

SHIRE OF MOORA PROPOSED MILING BY-PASS PROJECT

prepared by

WHEATBELT BUSINESS NETWORK

August 2015



WHEATBELT BUSINESS NETWORK

INTENDED AUDIENCE

This report is intended for the Shire of Moora.

DISCLAIMER

This document has been prepared by the Wheatbelt Business Network. All effort has been made to confirm and validate the information. No other party should rely on it for inferences or forecasts – it has been provided only to the client. In addition to this report are suggestions and project outcomes, which may have unforeseen variables, and there are no guarantees given that they can be achieved.

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WHEATBELT BUSINESS NETWORK

The Wheatbelt Business Network is an independent business association. It specialises in delivering business networking events, promoting business in the Wheatbelt, giving business a voice and providing fee-for-service economic and community development work.

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EXECUTIVE SUMMARY

Great Northern Highway is part of the Perth to Darwin National Highway (Route 1) and, as such, needs to meet National Highway standards. It is the only high/wide heavy haulage route linking Perth with the northern parts of Western Australia and the Northern Territory and therefore, is an asset to Miling.

The proposed heavy vehicle by-pass in Miling has the potential to be a significant catalyst. It will be a major infrastructure project and its success will be reflected upon in future years. With careful consideration, it could bring significant economic benefit to the community. Conversely, it could also cause hardship.

The purpose of this report is to provide the Shire of Moora with feedback from the Miling community on Main Roads' preferred alignment (east) of the proposed heavy vehicle by-pass on the Great Northern Highway.

The Wheatbelt Business Network notes that the preferred alignment of the by-pass must fit with the Shire of Moora's 'Strategic Community Plan 2012 – 2021', specifically that it must ensure that:

- The community of Miling is safe
- The community is appropriately planned for
- The alignment is appropriately planned for
- The alignment and main street of Miling are visually appealing
- The Miling townscape is not deteriorated, but enhanced
- The alignment is safe and is a reliable transport route
- The main street of Miling is safe
- The businesses in and around Miling are supported, dynamic and resilient to any changes in trade as a result of the alignment and that they can capitalise on opportunities

During our consultation, we found majority support from residents and businesses in Miling and the greater district (Shire of Moora) for the Main Roads' eastern alignment of the Great Northern Highway.

The Shire of Moora should consider the critical success factors, infrastructure and general concerns raised by those interviewed for this report as well as those raised by the Wheatbelt Business Network for both the preferred eastern alignment and alternative alignment to the west.

At the conclusion of our consultation, it was evident that communication with the whole community is critical prior to, during and after each stage of this project.

It was also evident that the Miling community is divided on the preferred alignment and that the next stage in the proposed heavy vehicle by-pass should include initiatives to reunite the community with work towards a Miling growth strategy.

The Wheatbelt Business Network prides itself on being a truly independent body. We believe we have delivered an independent and impartial report for the Shire of Moora.

1. WHAT IS THE PROJECT?

This is a significant road infrastructure project to improve safety and efficiency of the 218km section of Great Northern Highway between Muchea and Wubin. The Federal and State Governments have provided total funding of \$420 million from 2013 to 2018 for Stage 2 of the Great Northern Highway upgrade, which will require a realignment of the highway at various towns. Miling is included in this realignment.

The Muchea to Wubin Stage 2 upgrade is part of Main Roads' 2020 Strategy. The project objectives are to:

- Create a safer route that reduces the risk of death, serious injury and damage;
- Increase efficiency in terms of vehicle loads (mass and size) and reduce delays for all traffic;
- Increase the capacity to carry more vehicles; and
- Improve reliability with more consistent and predictable travel times.

To achieve these objectives will require the provision of town by-passes along the route.

The Muchea to Wubin Stage 2 upgrade also has an objective to realign the highway due to its close proximity to Miling Primary School and a truck accident, which occurred in the school yard in August 2014.

