



WESTERN AUSTRALIA
MINISTER FOR ENVIRONMENT

Ass # 048
Bull # 380
State # 084

STATEMENT THAT A PROPOSAL MAY BE IMPLEMENTED (PURSUANT TO THE
PROVISIONS OF THE ENVIRONMENTAL PROTECTION ACT 1986)

EASTERN CORRIDOR MAJOR ROADS STUDY

This proposal may proceed to detailed design and Metropolitan
Region Scheme amendment subject to the following conditions:

1. The proponent shall adhere to the proposal as assessed by
the Environmental Protection Authority and shall fulfil the
commitments made and implement the environmental management
measures described in Chapter 17 of the Public Environmental
Report (copy attached).
2. The proponent shall, at the appropriate time prior to
construction, and consistent with the findings of the
Environmental Protection Authority's Assessment Report,
provide to the satisfaction of the Minister for Environment,
details of:
 - . areas of natural vegetation to be removed and retained,
once final carriageway alignments and route variations
from those indicated in the Public Environmental Report,
are known;
 - . measures to protect rare and endangered species;
 - . dimensions and areas of land to be removed from Reserve
2145, John Forrest National Park, and the proposed
northerly extensions to John Forrest National Park;
 - . the dimensions, including elevations and cross sections
to indicate visual consequence and land area required, of
major proposed earthworks;

Published on

22 NOV 1989

- . all landscaping, replanting and rehabilitation plans, including those associated with construction works;
 - . creek crossings, modification of existing water courses and hydrology, and method of disposal of run-off into the natural drainage system;
 - . noise attenuation methods along the routes, especially in the Wooroloo - Wundowie locality;
 - . measures taken to minimise the disruption caused by construction to adjacent landowners and affected residents; and
 - . any other aspect of environmental significance associated with the proposals which subsequently arises.
3. The proponent shall implement, to the satisfaction of the Minister for Planning, measures to preserve or relocate sites of historic or cultural significance. Special consideration shall be given to the site of Chipper's Leap.
 4. The proponent shall refer to the Environmental Protection Authority any environmentally significant variations in the proposed road reserve alignments or location of major intersections from those described in the Public Environmental Report.

Bob Pearce MLA
MINISTER FOR ENVIRONMENT

20 Nov. 1989.

CHAPTER 17 Environmental Management Implications

This chapter outlines a number of initiatives that should be taken to reduce the impact of the recommended schemes on the environment and to integrate them into their surroundings, should the study recommendations be adopted. These initiatives are all classed as environmental management issues in the context of the Environmental Protection Authority's guidelines for the Public Environmental Report, and would need to be addressed in the continuing formal environmental appraisal process for any schemes taken forward.

GREAT EASTERN HIGHWAY SCHEMES

Design

A landscaping and planting scheme should be included in the detailed design, to provide relief for surrounding properties from noise and visual impacts wherever possible.

The need for cyclist and pedestrian routes along and across the route should be assessed and provisions made accordingly. Movements between residential areas and schools, the Undercliffe Hospital and the Greenmount Library and Hall should be considered. Crossings on the Highway should be included if and where appropriate.

The impact of the six lane widening scheme on Chipper's Leap is recognised as a serious effect. The feasibility of establishing a nearby memorial site should be investigated and discussed with interested parties.

Land Acquisition

A detailed land use policy should be prepared that identifies preferred uses and access arrangements for land alongside the Highway. The policy should concentrate upon the re-establishment of residential use for most of the land, but could also identify sites for local retail use and for landscaping, paving and planting to improve the civic amenities of the road surroundings and to mitigate noise impacts.

In conjunction with the above, special compensation measures for displaced residents should be investigated. Consideration should be given to changing current legislation so that sufficient funds can be provided to those that wish to rebuild further back on their remaining land. Some of the properties affected have been occupied by the same families for several generations, and the occupants should be given the opportunity to stay on their land if they so desire.

ORANGE ROUTE

Design

If the long term provision of grade separated junctions is not required (subject to a relaxation of the national highway design criteria), the impact of the Orange route at junction sites can be substantially reduced. The design of the route should be reviewed in this event.

All new creek crossings along the route should be designed to avoid disruption to natural drainage regimes and hence creek vegetation and habitats. Bridges may prove preferable to culverts at some locations.

Detailed design of road drainage should include careful selection of run-off points into watercourses to minimise the risk of pollution from road run-off.

Measures should be taken to avoid or minimise the loss of restricted species of vegetation located alongside the route. In the first stage these are *Acacia Barbinervis* (two sites) and in the ultimate scheme, *Hakea cristata*, *Beaufortia purpurea* and *Petrophile bilobata* (all adjacent to Toodyay Road across the scarp).

A landscaping and planting scheme should accompany each stage of the route, with the aims of minimising noise and visual impacts, rehabilitating cleared areas after road construction, avoiding erosion effects from surface run-off and where appropriate, linking larger stands of existing native vegetation to improve the availability of wildlife habitats.

Farm crossings should be provided if appropriate where the road severs significant areas of land within existing holdings. Eight lots are severed in the first stage to varying degrees; each should be examined to assess the need for separate crossings.

Access along the bridle path in the old railway reserve should be retained across the route. A path across the verges to enable users to cross the road at-grade would probably suffice for the first stage of the route; if a grade separated interchange with Werribee Road is built eventually the path may need to be diverted alongside Werribee Road to cross the junction site.

An archaeological survey of the route would be necessary before commitment to an amendment to the Metropolitan Region Scheme, to establish the presence or otherwise of any archaeological sites in the proposed road reserve.

Construction

Measures should be taken during construction to restrict pollution from run-off, sedimentation of watercourses and nuisances such as dust and construction noise, in accordance with accepted road construction practice. Areas prone to Jarrah die-back should be identified and protective measures taken to prevent the disease being spread, although there are few such areas known along the route. At an early stage, fencing should be erected to prevent farm animals straying onto the construction site.

The first stage of the route is expected to have a surplus of cut material, so imported earthworks should not be required except special materials such as sub-base and road-base. Disposal of surplus material should also cause few problems as there is always a high demand for fill in the metropolitan area. However, appropriate sites should be found for disposal of material that cannot be re-used. Appropriate routes should be identified for construction vehicles; once a haul road is established it would be desirable to ban them from using minor roads.

Any borrow pits that might be required for the works should be identified at an early stage so that their possible environmental, visual and noise impacts may be assessed and management measures identified. The same applies to the location of site offices and machinery compounds.

HILLS SPINE ROAD

Design

The concept for the Hills Spine Road should be developed to a detailed design. The precise alignment of the new section from Red Hill to Roland Road should be determined, considering the effects on hydrology and vegetation, visual impact and the relationship with surrounding development. Once a design is finalised, land should be set aside in future subdivisions to provide for the road.

Adjacent new subdivision layouts should be designed to avoid direct access to the road from individual lots, and houses should be positioned where noise and visual impact from the new road will be minimised.

Construction

Similar general comments would apply on construction of the Hills Spine Road to those given above for the Orange route.

SUMMARY

The potential environmental impact of the recommended schemes can be considerably reduced by attention to the management measures outlined. In particular the impact of widening Great Eastern Highway on adjacent land and property would be lessened if a land use policy was prepared and if legislation were changed to make compensation sufficient for owners to rebuild on their remaining land should they wish.

The impact of the first stage of the Orange route is for the most part, manageable as described.

In its ultimate form the impact (and the cost) of the Orange route could be significantly reduced if grade separated interchanges were not required.