



WESTERN AUSTRALIA
MINISTER FOR THE ENVIRONMENT

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

Landfill for the Future Widening of the Mitchell Freeway at Lake Monger

The proposal identified as Alternative 3 in the Public Environmental Review as modified and detailed in Main Roads Department letter dated August 23 1990, and accompanying plan (copy attached), may be implemented subject to the following conditions:

1. In implementing the proposal, the proponent shall fulfil the revised commitments (which are not inconsistent with the conditions or procedures contained in this statement) as detailed in Main Roads Department's letter of 3 September, 1990 (A copy of the commitments is attached).
2. 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. Prior to the commencement of landfill, the proponent shall develop and implement a water quality testing programme to the satisfaction of the Minister for the Environment on advice of the Environmental Protection Authority, in the lake, peat and sanitary landfill areas.

Results of the testing shall be submitted to the Environmental Protection Authority. Should the Environmental Protection Authority determine that the groundwater movement from the peat or old sanitary landfill site would have adverse effects on the Lake Monger environment, the proponent shall put in place ameliorating measures to the satisfaction of the Authority.

4. Detailed plans for work associated with rehabilitation, landscaping and wildlife management shall be prepared by the proponent to the satisfaction of the Environmental Protection Authority prior to the commencement of that work and shall be subsequently implemented.
5. The proponent shall either ensure that stormwater drainage off the surcharge area, widened freeway and the new rail link in the vicinity of Lake Monger is not discharged directly into the lake, or if it is, that it is treated and is to a standard acceptable to the Environmental Protection Authority prior to discharge.
6. The proponent shall liaise with the City of Perth and the Water Authority of Western Australia with the aim of forming a committee to identify and implement measures to manage pollutant inputs to Lake Monger.

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8 NOV 1990

7. 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).

Bob Pearce, MLA
MINISTER FOR THE ENVIRONMENT

Att - 8 NOV 1990

MAIN ROADS DEPARTMENT

WATERLOO CRESCENT, EAST PERTH, WESTERN AUSTRALIA.
PO Box 6202 EAST PERTH WA 6004 Phone (09) 323 4111 Fax (09) 323 4430 Telex AA 92894



Enquiries

Mr Clarke on 323 4281

Our Ref

90-2108

Your Ref

Chairman
Environmental Protection Authority
1 Mount Street
PERTH WA 6000

Dear Sir

MITCHELL FREEWAY WIDENING ENVIRONMENTAL COMMITMENTS

Further to our letter of August 23 1990, I wish to confirm the following commitments made in relation to the Main Roads Department's revised design of Alternative 3.

1. Preservation of Lake Monger

The water's edge, reeds and bank of Lake Monger will remain untouched.

2. Rehabilitation of Freeway Embankment

The earth batter between the dual use path and the edge of the freeway within the freeway reserve will be planted with native species indigenous to the lake area in line with the Perth City Council's Development and Management Concept Plan for the Lake Monger Reserve.

3. Protection of Lake Monger Reserve Recreational Values

Pedestrian and cyclist access to the dual use path which circumnavigates the lake will be maintained during the landfill period. This will be achieved by initially relocating the dual use path to its final position before fencing off the surcharge area.

4. Sand Fill Transport

Trucks hauling surcharge material over public roads will be fitted with tight tailgates and loaded with adequate freeboard of not less than 75 mm without precarious cones or piles of material. Covers will also be used on all material transported.

5. Dust Control for Surcharge Sites

Surcharge sites will be watered as required during construction and removal. Once the surcharge material is in place these areas will be hydromulched.

6. Stormwater Management

Stormwater drainage of the freeway pavement will be subject to detailed design currently underway for the new carriageway. This design investigation will include an assessment of the contribution freeway runoff has to the poor water quality in Lake Monger.

Cut off drains may be required to prevent silt discharging into the lake during surcharging. The Main Roads Department will install and monitor regularly this requirement in close liaison with the Water Authority of Western Australia.

7. Protection of Wildlife, particularly tortoises

All works associated with the freeway past Lake Monger will be contained within the fenced road reserve except for the section near the north-east corner of the Lake. Here a temporary fence will be erected once the dual use path has been relocated to separate earthworks and recreational areas and ensure minimal disturbance to the wildlife habitat of the eastern boundary of Lake Monger. The detailed final design of the freeway currently underway will ensure wildlife, particularly tortoises, cannot stray onto the Freeway.

I trust that the information provided is sufficient to enable the EPA to prepare conditions for release by the Hon Minister for Environment in his judgement of the environmental acceptability of this project.

Yours faithfully


B A Clarke
DIRECTOR ENGINEERING SERVICES

September 3 1990

MAIN ROADS DEPARTMENT

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PO Box 6202 EAST PERTH WA 6004 Phone (09) 323 4111 Fax (09) 323 4430 Telex AA 92894



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Chairman
Environmental Protection Authority
1 Mount Street
PERTH WA 6000

Dear Sir

MITCHELL FREEWAY WIDENING - LANDFILL AT LAKE MONGER

Further to the Department's comments on EPA Bulletin 439, I wish to advise a number of changes that have been made to the above project, following the review of the MRD freeway design by Associate Professor Peter Newman and subsequent Press Statements by the Premier.