The upgrades to the Great Northern Highway are included in the 'Western Australian Regional Freight Transport Network Plan', which identifies that the road freight task moving into, within and out of the State's regions will increase from 20+ billion tonne kilometres per annum to 40 billion tonne kilometres per annum by 2030.

2. WHAT HAS ALREADY HAPPENED?

Main Roads WA established the Muchea to Wubin Integrated Project Team with industry partners Jacobs and Arup to conduct a comprehensive planning review of the full Muchea to Wubin link.

The project team has been working on behalf of the State Government and Main Roads Western Australia to consult with council, the community of Miling and affected landowners regarding the proposed by-pass route.

The variations for the proposed by-pass on the Great Northern Highway, Miling have been investigated since late 2014 and a preferred eastern alignment was recommended by Main Roads.

Council received an invitation from Hon. Dean Nalder MLA, Minister for Transport to provide feedback regarding the preferred alignment of the proposed by-pass at Miling.

The Miling Progress Association requested the appointment of an independent consultant to review the proposed by-pass. This was discussed at a special council meeting in late June and the following motion was passed:

Motion: Special Council Agenda Shire of Moora 24/6/2015 (passed 5 for 2 votes against)

- 1) The Shire of Moora Council accepts the invitation from the Minister for Transport, Hon Dean Nalder to provide feedback to him on the preferred alignment for a proposed heavy vehicle by-pass on Great Northern Highway at Miling.

 - 2) Shire of Moora Council submit to Minister for Transport, Hon Dean Nalder, feedback regarding the preferred alignment for a proposed heavy vehicle by-pass on Great Northern Highway at Miling.

 - 3) Shire of Moora employs a consultant to report to council on a preferred alignment for a proposed heavy vehicle by-pass on Great Northern Highway at Miling.

 - 4) The Shire of Moora Council provides in the 2015/16 budget, \$10 000 (ten thousand) exclusive of G.S.T to fund a report to council regarding a preferred alignment for a proposed heavy vehicle by-pass on Great Northern Highway at Miling.

 - 5) Objects clause:
 - A) The consultant reports to the Shire of Moora Council;
 - B) The consultant adhere to the Shire of Moora growth plan;
 - C) The consultant raise areas of concern from the Miling community on the preferred alignment for a proposed heavy vehicle by-pass on Great Northern Highway at Miling;
 - D) The consultant seek suggestion from the Miling community on the preferred alignment for a proposed heavy vehicle by-pass on Great Northern Highway at Miling;
 - E) The consultant issue a report to the Shire of Moora Council, for the consideration of council, pertaining to the preferred alignment for a proposed heavy vehicle by-pass on Great Northern Highway at Miling;
 - F) The consultant issue a full and final report on the preferred alignment for a proposed heavy vehicle by-pass on Great Northern Highway at Miling, to the Shire of Moora Council four weeks from the date of engagement or no later than 31st August 2015.
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Council has also sought information from the independent consultant on the broad economic and social impacts of the proposed preferred alignment and future growth strategies post construction. This information will assist council in providing a position on the by-pass at Miling.

The Wheatbelt Business Network (WBN) was engaged as the independent consultant. During the appointment of the WBN as the independent consultant, a petition was presented to Council and copied to the Muchea Wubin Project Team with the signatures of 31 people indicating their preferred alignment was east.

3. WBN ACTIVITIES

Caroline Robinson and Ken Rogers of the Wheatbelt Business Network accessed the following plans and undertook the following activities:

- Western Australian Regional Freight Transport Network Plan
- Shire of Moora Strategic Community Plan 2012 - 2021 and Corporate Business Plan
- Shire of Moora Town site Expansion Strategy – Miling (2008)
- Traffic Impact Statement Report – Miling West Road CBH Grain Handling Facility, Miling (2013)
- Wheatbelt Road Safety Report
- Land Compensation Act
- Research into rural communities with a by-pass – what worked well and what needed improvement
- One-on-one or phone meetings with interested persons and organisations in Miling (45 total) – including property owners who would be directly affected (we conducted one on one private meetings to encourage as much participation and in a safe environment)
- Meetings with the Muchea Wubin project team
- Meetings with Main Roads' Project Director
- Meeting with Main Roads' Wheatbelt Manager
- Phone interviews with CBH
- Phone interview with the Wheatbelt Development Commission

The two eastern variations have been grouped into an 'eastern option' and the three western variations have been grouped into a 'western option' – rather than speaking individually to five variations by Main Roads.

