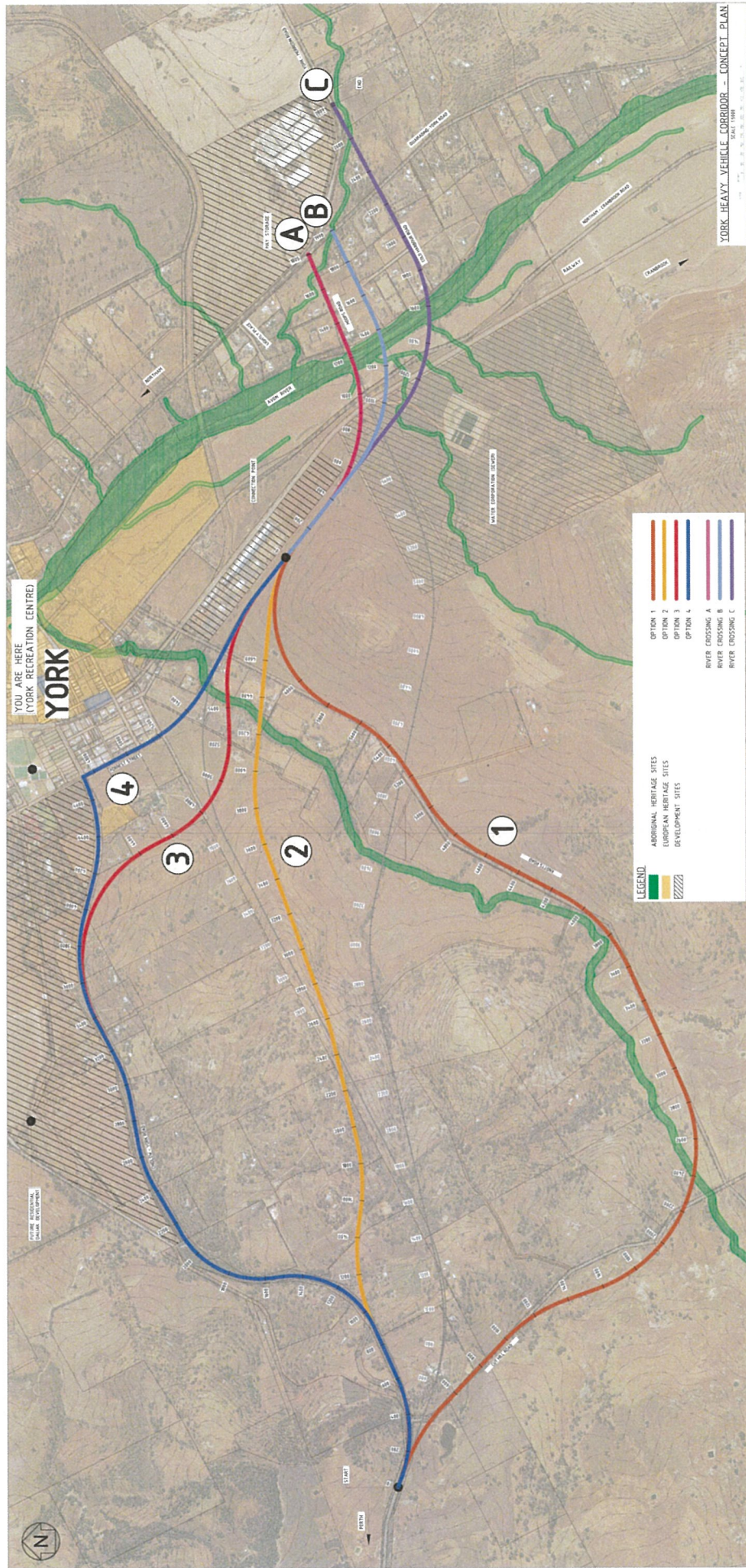


York Heavy Haulage Route / York Bypass Route Options



SY109-09/17
APPENDIX A



YORK BYPASS COMMUNITY ALIGNMENT ASSESSMENT WORKSHOP

Venue: York Recreation and Convention Centre

4:00pm start, Monday 29th May 2017

1. WORKSHOP PURPOSE AND PROCESS

Linton Pike (workshop facilitator) welcomed participants explaining that the workshop purpose was to:

- Present the current status of York Bypass planning;
- Promote a shared understanding of the corridors under consideration;
- Identify associated community preferences, issues and comments; and
- Explain the associated planning process.

Linton explained that a preferred option has not been identified and a number of combinations east and west of York can be mixed and matched to identify a preferred solution.

The workshop agenda is provided at Attachment One.

A list of workshop participants and apologies is provided at Attachment Two.

2. LOCAL PLANNING CONTEXT

David Wallace, Shire President - Shire of York welcomed participants and thanked them for taking the time to participate. David explained that the Shire of York will:

- Work with State Government (Main Roads and Wheatbelt Development Commission), stakeholders, businesses, landowners and community to identify a preferred route;
- Work on a complementary New Local Planning Strategy and Scheme;
- Plan to provide future industrial land for economic development; and
- Look for options to get heavy haulage vehicles out of town.

3. REGIONAL DEVELOPMENT CONTEXT

Grant Arthur, Director Regional Services – Wheatbelt Development Commission explained that WDC is seeking to provide a level of certainty to:

- Inform the Shire of York's Local Planning Scheme;
- Allow identification of appropriate land for industrial zoning;
- Identify key stakeholders;
- Reflect Main Roads' heavy vehicle access strategy for the region;
- Include staging of the works where required; and
- Identify associated opportunities and risks.

Planning for a future bypass is needed for a number of reasons as follows:

- Anticipated regional growth (industry, population, traffic, etc)
 - providing future relief to existing road network
- Expected increase in commodities (e.g. grain and hay)
 - increased heavy vehicle traffic volumes and movements

- heavy vehicles likely to be longer with increased mass
- continued grain movements over time from south and east of York
- providing a high standard, free flowing route
- taking “through” regional traffic out of York
- reduced travel time, vehicle operating costs
- improved freight performance
- Respecting the aspirations of the Shire of York

4. TRANSPORT PLANNING CONTEXT

Rob Barnsley, Regional Manager – Main Roads WA explained that transport logistics and policies are constantly evolving with increasing pressure for larger long haul vehicles on our roads. We must also plan for the safe and efficient movement of all road users and a mix of vehicle types. Our focus in this case is to identify opportunities to take larger freight vehicles out of York where they do not have a destination within the town.

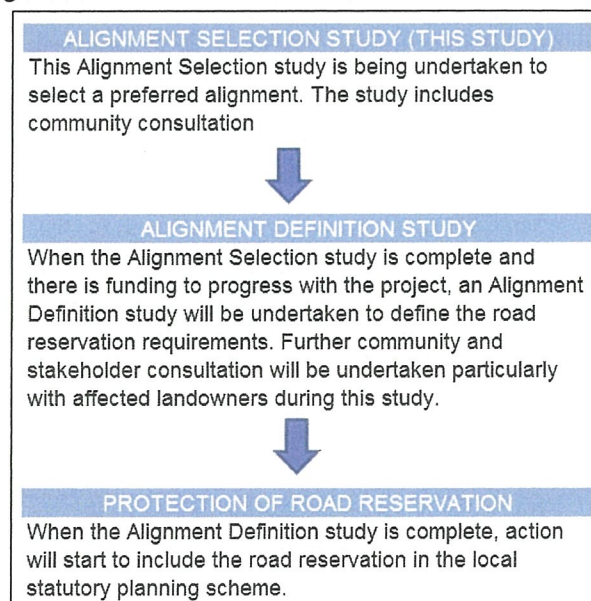
The benefits of doing so include:

- Improved safety – in and around York and Chidlow York Road;
- Encourage future growth of light industrial (make it “attractive”);
- Promote York as a lifestyle village and tourist destination;
- Protect historic buildings (and cultural significance);
- Identify, develop and promote environmental values;
- Make better use of the rail infrastructure (industrial and tourism);
- Improved / reduced rail crossings;
- Improved efficiency around CBH and Hay Storage areas; and
- Suitable infrastructure for future heavy vehicles (36.5m road trains).

Rob explained that the project remains in its infancy and is working through the Alignment Selection Study phase of the project.

It will then move on to the Alignment Definition Study phase and Protection of Road Reservation phase as it moves to clearer scoping definition and funding certainty.

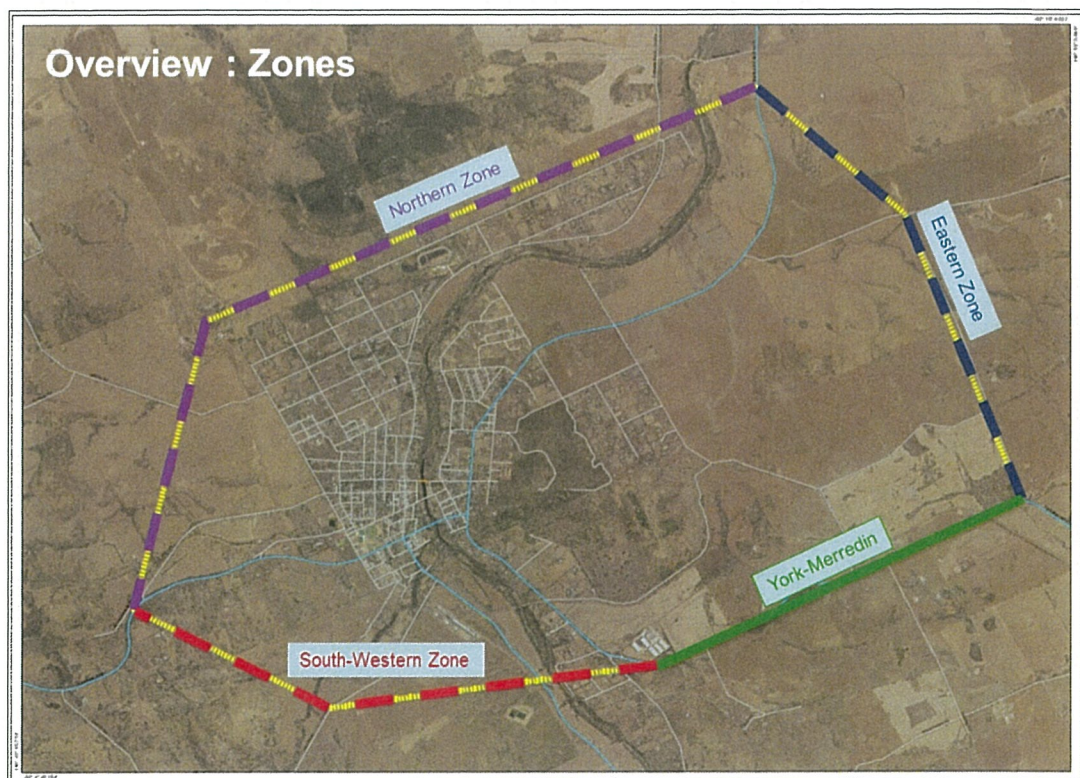
The York Bypass Study is an important initiative but still has a long way to go to see work commence on a future agreed alignment. The phases of the planning process are shown in the diagram below.



