



WESTERN AUSTRALIA

MINISTER FOR THE ENVIRONMENT

Ass # 726

Bull # 735

State # 376

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

**EXTENSION OF REID HIGHWAY FROM BEECHBORO ROAD TO
GREAT NORTHERN HIGHWAY (726)**

MAIN ROADS WESTERN AUSTRALIA

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 made in the Public Environmental Review and in response to issues raised following public submissions, provided that the commitments are not inconsistent with the conditions or procedures contained in this statement. These commitments are consolidated in Environmental Protection Authority Bulletin 735 as Appendix 2. (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 Urban Conservation and Wetland Management

Final design for the highway and bridges should ensure that regionally significant conservation issues are managed.

- 3-1 Prior to construction of the bridges over the Swan River and Bennett Brook, the proponent shall prepare the final engineering and landscaping plans for the bridges and associated riverine environs to the requirements of the Minister for the Environment on advice of the Department of Environmental Protection, the Swan River Trust and the Department of Planning and Urban Development.

Published on

6 JAN 1995

- 3-2 The proponent shall implement the plans required by condition 3-1.
- 3-3 Prior to construction, the proponent shall prepare a strategy for protection of the wetlands on the site, to the requirements of the Minister for the Environment on advice of the Department of Environmental Protection.

This strategy shall include, but not be limited to the following:

- 1 details of wetland replacement;
- 2 wetland management, including a monitoring plan; and
- 3 timing of any wetland replacement.

- 3-4 The proponent shall implement the strategy required by condition 3-3.
- 3-5 Prior to construction, the proponent shall prepare a strategy for protection of the Southern Brown Bandicoot (*Isoodon obesulus*) to the requirements of the Minister for the Environment on advice of the Department of Environmental Protection and the Department of Conservation and Land Management.
- 3-6 The proponent shall implement the strategy required by condition 3-5.

4 Proponent

These conditions legally apply to the nominated proponent.

- 4-1 No transfer of ownership, control or management of the project which would give rise to a need for the replacement of the 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.

5 Time Limit on Approval

The environmental approval for the proposal is limited.

- 5-1 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.)

6 Compliance Auditing

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

- 6-1 The proponent shall prepare periodic Progress and Compliance Reports, to help verify the environmental performance of this project, in consultation with the Department of Environmental Protection.

Procedure

- 1 The Department of Environmental Protection 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 public authority.
- 2 If the Department of Environmental Protection, other public authority 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.

Kevin Minson MLA
MINISTER FOR THE ENVIRONMENT

- 5 JAN 1995

PROPONENT'S COMMITMENTS

EXTENSION OF REID HIGHWAY FROM BEECHBORO ROAD TO GREAT NORTHERN HIGHWAY (726)

MAIN ROADS WESTERN AUSTRALIA

LIST OF COMMITMENTS

Main Roads undertakes responsibility for the implementation of the commitments listed below. This holds whether the work is done directly by Main Roads personnel, or by others contracted for specific phases or elements of the project. All commitments will be expedited promptly at the appropriate stage during the design or construction of the project, and will be carried out to the satisfaction of the Project Manager through the Design or Construction Co-ordinator.

NOTE: These commitments are also highlighted in the main text.

SECTION 3.

3.2 Watercourses and Surface Hydrology (Pages 13 and 14)

1. *When completed, the highway will not impede the flow of any of the watercourses. The bridges at Bennett Brook and the Swan River will be designed to accommodate a 100 year flood event and comply with the backwater constraints of the Water Authority of Western Australia.*
2. *Application for the necessary clearances from the Swan River Trust for construction of the bridges over the Swan River will be made through the local authority (Shire of Swan) during the final design period*
3. *Should the flow of any of the watercourses need to be dammed temporarily during construction, Main Roads will ensure that ponding is not long-term or severe, and will pump ponded water downstream if necessary to maintain the hydrological conditions.*
4. *A connection to the diverted Emu Swamp Main drain will be provided so that the current water regime in the swamp on the Public Open Space near Beechboro Road is maintained.*
5. *During construction, pollution and siltation of the watercourses will be avoided through well planned operations, and the use of sandbags or other temporary traps if necessary.*
6. *Where compensating basins are required such as in the Lord Street area and adjacent to the bridges at Swan River and Bennett Brook, these will be constructed so that they function as spillage and pollution control mechanisms for the watercourses.*

7. *In order to guard against pollution from road runoff or accidental spillage there will be no direct discharge into the watercourses or onto the floodplains below the bridges.*

SECTION 3.3 Swan River Crossing - System Six and Aboriginal Heritage Aspects
(Pages 15)

