

Clean Energy Link – North (Wangara to Neerabup) Webinar Q&A - 4 December 2025

What community consultation is occurring and what changes will be made based on this?

We started engaging with landowners in July 2025, once we had enough detail to share meaningful information. People potentially impacted by the proposed alignment were prioritised so their feedback could be captured and considered early in decision-making.

Based on that feedback, we refined the alignment to use road reserves and Crown land wherever possible, to help minimise impacts on private property and the environment.

We'll continue one-on-one engagement with landowners as the design is refined. Heritage surveys, environmental investigations and development approvals all need to be completed before the final alignment is confirmed and construction can start.

We'll keep landowners and the wider community informed as we progress.

Western Power claims will EMFs cause no harm. Are you going to accept liability and responsibility for any future health implications to our families?

We take electromagnetic fields (EMF) into account when planning, locating and operating electricity infrastructure, guided by advice from Australian and international health authorities and industry guidance (including the [Energy Network Australia Association EMF Management Handbook](#)). We apply established engineering and design practices to reduce exposure where we can, while still meeting safety and reliability requirements.

If you'd like independent, factual information about EMF and health head to the [Australian Radiation Protection and Nuclear Safety Agency website](#).

There are already cleared access ways through the Pines where the lines could be placed. Why aren't they being routed along those instead?

We assessed the option further east through The Pines (and then back west to Neerabup Terminal). That option wasn't suitable because it would:

- conflict with planned transport corridors in the area ([Planning Control Area PCA 173 - Planning control areas](#))
- have significant environmental impacts, including impacts to important black cockatoo feeding habitat

- result in a significantly longer line, at higher cost.

Isn't it better to avoid residential areas?

We aim to avoid unnecessary impacts wherever we can.

For this project, the route and design also need to align with key local and State planning projects that support long-term growth in the area, including the [East Wanneroo District Structure Plan](#) and planned transport corridors .

Planning for the alignment needed to consider the most direct route from Wangara to Neerabup while balancing social and environment impacts. An option further east was assessed, but it created a longer, less efficient connection and didn't deliver the same overall balance of outcomes.

Do you have detailed photos of poles, proposed locations, and their size?

Pole height has been carefully considered for the proposed 24 km overhead double-circuit 132 kV line. Below is a visualisation showing standard distribution poles compared with typical 20-metre 132 kV poles.



Early works are still underway to refine the design. Once that's complete, we'll be able to share more detailed information, including final pole locations, directly with affected landowners.

Why have these lines been undergrounded in other suburbs?

We looked at undergrounding as an option. For this project, it would be significantly more disruptive during construction, for longer, have greater environmental impacts, and cost substantially more.

Undergrounding high-voltage transmission is typically only used where it's the most practical or safest solution for that specific location.

More information is available here: [Fact Sheet - Overhead v Underground transmission lines](#)

Will the proposed line route significantly impair roosting cockatoos?

Before any on-ground work starts, we complete desktop assessments and conduct surveys - to identify significant species and key habitat, including quality feeding areas, breeding trees and suitable hollows.

Where possible, we aim to retain key trees, particularly those that support threatened species such as the forest red-tailed black cockatoo, Baudin's black cockatoo and Carnaby's black cockatoo.

We conduct fauna surveys on-the-ground to identify what species may be present along the alignment.

We also look for practical ways to reduce impacts and support wildlife, such as nesting boxes and bird diverters where appropriate. Using road verges, existing tracks and Crown land where feasible is one of the ways we're working to minimise environmental impacts.

How was the 132kv line from Romeo Road terminal to the Alkimos Desalination Plant undergrounded?

Each major customer connection is assessed on its own merits, with the customer and Western Power working through the options together.

Overhead lines are generally preferred, but undergrounding is used in some cases where it's the most practical or safest option for the specific corridor and circumstances.

More information is available here: [Fact Sheet -
_Overhead_v_Underground_transmission_lines.pdf](#)

there are houses along Sydney Road that are impacted by the safe clearance zone.

Early works are still underway to refine the design and pole locations. Once that's complete, we'll be able to confirm the required safe clearance zone in line with Australian Standards (AS 7000).

When we have those details, our land access team will meet one-on-one with affected landowners to explain what it means for their property and next steps.