Roy Engelbrecht, Project Manager – Main Roads WA explained that the alignment selection process must give consideration to many considerations including:

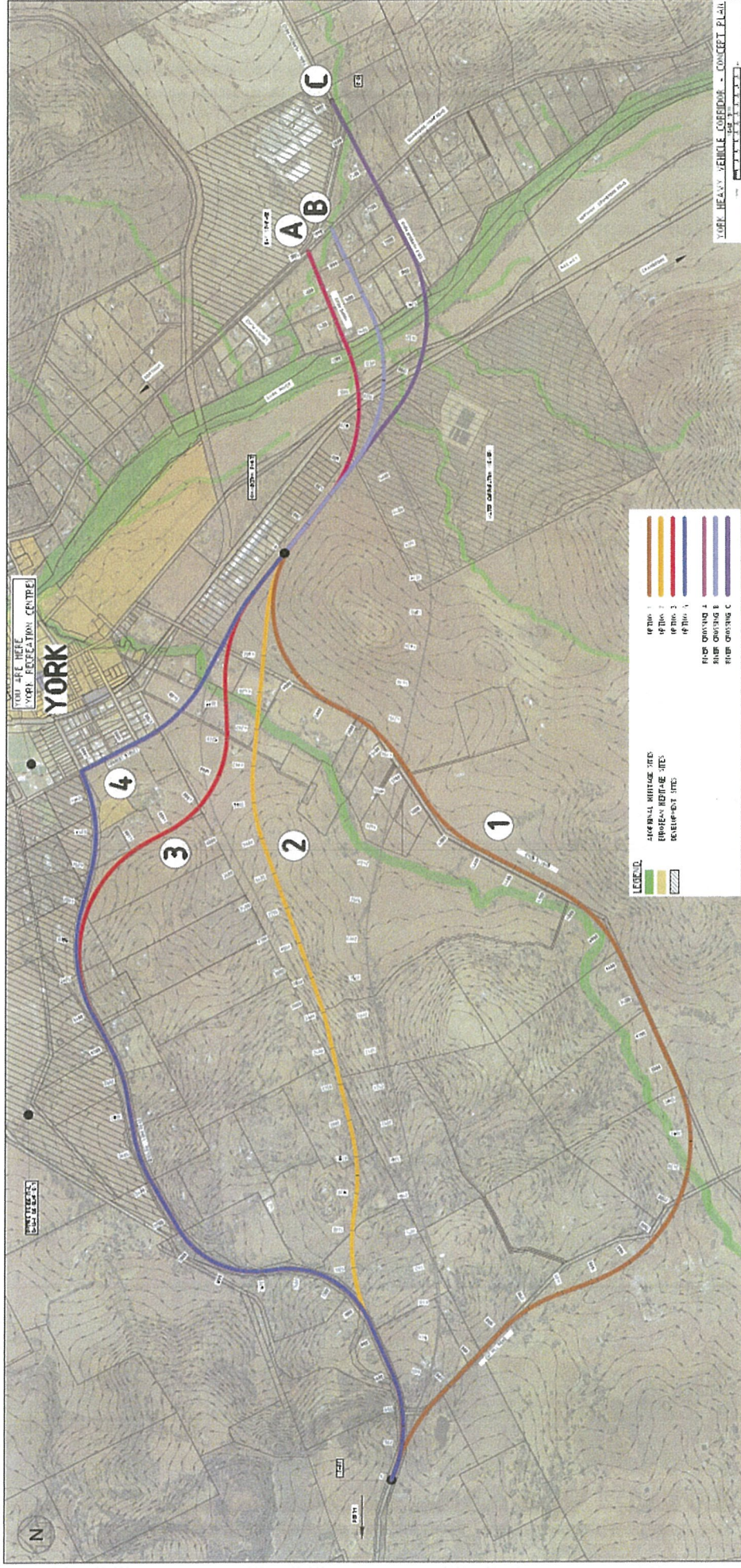
- Avon River and Tributaries: manage impacts of river crossings
- Historically significant areas
 - Town Precinct; Blandstown Precinct; Balladong & Hillside Farms
- Congested town site: narrow roads; shops close to road edge
- Current land use
 - Industry: Water Corp Sewer, CBH facility (incl rail siding), light industrial
 - Residential and lifestyle blocks; farms
- Future land use
 - Light industrial
 - Daliak residential development
- Cultural and environmental values
- Existing road network and interface
- Rail network & crossings (opportunities to connect rail with town and proposed industrial areas)
- Safety concerns on Chidlow York Rd (2 deaths in 5 years in the study area)
- Future heavy vehicles (eg 36.5m road trains)
- Constructability - terrain, contours and geotechnical conditions
- Benefits vs Costs

All four aspects surrounding York were considered in the form of the four zones shown in the diagram below.



The south western zone best services the key freight movement corridor. The eastern zone provides potential for longer term links to the northeast.

The shortlisted options proposed for consideration at this workshop are shown over the page.



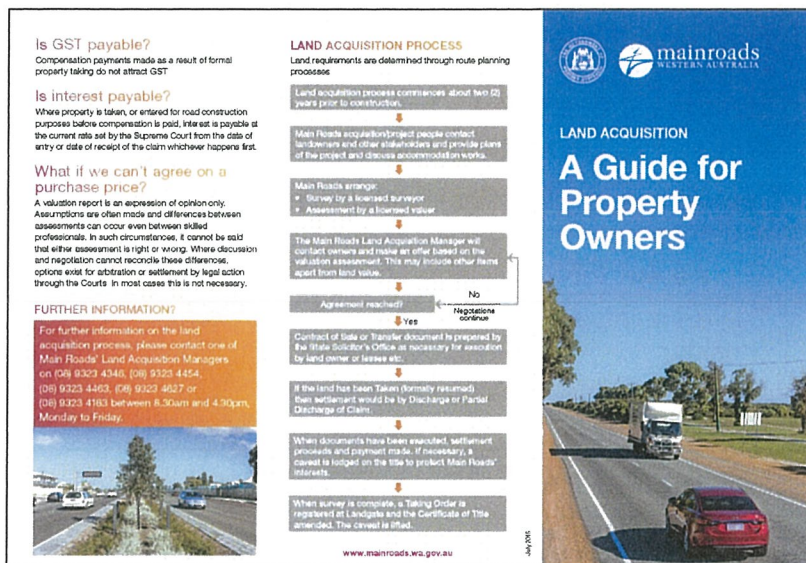
What Comes Next?

- We will listen to what the community thinks TONIGHT
 - Your preferences, issues and comments
 - What is important to you
 - Input will then feed into ongoing road planning process

5. QUESTION AND ANSWER SESSION

A number of questions and answers resulted as shown below:

Q	Does Option C follow any existing road?
A	No, it is a new road.
Q	Population and commodity forecasts are correlated and based on Perth activity which may not result. Did the studies consider them separately?
A	As population increases we will get more people and traffic. It is the clash of expectations and quality of life that we must deal with.
Q	Is the river width considered only or is the flood plain considered too?
A	We look at the flood plain under various flood events but don't yet have detailed survey. As a result we are using 5m contour plans which provide a good working model. We will consider this in more detail in the future and for various flood events. The waterway analysis will look at forecast flows and volumes to ensure the capacity of the bridge and to avoid creating more backwater.
Q	I live on Cold Harbour Road are there other options for this area with lots of medium size lots that will be significantly impacted by this option. We chose here to avoid traffic and it seems that a bypass may come down our road. Why go through hobby farms when there is more expansive land available?
A	We will look at all available options and ways to minimise impacts at detailed design to determine an optimal solution. There aren't too many larger farms in the immediate area. There are impacts for people, the environment, business and other factors to consider.
Q	Do all options either side of town match up as a potential solution?
A	Yes, any option west of town goes with any option east of town.
Q	Northam Bypass goes through farmland and works well. Is there a reason why we couldn't do something similar here?
A	Northam Bypass is solving different regional transport needs. In the case of York the preferred options must also provide good access to the industrial area and CBH.
Q	Does Option B follow an existing road?
A	No.
Q	Those living in York now and those that come in the future need to know what planning is underway. Ideally it seems that it would be best to take the route down the back of properties where possible to minimise impacts. How long before this could go into the Town Planning Scheme (TPS) so that people have some planning certainty?
A	We are updating our TPS now and this is a key informing process. Within 12 to 18 months we will have a new TPS and a route would be included if known. We need to agree a route, then assess the environmental, social and other impacts so that we can progress it.

Q	Comment was made about road and rail infrastructure efficiency. Where does that fit in and how will it impact on the decision?
A	We have working with CBH to understand their planned future directions and there is also a planned future light industrial area. Suitable rail access to the industrial area is needed with the prospect of a possible tourist rail link also. PTA and Brookfield input will inform this process.
Q	What happens to affected property/ies?
A	Taking land is quite a long way down the track. Once we have a preferred alignment and a sound design concept we then seek to establish a suitable road reserve. We would then meet with affected landowners and discuss the implications for their land, access and other factors. Land dealings plans would be prepared and Main Roads' Land and Property staff would make contact with affected land owners and appoint an independent land valuer to assist with property valuations. This project would probably require a corridor around 50m wide. There is an A4 double sided brochure available that explains the process from start to finish. It is available from the Main roads website at www.mainroadswa.gov.au and by then searching for "land acquisition".  The brochure 'LAND ACQUISITION A Guide for Property Owners' from Main Roads Western Australia provides a comprehensive overview of the land acquisition process. It includes sections on GST and interest payable, the land acquisition process steps, and further information for landowners. The process starts with route planning, followed by contact with landowners, survey, valuation, and negotiation. It also mentions the role of the State Solicitor's Office and the importance of the Certificate of Title.
Q	What does the state govt and Brookfield future hold for the regional rail network? If the Quairading line reopened would things change?
A	The state has a 50 year contract with Brookfield with a lot of contract life to run. Reopening the Quairading line would have an effect in the short term but it would still be important to identify and plan for a heavy haulage option for York even if the rail line reopened. The investment would possibly be deferred as a result but eventually the need would arise even with the reopening of the rail line.
Q	Does Option 4 include a right angle turn?
A	Yes, and would be a major intersection that is traffic light or roundabout controlled.
Q	Is there an assumption that any future light industrial area would be close to the York townsite? What if it were to go on the northern side of town? How would it be accessed?