8. *When post construction rehabilitation and landscaping are completed, the new bridges and highway will not detract in any way from the existing amenities or stand in the way of active or passive recreation activities along the Swan River. The opportunity will be taken to enhance the vegetation along the river banks with species native to the riverine environment, and similar vegetation will be planted to soften the visual impact of the bridge approaches*
9. *Access to the existing picnic area will be maintained off Middle Swan Road, and a connection to the dual-use path is proposed to allow cyclist access under the Middle Swan Road bridge.*
10. *The final design plans for the Swan River bridges will be shown to the Aboriginal community.*

SECTION 3.4 Bennett Brook - System Six and Aboriginal Heritage Aspects (Pages 15 and 16)

11. *The opportunity will be taken at the Bennett Brook bridge site to enhance what native vegetation exists*
12. *Landscaping of the bridge approach embankments will be sympathetic to the floodplain environment, and provide potential for additional small vertebrate habitat.*
13. *A bridge design concept for the crossing at Bennett Brook will be discussed with the Aboriginal community before the design is finalised.*
14. *Further consultation will provide the opportunity for the Aboriginal community to have an input into the final landscaping plans for the area, and to explore the possibility of including an educational display near the dual use path.*

SECTION 3.5 Flora and Vegetation (Pages 16 to 18)

15. *Wherever space permits, good quality remnants of native vegetation will be conserved.*
16. *Post construction revegetation of the embankments and noise bunds will augment and link these remnants of native vegetation.*
17. *Where possible landscape treatments will utilise indigenous plant species as recommended in the biological survey (See Appendix D).*

SECTION 3.6 Fauna (Page 18 and 19)

18. *The impact of habitat loss along the highway reserve will be reduced by the following measures:*
 - *Indigenous vegetation will be retained wherever possible; and*
 - *Habitat diversity will be expressly incorporated in the landscaping plans.*
19. *The remnant woodland east of Arthur Street which was identified as having the most significance from a fauna conservation perspective will only be disturbed along the northern edge in a band some 20m wide.*
20. *The riverine habitat at the crossing of the Swan River will suffer minimal disturbance, and this will only be for the duration of construction.*

SECTION 3.7 Archaeology (Page 19)

21. *Project personnel will be made aware of the provisions of the Aboriginal Heritage Act which prohibit unauthorised interference with Aboriginal sites. Any concentrations of artefacts noticed during construction will be notified to the Aboriginal Sites Department of the WA Museum.*

SECTION 3.8 Ethnography and Cultural Heritage (Page 19)

22. *Final plans for earthworks in the Arthur Street area, as well as for the Bennett Brook and Swan River crossings will be shown to the local Aboriginal community during the next stage of consultation.*

SECTION 3.9 Social Impacts (Pages 19 to 22)

23. *Service roads will be provided to connect existing roads to access points as follows:*
- *The west end of Middle Swan Road to be connected northwards to Victoria Road;*
 - *Harris Street to be connected to West Swan Road by a service road on the south side of the highway; and,*
 - *Middle Swan Road to be connected to the Great Northern Highway north of the Roe/Reid intersection.*
24. *The project will provide highway crossing points for pedestrians and cyclists at the intersections as well as a dual use path under the highway along Bennett Brook*
25. *A dual use path will also be provided on the south of the highway between Beechboro Road and West Swan Road to connect into the proposed service road. East of Harris Road a dual use path will continue over the Swan River to the Great Northern Highway.*
26. *Noise bunds will be provided both north and south of the highway for the whole length of the project between Beechboro and West Swan Roads.*
27. *Additional noise attenuation measures will be considered for the current and possible future residential areas should the predictive study carried out during the design phase be above 63 dB(A)*
28. *Actions to help reduce the impact of construction for local residents will include the following:*
- *Careful timing of road closures to ensure minimum disruption to commuters;*

- *Ensuring that the following commitments are included in the instructions to the contractor;*
 - *Reasonable working hours will be adhered to in areas where disturbance to residents is a factor;*
 - *Where vibrating rollers are used, the vibration levels will be monitored, and work practices modified to reduce the nuisance and possibility of damage;*
 - *Dust suppression measures such as the use of water carts will be employed throughout the construction process;*
 - *Site offices and equipment compounds will be sited away from residences wherever possible;*
 - *The importance of good hygiene practices on site will be communicated to the workforce, and compliance with acceptable standards will be monitored by the site manager.*

ADDITIONAL ENVIRONMENTAL COMMITMENTS MADE IN RESPONSE TO SUBMISSIONS.

1. Noise impacts and management

If noise attenuation measures other than, or in addition to earth bunds are considered necessary for any area along the highway, they will be designed with local community input to be in keeping with the surroundings.

2. Pollution impacts and drainage management

Intersections and bridges will be kerbed, with the rest of the length of the highway serviced by simple swale drains.

Compensating basins will be designed with two stages. Nutrient absorbing vegetation and red mud will be used along with retention time to help settle particulates and strip the stormwater of most pollutants before it finds its way into any of the water courses or the watertable.

Drainage for the project is being designed and will be constructed to service the ultimate development.