



Ass # 637

Bull # 664

State # 304

WESTERN AUSTRALIA  
MINISTER FOR THE ENVIRONMENT

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

EXTENSION OF KWINANA FREEWAY, FORREST ROAD TO THOMAS ROAD,  
CASUARINA (637)

MAIN ROADS DEPARTMENT

This proposal may be implemented subject to the following conditions:

**1 Proponent Commitments**

The proponent has made a number of environmental management commitments in order to protect the environment.

- 1-1 In implementing the proposal, the proponent shall fulfil the commitments (which are not inconsistent with the conditions or procedures contained in this statement) made in the Public Environmental Review and in response to issues raised following public submissions. These commitments appear in Appendices 1 and 3 of Environmental Protection Authority Bulletin 664 (a copy of the commitments is attached).

**2 Implementation**

Changes to the proposal which are not substantial may be carried out with the approval of the Minister for the Environment.

- 2-1 Subject to these conditions, the manner of detailed implementation of the proposal shall conform in substance with that set out in any designs, specifications, plans or other technical material submitted by the proponent to the Environmental Protection Authority with the proposal. Where, in the course of that detailed implementation, the proponent seeks to change those designs, specifications, plans or other technical material in any way that the Minister for the Environment determines on the advice of the Environmental Protection Authority, is not substantial, those changes may be effected.

**3 Wetland Impacts**

The proponent should replace or otherwise secure the functions of wetland areas equivalent to those lost as a consequence of the project.

- 3-1 Prior to the commencement of construction, the proponent shall investigate and report on the feasibility of modifying the Kwinana Freeway reserve (and hence the alignment of the freeway extension) so as to avoid, or reduce, the environmental impacts on Sandy Lake and Russell Road Wetland, to the requirements of the Minister for the Environment.

- 3-2 The proponent shall replace or otherwise secure the functions of wetland areas equivalent to those that will be lost as a consequence of the freeway extension, and where appropriate this shall occur outside the road reserve.

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- 3-3 Subsequent to condition 3-2, the proponent shall ensure that wetlands replacing any conservation ('C') category wetlands are subsequently incorporated within the conservation estate (Jandakot Botanic Park or the Beeliar Regional Park), or otherwise secured for conservation. Details of this are to be included in the Environmental Management Programme (See condition 6-1).

#### **4 Drainage Basins**

- 4-1 The proponent shall design and construct all detention basins to minimize their visual impact whilst maintaining their hydrological functions.
- 4-2 Prior to the commencement of construction, the proponent shall relocate the proposed detention basins adjacent to Sandy Lake and Mandogalup Swamp North so as to minimize the impacts on these wetlands.

#### **5 Wildlife Underpasses**

- 5-1 Prior to commissioning, the proponent shall construct wildlife underpasses and fencing to the requirements of the Minister for the Environment on advice of the Department of Conservation and Land Management.

#### **6 Environmental Management Programme**

The proponent should prepare, with the benefit of community input, an Environmental Management Programme.

- 6-1 Within six months of the commencement of construction, the proponent shall prepare, with the benefit of community input, an Environmental Management Programme which addresses, but is not limited to the following:

- 1 wetland replacement and timing;
- 2 management of wetlands; and
- 3 wetland monitoring.

#### **7 Proponent**

These conditions legally apply to the nominated proponent.

- 7-1 No transfer of ownership, control or management of the project which would give rise to a need for the replacement of a proponent shall take place until the Minister for the Environment has advised the proponent that approval has been given for the nomination of a replacement proponent. Any request for the exercise of that power of the Minister shall be accompanied by a copy of this statement endorsed with an undertaking by the proposed replacement proponent to carry out the project in accordance with the conditions and procedures set out in the statement.

#### **8 Time Limit on Approval**

The environmental approval for the proposal is valid for a period of five years.