The following report has a focus on the people of Miling, their personal stories and ideas for their future, rather than a quantitative and qualitative report.

We have provided critical success factors and key considerations on both the Main Roads' preferred alignment (eastern) and the alternative (western).

4. WHAT DID WE HEAR?

We found an overwhelming response that Miling's future is very important to the residents and businesses in town and across the district (Shire of Moora). Simply put, the residents of Miling love their town and community and wish to see it remain viable and progress into the future.

The Miling by-pass project was and still is an emotive issue for the community, however across the board, those we spoke to have a strong desire to see opportunities result from the project, whichever alignment was chosen.

The Great Northern Highway is an asset to Miling.

According to the 'Traffic Impact Statement Report – Miling West Road CBH Grain Handling Facility, Miling' (2013) there were 619 to 893 vehicles (including prime movers) travelling daily in both directions on the Great Northern Highway throughout the year.

The proposed heavy vehicle by-pass has the potential to be a significant catalyst for Miling. With careful consideration of a preferred alignment, adequate compensation and additional infrastructure, the by-pass could bring significant economic benefit to the community or it could also cause hardship.

Throughout the consultation with the community, a number of key concerns were identified:

- The community's belief that some processes in the planning and assessment of the preferred alignment had caused unnecessary disruption to the town and district
- The community's belief that the speed at which the by-pass project had progressed had been very quick – from initial plans and discussions in late 2014 to the desire to begin construction at the end of 2015
- The community's belief that communication between Main Roads, the Project Team and the residents and businesses in Miling and district could have been improved
- The community's belief that the compensation offered to residents who could potentially lose their house with the western alignment was exceptionally low and did not reflect the value of the resident's land, house and lifestyle
- The community's belief that until recently the preferred alignment was proceeding and there was enough evidence demonstrated for this alignment
- Due to the time constraints on this report, it was difficult to determine the potential loss of trade for businesses in Miling due to the preferred alignment
- Cross matching information given to the community either by written or spoken means from various stakeholders was difficult
- Undue pressure placed amongst individuals in the community regarding the preferred alignment

5. HOW DOES THE BY-PASS FIT WITH THE SHIRE OF MOORA GROWTH PLANS?

The 'Shire of Moora Strategic Community Plan 2012 – 2021' identifies the shire's desire to be a *vibrant, affordable regional centre with a growing, caring community*.

Within its vision there are a number of strategic focus areas, of which the following are applicable to the proposed by-pass:

- A vibrant, healthy and safe community – with one of the outcomes being how safe the community is
- A built environment that supports economic and community growth – with three of the outcomes being appropriate planning and development, attractive townscapes and streetscapes and a safe and reliable transport system
- A thriving and diverse local economy – with one of the outcomes being a dynamic and resilient business environment

Council should be guided by the outcomes identified in the 'Shire of Moora Strategic Plan' and the preferred alignment and construction of the by-pass should ensure that:

- The community of Miling is safe
- The community is appropriately planned for
- The preferred alignment is appropriately planned for
- The preferred alignment and main street of Miling are visually appealing
- The Miling townscape is not deteriorated but enhanced
- The preferred alignment is safe and is a reliable transport route
- The main street of Miling is safe
- The businesses in and around Miling are supported, dynamic and resilient to any changes in trade as a result of the preferred alignment, can capitalise on opportunities

