



Ass # 815
Bull # 748
State # 362

WESTERN AUSTRALIA

MINISTER FOR THE ENVIRONMENT

**STATEMENT TO AMEND CONDITIONS APPLYING TO A PROPOSAL
(PURSUANT TO THE PROVISIONS OF SECTION 46 OF THE
ENVIRONMENTAL PROTECTION ACT 1986)**

PROPOSAL: EASTERN CORRIDOR MAJOR ROADS STUDY
(048 / 815)
CURRENT PROPONENT: MAIN ROADS WESTERN AUSTRALIA
CONDITIONS SET ON: 20 NOVEMBER 1989

Conditions 1 to 4 are deleted and replaced by the following conditions and procedure:

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, including the proposed modifications to the highway route in the following sections:

- Gidgegannup to the Metropolitan Region Scheme boundary near Wooroloo;
- Gidgegannup townsite;
- top of Darling Scarp to Gidgegannup;
- Campersic Road to top of Darling Scarp; and
- Roe Highway to Campersic Road,

as reported in Environmental Protection Authority Bulletin 748, the proponent shall fulfil the commitments made in 1989 (i.e. at the time of the assessment) and the consolidated commitments of July 1994, published in Environmental Protection Authority Bulletin 748, and shall implement the environmental management measures described in Chapter 17 of the Public Environmental Report; provided that the commitments and environmental management measures are not inconsistent with the conditions or procedures contained in this statement. (Copies of the consolidated commitments of July 1994 and Chapter 17 of the Public Environmental Report are 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 the conditions in this amended statement, 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.

Published on

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3 John Forrest National Park

- 3-1 The proponent shall design the road through the John Forrest National Park so that the environmental impacts on the Park will be minimised.
- 3-2 Prior to commencement of construction, to achieve the objective of condition 3-1, the proponent shall prepare a management plan to the requirements of the Minister for the Environment on advice of the Department of Environmental Protection.

This plan shall outline:

- 1 measures to protect rare and endangered species, including a flora survey of the proposed National Highway alignment within the John Forrest National Park to determine the presence of the rare flora species *Anthocercis gracilis* and a management strategy for this species; and
 - 2 a strategy for rehabilitation of the section of Toodyay Road (following removal of the road materials) within the John Forrest National Park made redundant by the Perth to Adelaide National Highway alignment.
- 3-3 The proponent shall implement the management plan required by condition 3-2 to the requirements of the Department of Environmental Protection on advice of the Department of Conservation and Land Management.

4 Jane Brook

- 4-1 The proponent shall design the road and bridge over Jane Brook so that the impacts on the conservation area will be minimised.
- 4-2 Prior to commencement of construction, to achieve the objective of condition 4-1, the proponent shall complete the final design for the road within the conservation area and the bridge over Jane Brook, including the landscape and drainage management plans, to the requirements of the Minister of the Environment on advice of the Department of Environmental Protection and the Department of Planning and Urban Development.
- 4-3 The proponent shall implement the design required by condition 4-2 to the requirements of the Department of Environmental Protection on advice of the Department of Planning and Urban Development.

5 Proponent

These conditions legally apply to the nominated proponent.

- 5-1 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.

6 Compliance Auditing

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

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

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 government agency.
- 2 If the Department of Environmental Protection, 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.
- 3 When constructing the road, Main Roads Western Australia should do so in a manner that is consistent with the requirements of this statement.

Kevin Minson MLA
MINISTER FOR THE ENVIRONMENT

18 AUG 1994

**Proponent's Environmental Management Commitments
(July 1994)**

&

Environmental Management Measures (1989)

**EASTERN CORRIDOR MAJOR ROADS STUDY
(048 / 815)**

MAIN ROADS WESTERN AUSTRALIA

CONSOLIDATED LIST OF COMMITMENTS MADE BY MAIN ROADS FOR THE ASSESSMENT OF THE EASTERN CORRIDOR MAJOR ROAD STUDY UNDERTAKEN IN 1994

John Forrest National Park

1. Main Roads undertakes to have additional survey work completed in September 1994 for the rare flora species *Anthocercis gracilis* along the proposed alignment of the highway through the John Forrest National Park.

The findings of the survey will be added to the original 'Flora, Vegetation and Fauna Survey undertaken by EM Mattiske and Associates & Ninox Wildlife Consulting completed in January 1994 and a copy will be sent to the Executive Director of the Department of Conservation and Land Management.

2. Any clearing will be restricted to the more disturbed northern section of the Park near Toodyay Road and wherever possible the clearing of vegetation will be kept to a minimum.
3. All topsoil to be used for verge rehabilitation should be stored for a minimum period on already cleared areas.
4. Rehabilitation of cleared areas will be commenced as soon as is practicable.
5. Rehabilitation will be structured towards producing habitats conforming as close as possible to the original site prior to clearing, including the variety in structure and floristic compositions in the various communities and habitats
6. Main Roads will consult with CALM and officers on the provision of access to the Park from the National Highway.
7. Main Roads will remove the road materials and rehabilitate the strip of land of the existing Toodyay Road at no cost to the Department of Conservation and Land Management.

Jane Brook

8. A management plan will be produced by Main Roads in the design phase of the project to the satisfaction of the Environmental Protection Authority.

The management plan will address such tasks as using indigenous flora, access along river banks by foot and bicycle, conservation of existing flora and fauna, drainage management, landscape plans, and vehicular access to the worksite. Included in the management plan will be actions to maintain bank stability and restrict sediment transport into the stream

9. Consultations with Aboriginal People have been held by specialist consultants retained by Main Roads. Aboriginal concerns have been noted in reports that have been referred to the Department of Aboriginal Sites.

Approval to disturb the site under Section 18 of the Aboriginal Heritage Act has been granted by the Minister for Aboriginal Affairs. The crossing of Jane Brook will be the subject of negotiations with Aboriginal People from the region at the design phase of the project. Concerns regarding the bed and banks of the stream will be addressed at this stage.

Reserve 2145

10. The new alignment, which will bypass Gidgegannup Townsite on the northern side will not affect Reserve 2145.

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.