A	That is one of the issues to explore as part of the TPS review with stakeholder input.
Q	Would signage be erected at key points such as the intersections with Great Southern Highway to encourage traffic to enter town?
A	Signage would be used to direct people correctly while keeping large vehicles out of town if not specifically bound for a York destination. There are many similar routes throughout WA including Narrogin bypass and Busselton bypass. All have revised directional signage and in some cases tourism signs to encourage visitation. This is a detailed design stage consideration with a key goal to separate light and heavy vehicles with a legible road network.
Q	What is the Restricted Access Vehicle (RAV) carrying capacity of the new road?
A	We would plan for this to potentially be a RAV 7 (37.5m vehicle access permitted) to allow for possible future road network modifications in the longer term. A diagrammatic representation of RAV vehicle configurations is shown over the page.
Q	What does RAV vehicle size do for road carrying capacity?
A	The RAV combinations provide for a mix of vehicle length and approved axle loading with heavier axles having a greater effect on the road particularly at turning points.
Q	If Great Southern Hwy is upgraded to RAV 7 with access limited to RAV 4 here would we create a choke point?
A	As volumes of grain increase we will have more trucks. Bigger trucks means less of them with geometric challenges. Gaps or discontinuous RAV routes would potentially result in a need to reconfigure loads or park a trailer and return for it later. This generally happens at road train assembly areas.
Q	What speed will the new highway be?
A	All options will be designed to 110kph with actual speed limit posted at 110 kph.
Q	Is CBH access provided at the dot shown in the mapping?
A	No the dot is a common point where to eastern and western options meet to provide flexibility in alignment selection either side of the town.
Q	Options 3 and 4 are lower costs – does that include the cost of upgrading the existing road?
A	Yes it does but it is difficult to scope and quantify but these costs.
Q	RAV rating for local roads north-east of town need to be considered to provide suitable access with current operations under curfew.
A	This is noted, but is beyond the scope of this project with timing differences for planning purposes.
Q	What are the key factors in the price differential between Options 1 and 2?
A	Earthworks is the greatest cost factor. Option 1 is longer and highest cost and more studies are needed for traffic studies and other investigative work. There isn't likely to be a major cost difference based upon available information.
Q	Can we shorten the delivery horizon and bring this project forward?
A	We will do the alignment study work and present the case with most bypasses having fairly long gestation periods.

2016 Prime Mover, Trailer Combinations									
Heavy Vehicle Services									
VEHICLE DESCRIPTION AND CONFIGURATION CHART (RAV) – PRIME MOVER, TRAILER COMBINATIONS EXAMPLES									
Category	Vehicle Description	Configuration	Prime Mover	Trailer	Trailer	Trailer	Trailer	Trailer	RAV Version
1	(A) PRIME MOVER, SEMI TRAILER TOWING A PIG TRAILER	(B) PRIME MOVER TOWING AN OVERHEIGHT SEMI TRAILER	(C) SHORT B DOUBLE	(D) THINSTEER PRIME MOVER TOWING SEMI TRAILER	(A)	A	420	42.5	1
2	(A) PRIME MOVER, SEMI TRAILER TOWING A PIG TRAILER	(B) PRIME MOVER TOWING SEMI TRAILER	(C) B-DOUBLE	(D) SHORT B TRIPLE	(E) CAR CARRIER SEMI TRAILER	(A)	A	420	42.5
3	(A) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER	(B) PRIME MOVER TOWING SEMI TRAILER	(C) B-DOUBLE	(D) SHORT B TRIPLE	(E) CAR CARRIER SEMI TRAILER	(A)	A	420	42.5
4	(A) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER	(B) PRIME MOVER TOWING SEMI TRAILER	(C) B-DOUBLE	(D) SHORT B TRIPLE	(E) CAR CARRIER SEMI TRAILER	(A)	A	420	42.5
5	(A) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER	(B) PRIME MOVER TOWING SEMI TRAILER	(C) B-DOUBLE	(D) SHORT B TRIPLE	(E) CAR CARRIER SEMI TRAILER	(A)	A	420	42.5
6	(A) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER	(B) PRIME MOVER TOWING SEMI TRAILER	(C) B-DOUBLE	(D) SHORT B TRIPLE	(E) CAR CARRIER SEMI TRAILER	(A)	A	420	42.5
7	(A) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER	(B) PRIME MOVER TOWING SEMI TRAILER	(C) B-DOUBLE	(D) SHORT B TRIPLE	(E) CAR CARRIER SEMI TRAILER	(A)	A	420	42.5
8	(A) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER	(B) PRIME MOVER TOWING SEMI TRAILER	(C) B-DOUBLE	(D) SHORT B TRIPLE	(E) CAR CARRIER SEMI TRAILER	(A)	A	420	42.5
9	(A) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER	(B) PRIME MOVER TOWING SEMI TRAILER	(C) B-DOUBLE	(D) SHORT B TRIPLE	(E) CAR CARRIER SEMI TRAILER	(A)	A	420	42.5
10	(A) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER	(B) PRIME MOVER TOWING SEMI TRAILER	(C) B-DOUBLE	(D) SHORT B TRIPLE	(E) CAR CARRIER SEMI TRAILER	(A)	A	420	42.5

6. WORKSHOP SESSION #1 – COMMENT IN OVERVIEW

6.1 Is There A Need to Plan For A Future York Bypass?

Workshop participants were invited to provide comment in support of the need to plan for a future bypass and in opposition to the need to plan for a future bypass.

The following feedback was received from workshop participants.

There is a need to plan for a bypass because:

- For the reasons presented at the workshop;
- The town will grow over time and there is a safety and noise issue now;
- To bypass unnecessary traffic that runs through town as far out if it as possible;
- The current highway was built for 1970's traffic with lots of issues for the community of York;
- We have a heritage town with wheat haulage impacting upon the town in a negative way and need to remove through traffic not bound for York and protect the heritage that is very fragile;
- Most traffic passing through York has nothing to do with York at all and is simply passing through. We need a good understanding of that mix of traffic;
- To provide certainty for today's and future residents; We must identify where it will go in the long term and resolve the LIA location to guide people's planning with confidence;
- CBH has become a strategic bin and will grow in the future. We may have to go further from town to direct heavy traffic appropriately with more good harvests seeing even more traffic coming through York;

- Hay is another key industry with growth potential and we need to have good access to CBH and other feeder routes;
- Haulage logistics through the area are already dysfunctional and will become chaotic over time with major rail movements at CBH adding to the disruption;
- School children currently cross the busy existing haulage link with stopping distances for trucks considerable with limited opportunity to respond. School buses also busy are in the area;
- The need is agreed but some options (3 and 4) don't take truly take traffic out of town.

No, there isn't a need to plan for a bypass because:

- No workshop participant felt that it was not appropriate or necessary to plan for a bypass.

6.2 Suggested Assessment Criteria

Workshop participants were asked to comment on a list of proposed selection criteria to be used by Main Roads to assess the various options during the project development process. A number of changes were made and are included in the resultant proposed selection criteria shown in the table below. Criteria added or modified during the discussion are shown in red font.

CATEGORY	PROPOSED CRITERIA
SOCIAL	1. Effectively mitigates the effect of regional traffic on the York townsite with improved access emergency vehicles
	2. Provides opportunities for improved recreational amenity for the community of York and those passing through.
	3. Manages impacts for affected landowners including severance and access.
	4. Effectively addresses community concerns including town centre business, tourism, noise, light spill and construction impacts.
	5. Ensure the safety of all road users including motorists, cyclists, pedestrians and children and older people
ENVIRONMENTAL	6. Protects areas of significant environmental value to preserve critical habitat including green corridors and linkages
	7. Identifies and avoids impacts for all ecological species – flora, fauna and other ecological communities.
	8. Encourages sustainable transport choices and resilience over time.
	9. Minimises impacts for the Avon River and its tributaries.
	10. Does not adversely impact upon regional water flows and quality through local water courses.
ECONOMIC	11. Improves transport safety and efficiency for all transport modes and in particular heavy haulage vehicle movements.
	12. Positively contributes to and enables future regional growth and development.
	13. Offers value for money in light of engineering and other constraints.
	14. Presents a viable solution that offers a high level of constructability.
	15. Encourages other potential economic benefits including tourism and adds to the regional appeal of York

CATEGORY	PROPOSED CRITERIA
HERITAGE	16. Recognises and avoids direct impacts for Aboriginal heritage sites or significant locations both known and not yet known.
	17. Recognises and avoids direct impacts for European heritage sites or significant locations.

7. WORKSHOP SESSION #2 – OPTIONS EAST OF YORK:

Roy Engelbrecht provided a brief recap of the identified options. All workshop participants were invited to provide comment and feedback on the options. The following feedback resulted.

7.1 Comment on Identified Corridors

RIVER CROSSING A	
Advantages	Disadvantages
No advantages were identified	- There is a heritage house in proximity - originally known as Cold Harbour House. - The extent of the flood plain brings cost factors as a concern. - Private residential construction is underway in the area within the floodplain. - There are impacts for local houses and sheds. - Intersection may require land to provide suitable space further impacting existing land owners. - The Hoops Road bridge needs to be considered.

RIVER CROSSING B	
Advantages	Disadvantages
- A route following the rear boundary minimise impacts for existing houses. - Provides better separation for shunting purposes than Option A but less than Option C.	- Will still have noise and other impacts for existing houses. - Road reserve will be very intrusive unless measures are included eg retaining walls or other. - Will gradient work if a bridge is required? Needs further assessment in design and with PTA input. - Northam Cranbrook road crossing? Intersection and level crossing unless a bridge is required for all options. - Stacking distance must be provided for level crossing for all options and possible impacts for train lengths - Will a bridge be provided over the railway line? We are trying to avoid that as would have a visual impact with 7m vertical clearance required to make it work. Add another metre or so for the bridges results in significantly elevated traffic flows

RIVER CROSSING C	
Advantages	Disadvantages
- This option provides the greatest separation to CBH for future increases in train length. In 10 years grain trains will be longer for sure with shunting space needed with associated road closures. - Could be safer as this becomes the through route. - Driverless trains may be adopted by then.	- Impacts upon most houses of all options presented with houses in close proximity. - Comes out at a higher point on Quairading Road with geometric challenges. - Longest of all options - Topography is challenging. - More river crossings than other options. - All options have similar bridge and floodplain challenges.

