

Ass # 838

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State # 368



WESTERN AUSTRALIA

**MINISTER FOR THE ENVIRONMENT**

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

**CHANGES OF LAND USE AFFECTING SYSTEM SIX AREAS AND LAKES  
PROTECTED UNDER THE ENVIRONMENTAL PROTECTION POLICY  
TO URBAN, INDUSTRIAL, SPECIAL USES AND TRANSPORTATION PURPOSES,  
TO BE REFLECTED IN THE MAJOR METROPOLITAN REGION SCHEME  
AMENDMENTS FOR THE SOUTH-WEST CORRIDOR (838)**

**DEPARTMENT OF PLANNING AND URBAN DEVELOPMENT**

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 746 as Appendix 4. (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.

Published on

**1 1 OCT 1994**

### **3 Rapid Transport Reserve Alignment**

- 3-1 The proponent shall modify the Metropolitan Region Scheme amendments 937/33 and 938/33 to be consistent with the alignment of the Rapid Transport Reserve as shown in Figures 1 to 12 (Copies attached).
- 3-2 Prior to construction commencing, to ameliorate and minimise the environmental impacts associated with the construction and operation of the Rapid Transport System, the proponent shall prepare an Environmental Management Programme 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. (See procedure 3).

This Programme, which shall be released for public review for four weeks, shall address, but not be limited to:

- 1 impacts on vegetation, fauna, hydrology and wetlands; and
- 2 access to reserves.

### **4 Deletions from System Six Area M103**

- 4-1 The proponent shall not take any action which will remove the north-west part of System Six Area M103 in Hillman from 'Parks and Recreation Reserve' for 'Public Purposes', or any other purpose which will jeopardise its tenure and management for conservation. (See Figure 14 attached).
- 4-2 The proponent may allow the development of the area west of Ennis Avenue which is currently within System 6 Area M103 subject to the following requirements:
- 1 Land owned by the State Planning Commission generally known as Lark Hill shown on Figure 13 (copy attached) west of Warnbro Sound Avenue between Port Kennedy Drive and Secret Harbour and east of the area subject to the Port Kennedy Development Act to be secured and managed for conservation purposes;
  - 2 Land owned by the State Planning Commission reserved under the Metropolitan Region Scheme for Public Purposes generally known as Lark Hill shown on Figure 13 (copy attached) east of Warnbro Sound Avenue, south of Port Kennedy Drive and west of Ennis Avenue and Mandurah Road to be secured and managed for recreational and conservation purposes;
  - 3 A linkage to be provided between the greater part of System 6 Area M103 east of Ennis Avenue through to the coast at Port Kennedy, consistent with recommendations made for System 6 Area M106; and
  - 4 Integration of the management of the area referred to in requirements 1, 2 and 3 above with the management of the Port Kennedy conservation area and the greater area of System Six Area M103.
- 4-3 Prior to 31 December 1995, the proponent shall ensure that a single integrated Management Plan is prepared for the entire area of the conservation estate (i.e. System Six Area M103, Lark Hill and Port Kennedy conservation areas), to the requirements of the Environmental Protection Authority on advice of the Department of Conservation and Land Management and the Commissioner for Soil and Land Conservation.

This Plan shall identify:

- 1 the management purpose of specific areas;

- 2 linkages provided between the greater part of System 6 Area M103 east of Ennis Avenue and the coast at Port Kennedy; and
- 3 agencies responsible for its implementation; and
- 4 provide a timetable for implementation.

## **5 Widening of Safety Bay Road**

- 5-1 Prior to construction of Safety Bay Road between Ennis Avenue and Mandurah Road, Rockingham, the proponent shall prepare an Environmental Management Programme to the requirements of the Minister for the Environment on advice of the Department of Environmental Protection. (See procedure 4).

This Programme shall address, but not necessarily be limited to the following elements:

- 1 selection of an alignment and construction to minimise the clearing of vegetation;
- 2 selection of an alignment and construction to minimise or avoid impacts on wetlands;
- 3 management of fauna; and
- 4 maintenance and improvement of hydrological connections in the area.

## **6 Proponent**

These conditions legally apply to the nominated proponent.

- 6-1 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.

## **7 Compliance Auditing**

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

- 7-1 To help verify environmental performance, the proponent shall prepare periodic Progress and Compliance Reports 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 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 At an appropriate time prior to construction of the Rapid Transport System, the Minister for the Environment will effect a transfer of proponent, under Section 38(7) of the

Environmental Protection Act, from the current proponent to the agency responsible for the construction of the System. (See condition 3-2).

- 4 At an appropriate time prior to construction of Safety Bay Road between Ennis Avenue and Mandurah Road, Rockingham, the Minister for the Environment will effect a transfer of proponent, under Section 38(7) of the Environmental Protection Act, from the current proponent to the agency responsible for the construction of the road. (See condition 5-1).

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Kevin Minson MLA  
MINISTER FOR THE ENVIRONMENT

10 OCT 1994

# PROPONENT'S ENVIRONMENTAL MANAGEMENT COMMITMENTS

CHANGES OF LAND USE AFFECTING SYSTEM SIX AREAS & LAKES  
PROTECTED UNDER THE ENVIRONMENTAL PROTECTION POLICY

TO URBAN, INDUSTRIAL, SPECIAL USES & TRANSPORTATION  
PURPOSES,

TO BE REFLECTED IN THE MAJOR METROPOLITAN REGION  
SCHEME AMENDMENTS FOR THE SOUTH-WEST CORRIDOR (838)