- 8-1 If the proponent has not substantially commenced the project within five years of the date of this statement, then the approval to implement the proposal as granted in this statement shall lapse and be void. The Minister for the Environment shall determine any question as to whether the project has been substantially commenced. Any application to extend the period of five years referred to in this condition shall be made before the expiration of that period, to the Minister for the Environment by way of a request for a change in the condition under Section 46 of the Environmental Protection Act. (On expiration of the five year period, further consideration of the proposal can only occur following a new referral to the Environmental Protection Authority.)

**9 Compliance Auditing**

In order to ensure that environmental conditions and commitments are met, an audit system is required.

- 9-1 The proponent shall prepare periodic "Progress and Compliance Reports", to help verify the environmental performance of this project, in consultation with the Environmental Protection Authority.

**Procedure**

The Environmental Protection Authority is responsible for verifying compliance with the conditions contained in this statement, with the exception of conditions stating that the proponent shall meet the requirements of either the Minister for the Environment or any other government agency.

If the Environmental Protection Authority, other government agency or proponent is in dispute concerning compliance with the conditions contained in this statement, that dispute will be determined by the Minister for the Environment.

Monitoring and reporting requirements will be reviewed by the Environmental Protection Authority.

Kevin Minson MLA  
MINISTER FOR THE ENVIRONMENT

26 FEB 1993

## PROPONENT'S COMMITMENTS

### MANAGEMENT OF WETLAND IMPACTS ASSOCIATED WITH THE EXTENSION OF KWINANA FREEWAY, FORREST ROAD TO THOMAS ROAD, CASUARINA (637)

#### MAIN ROADS DEPARTMENT

The proponent has made the following environmental commitments:

## LIST OF COMMITMENTS BY PROPONENT

MAIN ROADS will undertake the construction of the section of the Kwinana Freeway from Forrest Road to Thomas Road as described in this report and, in particular, will incorporate all of the construction management and impact mitigation measures described in the text of the PER and specified below.

1. MAIN ROADS is aware of its responsibilities under the Aboriginal Heritage Act and will advise the Aboriginal Sites Department of the W.A. Museum and seek the necessary clearances in the event that any sites are uncovered during the construction programme.

### SECTION 8.1.3

2. Clearing within the freeway reserve will be limited to the minimum necessary for the construction of the road works.

### SECTION 8.1.1.1

3. Dieback infection will be managed according to the construction and rehabilitation dieback containment measures established by MAIN ROADS for this purpose and summarised in this report.

### SECTION 8.1.1.2

4. Dust impacts will be minimised through the adoption of dust control procedures established by MAIN ROADS and in accordance with the usual requirements of the Local Authority and the EPA.

### SECTION 8.1.4

5. All hydrocarbon and other waste materials generated by construction activity will be collected and disposed of off site at an approved disposal facility.

### SECTION 8.1.5

6. Physical measures for managing the quantity and quality of stormwater discharged to the wetlands and groundwater will be implemented as described in this report.

### SECTIONS 8.2.1 & 8.2.2

7. MAIN ROADS will undertake to carry out regular maintenance of the detention basins to ensure that in each location:

- a) The initial basin floor is kept in a clean condition and free from obvious contaminants.
- b) The secondary basin is also kept in a clean condition so that its designed capability of infiltrating a 1 in 10 year storm is maintained.

SECTIONS 8.2.1 & 8.2.2

8. Revegetation of cleared or degraded areas within the road reserve will be undertaken in accordance with the plans and procedures outlined in this report and the recommendations made by the biological consultants in the Biological Survey Report (Reference 13).

SECTION 8.2.3

9. Fencing to prevent native animals, including bandicoots and tortoises, from gaining access to the roadway will be implemented as appropriate over the length of the proposed construction.

SECTION 8.2.4

10. Culverts will be constructed beneath the roadway at appropriate locations to provide corridors for wildlife movement between wetlands separated by the freeway. The culverts will be constructed slightly above the normal water level, and thus will also act as a balancing mechanism for water levels in wetlands separated by the freeway.