7.2 Initial Preferences

Workshop participants provided the following comment and relative preferences.

PREFERENCE	
OPTION A	May offer geometric benefits if grade separated.
OPTION B	Best of the three options as it passes at the rear boundary.
OPTION C	If shunting is required then we need the most separation from CBH raising the suitability of this option.
OTHER COMMENT	- Train logistics and associated closures at the level crossing becomes a key determinant before making a final decision. - The location of future LIA is also another determinant to be considered to address efficiency and access needs. - The geology of the land becomes important too. - All options would be controlled access. - Agriculture is at an optimal level now with limited expansion for future growth other than unit production rates.

8. WORKSHOP SESSION #3 – OPTIONS WEST OF YORK:

Roy Engelbrecht provided a brief recap of the identified options. All workshop participants were invited to provide comment and feedback on the options. The resultant feedback is provided on the following pages.

8.1 Comment on Identified Corridors

OPTION 1	
Advantages	Disadvantages
- Impacts mostly upon agricultural land. - Minimises stream crossings with simpler treatments – culvert not bridge - Provides good separation to the town. - Doesn't fragment the town and quarantine land uses.	Is a slightly longer route.

OPTION 1	
Advantages	Disadvantages
- Minimises grade challenges for Cut Hill Road with realignment. - Takes traffic off town access road. - Existing highway could become a tourist drive. - The existing highway become fit for purpose if freight vehicles are removed from it. - Is more efficient geometrically and topographically wise. - Takes freight vehicles away from school children. - Eliminates a dangerous entry point to York for freight vehicles.	If a new rail crossing results we must close another with access implications and a possible need for a new service road for four or so lots.

OPTION 2	
Advantages	Disadvantages
Is mostly greenfield construction.	- Is likely to be the most expensive option. - May become a rat run for Beverley traffic. - May present heritage issues at the old ruins near the tie in point. - It is close to Spicer's Cottage on Spicer's Road as a heritage constraint. - Creates severance issues in large tracts of land. - Lots of rock at western end.

OPTION 3	
Advantages	Disadvantages
Offers good views to town	- Is close to units and BnB accommodation with associated commercial impacts. - Requires significant upgrade to the existing route with slow moving trucks remaining an impediment to traffic flows and high construction cost. - The southern lots will still need access to the highway with safety issues. - Doesn't separate freight traffic from some town activities. - Steep geometry results. - Lots of intersections and access points with conflict including emergency vehicles. - Has steeper grades with noise (engine brakes) and slow moving trucks with impacts for adjoining land uses including noise impacts for residents and the hospital. - Loss of amenity for high value land in elevated position. - Doesn't provide suitable separation to town. - Limits future growth potential in high value area.

OPTION 4	
Advantages	Disadvantages
None identified.	- Has major impacts for town with no real benefit or separation as a bypass. - Impacts upon heritage farm.

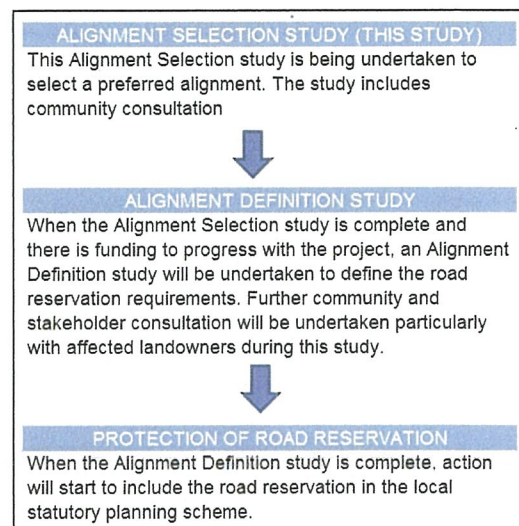
8.2 Initial Preferences

Workshop participants provided the following comment and relative preferences.

PREFERENCE	
1	Preferred option for all workshop participants.
2	Not preferred for the reasons noted above.
3	Not preferred for the reasons noted above.
4	Not preferred for the reasons noted above.

9. PLANNING PROCESS DEVELOPMENT

Roy Engelbrecht recapped on the planning process (shown to the right) reminding participants that the project is in the alignment selection study phase with lots of work to be done as a longer term initiative.



10. NEXT STEPS

The next steps in the alignment selection study include:

- Finalise and distributing this Workshop Summary to participants;
- Communicating with directly affected landowners to discuss their concerns;
- Further developing emerging options to identify potential show stoppers;
- Complete conceptual design/s and enabling studies;
- Take emerging preferences to the community for information and discussion;
- Assess the available options and agree a preferred option;
- Finalise the Assessment Report;
- Present to the Shire of York for comment and further community consultation including advertised comment period;
- Present recommendation to Full Council by Q3 of 2017;
- Provide input to TPS review; and
- Please leave your contact details so that the Workshop Summary can be provided to you.

Rob Barnsley thanked all participants for their contribution.

The workshop closed at 7:35 pm

ATTACHMENT ONE WORKSHOP AGENDA

Workshop Purpose:

- To present the current status of York Bypass planning;
- To promote a shared understanding of the corridors under consideration;
- To identify associated community preferences, issues and comments; and
- To explain the associated planning process.

Start Time	Item	By
3:30	Registration – tea and coffee provided	
4:00	Workshop purpose and process	Linton Pike
4:20	Local planning context	Cr David Wallace - Shire of York
4:10	Regional development context	Grant Arthur - WDC
4:30	Transport planning context	Rob Barnsley Roy Engelbrecht
4:50	Question and answer session	All participants
5:10	Workshop Session #1 – Comment in overview: • Is there a need? • Suggested assessment criteria	All participants
5:30	Short break	
5:50	Workshop Session #2 – Options east of York:	
	• Recap identified options;	Roy Engelbrecht
	• Discuss identified corridors: • Issues or concerns or other options; and • Initial preferences	All participants
6:30	Workshop Session #3 – Options west of York:	
	• Recap identified options;	Roy Engelbrecht
	• Discuss identified corridors: • Issues or concerns or other options; and • Initial preferences	All participants
7:45	Planning process development	Roy Engelbrecht
7:55	Next steps	All
8:00	Close	

ATTACHMENT TWO WORKSHOP PARTICIPANTS

Name	Address
Cr Tricia Walters	York resident
Joy Savage	York resident
Ross Ainsworth	York resident
Louise Draper-Sevenson	York resident
Ken Sevenson	York resident
Adrian Kinsey	Balladong resident
Paula Kinsey	Balladong resident
Margaret Merena	York resident
David Emin	York resident
York resident	York resident
Lindy Dewar	York resident
Cr Jane Ferro	York resident
Geoff Hicks	York resident
Erin Hicks	York resident

Name	Organisation
Grant Arthur	Wheatbelt Dev Commission
Elise Woods	Wheatbelt Dev Commission
Cr David Wallace	Shire of York
Paul Martin	Shire of York
Rob Barnsley	Main Roads WA
Liz Davies	Main Roads WA
Roy Engelbrecht	Main Roads WA
Carolyn Walker	Main Roads WA
Cathy Morey	Main Roads WA
Gren Putland	Main Roads WA
Russell Baulch	Main Roads WA
Andre D'Sanges	Main Roads WA
Peter Georgy	Main Roads WA
Dileep Pokharel	Main Roads WA
Janet Hartley-West	Main Roads WA
Eddie Mesina	Opus
Sam	
Linton Pike	Estill and Associates

York Heavy Haulage Corridor - Feedback from the Drop in Session – 15.12.2017Cain Radford

Cain owns the new house on Knotts Road. His house faces the brook and they purchased the property as a lifestyle property. Cain has concerns about the native trees and planted 200 on his property. Cain suggested changing the industrial land to over near the tip.

Dom Russel

Dom owns the farm at the intersection of Cut Hill Road and Chidlow York Road. Dom has no concerns or preferred options.

Joyce Savage

Joyce owns Hillside Farm retreat and has accommodation for approx. 35 people. Joyce is not pleased with rezoning of current light industrial which can be seen from the front of the property. Joyce is concerned about short option and conflict of traffic with school, hospital and recreation accessing Chidlow York Road. Joyce believes Hillside Farm has historic value and is a viable business offering accommodation. There is lots of local history with the property. Suggested Cut Hill as an option.

Lindy Dewar

Lindy lives in Hartleap Farm (next to Hillside Farm) which is a historic/heritage building and does not want a bypass close to the property. Lindy is also concerned about a heavy vehicle access close to the town as it would create a conflict of interest close to the intersection. Lindys family owns the land across the road from the property next to the school (Main Roads split the property when they realigned the Chidlow York Road). Lindy would like to see that the project is future proofed i.e. bypass further away from town. Lindy suggested that a route could cross from the Cut Hill Road intersection diagonally towards CBH rather than following Cut Hill Road. (Lindy works for the Shire of York)

Selina Carmichael (sister of Lindy Dewar)

Selina came to hear about the project. Selina's family own one of the heritage buildings on Forrest Street and her main concern is preserving the historical buildings.

Georgina Falconer

Georgina lives in Bland Street. Georgia believes the river and brook are important habitats for wildlife. They see Cockatoos and Kingfishers. Suggested that instead of offsetting, could the vegetation along the river be upgraded. Although Georgia understands that something must happen, she is concerned about land acquisition and noise pollution as they purchased the property as a lifestyle block. Georgia suggested that Knots Road/Cut Hill be used as a bypass.

Neil French

Neil lives in Bland Street. Preferred a shorter option as Neil is a truck driver and believes there are efficiencies in time and money. Neil would like to see the route avoid a school cross road. Seemed quite keen to sell his property.

Community Consultation

Future York Heavy Haulage Route / York Bypass

Main Roads, in collaboration with the Wheatbelt Development Commission and the Shire of York is undertaking a planning study to identify a future heavy haulage route for York. The study is needed to ensure road and town infrastructure is planned well in advance to meet future community and industry needs.

Project Benefits

The heavy haulage route will improve road network reliability, safety and amenity to the local community by reducing heavy haulage movements through the growing town of York.

York has become a hub for tourism and a lifestyle destination in the Avon Valley. Residential, heritage buildings and tourism are being impacted, and will continue to be impacted, by increased heavy haulage movements.

