Minimise impact and improve discharge quality to surface water 	<p>Env-1, Gre-1, Lea-2, Spr-2, Spr-3, Rso-2, Rso-3</p> <p>Rso-2, Rso-3, Lea-2, Inn-1, Lea-3, Env-1, Env-4, Sta-2</p> <p>Env-1, Gre-1</p>

A formal Sustainability Kick-Off Workshop was hosted in late June by ISCA and the GCA Sustainability Manager, inviting the GCA Management Team and key discipline leaders from across GCA. The Kick-Off focused on providing an overarching review of the role of sustainability in infrastructure development projects, and provided four deep-dive sessions into:

- Design and base case development
- Construction and resource efficiency
- Procurement
- A presentation of GCA's bespoke Multi-Criteria Assessment Tool

Environmental Aspects Performance

At a glance

Environmental context

Aspect	Year to 30 June	Total for Project
Forecast Clearing (ha)	0	0
Clearing permit allowance (ha)	0	0
Actual clearing to date (ha)	0	0
Rehabilitation/revegetation planned (ha)	0	0
Actual rehabilitation/revegetation to date (ha)	0	0
Environmental offset via Monetary contribution actual (\$)	0	0
Total Water Consumption to date (kL)	0	0
Total water licence allowance (kL)	0	0
Total GHG emissions (scope 1, 2 & 3) to date (t CO ₂ e)	0	0
Total energy consumption to date (mj)	0	0
Total quantity of recycled content used in project (t)	0	0
Total imported materials used in project (t)	0	0
Total waste generated by project (t)	0	0

The Project will include various upgrades and road works within the Cities of Swan and Kalamunda, approximately 14 km east of Perth. Construction of the Project will result in impacts on conservation significant flora and fauna, Threatened and Priority Ecological Communities, conservation significant wetlands, contaminated sites, and Aboriginal heritage sites. Where possible, the Project is being designed to minimise the impact to environmental values. This includes present and future amendments undertaken to minimise potential impacts to Banksia woodlands and other Threatened Ecological Communities (TEC).

Key environmental legislation associated with the Project includes the *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act) which focuses on the protection of matters of national environmental significance (MNES), the *Biodiversity Conservation Act 2016* (BC Act), the *Environmental Protection Act 1986* (EP Act), the *Rights in Water and Irrigation Act 1914* (RIWI Act), the *Swan and Canning Rivers Management Act 2006*, and the *Aboriginal Heritage Act 1972*.

The Project design will likely impact the following:

- Registered Aboriginal Heritage Sites (Appendix 1)
- Threatened and Priority flora species and habitat (Appendix 2)
- Threatened and Priority fauna species and habitat (Appendix 2) inclusive of Black Cockatoo Foraging and Breeding Habitat
- Conservation Category Wetland (UFI 15440) located within the scope of the Project and associated with the Helena River
- State and Federally listed Threatened and Priority Ecological Communities:
 - Banksia woodlands of the Swan Coastal Plain (Listed as Endangered under the EPBC Act)
 - Shrublands and Woodlands of the eastern Swan Coastal Plain (Listed as Endangered under the EPBC Act)
 - *Banksia attenuata* woodlands over species rich dense shrublands (FCT 20a) (Listed as Endangered under the BC Act)

- Shrublands and woodlands of the eastern side of the Swan Coastal Plain (FCT 20c) (Listed as Critically Endangered under the EPBC Act)
- Low lying *Banksia attenuata* woodlands or shrublands (FCT 21c) (Listed as Priority 3 by the DBCA)

The Project design has taken into account the environmental values of the Project and the potential environmental impacts. Currently, the Project is undergoing a review of the design to minimise the potential impacts to the *Banksia woodlands* of the Swan Coastal Plain TEC, and entirely avoid the Shrublands and woodlands of the eastern side of the Swan Coastal Plain TEC.

The Project works associated with the Roe Highway and Great Eastern Highway Interchange upgrade has been determined a controlled action under the EPBC Act, due to the likelihood of significant impacts on MNES. Main Roads are investigating options to develop suitable ecological offsets involving land acquisition, land management and installation of artificial hollows to counterbalance the residual impacts from the Project.



Figure 3 Helena River and surrounding native vegetation.

Environmental Management

The Project will be managed in accordance with an Environmental Management Plan to ensure that works are undertaken in an environmentally responsible manner and in accordance with relevant environmental approvals and associated Project conditions. Under the Environmental Management

Plan, the Project will be utilising an industry-leading Health, Safety and Environmental Management System that is applied across all operations. Prior to commencing works, Preliminary Environmental Impact Assessments (PEIA's) have been prepared throughout the planning and development stages of the Project.

The following environmental or heritage approvals, licences, and permits outlined in Table 3 are required for the successful implementation of the Project.

Table 3 Approvals, legislation, and purpose for project-specific licenses and permits

Approval	Legislation	Purpose
Authorised interference to bed and banks of a watercourse or wetland	Section 11/17/21A permits – <i>Rights in Water and Irrigation Act 1914</i>	Gain approval for interference to Helena River bed and banks during construction.
Application for development within the Swan Canning Development Control Area	Form 7 – <i>Swan and Canning Rivers Management Regulations 2007</i>	Application for permit to undertake works for the Lloyd Street Bridge and Great Eastern Highway Bypass and Roe Highway Interchange Upgrade.
Approval for the clearing of native vegetation	Part V – <i>Environmental Protection Act 1986</i>	Gain approval for all works that require the clearing of native vegetation.
Licence to construct or alter a well and licence to take water	26D and/or 5C - <i>Rights in Water and Irrigation Act 1914</i>	To establish a well and draw water from the site location to meet construction water requirements.
Legal consent to cause damage, destruction, or alterations to an Aboriginal site	Section 28 – <i>Aboriginal Heritage Act 1972</i>	Allow alterations to be made around Aboriginal heritage sites. Particularly relevant to the construction of Lloyd Street Bridge.