6. HOW DOES THE BY-PASS FIT WITH THE SHIRE OF MOORA TOWN SITE EXPANSION STRATEGY - MILING?

Council should be guided by the 'Miling Town site Expansion Strategy' (2008), which identifies the following strategies and actions, relevant to this project:

Strategy 1 – Maintain the rural amenity and ensure that the town continues to foster a strong sense of community where people can enjoy a quality, relaxed environment

Strategy 3 – Maintain and improve the quality of life for existing and future community in Miling

Strategy 4 – Liaise with relevant servicing authorities to continue to maintain and extend infrastructure to service current and future community needs

Also of great relevance within the strategy is the town site plan justification:

- Safe ingress and egress of CBH traffic is essential.....with all access maintained in a public road reserve
- Rural lot expansion on the eastern side of Miling

7. COMMUNITY FEEDBACK ON THE BY-PASS VARIATIONS AS PRESENTED BY MAIN ROADS

Of the 45 people from within the Shire of Moora interviewed, the following statistics are presented for consideration by Council:

- 27 persons preferred the eastern alignment,
- 11 persons preferred the western alignment and
- 2 preferred the status quo and 5 had no preference whichever way, they wanted what the majority of what the town preferred

Respondents identified a number of critical success factors for each of the by-pass variations. These are outlined below as well as the reasons for their preferred alignment (detailed below in the infrastructure concerns and additional concerns).

MAIN ROADS PREFERRED ALIGNMENT - EAST

Critical Success Factors	Details
Construction of an RV, car and truck pull-off bay prior to town or within the town site as a rest stop and area to check loads (with toilets, waste facilities and footpaths into and around the Miling town site)	<p>Creating and promoting Miling as a family friendly town and rest stop</p> <p>Limited passing areas between Miling and Dalwallinu as well as Miling and Bindi Bindi</p>
Stock and machinery underpasses for land owners affected (machinery underpass at a minimum of 3m x 3m and stock underpass also able to fit a ute/horse)	It is the intention of the landowners affected to continue to farm the land divided by the by-pass
Watering points for stock	There is one dam which may be affected by the eastern alignment.
Infrastructure Concerns	
Water pipe will be crossed	Currently the Water Corp can access the pipeline from paddocks with minimal disruption to the Highway (water leaks, earthmoving, traffic control etc)
Additional Concerns	
Truck and school bus access across the Great Northern Highway – to the school and CBH	Eastern alignment will see the need for trucks and buses to cross the Great Northern Highway
Shire potentially will inherit more roads to maintain with the eastern alignment	<p>A condition analysis will be conducted by Main Roads prior to 'handover'</p> <p>Shire of Moora will need to include the roads in their Asset Management Plan</p>
Arable farming land will be lost	Productive farming land will be lost. Potential for compensation on this
Separate land titles offered to the owners of the land which will be divided by the preferred alignment	Opportunity for land owners to subdivide land in the future
Main Roads purchase of land that is divided by the by-pass and gifted to the Miling community for a community cropping program – subject to the approval of land owners	<p>Community cropping program could raise funds for future projects in Miling</p> <p>Reduces the costs for Main Roads in constructing underpasses. 60m minimum Road Reserve. If the severed land portions become uneconomic this may be a consideration.</p>