A heavy haulage route around York will:

- Create a more vibrant town centre for tourists and residents
- Encourage future growth of light industry and job creation
- Improve safety in and around York, and on the Chidlow York Road
- Protect and enhance the historic character and buildings of York
- Provide a high standard, free flowing route for heavy traffic.

Study Timing

Planning studies typically encompass a 20-30 year timeframe, which can change subject to various social and economic factors.

There is currently no funding to construct the York Heavy Haulage Bypass Route however, this planning study will ensure a road reservation



can ultimately be set aside so that stakeholders (including landowners) can be provided with certainty for the future.

Study Constraints and Opportunities

There are a number of constraints and challenges to be considered in planning for this future route, including managing impacts around:

- River crossings, including the Avon River and its tributaries.
- Historically significant areas (York town centre, Blandstown, Balladong and Hillside Farms)

- Congested town site with narrow roads and shops close to the edge of the road
- Current and future land use
- Cultural and environmental values
- Existing road network and interface
- Rail network and crossings
- Safety concerns on the Chidlow York Road
- Future heavy vehicles usage
- Constructability including terrain, contours and geotechnical conditions.



Community and Stakeholder Engagement

'Drop In' Sessions were held in December 2016 and March 2017 and we engaged with approximately 40 community members regarding the project. Around this time we also had discussions with Gilmac, CBH, Public Transport Authority and Water Corporation.

A Community Forum, designed to gain input from the community regarding the need for a future bypass and feedback on the potential alignment was held at the York Recreation Centre on 29 May 2017. The forum was advertised on local radio, in the local newspaper, via posters in the town and through invitations sent to all mail boxes in York. Fourteen community members attended the forum.

The community confirmed that there is need for a future bypass and provided feedback on the evaluation criteria that the alignments were considered against. Feedback was also given on the several identified alignments.

Options

All options shown have been considered against a range of safety, social, economic, heritage, environmental and constructability criteria. This included four options between CBH and the Chidlow York Road and three options between CBH and York Quairading Road that cross the river.

The assessment identified Option 1 as the preferred option which was also supported by the feedback from community consultation.

With the river crossings, the assessment identified both Option B and C as preferred. Option B is shorter with fewer impacts on the environment while Option C scores higher on safety, efficiency and constructability criteria. Feedback from the community consultation was also mixed.

Potentially Affected Landowners

We understand that these options could potentially impact a wide range of landowners.

Comment from all landowners regarding impacts of these potential options is sought as part of the decision to identify the preferred option. Once a preferred option has been identified, landowners will still have the opportunity to meet with Main Roads to further discuss any concerns.

Your Feedback

The final decision on the alignment will be determined by the State Government following the nomination of a preferred option by the Shire of York.

As part of this decision, Council will consider all feedback provided by the community and stakeholders to date, and are now providing another opportunity for submissions which closes 1 September 2017.

Submissions and any feedback on this proposal should be made in writing and addressed to:

Heavy Haulage Route

Shire of York

1 Joaquina Street, York WA 6302
PO Box 22, York WA 6302

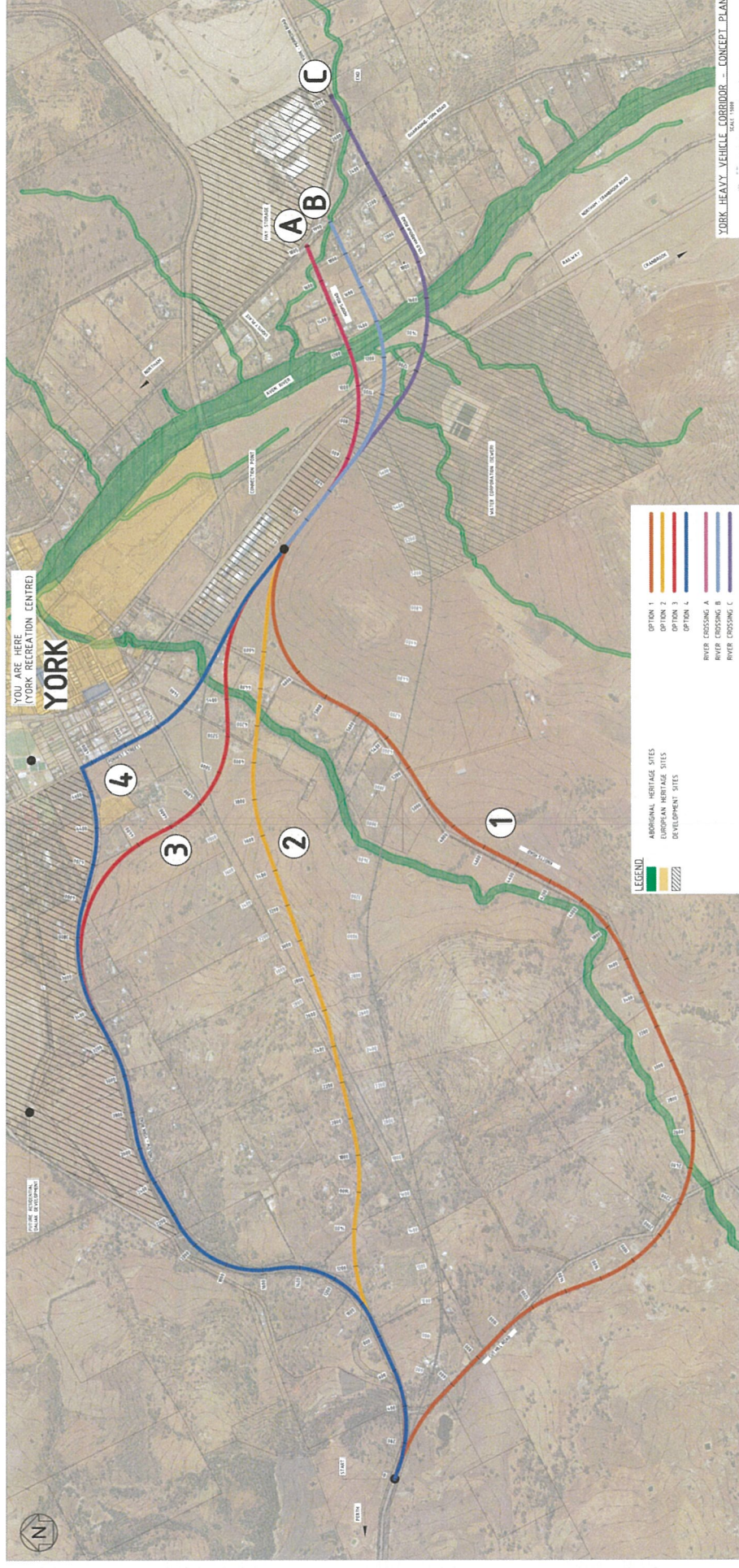
WANT MORE INFORMATION?

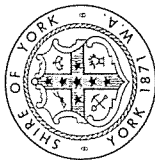
Further information can be found on the Shire of York's website www.york.wa.gov.au.

Please contact Elizabeth Davies, Stakeholder Engagement Manager, Main Roads Wheatbelt Region on (08) 9622 4703 or elizabeth.davies@mainroads.wa.gov.au for further information on the project.



York Heavy Haulage Route / York Bypass Route Options





SCHEDULE OF SUBMISSIONS – FUTURE YORK HEAVY HAULAGE ROUTE

Date Received	Name	Address	Comments	MRWA Feedback
11/08/2017	Roma Paton	30 Bouverie Rd, York	Thank you for the opportunity to comment on the above proposal. Having read the Community consultation document, my preference is for option 1 and option C. I believe these are the best option for York moving forward and for the prevention / protection of historic buildings in Blandstown. Page 2 of the attachment states that further information can be found on the Shire's website. I can only find very historical information. The map in the attachment does not blow up with any degree of detail. I would really like to see a high resolution version of the map in the attachment, and I can see that there will be interest in it until the project is completed. I have previously been able to open and save to my computer very large maps of York township and the wider Shire from Dept of Planning, so I know it is possible to do this. Would you be willing and able to obtain this hi-res map for the Shire's website, or display a link to it from the Mainroads WA website? (UPDATED LINK & INFORMATION SENT)	Noted
14/08/2017	Louise Draper-Sevenson	134 Knotts Rd, York	Response sent to Louise Draper-Sevenson on how to access the information on the Shire of York's website.	

16/08/2017	Noel Schoknecht & Sandra Maley	Lot 802 (125) Cut Hill Rd, Balladong	Thank you for the opportunity to provide feedback on this project. We own Lot 802 (125) Cut Hill Road, Balladong. We acknowledge and support the need for a Bypass route around York. We have reviewed the 4 route options and believe that option 2 is very undesirable for the following reasons: • It would have major environmental impact as it cuts through the granite slopes in the mid to upper sections, requiring significant road and drainage works. Considerable rock outcrop occurs in these areas, and the roadworks would be significant. • This option is likely to be very expensive. • Would be a visual scar on the landscape for us and adjacent landholders. • It creates a totally new road easement when there are existing ones that could satisfy the need, and unnecessarily divides a number of properties. • It impacts on several properties that are currently remote for the road network. • It would significantly increase the noise load on our, and adjacent, properties. Although options 3 or 4 are preferred as they have least impact on us, we acknowledge that option 1 has many advantages and would not object to its implementation. We strongly oppose option 2.	The comments are noted and we agree with all their comments regarding Option 2 which were considered during the evaluation of the Options.
16/08/2017	Kevin Trent	11 William St, York	Thank you for the opportunity to provide comment on the Proposed York Heavy Haulage Route / York Bypass. While the public consultation expressed the view that Option 1 was favoured I believe that Option 3 connected to Option B crossing the Avon River below the Town and would be the logical route for the Bypass. Option 3 will bring motorist in closer to the Town,	<u>Option 1 vs 3:</u> I agree with the comment regarding loss of business, however this loss needs to be weighed up with the potential growth in terms of tourism, light industries and residential growth. This could be quantified in a detailed business case and the town planning / strategy. Option 3 will require a bridge to cross the river, while Option 1 will require a smaller structure.