Water Management

The groundwater level across the Project ranges from 4 metres (near the Helena River) to 16 metres (southern-most extent of Roe Highway) Australian Height Datum (AHD). Dewatering and excavation using heavy machinery (Figure 4) is planned for the Project, including:

- Excavations for deep footings and construction supports
- Installation of noise walls that may disturb groundwater, particularly in areas with shallow water tables
- Service relocations such as gas and water pipelines
- Excavations during the construction of Lloyd Street bridge and Roe Highway Bridge over Helena River
- Water abstraction to meet construction water requirements - after obtaining approval for the installation of a bore.

Given the Project is still only in its design phase, this list is not exhaustive and later requirements for dewatering and excavation may arise. All dewatering and excavations works are being conducted by the GCA in line with the legislative requirements set out by the *Rights in Water and Irrigation Act 1914*.



Figure 4 drill rig to be used during dewatering and excavation construction processes.

The Project is not located within a Public Drinking Water Resource Area. To understand existing environmental conditions and mitigate impacts to water resources, a preliminary assessment of environmental aspects and impacts has been conducted. In relation to water management, this assessment compiled past groundwater monitoring results and reports detailing wastewater and contamination records.

A site sampling program has commenced which includes the collection and analysis of groundwater, surface water, and soil samples, particularly in areas encompassing the Helena River. The results from this sampling will be used to validate future decisions involving water usage, disturbance to ground and surface water, and possibly some construction design aspects. The Helena River, located within the Lloyd Street Bridge works, connects to the Swan Canning River system and is protected under the *Swan and Canning Rivers Management Act 2006*. GCA is devoted to conducting all project works in accordance with the legislative requirements outlined by this Act.

Carbon Emissions and Energy

The Project will model and track energy usage throughout its lifecycle, including embodied carbon associated with materials. Embodied carbon will be modelled using the IS v2.0 Materials calculator and a base case will be established based on business-as-usual assumptions.

Fuel usage (Scope 1) will be tracked by fuel cards and reviewed monthly. Similarly, electricity usage (Scope 2) will be monitored monthly via electricity bills or an electrical meter. Energy outside of the project's control (Scope 3) will be defined and identified as part of the modelling process and estimated.

Calculation of emissions will be based on the National Greenhouse and Energy Reporting (Measurement) Determination 2008 and the National Greenhouse and Energy Reporting Scheme (NGER). Any calculations or model that differs from the NGERS methodology will be referenced and clarified.

Carbon Emissions are expected to be primarily reduced post-construction, throughout the operations phase of the Project. Completion of the Project promises to improve traffic flow, reduce the time vehicles spend idling, and therefore reduce the output of Carbon Dioxide (CO₂) emissions from road users. Research into other initiatives to reduce carbon emissions and improve energy efficiency are currently underway. These include:

- energy-efficient designs for an on-site office building by utilising solar panels
- energy conservative heating and cooling
- establishing facilities to encourage cycling to and from work
- inclusion of electronic vehicle charging points
- adoption of electronic vehicles as part of the pool fleet
- purchasing of renewable power
- generation of renewable power onsite
- procurement of energy efficient plant and processes
- consideration of off-setting for non-renewable power use.

Materials and Recycling

As part of the development of this project, GCA is required to achieve a five percent reduction in the use of virgin materials and a five percent increase in the use of non-virgin materials. Additionally, GCA has set objectives to reduce overall waste and maximise recycling opportunities by diverting waste from landfill both on-site and in-office. To achieve these outcomes, GCA will investigate resource efficiency and waste reduction initiatives that could be applied to the project, which will include:

- Integrating reclaimed asphalt pavement (RAP) into roads
- Use of recycled fill where structurally viable
- Use of crushed recycled concrete in road sub-base
- Use of other recycled construction materials such as steel, wood, rubber, and glass
- Introducing compost bins in the workplace and collecting containers for change
- Minimising use of single-use plastics among staff

Following up on these initiatives, a resource efficiency workshop will be held in the next few months to further realise opportunities and assess the feasibility of integrating initiatives into the Project design. This workshop will help establish the base for GCA's Resource Efficiency Strategy (RES) and Resource Efficiency Action Plan (REAP) which will later be drafted to assist in effectively managing resource use and waste.

Contamination

GCA is currently undertaking site investigations to ascertain the degree of contaminated soils (including the presence of Coal Tar) and risk of Acid Sulfate Soils within the Project boundary. The results of these on-site investigations will provide an update to the contamination and remediation risk profile for the Project and define our mitigation strategies during both design and construction.