ALTERNATIVE ALIGNMENT - WEST

Critical Success Factors	Details
Fair compensation for resident's whose houses will be lost – consideration of the resident's land, house and lifestyle	<p>Land Compensation Act only compensates for the land (not the house or lifestyle) – land value plus 10%</p> <p>Lack of Miling residential lots available for residents to relocate to</p> <p>Possibility of the western alignment devaluing houses on the western side of town</p>
Construction of a RV, car and truck pull-off bay prior to town or within the town site as a rest stop and area to check loads (with toilets and waste facilities, footpaths into the Miling town site)	<p>Creating and promoting Miling as a family friendly town and rest stop</p> <p>Limited passing areas between Miling and Dalwallinu as well as Miling and Bindi Bindi</p>
Slip lanes into and out of CBH	<p>Should the Tier 2 railway line be closed in Miling, this will see an increase in trucks transporting grain out of the CBH bin</p> <p>There needs to be truck acceleration and deceleration lanes into and out of the bin for safety</p>
Infrastructure Concerns	
Movement of the CBH Bulk Heads	<p>CBH 99 year-old lease with the Public Transport Authority will be broken</p> <p>Possibly near the church, where 10ha is available for sale from a private landowner</p> <p>Storage on the eastern side is not an option</p>
Movement of the telephone exchange	Telstra exchange will be impacted
Parking made available for passing traffic to pull into businesses	Encourages passing trade, either on the main street or western side
Water pipe will not be crossed	Little disruption to water facilities

Additional Concerns	
Traffic will be slowed to 50km/hr (triples) or 80km/hr (doubles)	<p>Encourage drivers to take a rest or check a load (every 2hrs, Miling is within this range from Perth)</p> <p>It will take trucks approximately 20kms to return to 100km/hr if they are required to slow down through the by-pass</p>
Noise and traffic	Residents and businesses will still experience noise and traffic close to town. Although it was raised by a number of residents that they have not been too concerned about the noise and traffic in the past (mainly the speed of traffic and lack of parking)
Safety	Vehicles will still be travelling in close proximity to residents and businesses
Less trees lost in the construction of the western route	One resident was conducting a tree survey regarding this point

Two additional western variations were presented by two families of Miling. Three western variations have been investigated by Main Roads however these additional two have:

- A closer alignment to the railway line and CBH
- Due to this closer alignment, there was no apparent need to impact houses on the western side of town i.e. no need to demolish
- Slip lanes for CBH
- Slip lanes for town access
- Truck, RV and carpark on the southern end of town
- Variations go through the CBH bulk heads (need to be reconstructed)

It should be noted that the main street of Miling will still be open to trucks (doubles not triples) when the by-pass is constructed.

The Wheatbelt Business Network encourages the Shire of Moora to negotiate the following critical success factors with Main Roads **in addition** to the critical success factors identified for the east and west:

Critical Success Factors

Joint communication strategies regarding the decision making process, council's position and activities going forward

Initiatives to bring the community 'back together'

Visual connection between the by-pass and Miling town site to encourage passing traffic to use businesses in Miling, take a rest stop etc

Full reconstruction of the Miling main street (formally the Great Northern Highway) prior to the handover to the Shire of Moora

Continuation of the footpath on the eastern side of the main street to the caravan park

Purchase and installation of Miling town site entrance statements

Signage just before the Bindi Bindi rest stop to encourage motorists to continue past the Bindi Bindi rest stop onto Miling and access amenities and businesses

Easy access (limited number of turns, crossing of the Great Northern Highway) for trucks to access CBH, the seed cleaners and mechanic in the town site, from all four directions

Safe transport of children on school buses coming from all directions to the Miling Primary School

If there is no truck or RV rest stops constructed near the town of Miling, the vacant land opposite the pub should be developed into a children's playground and rest stop to encourage people to stop in Miling

Soil excavated to construct the by-pass should be returned or used in a value adding approach

Storm water drainage around the by-pass should be pumped into the town site and used to water the sports oval or landscaping in the main street

8. MILING GROWTH STRATEGY

During our consultation it was clearly evident there has been division within the Miling community and greater district (Shire of Moora) regarding the preferred alignment.

It is essential that there is **strong leadership** for the Miling community after the presentation of this report and the decision by council regarding the by-pass. The Wheatbelt Business Network believes this leadership should come from council.

It is also critical that there is **clear communication** to the Miling community about the decision making process and activities going forward to further Miling's growth.

Detailed below are suggested initiatives for the Shire of Moora to pursue prior, during and after the construction of the by-pass.