SECTION 8.2.4

11. Advice will be sought from CALM on the construction of the fencing and of the location and the design of the culverts, including floor materials and gratings at entry and exit points required for the prevention of access by foxes and cats.
12. The proponent undertakes to carry out suitable monitoring procedures on the incoming stormwater from the road surfaces to the first retention basin in each set and to the water in the second basin in each set to ensure that the method of stormwater disposal is working effectively.

SECTIONS 8.2.1 & 8.2.2

## RESPONSES TO SUBMISSIONS MADE DURING THE PUBLIC REVIEW PERIOD

### 1. ITEM

- 1.1 The use of funds to create, rehabilitate or otherwise procure wetlands and woodlands for addition to conservation estates is outside the general intent of the Main Roads Act.

Funding of these activities would have to occur under more appropriate legislation. However, Main Roads is prepared to continue with appropriate negotiation in conjunction with other authorities on wetland management strategies if required.

- 1.2 The commitments given in Section 9, which include the minimisation of clearing, rehabilitation of cleared road verges, control of spread of dieback disease, maintenance of ground water quality and wetland water levels and provisions for the protection of fauna, are all designed to minimise impact on the wetlands and to provide protection for native fauna. As discussed in Section 5 of the PER, the freeway route has been selected to minimise regional wetland impacts and in particular to avoid impacting wetlands recognised as having high conservation value, such as the Spectacles. Reference is made to Item 1.1 which outlines Main Roads' position in relation to the question of wetland replacement.

- 1.3 At the time the assessment of the wetlands was carried out by Hart, Simpson & Associates it was known that a number of species gazetted as "rare or otherwise in need of special protection" were potentially present within the road reserve" (see Section 4.3.3 of the PER). Thus, while Section 4.3.1 of the PER identifies that the original assessments of the wetlands were conducted prior to the gazettal of the Southern Brown Bandicoot as a rare species, during the preparation of the PER the implications of the gazettal of the bandicoot were assessed and the recommendations made by the EPA in the Guide to Wetland Management taken into consideration. As discussed in the PER and 1.2 above, it is not possible to deviate the freeway around these wetlands without impacting other wetlands which are recognised as having greater significance. Consequently, recommendations to minimise the potential effects on wetland fauna, with special consideration of the Southern Brown Bandicoot, have been given in the management proposals contained in the PER.

- 1.4 Planning for the Jandakot Botanical Park is addressed under the Jandakot Land Use and Water Management Strategy which is soon to be released by the Department of Planning and Urban Development. The strategy acknowledges the Kwinana Freeway extension from Forrest Road to Thomas Road on its current alignment, noting that construction will be complete by mid 1994. Furthermore, the Department of Planning and Urban Development has gazetted a planning control area (No 23 on Plan No 1.2704) covering areas which may form the Jandakot Botanical Park. The freeway reserve is well clear of these areas.

1.5 It is Main Roads' intention to generally use indigenous plant species for the rehabilitation of all cleared areas. Plant selection will, however, need to take account of modified grade levels so that some species may need to be selected from adjacent habitats. An experienced Landscape Architect will design the landscaping requirements for the revegetation of the road reserve.

1.6 The earthworks construction for future ramps for the further development of the ultimate freeway system is to be constructed during the Stage 1 construction. Future pavement construction for these future ramps will therefore be within the confines of the present MRS boundary and storm water run-off from these ramps as well as the existing road system at all intersections will be diverted to the detention basins described in the PER.

Therefore, there will be no further environmental impact on the surroundings when the intersections are upgraded at some time in the future.

1.7 No comment required.

1.8 A strategy for the management of topsoil to control the spread of dieback infection has been covered in Section 8.1.1.2 of the PER.

1.9 Requirements in regard to flora and fauna will be incorporated within the specification.

## 2. WILDLIFE CROSSINGS

2.1 No comment required.

2.2 As suggested, two new wildlife crossings will be provided on the construction drawings in the section of highway between Hope Valley Road and Thomas Road. One of these crossings will be adjacent to the southern boundary of Lot 1195 and the other one will be adjacent to the southern boundary of Lot 6.