As a result of the review by Professor Newman the Premier announced the following on August 13 1990.

" It is proposed that at Lake Monger an extra three to five metres in space will be saved, allowing a much more aesthetic edge between the lake and the freeway.

This space will be achieved by not providing for the fifth lane adjacent to the railway, consistent with sufficient space allowance for freeway/railway operations.

Every effort will be made to eliminate the need for a wall near the edge of Lake Monger, and there is a strict condition that the integrity of the lake is not affected in any way".

In view of the above, Alternative 3 of our original PER submission has been revised to eliminate the future fifth lanes. Consequently the median space has been reduced by approximately five metres at the critical section. The profile of the proposed northbound carriageway has also been lowered by up to two metres by introducing level differences between the railway and freeway carriageways. This has further reduced the impact of the freeway on the lake edge and avoided the need for a retaining wall.

The above details are shown on the attached plan and cross section. The proposed design leaves the water's edge, reeds and bank untouched. A natural earth batter between the dual use path and the edge of the freeway can be planted with native species indigenous to the lake area in line with the Perth City Council's Development and Management Concept Plan for the Lake Monger Reserve. An open steel guardrail is proposed along the freeway shoulder to lessen the visual impact of the freeway on the lake environment.

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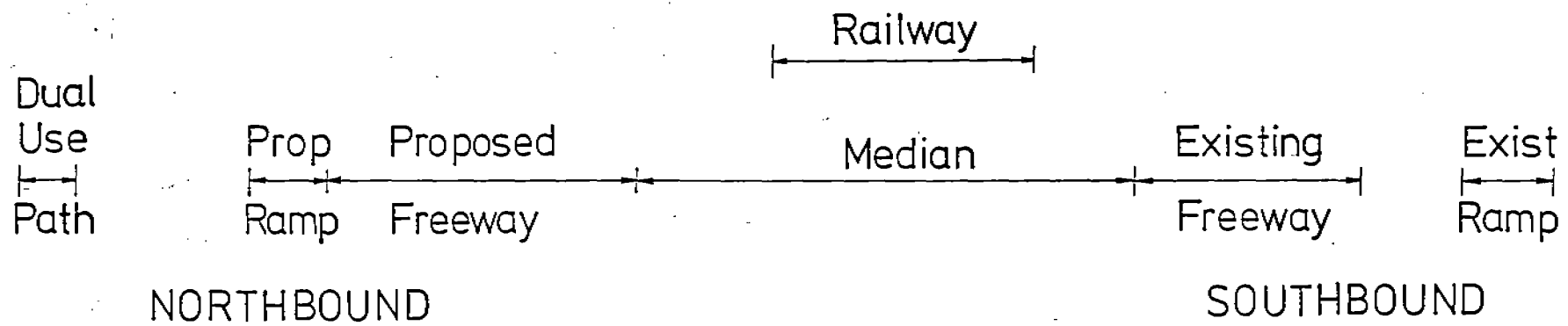
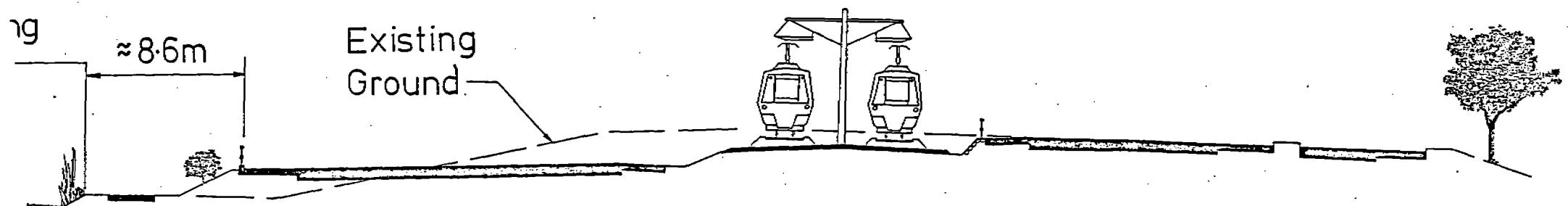
The comments made in our correspondence of July 13 1990 in relation to the specific recommendations made in Bulletin 439 still apply to the modified design.

I trust that the information provided can assist the EPA in the preparation of conditions for release by the Hon Minister for the Environment in his judgement of the environmental acceptability of this project.

Yours faithfully


B A Clarke
DIRECTOR ENGINEERING SERVICES

August 23 1990



ALTERNATIVE 3 (Revised)

CROSS SECTION

CHA 5 160

SCALE 1:100

EXIST FREEWAY
(PROPOSED STR. SOUND)

PROPOSED NTH. SOUND CWAY

PROP. D.U.P.

LAKE

MONGER

ALTERNATIVE 3

(REVISED)

SCALE 1:1000

CH. 2150
EXIST ROAD 225.00' W.

U/H