Growth Strategy for Milling	Details	Importance	Risk Profile
Community Focus Group	<ul style="list-style-type: none"> Establishment of a by-pass Community Focus Group which will include a representative from Main Roads, shire councillor, senior shire staff member, Milling Primary School representative, CBH, a business owner, town resident and farmer in the district Focus group to meet regularly prior, during and post construction to communicate information on the by-pass to the residents of Milling and to ensure areas negotiated with Main Roads are delivered upon 	HIGH	<ul style="list-style-type: none"> Community becomes isolated from the project Key stakeholders are not supported in their decisions Negative profile of key stakeholders Negative media
Milling Community Future Workshop	<ul style="list-style-type: none"> Following council's decision regarding the by-pass, a workshop should be held with the members of the Milling community to discuss the opportunities that could be sought from the by-pass and how to ensure Milling continues to grow (WBN and RSM Business Locals) Key question to be answered at the workshop - What makes Milling unique and how can the community capitalise on this? Possible future activities that Milling could pursue – inclusion of Milling in wildflower self-drive routes, a town festival/event to bring new population into the town etc 	HIGH	<ul style="list-style-type: none"> Opportunities presented by the by-pass are missed Businesses lose significant trade Division within the community continues No Milling specific strategic plan – residents and businesses do not have a collaborative approach for their town's future
Milling Town Entrance Statements	<ul style="list-style-type: none"> With input from the Milling community, design, construct and install town entrance statements for the Milling town site – preference is for two to be placed well before the town by-pass as well as at the entry into the town site itself Additional signage at least 10km north and south of Milling promoting Milling services, rest stop, accommodation, caravan park, fuel etc 	HIGH	<ul style="list-style-type: none"> Visitors and tourists are not aware of the town site Passing trade declines for businesses Occupancy rates at the caravan park and pub decline

Growth Strategy for Milting	Details	Importance	Risk Profile
Milting 'Open for Business'	<ul style="list-style-type: none"> • There was a clear and passionate support for all the businesses in Milting (across all industries). There was also a clear relationship between the success of the businesses and school • Conduct a series of business development sessions with businesses in Milting to discuss the by-pass, the impact on their business, business to business as well as business to consumer customer service, strategies to encourage people to stop in Milting (WBN and RSM Business Locals) • Develop a signage strategy along the Great Northern Highway well in advance of Milting to encourage truck drivers, passing traffic, visitors and tourists to stop in Milting. Signage strategy to focus on POSITIVE messages to motorists • Local and regional media campaign with the theme 'Milting is open for business' • Marketing initiative to promote light industry and home based businesses to Milting • Research into the town of Westonia (eastern Wheatbelt) and how they upgraded the main street business facades to make it unique and a point of interest to stop at 	HIGH	<ul style="list-style-type: none"> • Passing trade declines for businesses • Businesses leave Milting • Milting Primary School is impacted • Visitors and tourists don't stop in Milting • Population decline
Milting Primary School	<ul style="list-style-type: none"> • It was evident that the school was a critical success factor in Milting • Make Milting an attractive community for families to relocate to maintain the school numbers. 	HIGH	<ul style="list-style-type: none"> • Closure of the Milting Primary School
Lifestyle Blocks	<ul style="list-style-type: none"> • Release of residential lots in the Milting town site and appropriate marketing of these lots to encourage population growth. If the eastern option is pursued, noise and view of traffic may impact the value of the lots. Careful consideration should be placed on where these lots will be located to maximise the Milting lifestyle 	MEDIUM	<ul style="list-style-type: none"> • Population decline • Closure of the Milting Primary School • Decline in property values
Milting Caravan Park	<ul style="list-style-type: none"> • Upgrade of the Milting Caravan Park (campers kitchen, toilets, RV dump point and RV Friendly Status) 	MEDIUM	<ul style="list-style-type: none"> • Occupancy declines at the Caravan Park • Decline in business trade • Visitors and tourists are unaware of the attractions in and around Milting