Economic Aspects Performance

At a glance

Economic Aspect	Year to 30 June	Total for Project
<i>Workforce and Supply Chain</i>		
Number of people employed by supply chain at various stages of project	72	72
Total number of suppliers engaged	0	0
Total number of Indigenous Enterprise	4	4
Total number of Disability Enterprise	0	0
Buy Local Spend (to date)	0	0

Economic context

The Project provides a crucial connection between Great Eastern Highway, Tonkin Highway, and the Perth Metropolitan road networks, bypassing Guildford and Midland town centres. Within this precinct, the GEHB supports key economic zones including freight distribution centres, Perth Airport, and many businesses within the Hazelmere and Forrestfield industrial areas and adjacent regions. The network also provides access and transport routes for emergency services, schools, St. John of God Midland Hospital, and other services (see appendix 3 for full list).

Given the high reliance on GEHB by various stakeholders, construction works in the area are expected to have temporary economic impacts resulting from:

- The temporary closure of roads delaying traffic and increasing work related travel times
- Noise pollution and the restriction of vehicle access to nearby businesses
- Delayed travel times for trucks and freight services impacting deliveries.

Upon completion of the Project in 2024, the improved GEHBI will ease congestion and reduce travel times for 60,000 road users per day. An improvement in the efficiency of freight services is also expected to result from reduced congestion, with trucks benefiting from a free-flowing road network design.

The Project aims to prioritise opportunities for supply chain procurement from local businesses proximate to the Project. Additionally, GCA has targets for the employment and retention of new starter employees, Aboriginal employees, and Aboriginal businesses.

Key Economic Outcomes

The Project aims to deliver the following economic benefits:

- Improved road safety and reduced congestion for all users of the GEHB and adjoining roads
- Improved freight efficiency, connectivity and travel times
- Improved access to the Hazelmere and Forrestfield industrial areas and former railway workshops precinct in Midland
- Improved local cyclist networks

- Strategic assessment of significant project decisions using a bespoke MCA tool developed specifically by GCA for the Project.
- Legacy economic benefits by means of upskilling the local labour force through employment, training and participation.

Sustainable Procurement and Buy local

GCA is committed to ensuring the Project delivers full, fair, and reasonable opportunity to local industry during design, procurement, and construction in accordance with the requirements of the *Western Australian Jobs Act 2017* (WA) and the Western Australian Industry Participation Strategy (WAIPS). To document and guide GCA's commitment to sustainable procurement and buy local, a procurement management plan has been developed, which provides a procurement strategy that is specific to the Project and prioritizes local and Aboriginal participation. The procurement strategy details the following common principles:

- Use competitive formal tendering procedures with a sufficient number of qualified tenderers in line with procurement framework and DOA wherever feasible
- To use best endeavours to procure all services, equipment and materials within budget where feasible and always based on a balanced assessment of the best value for money
- To procure technically conforming goods and services which (where feasible) meet program requirements, or otherwise (if sufficient time is not available) are available in a reasonably timely manner
- To procure goods and services which meet quality, safety and environmental requirements
- To reduce project procurement risk by the use of appropriate controls and contract documentation
- Use standardised methodology, systems, procedures, together with customized documentation, for consistency
- To identify the critical procurement elements and develop a procurement schedule
- To maximise local content and Aboriginal participation
- Sustainability requirements
- Maximise the use of risk and opportunity management strategies and implement a process of identifying risks and opportunities upfront to allow time to mitigate adverse effects or capitalise on opportunities
- Ensure that all manufacturers' data reports/records dossiers are received, registered, approved and provided to MRWA prior to releasing securities as part of the Handover Plan.

It is intended that the procurement strategy will be updated following the identification of sustainable procurement risks and opportunities (R&O). Once established, specific areas of our supply chain will be approached to give the market an opportunity to respond to and plan for our key sustainability goals and parameters. These goals will be linked to the outputs of our Resource Efficiency Strategy and Action Plan, proposed for development in August 2021.

To ensure local and Aboriginal participation is prioritised, GCA have created the position of Local Industry Participation Officer embedded in the Aboriginal and Industry Engagement Team. Their role is to identify and pursue opportunities for local professionals across design, construction, and commercial settings, including opportunities for Aboriginal businesses.

To-date, local procurement efforts have resulted in the awarding of four early contracts to Aboriginal businesses:

- IES (Cleaning and cleaning product supply)
- Sista Girl Sign and Print (Signage)
- Spartan First (Pre-employment Medicals)
- Kulbardi (Stationary)

Procurement of apprentices, trainees, unemployed entry level workers, and Aboriginal employees (and suppliers) are further outlined in Table 4 below. Figures are Full Time Equivalents (FTE); where some personnel are part time there will be more overall employees that are detailed in Table 4.

Table 4 Opportunities Granted for trainees, Aboriginal employees, and Aboriginal suppliers

Month	Staff	Trainees		Aboriginal Employment		Aboriginal Suppliers	
	Actual (FTE)	Actual	Plan	Actual	Plan	Actual	Plan
March 2021	15	0	0	0	0	0	0
April 2021	31	1	0	1	0	3	3
May 2021	56	1	0	1	0	4	4
Jun 2021	72	1	0	1	0	4	4

Social Aspects Performance

At a glance

Social Aspect	Year to 30 June	Total for Project
Community Satisfaction to Project	Not surveyed	
No. of Stakeholders engaged with during project development	578	578
No. of complaints	4	4
No. of legacy commitments	Not developed	
No. of heritage sites in project vicinity	0	0
No. of heritage sites significantly impacted	0	0
No. of traffic safety incidents within project boundary	0	0
% of women in workforce	0	0
% indigenous in workforce	0	0
LTIFR	0	0
No. of hours training during project	0	0
No. of development employees and apprentices on the project	0	0
No. of employees (FTEs) sourced from local community	0	0

Social Context

The Project is primarily located within the locality of Hazelmere, with Midland to the north, Helena Valley to the east, High Wycombe to the south, and South Guildford to the west. It runs through Commonwealth land leased to Perth Airport, to the south east and west of Abernethy Road and Great Eastern Highway Bypass. The area is predominantly used for industrial purposes, with large logistics and distribution companies requiring clear and efficient accesses between their properties and the road network.