2.3 The locations of the fauna underpasses have been selected on the basis of providing corridors for movement between adjacent wetland areas which will be separated by the freeway. The species under consideration are principally wetland related species such as the bandicoot and long-necked turtle.

2.4 Discussions have been entered into with Mr Gordon Wyre and Mr Lindon Mudlar from CALM in respect to the design of wildlife crossings. Recommendations from CALM in respect to these crossings will be incorporated in the construction drawings.

- 2.5 As the freeway reserve does impinge on some remnant natural wetland vegetation it is possible that some bandicoot territories may be reduced by the road construction. In respect to the relocation of any bandicoots found on the road reserve the construction specification will be prepared to reflect this requirement.

Further liaison has taken place with officers from CALM and it is intended that two additional wildlife crossings will be incorporated on the construction drawings to facilitate the safe passage of bandicoots across the road reserve. These two new crossings will be designed in accordance with the advice received from CALM and will be located strategically between the Spectacles and Sandy Lake.

- 2.6 The comment that the initial retention basin in each series need not be landscaped on its base is noted and will be incorporated in the project to facilitate the easy cleaning out of pollutants which may enter the first basin.

## Attachment 1 to Ministerial Statement 304

### Change to proposal approved under section 45C of the *Environmental Protection Act 1986*

**Proposal:** Extension of Kwinana Freeway, Forrest Road to Thomas Road, Casuarina.

**Proponent:** Main Roads Western Australia (formerly Main Roads Department)

**Changes:**

- Construction of a third, approximately 3.5 kilometre (km) long, southbound lane and associated infrastructure on Kwinana Freeway between Armadale Road (formerly Forrest Road) and Russell Road.
- Additional disturbance adjacent to the Armadale Road southbound on-ramp to accommodate the extension of an existing noise wall.

**Table 1: Summary of the Proposal**

Proposal Title	Extension of Kwinana Freeway, Forrest Road to Thomas Road, Casuarina
Short Description	Construction of 2x2 dual carriageway between Forrest Road and Thomas Road, including on/off ramps and dual use path.

**Table 2: Location and authorised extent of physical and operational elements**

Element	Location	Previously Authorised Extent	Authorised Extent
Road construction	Figure 1	2x2 lane dual carriageway between Forrest Road and Thomas Road, Casuarina.	2x2 lane dual carriageway between Forrest Road and Thomas Road, Casuarina. <b>Construction of a third, approximately 3.5 km long, southbound lane and associated infrastructure between Armadale Road (formerly Forrest Road) and Russell Road.</b>
Additional Disturbance	Figure 1	Not Applicable	<b>Additional disturbance to accommodate the extension of an existing noise wall.</b>

Note: Text in **bold** in Table 2 indicates a change to the proposal.

**Table 3: Abbreviations**

Abbreviation	Term
ha	hectare
km	kilometre

**Figures (attached)**

Figure 1 Widening of Kwinana Freeway: Armadale Road to Russell Road.

[Signed 25 September 2014]