DEPARTMENT OF PLANNING AND URBAN DEVELOPMENT

## 10.0 COMMITMENTS BY THE PROPONENT

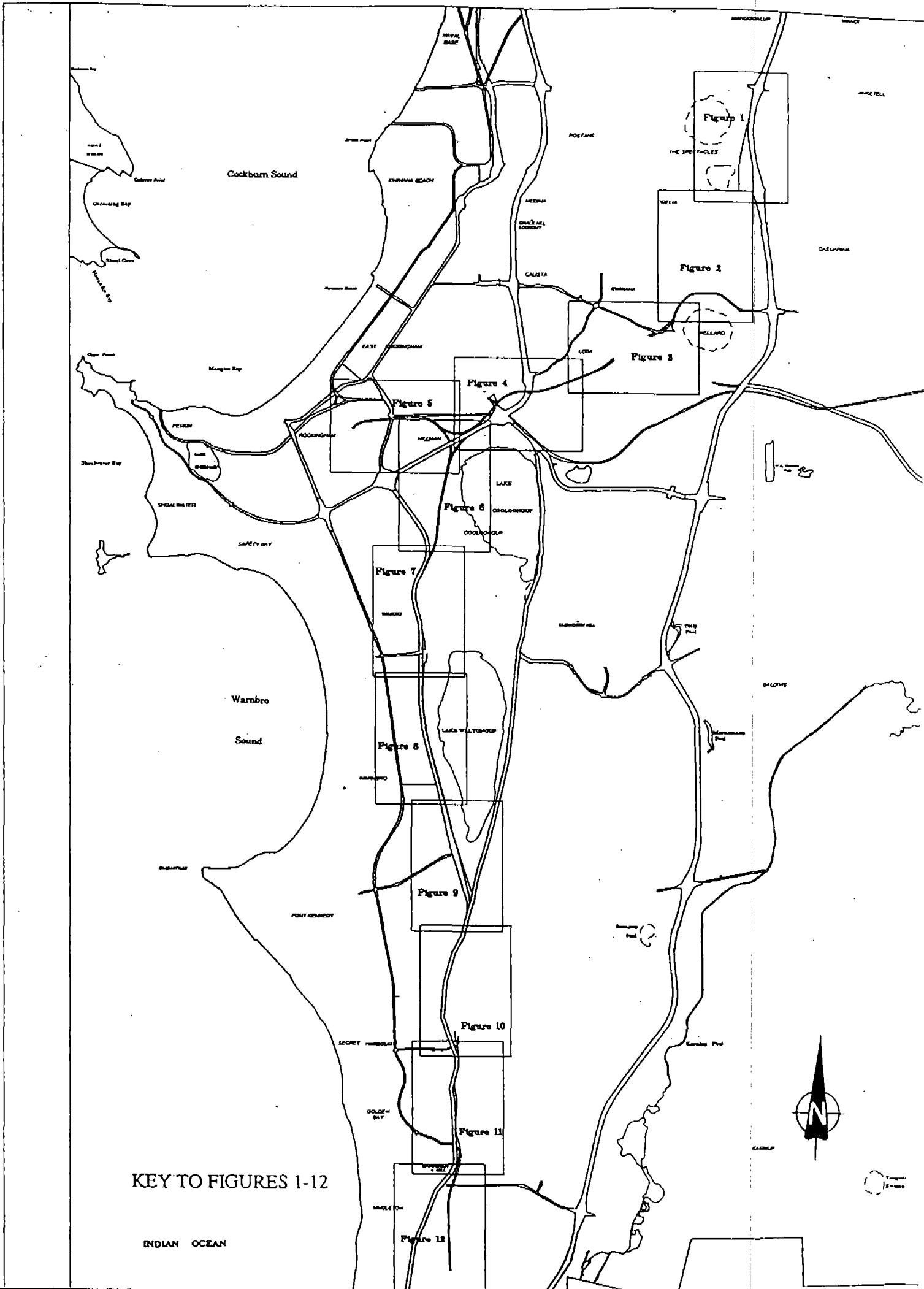
Subject to the understanding that DPUD is not a statutory decision making body (except in a minor way by delegation) and that DPUD has only an advisory role to the Minister for Planning, the State Planning Commission and the Metropolitan Planning Council, and subject to the understanding that many decisions made on the advice of DPUD can be overturned on appeal, and subject to the understanding that DPUD does not have responsibility for the actual construction of major roads and other items of transport infrastructure, DPUD, as proponent of this PER makes the following commitments.

1. The additional areas proposed for rezoning to Parks and Recreation in the 1993 Structure Plan for the South West Corridor will be zoned for this purpose. That is, subsequent to implementation of the current Stage A and B Amendments, DPUD will recommend that additional amendments are initiated to achieve all of the Parks and Recreation allocations as proposed in the Structure Plan.
2. In the event that minor modifications to proposed Parks and Recreation Reserves are considered desirable prior to formal zoning, then DPUD will recommend that adjustments be made to ensure that there will not be a reduction in the overall allocation of open space for conservation purposes in the South West Corridor.
3. During future implementation of infrastructure proposals within transport reserves established by the Stage A and B Amendments, DPUD will recommend that a detailed Environmental Management Program (EMP) is required prior to construction (to be prepared to the satisfaction of the EPA). In particular, the following elements will be addressed by future EMP's:
  - the rapid transport route and its effects on important areas of natural environment, including but not limited to System 6 area M103 (Rockingham Lakes), The Spectacles, Stakehill Swamp and Anstey Swamp;
  - the Eighty Road extension and its impingement on the Tamworth Hill EPP wetland;
  - the proposed Beelihar Drive and its crossing of M92 and an EPP wetland;

- 
- the widening of Russell Road through the Beeliar Regional Park (M93), and
  - the proposed upgrading of Safety Bay Road through System 6 area M103.
4. As urbanisation of the South West Corridor progresses, DPUD will endeavour to ensure that the environmental protection requirements implicit to this PER are implemented, where appropriate, in Town Planning Schemes, District and Local Structure Plans and Subdivision Plans. In general, the aim will be to achieve adequate protection of Structure Plan wetlands (including EPP wetlands) and the following specific environmental features;
- the EPP wetland in the proposed regional sporting centre for the City of Cockburn (part of a proposed Parks and Recreation Reserve north of Beeliar Drive and east of the new Forest Road alignment) will be protected from recreational development;
  - the two small wetlands in an area of proposed Urban Deferred (west of Hammond Road and north of Russell Road) will be incorporated within open space;
  - the extreme north-eastern side of Tamworth Hill Swamp extends into a proposed urban area and, whilst completely degraded, it will be protected from adverse drainage and water quality changes which may affect Tamworth Hill Swamp;
  - the small areas of System 6 area M92 which are not included as Parks and Recreation Reserve will be incorporated into local open space; and
  - the southern 'spur' of System 6 area M93, which includes two wetlands, will be protected in local open space.
5. Where the rapid transport reserve crosses public land, such as the Leda open space and northern sector of M103, flexibility in the alignment will be accommodated via minor amendments to the MRS in the event that detailed environmental assessment (during preparation of the EMP) identifies an alternative, acceptable alignment with reduced environmental impact.