The proposed works occur within, and involve the City of Swan, City of Kalamunda and Shire of Mundaring. Various State and Federal government agencies are also involved in the Project and play a key role in decision-making processes for the Project. The Project will impact localised regions of the Swan Coastal Plain (particularly within the approximated 31.02 ha clearing region) and the intersecting Helena River catchment. The Project also impacts a Bush Forever site and registered Aboriginal heritage sites within or directly adjacent to the Project extents, including the Helena River Flood Plain area.

Social Outcomes

Upon completion in 2024, the Project will:

- Enhance connectivity, relieve congestion, and improve safety in Perth's Eastern Metropolitan Region
- Improve road safety and reduce congestion for all users of the Great Eastern Highway Bypass and adjoining roads
- Improve freight efficiency, connectivity, and travel time

- Improve access to the Hazelmere and Forrestfield industrial areas and former railway workshops precinct in Midland
- Improve the local Principle Shared Path network.

Community and Stakeholder Engagement

Community and stakeholder engagement is being undertaken in accordance with the project's Community and Stakeholder Engagement Strategy. The Strategy provides a comprehensive project narrative and messaging around key issues to ensure consistency of communication, identification of key issues, risks and challenges and corresponding mitigation strategies, and identification of communication and engagement tools to be used to maximise community and stakeholder involvement.

GCA is working with local landowners and business operators to ensure the impacts of construction can be managed appropriately. GCA is also committed to engaging the broader community to ensure high levels of awareness and understanding of the Project. As the Project progresses, updates will be provided in the form of regular newsletters, construction updates and roadworks updates. A broad range of communication methods will be used including e-bulletins and social media, through to hard copy correspondence and face to face meetings.

GCA has prioritised effective communication and stakeholder engagement by:

- Identifying who the key stakeholders are and ensuring their needs, expectations and aspirations are understood and considered in all phases of the project. A list of key stakeholder groups is provided at Appendix 3
- Identifying opportunities, issues and concerns associated with the project via early and ongoing engagement with the community and key stakeholders through multiple channels, ensuring a customer-centred approach
- Obtaining community buy-in to the project development and design and construction methodology, ensuring that where practical, project delivery reflects the wishes of the community. This is achieved by identifying areas of community interest and reaching out to interested parties and setting clear parameters and expectations around areas of community influence
- Delivering the project with minimal complaints, escalations or outrage and ensuring that concerns raised are managed in a proactive, timely, transparent, and empathetic manner
- Building strong, ongoing relationships with the local community, improving levels of trust and confidence in Main Roads and their vision for the road network.

Stakeholder engagement is guided by the International Association for Public Participation (IAP2) Spectrum of Public Participation Framework. Stakeholders will be profiled to identify the most appropriate engagement technique to suit the complexity of the issue, desired objective and target audience. To ensure community amenity is protected and concerns managed throughout the life of the project, the following approach below will be applied.

GCA will:

- Prepare Tactical Communication and Engagement Plans for key design elements and construction stages

- Integrate the stakeholder and community engagement program into the overall design and construction so we can predict issues, provide suitable warning on temporary and ongoing changes, and minimise stakeholder-generated delays to the program
- Undertake thorough planning to minimise unexpected impacts and minimising known impacts on property owners, asset owners, road users, businesses and communities
- Identify all stakeholders and issues that will influence design, construction planning and travel patterns in construction, commissioning and ongoing operations
- Be responsive to all issues raised in a timely and accurate way throughout all phases of the project
- Monitor, record and respond professionally to all community and stakeholder interactions through Main Roads' Customer Database, CONNECT
- Prepare an Operations Communication and Community Engagement Plan for the operations and maintenance stage
- Train all project personnel, contractors and suppliers in our expected level of performance and behaviour in communications and community and stakeholder engagement.

Key communication and engagement activities undertaken to 30 June 2021 include:

- Numerous meetings and briefings with City of Swan and City of Kalamunda to define and agree local Council scope of works, discuss design options, and identify local community engagement priorities and opportunities
- Engagement with local community and environmental interest groups to identify areas of concern, aspirations and future partnering opportunities
- Engagement with land-owners and lessees impacted by changes to property lease boundaries including development of Accommodation Works 'In-Principle' Agreements
- Engagement with Traditional Owners to identify Aboriginal Heritage concerns and priorities, including consultation as part of the Section 18 approval required under the Aboriginal Heritage Act 1972
- Targeted meetings with land-owners and developers in Hazelmere Industrial Area to identify key priorities around heavy vehicle movements and access.

Heritage

The Project intercepts land that is native to the Whadjuk Noongar Title Claim group. To account for potential heritage values within the Project scope, two Aboriginal archaeological surveys and two Aboriginal ethnographic surveys were conducted. These surveys identified no new Aboriginal archaeological ethnographic sites; however, it should be noted this does not eliminate the possibility of sub-surface archaeological materials existing.