Growth Strategy for Milling	Details	Importance	Risk Profile
Multiplier Effect	Further investigation into the multiplier effect of tourism / passing trade dollars spent in Milling as well as locals spending money in Milling	LOW	<ul style="list-style-type: none"> • Lack of understanding regarding target markets • Economic leakage
Review	<ul style="list-style-type: none"> • 3yr and 5yr review of the Milling by-pass and its economic and social impact with further initiatives identified 	LOW	<ul style="list-style-type: none"> • Misunderstanding of passing trade demographics • Future growth projects not identified

9. COMMUNICATION PLAN - 6 TO 12 MONTHS

The goal of the following simple communication plan is to improve communication between key stakeholders and the Miling community and methods of feedback, to ensure the needs of the community are met and to reduce miscommunication on this important and significant infrastructure project in Miling.

Strategy	Responsible
1. Notice of a special council meeting regarding the preferred alignment of the by-pass	Shire of Moora
2. Shire of Moora media release regarding preferred alignment, decision making process and next stage	Shire of Moora
3. Engagement with affected land/property owners	Shire of Moora Main Roads
4. Compilation of a mailing list (email and postal) of residents and businesses in Miling, and greater district for communication on the project	Shire of Moora Main Roads
5. Establishment of a By-pass Community Focus Group – EOI and selection criteria	Shire of Moora
6. By-pass progress to be a regular feature in the Shire of Moora Council agenda, community news and website	Shire of Moora
7. Community and stakeholders notified of construction timing, delays, implications for property access etc	Main Roads
8. Miling 'Open for Business' media campaign	Shire of Moora
9. Process for complaints and feedback	Main Roads

10. CONCLUSION

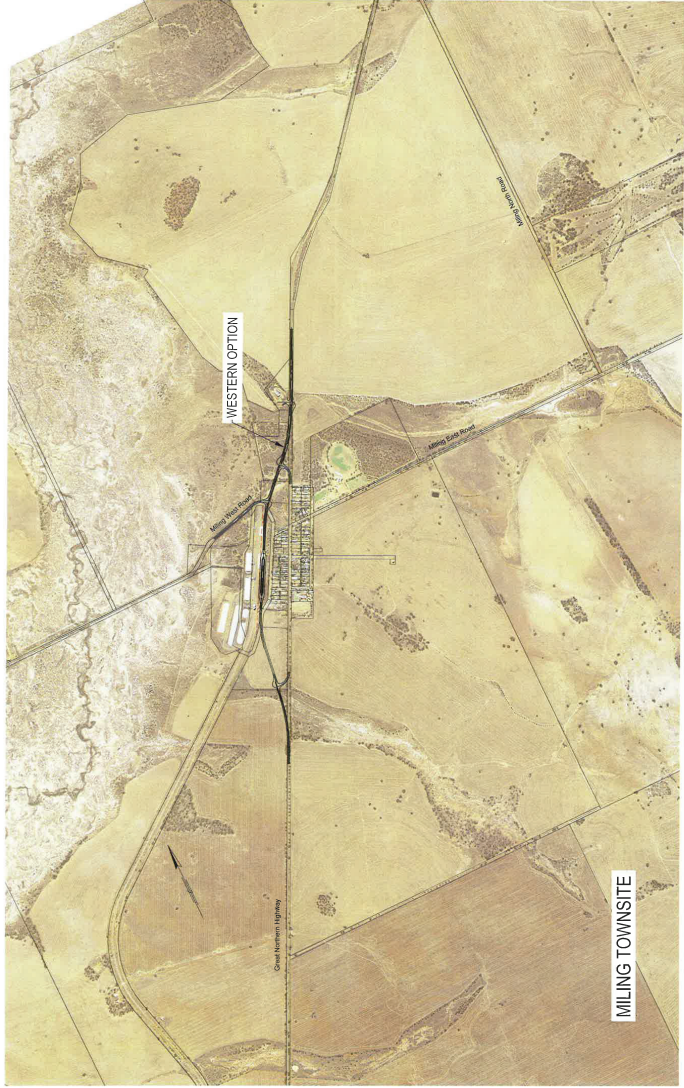
The Wheatbelt Business Network prides itself on being a truly independent body. Our analysis is conducted without fear or favour, indeed it is this independence and impartiality that we pride ourselves upon.