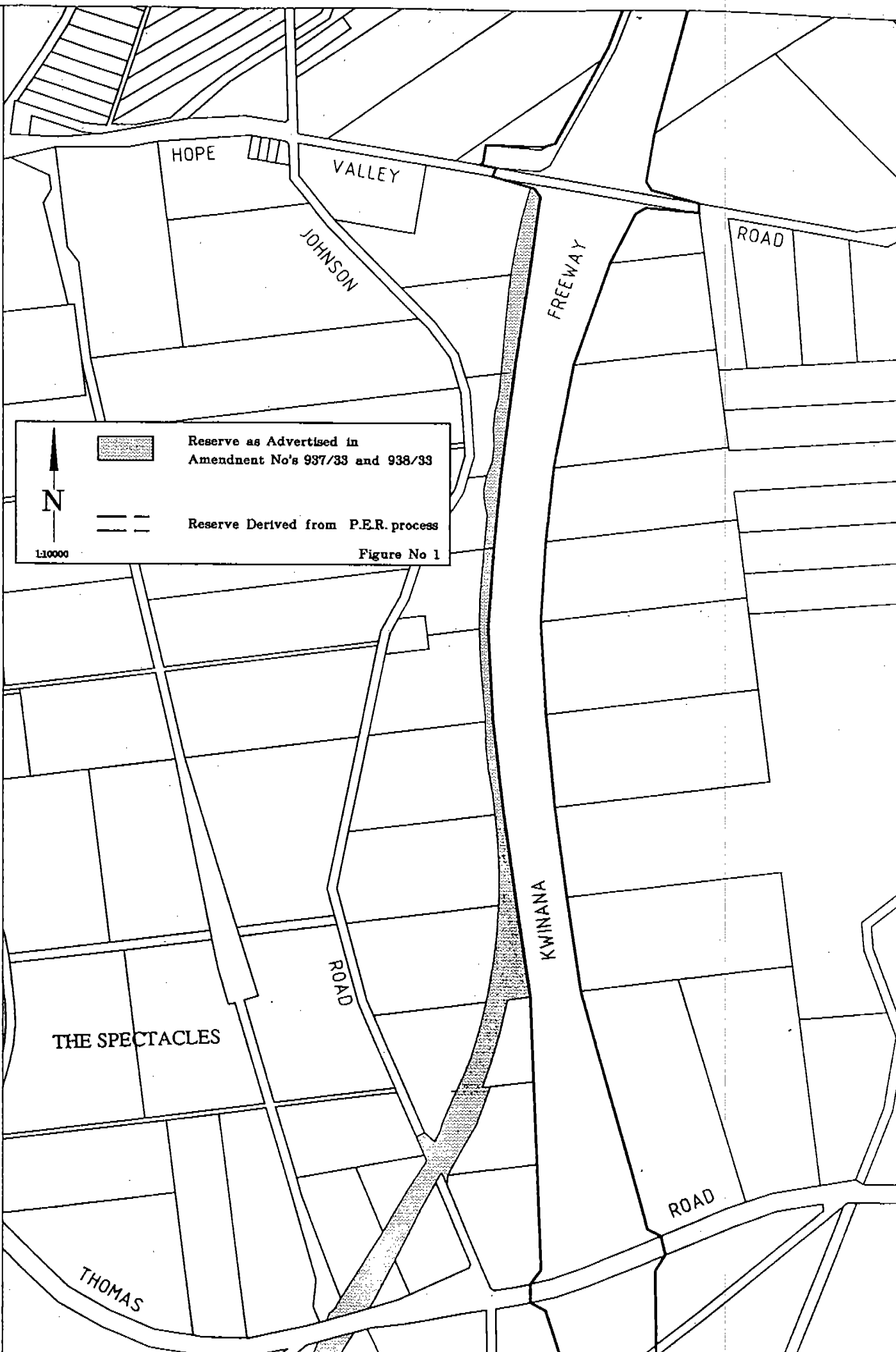
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6. A detailed re-assessment of the configuration of the Garden Island Highway and rapid transport reserve will be conducted for the interchange area in the vicinity of Dixon Road (east) and the Mundijong railway, to determine whether or not the EPP wetland can be avoided and the rapid transport route deviated further to the north from Lake Coo loongup.
  7. DPUD will prevail upon the City of Rockingham to negotiate with Special Rural landholders adjacent to the Nairn Road reserve to attempt to avoid the EPP wetland which will currently be affected by future road construction. The option of wetland replacement will be discussed with the City of Rockingham.
  8. DPUD will conduct further assessment of the alternatives for the rapid transport reserve in the vicinity of The Spectacles, with a view to minimising potential adverse effects on this important area.
  9. DPUD will recommend that the proposed Hillman Public Purposes Reserve be deleted from the Stage B Major Amendment to the Metropolitan Region Scheme on the basis of findings of this PER.





KEY TO FIGURES 1-12

INDIAN OCEAN



HOPE

VALLEY

JOHNSON

FREEWAY

ROAD



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Reserve as Advertised in  
Amendment No's 937/33 and 938/33