Main Roads submitted an application under section 18 of the *Aboriginal Heritage Act (1972)* to disturb portions of the Helena River. This application has since been granted consent with conditions, allowing works to proceed. To ensure Aboriginal heritage is not impacted by the disturbance of historic sites, Main Roads and GCA will maintain compliance with all conditions for heritage approvals with the intention of making all work processes as seamless as possible. GCA are currently in the process of drafting a Heritage Management Plan which will further ensure compliance and assist in developing initiatives to conserve and protect heritage that is currently

known to exist and any possible archaeological materials that may be unearthed during construction.

To conserve Aboriginal heritage, GCA has developed an initiative to revegetate areas surrounding the Helena River that are encapsulated by the Lloyd Street Bridge works. Revegetating this region serves not only to protect the native flora and fauna, but also preserves the Aboriginal heritage that is valuable to the Whadjuk Noongar people. This initiative ensures environmental and Aboriginal heritage impacts to the Helena River system are reduced and minimised upon completion of the Project.

Non-Indigenous desktop investigations have been undertaken and have not highlighted any areas of heritage value or interest relevant to the Project.

Traffic Management / Community Safety

A Project Traffic Management Plan (PDMP) has been completed by GCA, outlining the traffic control and management procedures that will be undertaken during the construction delivery of the Project. Specific Traffic Management Plans will be developed in addition to the PTMP for the delivery of specific on-site scope of works related to the Project. The objectives of the Traffic Management Plan are to ensure:

- The safety of the road workers.
- All road users, including vulnerable road users, are safely guided around, through or past the work site.
- The performance of the road network is not unduly impacted and the disruption and inconvenience to all road users are minimised for the duration of the works.
- Impacts on users of the road reserve and adjacent properties and facilities are minimised.

In an effort to meet these objectives the Traffic Management Plan will incorporate the following strategies:

- Providing a sufficient number of traffic lanes to accommodate vehicle volumes.
- Ensuring delays are minimised.
- Ensuring all road users are managed including motorists, pedestrians, cyclists, people with disabilities and people using public transport.
- Ensuring work activities are carried out sequentially to minimise adverse impacts.
- Provision will be made for works personnel to enter the work area in a safe manner in accordance with safety procedures.
- All entry and exit movements to and from traffic streams shall be in accordance with the requirements of safe working practices.

Diversity

The Project provides an opportunity to establish a diverse and inclusive workforce that offers employment, training, and business development pathways to a wide diversity of people. To support GCA's commitment to social sustainability and procurement practices, an Aboriginal Participation Plan (APP) has been drafted which outlines key targets for Aboriginal Participation.

These targets are measured as key performance indicators (KPI), used to express GCA's commitment to Aboriginal participation. Several KPIs that have been developed to assess Aboriginal involvement include, but are not limited to:

- Number of Aboriginal people employed as a proportion of total employment (FTE)
- Aboriginal employment target – at least 10% total workforce be undertaken by Aboriginal Persons (excluding Development Phase hours)
- Number of Aboriginal people employed by subcontractors
- Number of contracts and/or subcontracts awarded to Aboriginal Businesses
- Percentage of contracts and/or subcontracts awarded to Aboriginal Businesses and companies as a proportion of the total contracts awarded
- Aboriginal Business procurement target – works and/or services to a value of at least 5% of the contracts over \$20,000 are undertaken by Aboriginal Businesses (and/or \$10 million)
- Number of apprenticeships and traineeships created for Aboriginal people
- Length of tenure that Aboriginal people are employed by the Project
- Cultural Awareness Training Levels (100% of workforce (on site for 90 days or longer) to receive Cultural Awareness Training).

Key activities to be undertaken to support Aboriginal Participation will include:

- Cultural awareness programmes
- Mentoring programmes
- Education/awareness raising activities (e.g. NAIDOC Week, Reconciliation Week, toolbox sessions)
- Business development activities (e.g. contracting models, support to Aboriginal Businesses, referral to external support).

Aside from targets towards greater Aboriginal participation, a diversity and inclusion plan is currently in the process of being drafted. Upon its completion, this document will provide additional targets, objectives, and initiatives to establish a diverse workforce and ensure GCA is inclusive to all regardless of age, gender, race or disability profile. The diversity and inclusion plan will be presented and addressed during the Project induction.

Workforce Development

GCA is committed to establishing and embedding a culture of collaboration, cohesiveness and connectivity enabling a high-performance workforce that supports the development and growth of our peoples ongoing capability and drives on time project delivery. GCA strives to provide opportunities for people to learn, assists employee growth, develops technical skills, and provides leadership training to foster resilience, boldness, and confidence among people. To pursue workforce development goals, GCA is implementing several development workshops and programmes, including (but not limited to):

- **Engagement Workshop** – Enabling individual team members to set annual goals, helping them to feel aligned with the Project strategy and meet milestones contributing to the Project's success.

- **Skills Analysis** – Appropriate managers of GCA conduct a skills analysis to identify what training needs to be completed in the short, medium, and long term of the Project.
- **Training Matrix** – The Training Matrix is a tool that can be used to track training and skill levels within GCA to support ongoing skills and training gap analysis.
- **Career Toolkits** – Promotes career conversations and assists in identifying career development opportunities.
- **Next Gear** - Next Gear strategy centres around three principles: people are the solution, not the problem; health and safety is the presence of positives, not the absence of negatives; health and safety is an ethical responsibility, not a bureaucratic process. The programme is to be delivered by trained facilitators.
- **Leadership Programmes** – Leadership programmes to support employee growth and create the leaders of tomorrow. Management and training programmes include:
 - Transforming Project Leaders Programme
 - Engaging Leaders Programme
 - Frontline Leaders Programme
 - Mentoring

GCA is preparing a Training and Competency Management Plan (TCMP) to provide a systematic and integrated method for planning and performing against the deliverables as per Management Requirements.