This report is presented as per our brief, which is to present the true feelings of those residents and businesses of Miling and greater district in regards to the preferred eastern alignment.

The majority of those who participated in the community consultation supported the Main Roads eastern alignment.

Council should carefully consider the **critical success factors** that have been identified and focus on **leadership in the project, clear inclusive communication, fair compensation** for residents and businesses in the town / the land owners affected and ensuring Miling receives **infrastructure benefits** from the project.

11. APPENDICES
Map of by-pass alignment




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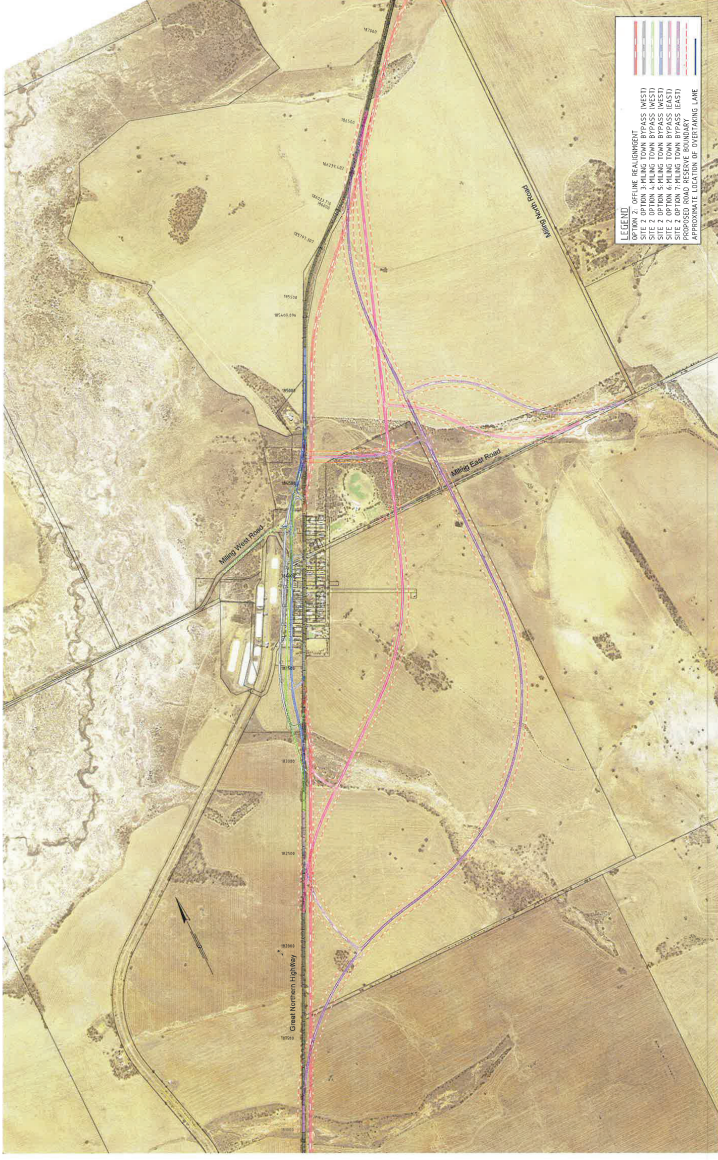

main roads
WESTERN AUSTRALIA

GREAT NORTHERN HIGHWAY
 MUCHEA TO WUBIN


RUGGER STRUCTURES

PROJECT PARTNERED IN PARTNERSHIP WITH
JACOBS ARUP

11. APPENDICES
Map of by-pass alignment



11. APPENDICES
Preferred Eastern Alignment Main Roads (August 2015)