			providing an entry to the Town and enable heavy haulage vehicles with the option of pulling into the Town if they require supplies. If the route of the Bypass is too far away from the Town the businesses will suffer. The existing Chidlow – York will need to be upgraded by widening and including a passing lane for both directions of traffic flow. Option B crosses the river causing least disruption to the residents and the environment. It provides access to the Gilmac processing plant and connects to the road to Quairading. Once the final alignment is chosen Council must expedite including the chosen alignment into the Town Planning Scheme maps so that businesses can begin to plan to capitalise on the decision to define the alignment of the Bypass.	Upgrading the current Chidlow York Rd to include passing lanes would come at a significant cost and will impact several land owners with accesses directly onto the (steep) passing lanes causing safety issues. Option B: Option B and C have come up with similar results with Option B having less of an impact on land and environment, with Option C providing a better engineering solution in regards to safety, efficiency and constructability. Access to Gilmac (and surrounding area) will be safer using Option C.
17/08/2017	A McArthur	2/9 Joaquina St, York	My preference for the heavy haulage route to bypass York is for the options 1 and C.	Noted
21/08/2017	Karen McRoberts	-	The map included in your letter and that printed in the local press is not clear – I can't see road names. Is there a better map I can access? (LINK & INFORMATION SENT)	Response sent to Karen McRoberts on how to access the information on the Shire of York's website.
22/08/2017	Katherine Kneuss	-	Can you please inform me as to why there is not any suggestion of the road crossing the river at the same point as the presently disused railway bridge. It would allow both forms of transport to cross the river using a joining bridge as per the Narrows Bridge over the Swan – a cost effective piece of infrastructure.	Crossing the river anywhere north of Option A does not provide a practical connection to the York Beverley Rd nor a practical connection to the west of York. It conflicts with the rail and CBH. Rail. (PTA) land is not available for roads and has to be preserved for future rail use. Therefore, a road crossing will have to be a new road and new bridge running next to the rail corridor. The land and environmental impacts will not be much less than Option A or B.
22/08/2017	Darren Lewsen	Balladong, York	My name is Darren Lewsen and I am a property owner and resident of Balladong, York. On Friday I received a letter outlining a proposed heavy haulage route / York Bypass. I was hoping to discuss this with you, with a view to obtaining a little more information than what is included in the community consultation / project update paper	A discussion between Mr Lewson was held with Roy Engelbrecht and Liz Davies on 22/08/2017: 1. The grey line is a discarded option and unrelated to the proposal. 2. Detailed environmental assessments and noise impacts have not been undertaken yet. This will only be done during the concept phase.

		that I received. I would like to obtain this information so that my submission on this matter will be fully informed. While a phone discussion may be preferable, I outline below, some of my questions: 1. The enclosed map has a line that is not referenced in the key, which stems from the split between options 1 and 4, and runs to river crossing C. This line is not bold and has no obvious coloration (it's a light grey colour) , but does not appear on maps of the area. Does it represent another option, not referred to in the key? (refer screen shot below). This line would cut through my property. I hope I'm simply being a bit ignorant and that this represents something unrelated to the proposal.  2. Have environmental and noise pollution impacts been comprehensively assessed, including after-hours use of the heavy haulage route? a. For my property, Option 1 would make driveway exits unsafe (one of two reasons we bought off the main road); b. Under option 2, the views and the peace and quiet (arguably the primary reasons for the purchase and the drivers of its financial value), would both be ruined. The impact on the fauna and flora that were the key drivers of our purchase would be significantly impacted.	2a. Safety of driveways will be looked at during the design phase 2b. His comments re Option 2 are noted.. 3. This will be evaluated at the time of detailed design and owners will be compensated for the loss of value of the property at the time of the land acquisition process. 4. The consultation process was explained to Mr Lewson 5. See 4 above 6. See 4. Above 7. The use of the rail line was considered in the process, but is out of this projects scope. Haulage vehicles will still have to enter the town to deliver to and from the rail station. 8. We acknowledge Mr Lewson's concern about his property, however, the impacts of Option 1 on land owners and safety is likely to be less than any of the other options considered. 9. Regarding noise impacts. Increase in noise will depend on the increase in traffic volumes, especially heavy traffic. Therefore, someone is going to be effected irrespective of route chosen or none chosen at all. Some properties will be impacted more than others, however we believe Option 1 will have less than an impact on the number and types of properties than to do nothing or any of the other 3 options.
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			3. Under Options 1 and 2, but particularly Option 2, the impact on the fair value of our property would be material and we will be forced to defend against this option. 4. The paper is entitled "community consultation" and "Project update" – this is the first indication to me that due process may not have been followed by the Shire of York. How can it be an update if impacted residents have not been notified yet? 5. The paper refers to the "assessment" identifying "Option 1 as the preferred option which was also supported by the feedback from the community consultation". In this regard: - How can there be a preferred option supported by the community when the residents directly impacted have not been advised? - The above quote is inconsistent with the statement "<i>once a preferred option has been identified, landowners will still have the opportunity...</i>". Has a preferred option been identified or hasn't it? 6. Drop in sessions were held 8 and 5 months ago, yet impacted residents were only notified after those who were not impacted by option 1 had determined a "preferred option"? 7. Have all cost / benefit scenarios been modelled? I'm surprised not to see use of the rail line as an option. By way of background, my wife and I acquired this property less than 12 months ago with a view to retirement and contribution to the Shire of York. My wife has already begun investigations into running complimentary art classes for underprivileged youth in the region, as well as the elderly. To the extent that a heavy haulage route threatens the peaceful nature of the property we acquired, we will have no choices other than: - To challenge the proposal through all legal means, in order to protect our investment; or - Abandon our plans to retire in, and support, the community in and around York.
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23/08/2017	Carolyn Haggarty	Cold Harbour	I hope you can understand and appreciate, that receipt of this proposal has been quite a shock for us and we therefore greatly appreciate your responses to these questions. I'm very surprised a bypass route was planned as far back as 2016 and even more surprised about the meetings that were held for the proposed York bypass. Over the last couple of years I've been in discussions with Main Roads and the Shire of York staff, either in person, email, phone or by mail and there was never any discussion about a proposed heavy haulage bypass route. As a landowner significantly affected by all three options, I'm curious as to why I appear to be excluded from the bypass discussion. Aside from the questionable stakeholder engagement claim I read in the document provided to me, I have a significant number of objections and they are as follows: • There is very little detail provided in the 'Future York Heavy Haulage Route / York Bypass' document or on the Shire of York website regarding the expected increase in traffic (heavy haulage or otherwise), the noise impact on landowners, environmental impact and erosion issues. As well as the loss of, and changes to, water flows from creeks or rivers etc and the loss of biodiversity in this pristine area which will affect farming practices and productivity; and • 'Heavy Haulage' has not been defined, so I'm uncertain as to the exact meaning; and • What are the expected traffic restrictions along the proposed route, both during construction and after construction? How will landowners be impacted by the road construction? For example, what is the proposed speed limit along various sections of the haulage route? How wide is the road, including the number of lanes and the width of the shoulder at the side of the road?; and • As the surveyor's report is missing, the Community Consultation bypass document does not reveal how much property could potentially be reclaimed from landowners; and	Refer to the consultation process. Ms Haggarty was not excluded from the process. The information was provided in the local paper, newsletters and mail drops. The other issues raised in her comments will mainly be addressed during concept design stage. • The future of the bypass will depend on the future traffic growth. We have done some studies on traffic, however doing detailed traffic studies now is not feasible as it could change significantly in the next ten years. There are too many unknowns. • For the purposes of the bypass report, Heavy Haulage would refer to vehicle 19m and longer with payloads more than 42t. • This will be a single lane 2 way road. Likely to be 11m wide seal. 3.5mm lanes, 1.5m shoulders and 1m centre median. • Restrictions and speed limits will be in accordance with Austroads requirements and will depend on the town's future town planning. E.g. where are the built up areas and intersections. • Impact on land owners during and after construction will be addressed during detailed design phase (still some time away) • Surveyor's reports will only be done during detail design phase, however, the impacts and land requirements will be clear after the concept stage. • The concept phase does include minor adjustments and changes to the alignments and designs, to reduce impacts on properties and the environment. • Accesses, property value, vegetation, fencing, service connections, etc. will all be addressed during detail design and land
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			- In the interest of providing habitat for the local wildlife and native bird populations, landowners must be provided with the option to keep any topsoil removed from the road construction. The topsoil would be placed on the landowners' property. The same option would also apply to trees, branches and any vegetation. There is no community benefit in either burning or mulching the precious wood and vegetation or taking it offsite. Either method is simply a waste of a very precious and a very limited resource; and - I've spent a considerable amount of money constructing a fully engineered driveway from my property to the Quairading - York road and it now seems under Option C the driveway would disappear. It is more than reasonable that I'm fully compensated for the considerable costs involved with the driveway I recently paid for; and - I understand Option C is the preferred bypass route. Option C would have a significant impact on my current and future land usage. How will I be compensated for the loss of productive land?; and - The Cold Harbour option leaves me without access to water from the pipeline or electricity, both during and after construction of the proposed bypass road; and - A significant amount of mature trees would be removed from the property, thereby creating a significant erosion and salinity issue. How will I be compensated for the loss of mature trees and any future erosion or salinity problems?; and - As there is an abundance of native flowering trees on my property near the Cold Harbour road I'm currently undertaking work to keep a small number of bee hives on my property. With the removal of the flowering trees I will not be able to have any hives on my property. As I've already purchased hives and equipment, how will I be compensated for the loss of income from honey production and equipment?; and	owners will be consulted. It is too early to give comment at this stage. All materials transported on the bypass will be similar to any other route.
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25/08/2017	Jessica Eelye	Cold Harbour	- How will I water and feed the livestock on the property? Under Option C will have no driveway and therefore no means whereby a vehicle could access the property; and - I submitted plans to the Shire of York sometime ago to build a shed and then a house, however, as the main electricity pole will be removed in order to construct the road, I will be left without access to a proposed power connection point. As this is a significant cost issue for me, how will I be compensated?; and - Will the trucks transport any hazardous material along the bypass?; and - I have built a very expensive and sturdy boundary fence around the perimeter of my property. How will I be compensated for the loss of the fence and fencing material and labour costs associated with building these fences? While I understand the need for a safe and functional country road network, I'm not convinced a bypass is necessary. As identified in the points above, all proposed options would have a substantial impact on my property. Therefore, my property would become economically unviable. How will I be compensated for the considerable loss of land, infrastructure, biodiversity, costs associated with electricity and water connection, future erosion and salinity problems, pollution, access to the property and loss of income?. What a pity the government prematurely sold the rail network to a private company. The best option is B. Thank you for providing me with the opportunity to provide feedback regarding the Heavy Haulage Bypass.	Noted. If Option C is preferred, all safety issues will be considered to provide suitable (safe) intersections.
			I wish to submit my feedback on the proposed Heavy Haulage Bypass. I live and work in the Cold Harbour area and have great concerns on traffic safety coming down the hill on Top Beverley Road, connecting to option C.	