Current outcomes of workforce development include the hiring and development of three trainees to date (see Table above). GCA envisions greater outcomes as the Project continues to progress throughout the design and construction phases.

Appendix 1 - List of Protected Areas Project interfaces with:

- Conservation Category Wetland (UFI 15440) located within the Development Envelope and associated with the Helena River
- Registered Aboriginal Heritage Site 3608 Bridge Camps
- Registered Aboriginal Heritage Site 3719 Munday Swamp
- Registered Aboriginal Heritage Site 3758 Helena River
- Registered Aboriginal Heritage Site 3888 Munday Swamp: Poison Gully
- Registered Aboriginal Heritage Site 3966 Holding Paddock 1-4
- Registered Aboriginal Heritage Site 3967 Helena River A-C
- Registered Aboriginal Heritage Site 3968 Melon GLCH, MILIT. Base
- Registered Aboriginal Heritage Site 4006 Hump Paddock
- Registered Aboriginal Heritage Site 4009 Railway Dump
- Registered Aboriginal Heritage Site 4010 Metro Meats
- Registered Aboriginal Heritage Site 4378 Waterhall Road
- Registered Aboriginal Heritage Site 4382 Greyhound Racing Circuit
- Registered Aboriginal Heritage Site 4358 Bushmead Road Complex
- Registered Aboriginal Heritage Site 4387 Dalgety Holding Paddock
- Registered Aboriginal Heritage Site 16110 Great Eastern Highway / Stirling Crescent Scatter
- Registered Aboriginal Heritage Site 25023 Poison Gully Creek

Appendix 2 - Protected fauna and flora species and habitat

Flora Species Name	Conservation Status	
	State ¹	Federal ²
<i>Conospermum undulatum</i>	VU	VU
<i>Isopogon autumnalis</i>	Priority 3	
<i>Hypolaena robusta</i>	Priority 4	
<i>Johnsonia pubescens</i> subsp. <i>cygnorum</i>	Priority 2	
<i>Verticordia lindleyi</i> subsp. <i>lindleyi</i>	Priority 4	

¹ *Biodiversity Conservation Act, 2016*: CR Critically Endangered, EN Endangered, VU Vulnerable, EX Extinct. Priority Species Department of Biodiversity, Conservation and Attractions Priority Species List: Priority 1, P2, P3, P4, P5

² *Environment Protection and Biodiversity Conservation Act, 1999*: EX Extinct, CE Critically Endangered, E Endangered, V Vulnerable, MA Marine, MI Migratory

Fauna Species Name	Common Name	Conservation Status	
		State ¹	Federal ²
<i>Calyptorhynchus banksii naso</i>	Forest Red-tailed Black Cockatoo	VU	VU
<i>Calyptorhynchus baudinii</i>	Baudin's Black Cockatoo	EN	EN
<i>Calyptorhynchus latirostris</i>	Carnaby's Black Cockatoo	EN	EN
<i>Coracina novaehollandiae</i>	Black-faced Cuckoo-shrike		MA
<i>Dasyurus geoffroii</i>	Chuditch, Western Quoll	VU	VU
<i>Grallina cyanoleuca</i>	Magpie-lark		MA
<i>Hirundo neoxena</i>	Welcome Swallow		MA
<i>Isoodon fusciventer</i>	Quenda	Priority 4	
<i>Petrochelidon nigricans</i>	Tree Martin		MA
<i>Threskiornis spinicollis</i>	Straw-necked Ibis		MA
<i>Todiramphus sanctus</i>	Sacred Kingfisher		MA
<i>Zosterops lateralis</i>	Silvereye		MA

¹ *Biodiversity Conservation Act, 2016*: CR Critically Endangered, EN Endangered, VU Vulnerable, EX Extinct. Priority Species Department of Biodiversity, Conservation and Attractions Priority Species List: Priority 1, P2, P3, P4, P5

² *Environment Protection and Biodiversity Conservation Act, 1999*: EX Extinct, CE Critically Endangered, E Endangered, V Vulnerable, MA Marine, MI Migratory

Habitat
Black Cockatoo Breeding Habitat
Black Cockatoo Foraging Habitat

Commonwealth Listed Threatened Ecological Communities	Commonwealth Listing
Banksia woodlands of the Swan Coastal Plain	Endangered
Shrublands and Woodlands of the eastern Swan Coastal Plain	Endangered

State-Listed Threatened Ecological Communities	State Listing
<i>Banksia attenuata</i> woodlands over species rich dense shrublands (FCT 20a)	Endangered
Shrublands and woodlands of the eastern side of the Swan Coastal Plain (FCT 20c)	Critically Endangered
Low lying <i>Banksia attenuata</i> woodlands or shrublands (FCT 21c)	Priority 3