Reserve Derived from P.E.R. process

Figure No 1

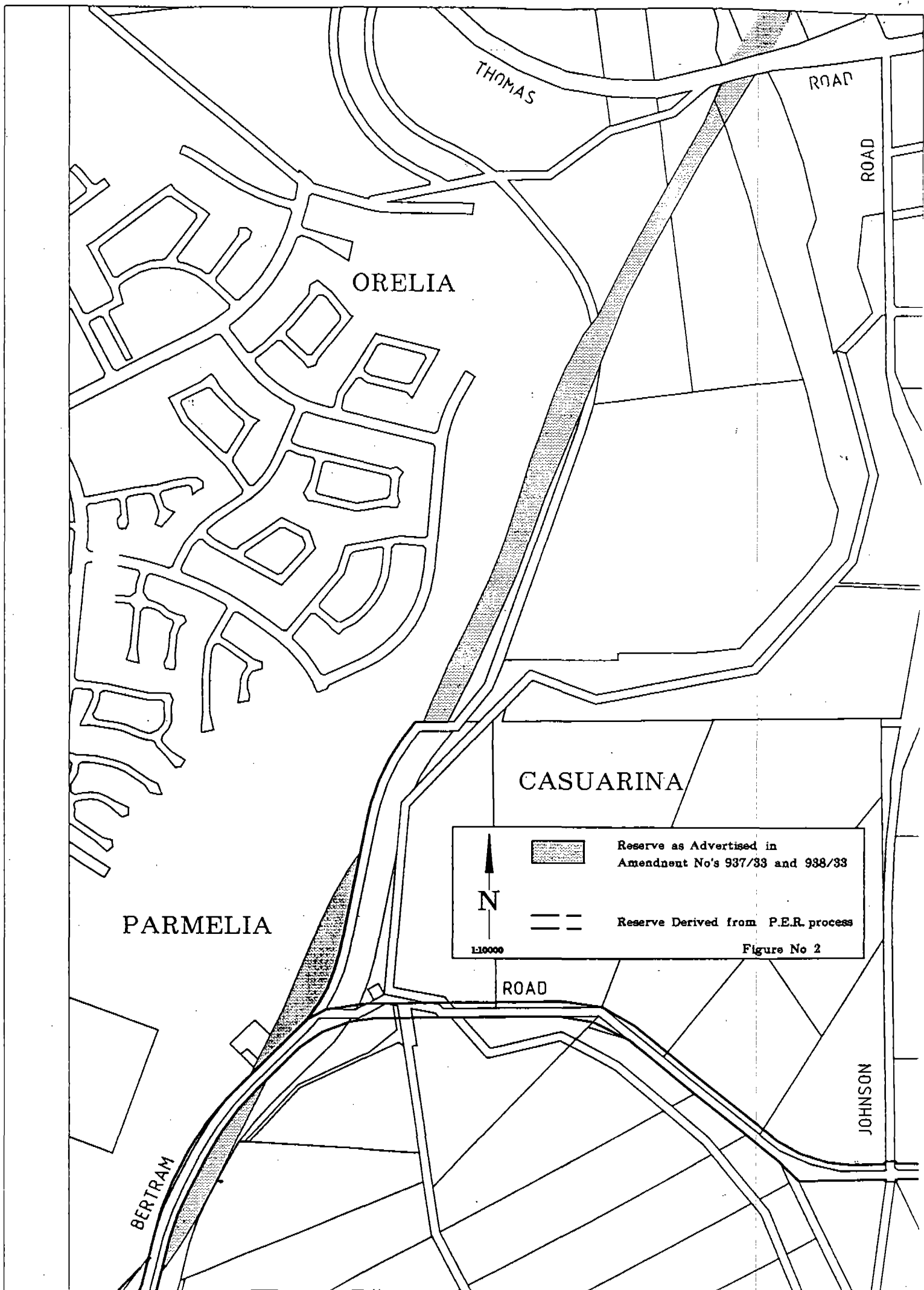
THE SPECTACLES

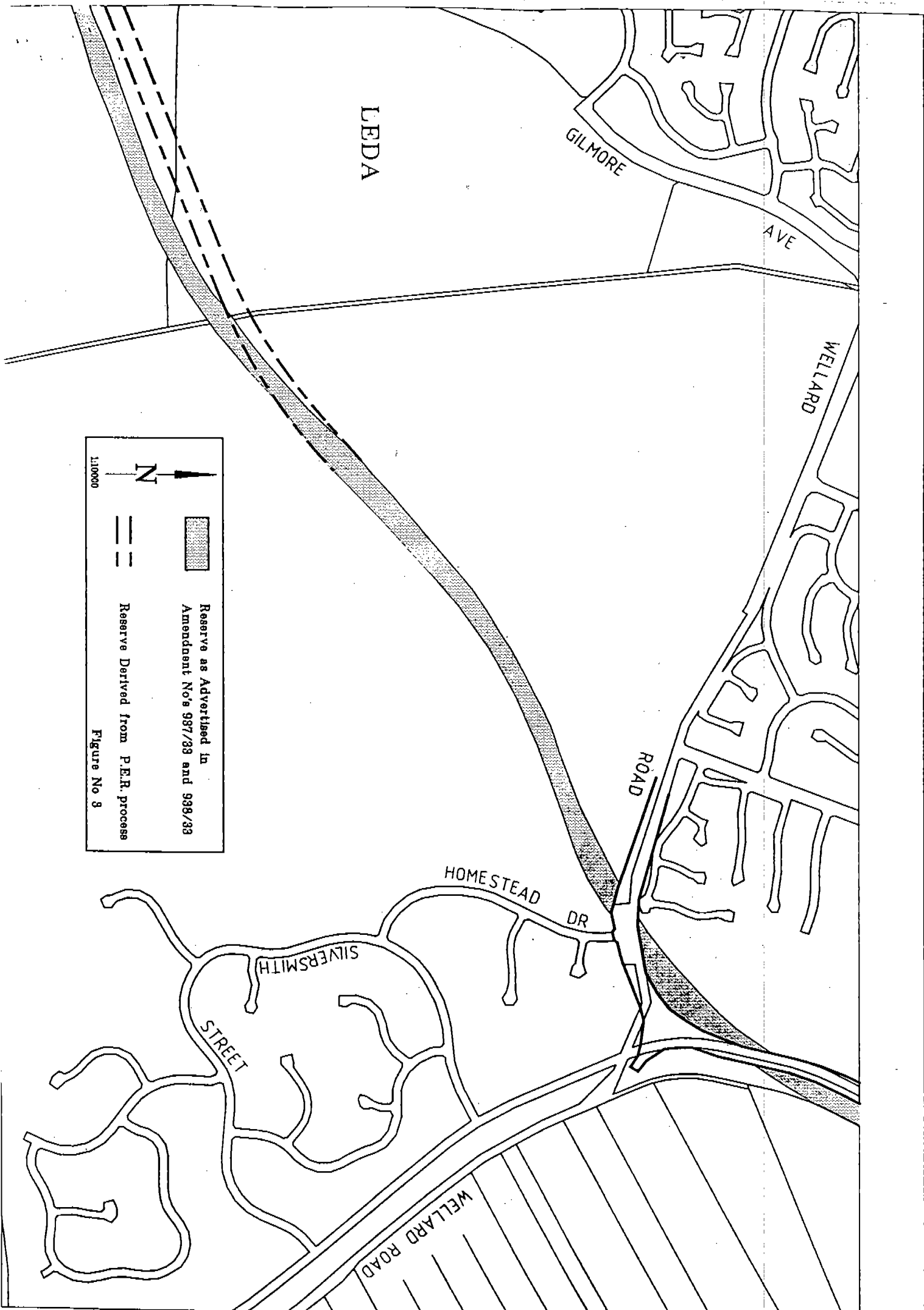
ROAD

KWINANA

ROAD

THOMAS



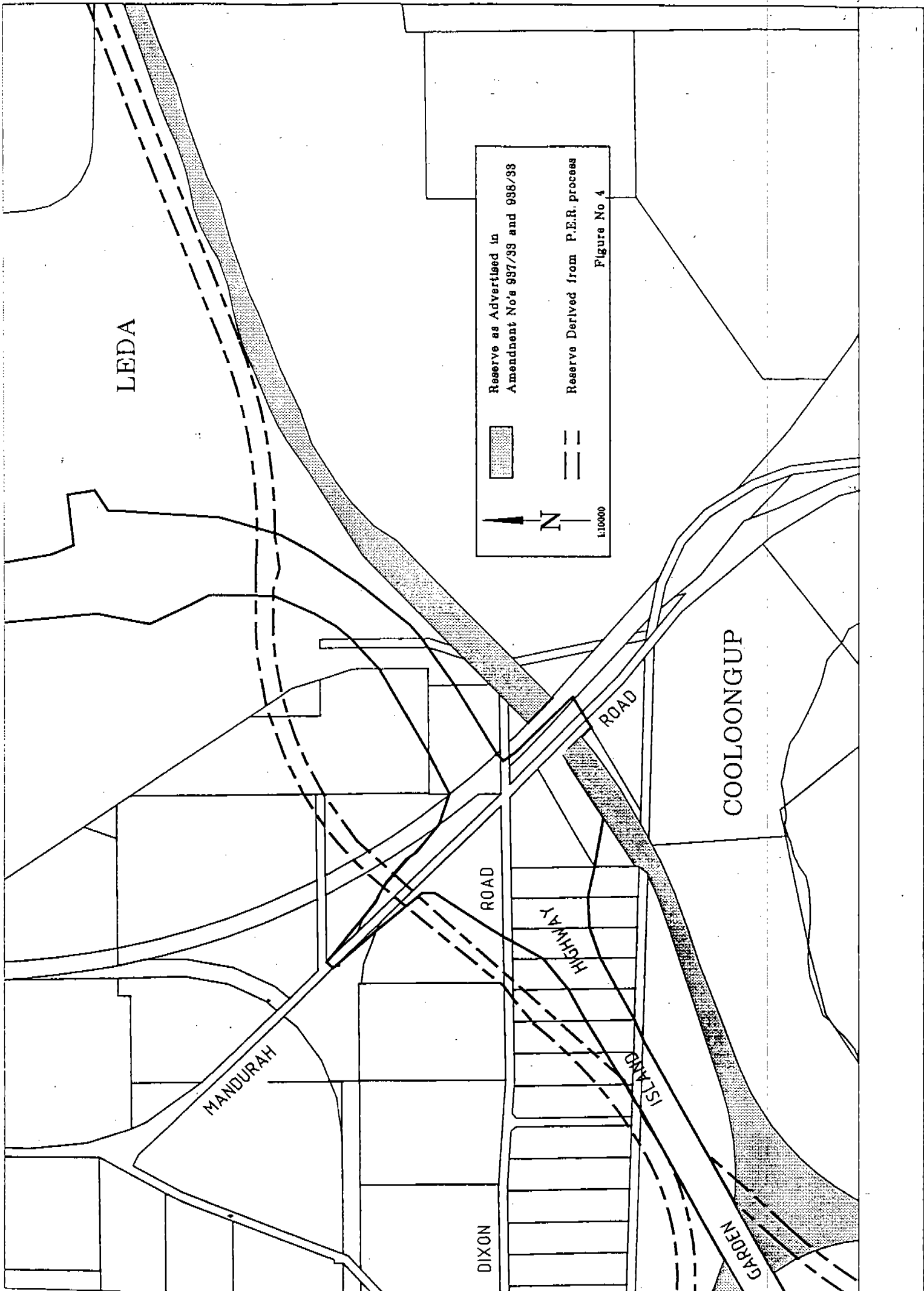


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Reserve as Advertised in  
Amendment No's 987/33 and 939/33

Reserve Derived from P.E.R. process  
Figure No 8



LEDA

COOLOONGUP

MANDURAH

DIXON

GARDEN

ISLAND

HIGHWAY

ROAD


ROAD


Reserve as Advertised in  
Amendment No's 997/99 and 998/99

Reserve Derived from P.E.R. process  
Figure No 4

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 Reserve as Advertised in  
Amendment No's 937/83 and 938/83