			I work at the Hay Plant and see the heavy load trucks (grain or hay) coming down the hill on Top Beverley Road. I would suggest Option A or B would be more suitable. I live on the corner of Riverside Drive and Cold Harbour Road. I have been living here for 20 years. My concern in regards to the Heavy Haulage Route is that Route C would not be suitable due to the traffic coming down Top Beverley Road. As I have lived here I see what traffic runs along that road and they would have to stop for the Bypass Route. Which would not be safe? During quiet times the Top Beverley Road is busy, then when Hay & Harvest season approaches it's even worse. We have trucks coming down this road with a heavy load and will have to stop (coming down a hill) or give way. I believe Main Roads have not looked into this very carefully. Maybe Route B could be better and Route A would be a better option to pick taking the traffic away from all the above issues.	If Option C is preferred, all safety issues will be considered to provide suitable (safe) intersections.
25/08/2017	Margaret Merema	Riverside Drive, Cold Harbour	Please find enclosed our submission in relation to the Future York Heavy Haulage Route / York Bypass ("future road"). We are the landowners of 85 Cut Hill Road, Balladong and future fulltime residents of York with an interest in establishing a tourism / cottage industry service from our Rural Small Holdings property. Our future considerations have been put into serious doubt and quiet enjoyment of our property now threatened. It is relevant to our submission that it be recorded we have not been formally advised as a potentially affected landowner of this proposal. We became aware of the proposal 16th July 2017 via a neighbour and upon contacting the Shire for further information were redirected to Main Road Western Australia ('MRWA'). On the 21st July 2017 MRWA provided us with some preliminary verbal	Refer to the consultation process, Ms Haggarty was not excluded from the process. The information was provided in the local paper, newsletters and mail drops. Neither E Kallarn or W Bucknall contacted the Stakeholder Manager regarding the enquiries prior to the comments formally being put forward. Rail (PTA) land is not available for roads and has to be preserved for future rail use. Therefore, a road crossing will have to be a new road and new bridge running next to the rail corridor. The technical questions have been answered previously. The Shire will have to respond to the other questions. The statement that the current route has been successfully carrying heavy haulage for many years

		information and agreed to keep us informed of developments in the absence of the Shire of York undertaking consultation with relevant landowners. A review of residential addresses consistent with Shire Rates Notices would have been highly appropriate. As we are not currently fulltime residents, including many of our neighbours, the progression toward "preferred options" is somewhat disappointing. Our submission reflects our lack of knowledge on matters that may have been discussed, presented or otherwise countered for that reason. We refer to the Project Update August 2017 issued and sent to us by MRWA and take this opportunity to note that the intended community consultation invitation to make this submission is a direct contradiction. The Project Update specifically states <i>"the assessment identified Option 1 as the preferred option,"</i> yet invites us to now submit comments on the impacts of these decisions <i>"to identify the preferred option,"</i> and <i>"once a preferred option has been identified landowners will still have the opportunity to meet with MRWA."</i> We trust this exercise is legitimate, bonafide and that landowners' comments are given merit in the future decision making, that the preferred Option (1) is not a fait accompli. Information Required Further to our contact with MRWA on 21 July 2017 neither the Shire of York or MRWA were advertising any relevant information on their websites in respect of the Future York Heavy Haulage Route / York Bypass. In the absence of any quality information answers to the following questions are of significant value to potentially affected landowners' and do not appear in any of the limited information available. Questions 1. What is the forecast number of heavy haulage movements on a day, week, month, year	now, is short sighted. Crashes are increasing as traffic volumes specifically heavy vehicles increases. If the town is to expand and business to increase there will be more pressure on the current road network and minor adjustments will not resolve the issues. Rerouting tourists? Where to? Sending them via Cut Hill will not be a viable alternative (what will be the attraction, there is nothing there that will be of interest to tourists). Improving efficiency on the routes will be more advantageous to the environment in terms of the environmental impact of nitrous oxides and emission of carbon dioxide as constant flowing traffic, reduced gradients, less curves, etc. all contribute to a cleaner running engine. The long list of proposals do not seem to address the issue around providing access to a light industrial site.
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			basis on the Future York Heavy Haulage Rout / York Bypass? 2. What if any movement restrictions or curfews will be placed on heavy haulage movements? 3. What Type of Road is proposed (i.e.: the construction and size of road reserve)? 4. Is York still receiving redirected traffic from Quairading despite investment in upgrading of the Cunderdin-Quairading road? 5. Is the Shire of York under undue pressure because other Shires are not 'playing their part'? 6. What is the future of the Tier 3 rail line in York? 7. Will the maintenance of the future road be the responsibility of the Shire of York and how much is anticipated in maintenance dollars per year? 8. It would have been our preference to have a better understanding prior to this submission so that we could exercise greater impartiality having a sensible regard for our farmer's needs and exporting opportunities. Option 1 - The "Preferred Option" From the poor quality mapping provided it is assumed our front boundary may become the subject of land acquisition and the Rural Small Holdings we own will be unsuitable for the opportunities it presents in operating a tourist related business or adding to the economic value of the town. The "Preferred Option" will cause our property to be exposed to excessive noise, air pollution, unsafe ingress and egress and destroy the lifestyle we had purchased here specifically for. Should our front boundary become a heavy haulage route all of the benefits of our investment will void. Other Options (2, 3 & 4) In reviewing these options it appears neighbours will have conflicting preferences and none of the options provides the affected landowners the opportunity to be objective. All Options are set against competing interests and any feedback on these
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			proposals must be considered flawed with a conflict of interest from the majority of landowners. Alternatives We would like MRWA and the Shire of York to consider further options beyond those presented as Options 1 to 4. In the interests of making this submission constructive there appears to be other alternatives that have not been considered or dismissed. 1. It is of course the preference (far and wide) that the Tier 3 Railway be reopened to service heavy haulage needs and that Government and those with a financial interest be pressured into reinstating and improving the rail. The future of this proposed road in some 20 - 30 years is an archaic solution even by today's standards. Upgrading and maintaining the rail is by far the cheaper option and has been extensively lobbied as the preferred method of transport by all stakeholders for many years. 2. If the future of the Tier 3 rail remains redundant then it would be prudent to consider that this 'rail reserve' could be repurposed for the proposed road. The land is unused, cleared of environmental constraints for constructability and provides the respective route to Options A, B and C. If the rail is never to be reinvigorated then its value remains with the community and would inevitably save substantial costs in land acquisition, civil earthworks and environmental denigration. There are 4 proposals, all of which will require extensive realignment of roads to redirect the current heavy haulage route and construction of a road built to specification, capable of carrying heavy vehicles. The current route has been successfully carrying heavy haulage without further disruption to the extended community and landowners for many years now, other than minor amendments, why change the status quo.	
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			3. There is potential for the existing road network into York to remain in use for Heavy Haulage and for the lesser cost re-routing residential and visitor traffic via the existing Cut Hill Road (or other) through a scenic entrance. Examples of this can be likened to the Farm Gates Art Trail in Ravensthorpe. The main entrance to York for visitors and residents does not need to be completed via a Highway. This would negate the need to install or upgrade extended stretches of road except for a minor detour for heavy haulage around the town site. The opportunity presents for the Shire to improve its tourism interest and culture away from uninteresting and busy highway traffic. Without having had the opportunity to ask these questions we cannot support the current Option(s). In particular we do not support Option 1 due to its impact on the rural surroundings that York trades its appeal on. Furthermore, Option 1 may reduce proximity hazards through the York town site but it will introduce a serious risk at the intersection of Great Southern Highway where all traffic is merged. The Options put forth do not demonstrate any forward thinking, conservation or regard for polluting the environment and must be reconsidered urgently if they are to represent proper planning or value for tax payer. The preference for heavy haulage road transport cannot be supported as we move towards 2045 for which this planning is being regarded. The environmental impact of nitrous oxides and particulates from transport is a significant contributor to global warming through emission of carbon dioxide and should not be contemplated as a solution worthy of financial investment today or as a prospective opportunity. In response to the invitation for affected landowners to submit comment upon the four options circulated, I wish to place on record the adverse impact that option 1 will inevitably have upon my properties at Lot 803 Cut Hill Rd and 804 Knotts Rd,	Noted.
29/08/2017	Rosemary Turner	Lot 803 Cut Hill Road, Balladong		

30/08/2017	CBH Group	39 Knotts Road, York	Balladong. The noise and vibrations associated with the concept of having a major trucking thoroughfare so close to my house in Cut Hill Rd, is very distressing to me. Since buying this property a decade ago, I have built a house plus developed the land to the extent of planting an olive grove, orchard and extensive gardens. In particular, the proposed Heavy Haulage Route will, on Lot 804, remove a large portion - indeed the major part of the flat land between Bland Brook and Knotts Rd. In later buying Lot 804 (in 2013) I was attracted mainly by the flat land between Knotts Rd and Bland Brook with the hope that one day it could be divided into three 5-acre lots. The corner section of these I had earmarked for a plantation, and the two remaining for future subdivision. Option 1 would cause most of this land to be subsumed. Not only does this area to be subsumed constitute the best piece of flat, arable land on the entire lot, upon which a two-hectare plantation of manuka trees is in the process of being planted for the production of honey, but also the removal of such an amenity will certainly reduce the value of my property. From the plan supplied, Option 2 appears much shorter and is the route which I would favour in contradistinction to my great objection to Option 1. Thank you for the opportunity to provide feedback on these four heavy haulage vehicle transit options. I trust that you will appreciate my concerns in relation to Option 1 and take them into account in your deliberations. I refer to the call for submissions on the future York heavy haulage route / York bypass. CBH understands that no funding has been allocated for the project but feedback from stakeholders will enable road reservations to be set aside for the planning of the project.	Noted.
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			As CBH discussed in May 2017 with the Shire of York, MainRoadsWA and Wheatbelt Development Commission, the CBH York receival site is undergoing expansion now and is likely to undergo further expansion in the future. It is CBH's intent for the York receival site to have the capability to load trains carrying 80 wagons, which equates to 1196 meters in length. This is the length from the first garner bin when loading from the south end of the site, to the end of the train before the rail crossing. Basis this future requirement, CBH would prefer river crossing option C as this provides the sufficient clearance to load this length train. CBH's road entry and exit point to the York receival site will remain via Knotts Road. Any future heavy haulage route will need to take into account the existing access arrangements of the York receival site. CBH is available to discuss our preferences further as the project proceeds. Please contact me if you have any questions. I feel in relation to the bypass of heavy haulage vehicles the route "C" seems appropriate to me.		
30/08/2017	Jan Griffin	York		Noted.	
30/08/2017	Deborah Keating	Lot 801 (123) Cut Hill Rd, Balladong	Thank you for the opportunity to provide feedback on this project. We own Lot 801 (123) Cut Hill Road, Balladong. We acknowledge and support the need for a Bypass route around York. We have reviewed the 4 route options and believe that option 2 is very undesirable for the following reasons: It creates a totally new road easement when there are existing ones that could satisfy the need, and unnecessarily divides many	Noted.	