Appendix 3 – List of Stakeholders to the Project

Category	Stakeholder/s	Relevance to project	Level of engagement required/tools
Federal Government	MPs: <ul style="list-style-type: none"> Federal Minister for Infrastructure, Michael McCormack Member for Hasluck, Ken Wyatt 	Providing 80% funding. Supportive - as principal funder	Approval of communication collateral Individual briefings as required, or on request
	Agencies: <ul style="list-style-type: none"> Department of Infrastructure, Transport, Cities and Regional Development 	Perth Airport estate is on Commonwealth land leased to PAPL	Approval of communication collateral
State Government	MPs: <ul style="list-style-type: none"> Minister for Transport Rita Saffioti MLA 	Providing 20% funding Supportive – as secondary funder	Individual briefings/briefing notes Ministerial and media events Project Updates
	<ul style="list-style-type: none"> Belmont MLA Cassie Rowe (LAB) Midland MLA Michelle Roberts (LAB) 	Political representatives of residents / business owners in project area Michelle Roberts is also a senior Government Minister	Add local members to subscribers list for email updates. Provide advanced copies of Construction Updates as FYI.
	Agencies: <ul style="list-style-type: none"> Department of Transport (DoT) Department of Planning, Lands and Heritage (DPLH) Public Transport Authority 	PSP networks Interface with state planning Owns the rail infrastructure and is planning for future Midland Freight Rail realignment	Stakeholder workshops/risk workshops Involve in discussions re. Abernethy Rd/airport land Consult where rail interfaces with infrastructure, re. clearances/access etc. Approves all access to rail corridor, along with ARC.
Local Government	<ul style="list-style-type: none"> Department of Water and Environmental Regulation (DWER) Environmental Protection Authority (EPA) 	Responsibility for environmental issues	Refer for environmental approvals, as required
	<ul style="list-style-type: none"> City of Swan City of Kalamunda Shire of Mundaring 	Project within 3 LGA regions	Regular LGA meetings with technical officers (with

Category	Stakeholder/s	Relevance to project	Level of engagement required/tools
		<p>Collaboration and engagement required to develop project concept and ensure interface with planned local road projects meets local needs</p> <p>LGAs will have interest in, and input into, landscaping and urban design framework</p> <p>Hazelmere Enterprise Area development (CoS)</p>	<p>individual LGAs and combined, as necessary)</p> <p>Council briefings at key milestones, and on request</p> <p>Ongoing collaboration to ensuring joint advocacy and alignment on messaging.</p>
Perth Airport	<ul style="list-style-type: none"> Perth Airport Estate Perth Airport Pty Ltd 	<p>Development of leased land, impacts to tenants and access arrangements</p> <p>Airport access for commuters during construction</p>	<p>Involve Perth Airport Estate and tenants in meetings/discussions re. access and local road network</p> <p>Add PAPL to subscribers list for updates during planning, development and construction</p>
Rail operators	<ul style="list-style-type: none"> ARC Infrastructure 	<p>Leases rail from PTA</p> <p>Approves all access etc to existing rail corridor, along with PTA</p>	<p>Requires consultation on all interfaces with existing PTA rail line as operator. Must have Early Engagement Agreement in place for consultation during planning.</p> <p>Will require consultation during delivery re. access and shutdowns</p>
Utility providers	<ul style="list-style-type: none"> Atco Gas APA Gas Dampier Bunbury Pipeline Water Corporation Western Power Telstra NBN Optus Vocus 	<p>Approves all access to/protection/relocation of services</p>	<p>Will require consultation as design is developed to identify high risk services and constraints.</p> <p>May require consultation on design of interchanges and local road treatments.</p> <p>Service relocations will require approval from relevant provider.</p>
Freight industry	<ul style="list-style-type: none"> Freight and Logistics Council of WA WA Road Transport Association Freight Operators Heavy Vehicle Services (HVS) 	<p>Heavy vehicles incl. OSOM will be impacted by final design and construction</p>	<p>May require consultation on design of interchanges and local road treatments.</p> <p>MRWA HVS to keep operators informed during construction.</p>

Category	Stakeholder/s	Relevance to project	Level of engagement required/tools
Emergency Services	<ul style="list-style-type: none"> St John Ambulance Department of Fire & Emergency Services WA Police 	Requires emergency access	Will require up to date information on any works impacting access.
Business (Hazelmere / High Wycombe / Forrestfield)	<ul style="list-style-type: none"> Hazelmere Enterprise Area (incl. Abernethy Road Access User Group) Forrestfield Industrial area Development WA 	<p>Coordinated development and access for heavy vehicles</p> <p>Hobby farming, including water quality and access</p> <p>Owns Lot 792 on Lloyd St (western paddock) – this is contaminated but material may be suitable for road projects</p>	<p>Consult via meetings as required</p> <p>GCA to consider suitability of representative forum / roundtable etc to complement one-on-one engagement</p> <p>Develop business-specific email list</p> <p>General community awareness to seek feedback</p> <p>Noted for construction</p> <p>Operator and leaseholder contact maintained</p>
Business (Midland)	<ul style="list-style-type: none"> Midland town centre businesses / shopping centres Bunnings and other new businesses off Clayton Street 	<p>Major access improvements resulting from Lloyd Street Bridge</p> <p>Project is a catalyst for ongoing development and regeneration</p>	<p>Add to subscribers list</p> <p>Project Updates</p> <p>Project webpage</p> <p>Build relationships and obtain key contact details</p> <p>Operator and leaseholder contact maintained</p>
Directly Impacted Landowners including Traditional Owners (Whadjuk Noongar)	<ul style="list-style-type: none"> Properties both north and south of the GEHB Properties on east and west side of Roe Highway Properties on east and west side of Lloyd Street and Adelaide Street Properties on east and west side of Abernethy Road and Stirling Crescent 	<p>Land required for road purposes</p> <p>Business access changes</p> <p>Impacts such as noise, vibration and dust</p> <p>Impacts on Aboriginal Heritage</p>	<p>Process ongoing</p> <p>Land Acquisition Register (including schedule of land take)</p> <p>Business access strategy/plans</p> <p>List of agreed accommodation works (if any)</p> <p>Operator and leaseholder contact maintained</p>
Schools	<ul style="list-style-type: none"> Matthew Gibney Catholic Primary School High Wycombe Primary School High Wycombe Pre-Primary School Edney Primary School 	Outside project area to the south in High Wycombe, however may be impacted by potential work on Kalamunda Road	<p>Added to subscribers list</p> <p>Project Updates</p> <p>Project webpage</p>
Hospital	<ul style="list-style-type: none"> St John of God Midland Hospital 	<p>Major access improvement following Lloyd Street bridge opening</p> <p>Catalyst for hospital expansion and precinct development</p>	<p>Added to subscribers list</p> <p>Project Updates</p>