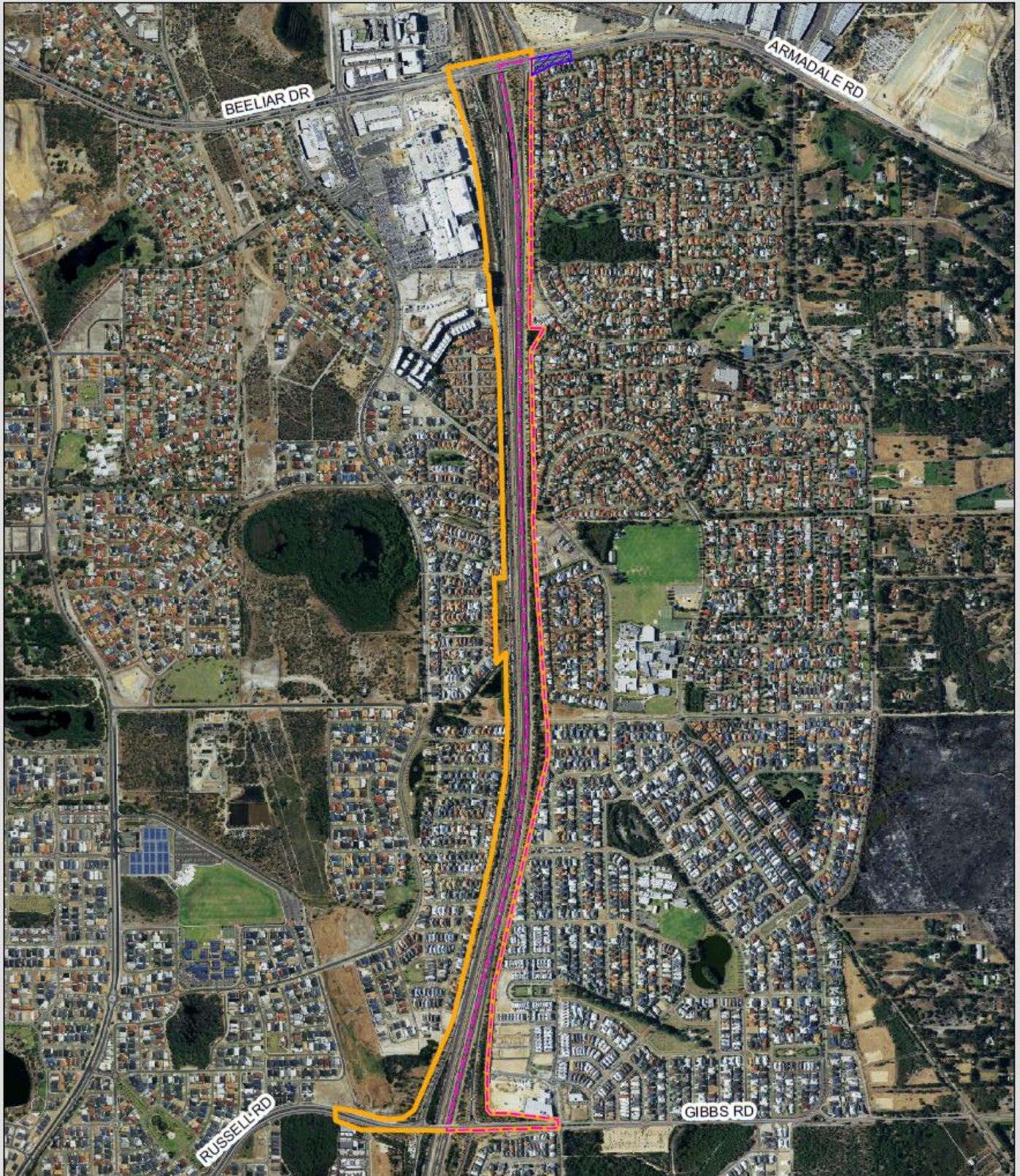
**Dr Paul Vogel**

CHAIRMAN

Environmental Protection Authority  
under delegated authority

s45c - Widening of Kwinana Freeway: Armadale Rd to Russell Rd  
AC06-2014-0016

Map Version: 1.12  
Date: 22/09/2014  
OEPA GIS Section



**Legend**

-  Additional Disturbance Area
-  s45c project footprint
-  MS304 development envelope
-  Roads

SIM Reference Coordinate:  
115.8599 -32.1431 decimal degrees

**SOURCE DATA**

Proponent: Additional Disturbance Area,  
s45c project footprint, MS304 development  
envelope (2014)  
Landgate: Roads (2013)  
SLIP: Metro Central Feb 2014 Mosaic

File No: AC06-2014-0016  
Location Path: I:\Projects\epasulminor\_projects\  
eial20140910\_s45c\_Widening\_of\_Kwinana\_Fwy

**Disclaimer:**  
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Projection: Map Grid of Australia Zone 50  
Datum: Geocentric Datum of Australia, 1994  
Scale: 1:16,000



Figure 1 Widening of Kwinana Freeway: Armadale Road to Russell Road