31/08/2017	Nigel JJ Spencer	54 Knotts Rd, York	properties • It will have major environmental impact as it cuts through the granite slopes/caves in the mid to upper sections, requiring significant road and drainage works. Considerable rock outcrop occurs in these areas. • Would be an enormous visual scar on the landscape • It impacts on several properties that are currently very remote for the road network • It would significantly increase the noise load on our, and adjacent, properties • This option has been identified as the most expensive We strongly oppose option 2. Options 3 or 4 are preferred as they are consistent with current usage and impacts. My name is Nigel Spencer. I own the property of 54 Knotts Road, York. The property is across the road from the CBH Bins. I moved here over 6 years ago and thought it would be a peaceful existence out here in the country but it has not been that way. We have had to fight a battle to stop a huge tip happening and there is an ongoing issue with the thousands of corellas that feed at the CBH bins and live at my property 365 days a year and nothing has been done about that problem. And NOW, there's a threat of a road going through my property if option 3 and 4 come to fruition. Before I brought this property, I went to the Shire to ask if there were going to be any issues with the area in the future and I was told "no". Property values have already dropped markedly and this ridiculous proposal will impact on the price and make it near impossible to sell in the future. Option 1 is the preferred evil. It will still create a lot of noise and visual pollution and I will strongly oppose more destruction of our precious roadside trees that the main roads have destroyed in large	Noted.
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			quantities in and around York. It amounts to nothing more than environmental vandalism and the Shire and Main Roads needs to put more thought into construction to avoid this continue DESTRUCTION. I will NOT allow my property to be accessed or carved up. I did NOT move to York to be looking out the window at a haulage road.	
01/09/2017	Katherine Kneuss	Top Beverley-York Rd, York	My interest is that we have a property on Top Beverley - York Road and therefore travel this road and the York - Quairading Road. The options given do not have direct impact on this property. After reading your information regarding the York Heavy Haulage Route/York bypass route options I wish to make the following comments. To reduce heavy haulage through the town and particularly through Balladong where houses are very close to the Southern Highway seems a very positive way of preserving the old buildings as does distancing the town from large transports, who are only passing through the area. In changing the road, my concern is the options put forward to cross the river and align the roads into the York - Quairading Road. Firstly, the roads cited all intersect the Southern Highway, unless the Southern Highway is realigned into this heavy haulage route. Then, it will be a much longer journey for those travelling between the two towns of Beverley and York. All options A B and C greatly impact those who already have homes along and near these proposed routes, especially the proposed C Option. Where land will need to be resumed on the east side of Top Beverley Road, the plan indicates this part of the road will be almost at the doorstep of the home on this property, and the homes between Top Beverley Road and the river alarmingly close to a major road. People here built their homes on a small cul-de-sac road used only for neighbourhood traffic. Can you imagine building your home off a secluded little road, then being told a heavy haulage main road is going to be built in 10 or 20 or 30 years? I ask is there some compensation for this?	Noted. Land requirements will be evaluated at the time of detailed design and owners will be compensated for the loss of value of the property at the time of the land acquisition process. All safety issues will be considered to provide suitable (safe) intersections. A roundabout would be considered during the detailed design phase. Connecting to existing roads will be a challenge with all options. Although Option C intersects Old Beverley Rd on a gradient, it ties in better with York Quairading Rd and at the York Beverly Rd. Referring to the Southern Highway comment, the road will be included in the overall network and the York to Beverley route will not change except for an intersection where it crosses the new bypass. Rail (PTA) land is not available for roads and has to be preserved for future rail use. Therefore, a road crossing will have to be a new road and new bridge running next to the rail corridor.

01/09/2017	Richard Hannington	19 Riverside Crt, Cold Harbour	The proposed C Option also intersects Top Beverley Road one-third way up a hill. Having watched traffic move down this hill it seems a very dangerous place to put an intersection, or even a junction. A conversation with Main Roads suggested a roundabout would be a possibility. This in itself would require a vast amount of resumed land to accommodate B-Doubles negotiating such in a safe manner, and giving other users good line of sight. Option B has to resume land from the back yards of individuals where no road is at present which seems very unfair. Option A impacts less families, yet still these people would not have though they would be fronting a major road when first building. This leaves me perplexed as to why the now state owned land of the rail reserve is not given as an option. After speaking with persons from Main Roads and CBH I did get answers such as it was the widest section of the river to cross. Upon counter arguing that the rail and road bridges could be placed together, the answer was the present leased railway could not be negotiated as the leasees were very protective of the rail bridge and what they have leased. As they have closed the rail line this hardly fulfils their agreement to be "responsible for maintaining the network." Not a convincing argument I would have thought. This projected road is supposedly a long term consideration and the railway is only leased for another 32 years – near the timeframe suggested for the bypass. Whatever land requires resumption at this alternative has least impact on the number of home owners, and the land is very flat with good line of sight for intersecting roads. If this not feasible, Option A impacts the least number of people and is the shortest road which might mean less cost involved thus my supported option. My name is Richard Hannington and my family and I reside at 19 Riverside Court, Cold Harbour, we have 5 children and have been living at this location for just over a year. I am writing to you to express my concerns regarding	Noted. However, the current road does not provide a suitable option for reducing the impacts on the historic sites nor improving safety around York
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			the proposed bypass which I believe will effect my family and neighboring residents in a negative way if options A, B and C are followed through. Uncertainty lies around the potential for increased traffic flow which impacts on health and wellbeing, including safety in regards to children and the elderly within the locality. Also there lies a possibility for surroundings properties to be devalued. While I understand the need for a heavy haulage bypass especially in the vicinity of Cut Hill Road, I don't see the major benefits for the bypass to include options A, B and C. I fully support option 1 but do not support options A, B and C and believe that the existing route to York CBH from the York Quairading Road should remain unchanged.	
01/09/2017	Peter & Mia Monger	Cnr Ulster Rd & Mokine Rd, York	As primary producers in the York area we wish to provide the following feedback regarding the Heavy Haulage Route / York Bypass. We are in favour of option 4 and B. Our property Daliak Estate is located along Ulster Road / Mokine Road in York and option 4 provides us with safe entry and exit from our property and utilises existing road infrastructure for heavy haulage. When we cart from the rear exit of our property we currently travel along the Northam / York / Quairading Road for which Option B gives us best access. As stakeholders in the option 1 proposal, we would like to see a bicycle track incorporated from Talbot Road to York townsie, this road is already regularly used by bicycle riders. We would also like to see revegetation of the road verge.	Noted
01/09/2017	Jon Hehir & Sharon Ellis	384 Knotts Rd, Balladong	Development of bicycle tracks is not part of this project, however we do anticipate the bypass could provide better options to develop other facilities like bicycle tracks, foot paths and walking trails. Note: if the a bicycle track it required along the bypass route, it can be incorporated in the designs, however we will recommend it to be separated from	

01/09/2017	Katherine Kneuss	Top Beverley-York Rd, York	The current road is not the safest during harvest, with tight, blind bends and no white lines and we can see benefits of a re-development. REVISED SUBMISSION. My interest is that we have a property on Top Beverley - York Road and therefore travel this road and the York – Quairading Road. The options given do not have direct impact on this property. After reading your information regarding the York Heavy Haulage Route/York bypass route options I wish to make the following comments. To reduce heavy haulage through the town and particularly through Balladong where houses are very close to the Southern Highway seems a very positive way of preserving the old buildings as does distancing the town from large transports, who are only passing through the area. In changing the road, my concern is the options put forward to cross the river and align the roads into the York - Quairading Road. • Firstly, the proposed options A B and C all intersect the Southern Highway, which is shown on the maps as the local road into the York township from Beverley. My concern here is the safety of intersecting these 2 main roads and the impact incurred on everyday local traffic. • All options A B and C greatly impact those who already have homes along and near these proposed routes, especially the proposed C Option. Where land will need to be resumed on the east side of Top Beverley Road, the plan indicates this part of the road will be almost at the doorstep of the home on this property. The homes between Top Beverley Road and the river will be alarmingly close to a major road. People on the west side of Top Beverley Road built their homes on a small cul-de-sac road used only for neighbourhood traffic. Some of these are lifestyle properties used to enjoy the peace of the countryside.	the road. Safety will be a main driver when designing intersections and crossings.
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Can you imagine building your home off a secluded little road, then being told a heavy haulage main road is going to be built in 10 or 20 or 30 years? Will compensation be given when and if a firm route is decided rather than leave these landholders in limbo for an unknown amount of time?

- The proposed C Option also intersects Top Beverly Road one-third way up a hill. Having watched traffic move down this hill it seems a very dangerous place to put an intersection, or even a junction. A conversation with Main Roads suggested a roundabout would be a possibility. This in itself would require a vast amount of resumed land to accommodate B-Doubles negotiating such in a safe manner, and giving other users good line of sight.
- Option B has to resume land from the back yards of individuals where no road is at present which seems very unfair.
- Option A impacts less families, yet still these people would not have thought they would be fronting a major road when first building.
- This leaves me perplexed as to why the now state owned land of the rail reserve is not given as an option. After speaking with persons from Main Roads and CBH I did get answers such as it was the widest section of the river to cross. Upon counter arguing that the rail and road bridges could be placed together, the answer was the present leased railway could not be negotiated as the leasees were very protective of the rail bridge and what they have leased. As they have closed the rail line this hardly fulfils their agreement to be "responsible for maintaining the network." Not a convincing argument I would have thought.

This projected road is supposedly a long term consideration and the railway is only leased for another 32 years – near the timeframe suggested for the bypass. Whatever land requires resumption at this alternative has least impact on the number of home owners, and the land is very flat with good line of sight

			for intersecting roads.		
			If this not feasible, Option A impacts the least number of people and is the shortest road which might mean less cost involved thus my supported option. I am not familiar with all the concerns of Options 1-4 but it seems less properties will be impacted by Option 1.		