Category	Stakeholder/s	Relevance to project	Level of engagement required/tools
Community/Sporting groups	<ul style="list-style-type: none"> WestCycle Hillview Public Golf Course 	PSP design/connections Landowner adjacent to Roe Hwy PSP extension	Consult on PSP designs, through DoT Notify of works
Environmental and community groups/representatives	<ul style="list-style-type: none"> Helena River Catchment Group Lower Helena Association Inc Guildford Association Inc Friends of Woodbridge Bushland Blackadder Woodbridge Catchment Group Woodbridge Ratepayers and Friends Association Inc Swan Chamber of Commerce 	Litter Revegetation Weed control Contamination	Engage in concept design Added to subscribers list
Heritage	<ul style="list-style-type: none"> SWALSC 	Traditional ownership/sacred sites	Heritage surveys Aboriginal Engagement Manager manages direct interface
Local residents and businesses	<ul style="list-style-type: none"> Within prescribed locality 	Access and construction impacts Landscaping and noise walls	Letters Project updates Drop-in sessions Email subscriptions Project webpage Construction updates
Road users	<ul style="list-style-type: none"> Motorists Cyclists Pedestrians People using mobility aids 	Access and delays, travel times PSP connections/detours Mobility access	Project updates Travel map Email subscriptions Project webpage

Appendix 4 – Glossary of Terms

Term	Definition
AHD	Australian Height Datum
ASS	Acid Sulfate Soils
BC Act	Biodiversity Conservation Act
Credits	Each IS v2.0 credit has up to three levels of achievement and addresses a specific aspect of sustainability performance within the category.
DAWE	Department of Agriculture, Water, and Environment
EP Act	Environmental Protection Act
EPBC Act	Environmental Protection, Biodiversity, and Conservation Act
FTE	Full Time Equivalent
GCA	Greater Connect Alliance
GEHB	Great Eastern Highway Bypass
GEHBI	Great Eastern Highway Bypass Interchanges
GHG	Greenhouse Gas
GRI	Global Reporting Initiatives
IS	Infrastructure Sustainability
ISCA	Infrastructure Sustainability Council of Australia
MNES	Matters of National Environmental Significance
PEIA	Preliminary Environmental Impact Assessment
RIWI Act	Rights in Water and Irrigation Act
SME	Small-Medium Enterprise
TEC	Threatened Ecological Community
WAIPS	Western Australian Industry Participation Strategy

Appendix 5 – GEHBI Sustainability Policy

Sustainability is about maximising our environmental, economic, and socio-economic performance in the interests of the business, our stakeholders, and our planet.

Transport is essential to the development of Western Australia and plays a vital role in creating competitive economies and liveable, inclusive communities by enabling the movement of people and freight.

The Greater Alliance Connect Project is committed to developing a transport network that meets social, economic, and environmental needs and implementing a strategy which aims to create sustainable growth by meeting the economic, social, and environmental challenges of our rapidly changing world. We will expect to:

- Deliver a road-based transport system that improves community amenity, mobility, and travel choice whilst considering indirect environmental, social, and economic impacts.
- Develop appropriate responses and adaptations to meet the demands of our changing climate.
- Reduce our impact on the natural environment by focusing on emissions, energy and water use, waste management, land use, and resources.
- Develop a culture of sustainability within our organisation, our industry, and the community.
- Ensure high standards in governance by measuring and reporting our sustainability performance against our key sustainability aspects.
- Reduce the environmental footprint of our project.
- Ensure our key sustainability aspects are considered within all our decisions.
- Utilising purposeful technologies to harness the benefits in operational efficiency that will help deliver quality and demonstrate conformity of products and services.
- Ensure that any major decisions to be made are engaged by the Responsible Decision Making framework. This is a decision-making philosophy that gives our people the ability to navigate, determine and act upon choices that reflect the values, duties, relationships, ethics and impacts of the business.

This will be achieved by:

- Enabling our decision forums to consistently make more robust and sustainable decisions for future project works and activities
- Making ethical operations, transparency and consistency in decision making a basic requirement in the climate of increasing marketplace complexity and pace.
- Collaboration with clients, supply chain, industry partners, research organisations and other stakeholders is fundamental to how we develop and implement a sustainability strategy. We will aim to be as transparent as possible in reporting on these strategic targets.

The Greater Connect Alliance is committed to ensuring that this policy is implemented in line with legislation, regulations, and codes of practice, by all employees and sub-contractors.

Approved By:



Christopher Davis

Alliance Director

10 August 2021