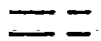
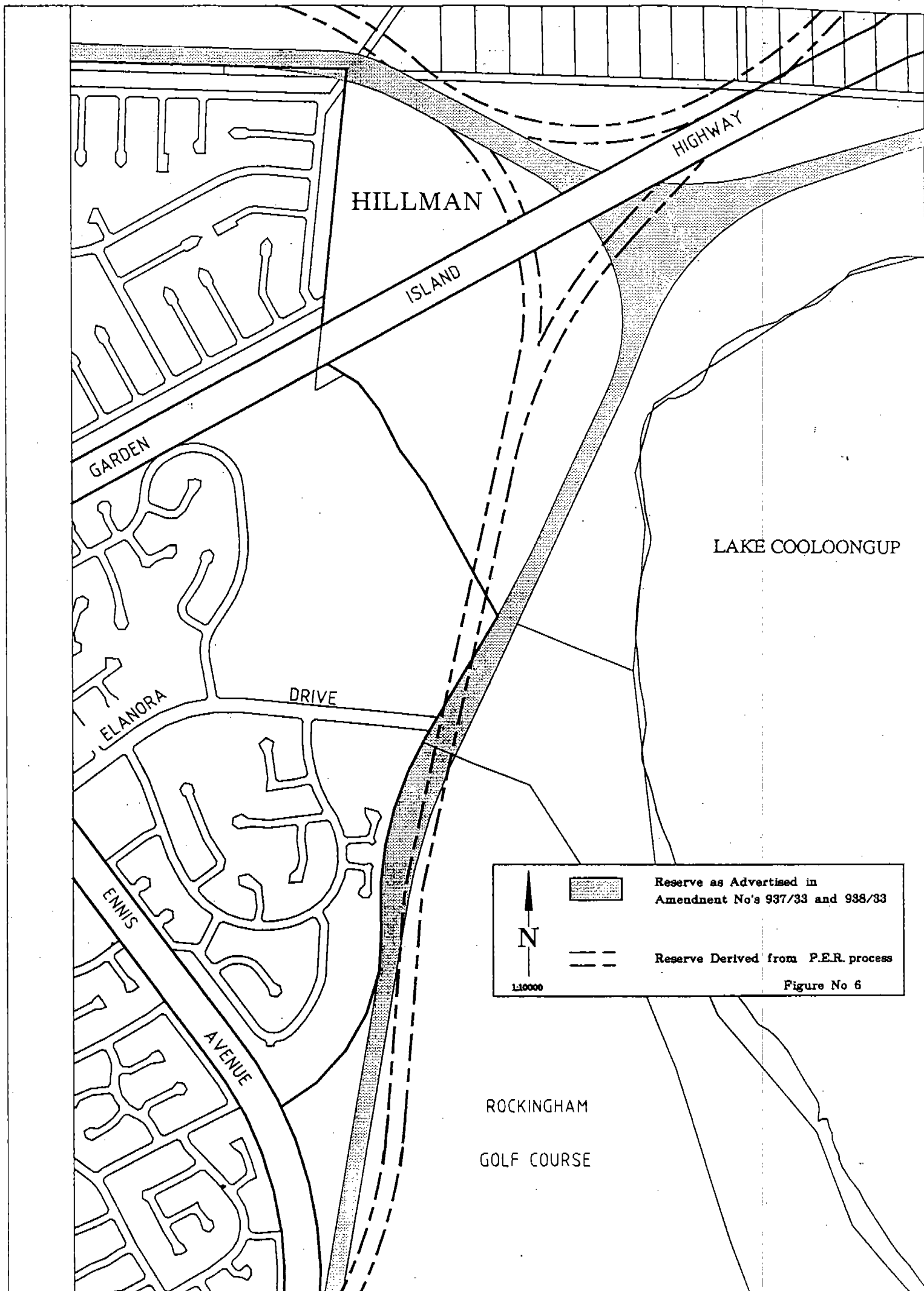
 Reserve Derived from P.E.R. process

Figure No 5





HILLMAN

ISLAND

HIGHWAY

GARDEN

LAKE COOLOONGUP

DRIVE

ELANORA



ENNIS

AVENUE

ROCKINGHAM

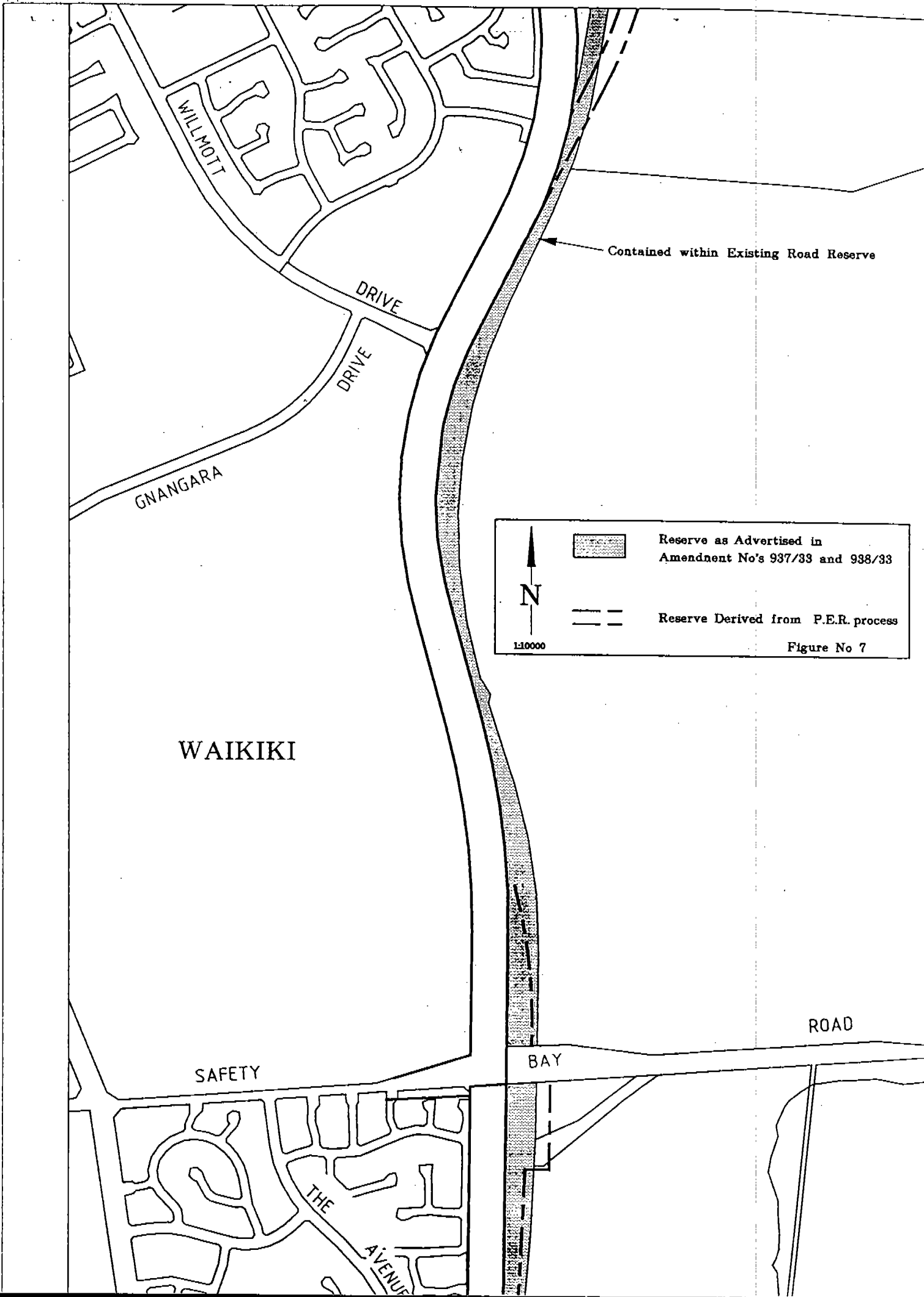
GOLF COURSE

Legend:

-  Reserve as Advertised in Amendment No's 937/33 and 938/33
-  Reserve Derived from P.E.R. process

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Figure No 6



WILMOTT

DRIVE

DRIVE

GNANGARA

Contained within Existing Road Reserve

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
	Reserve as Advertised in Amendment No's 937/33 and 938/33
	Reserve Derived from P.E.R. process

Figure No 7

WAIKIKI

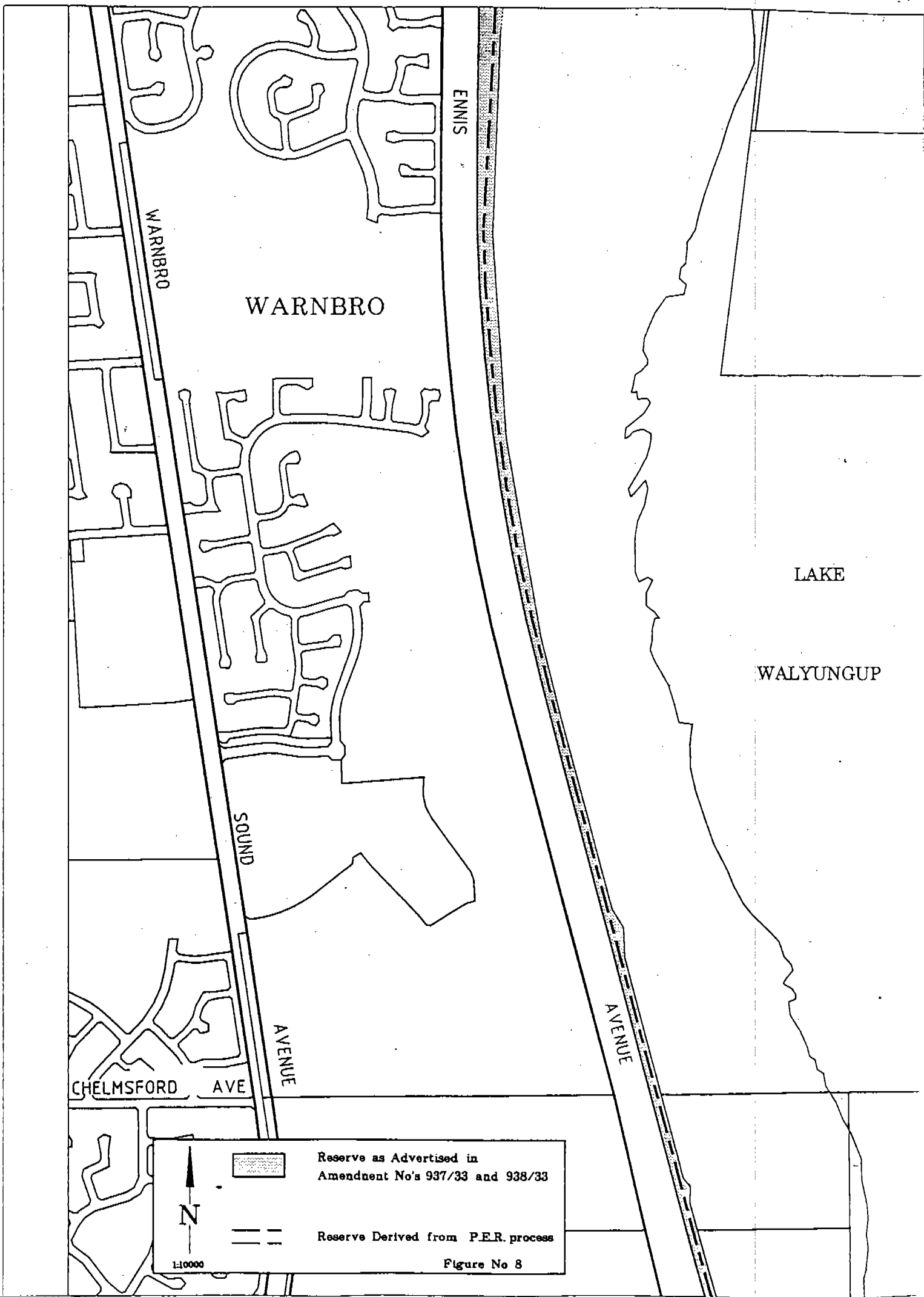
SAFETY

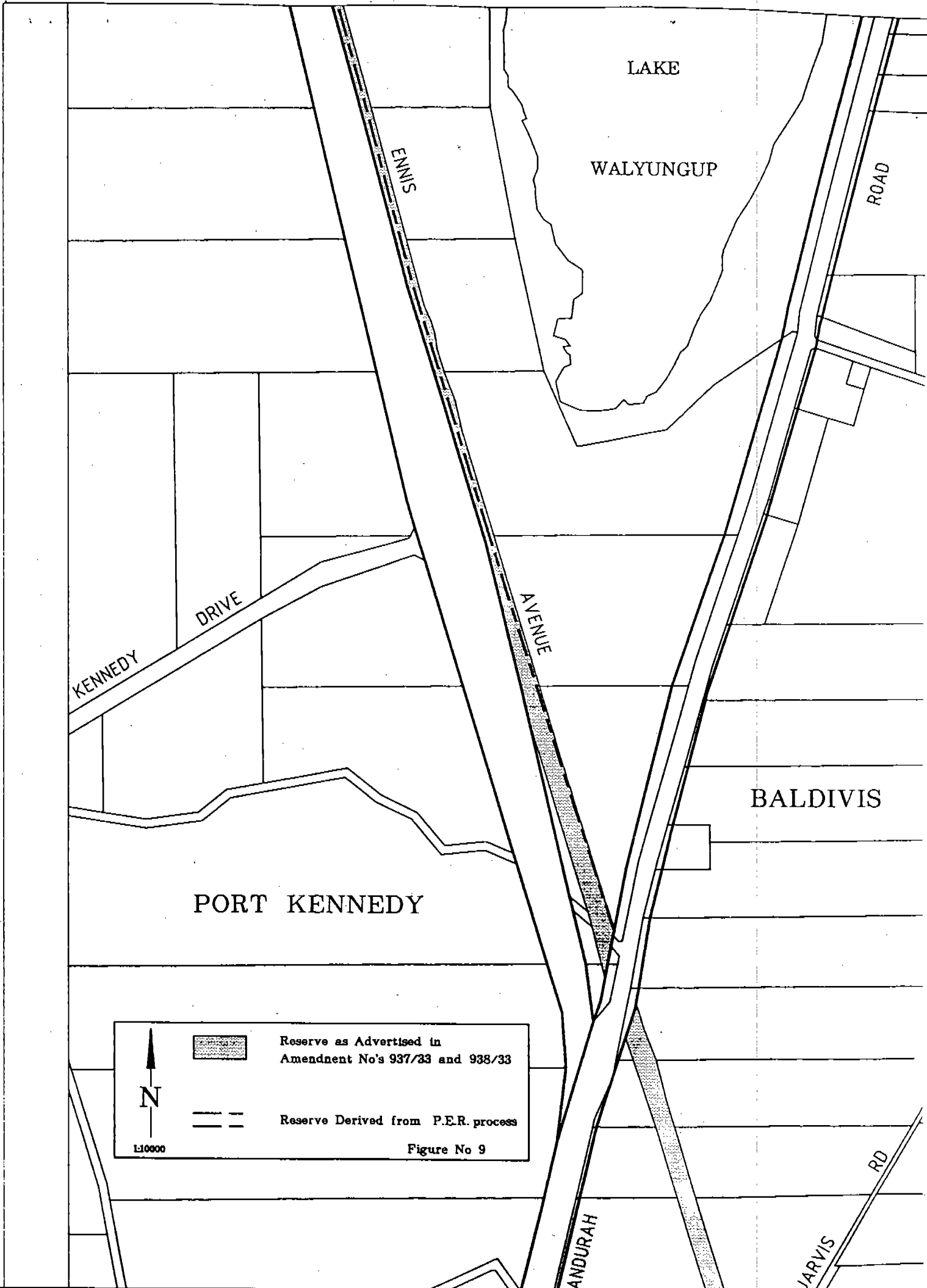
BAY

ROAD

THE AVENUE







LAKE

WALYUNGUP

ROAD

ENNIS


AVENUE

DRIVE

KENNEDY

BALDIVIS

PORT KENNEDY

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
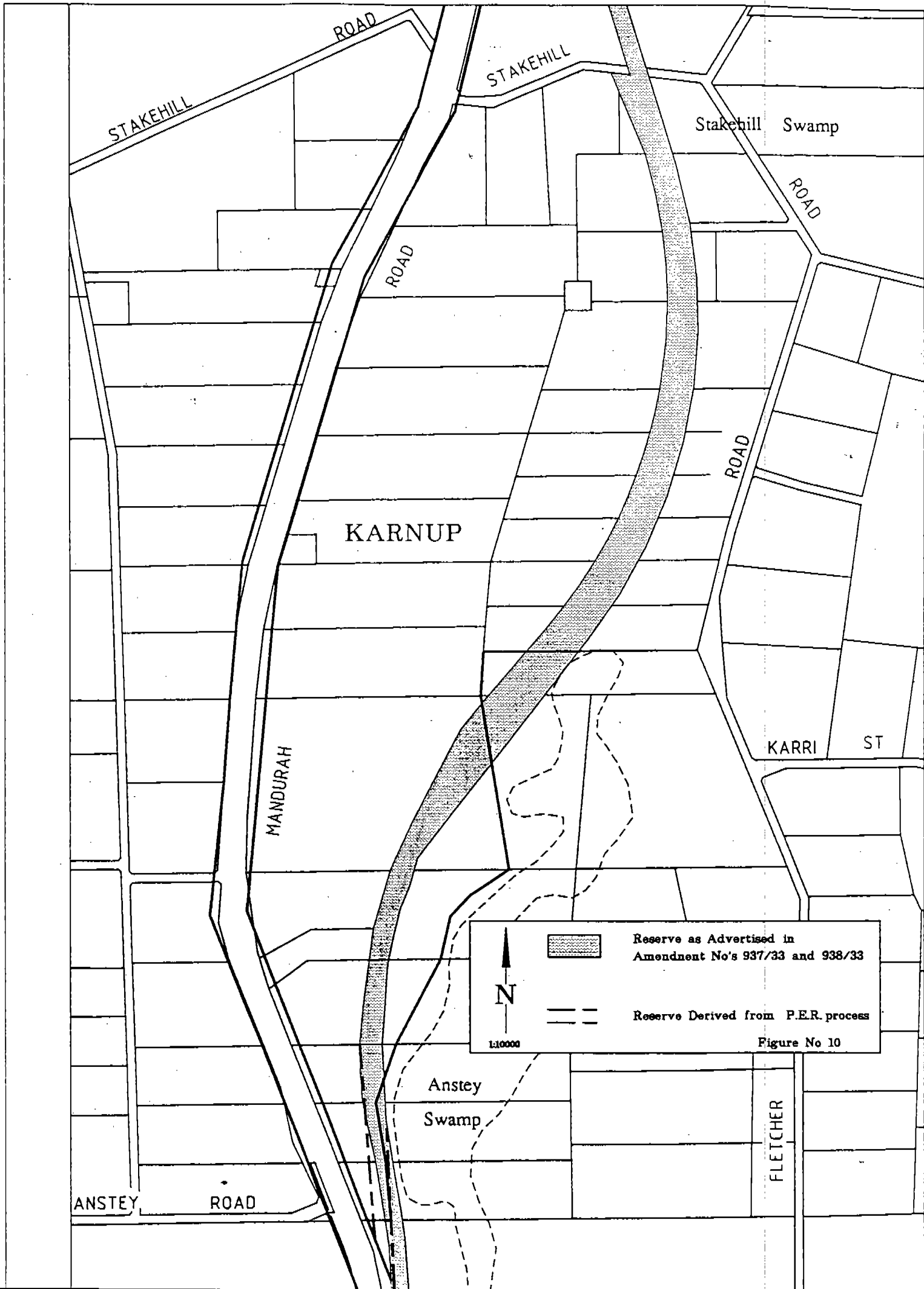
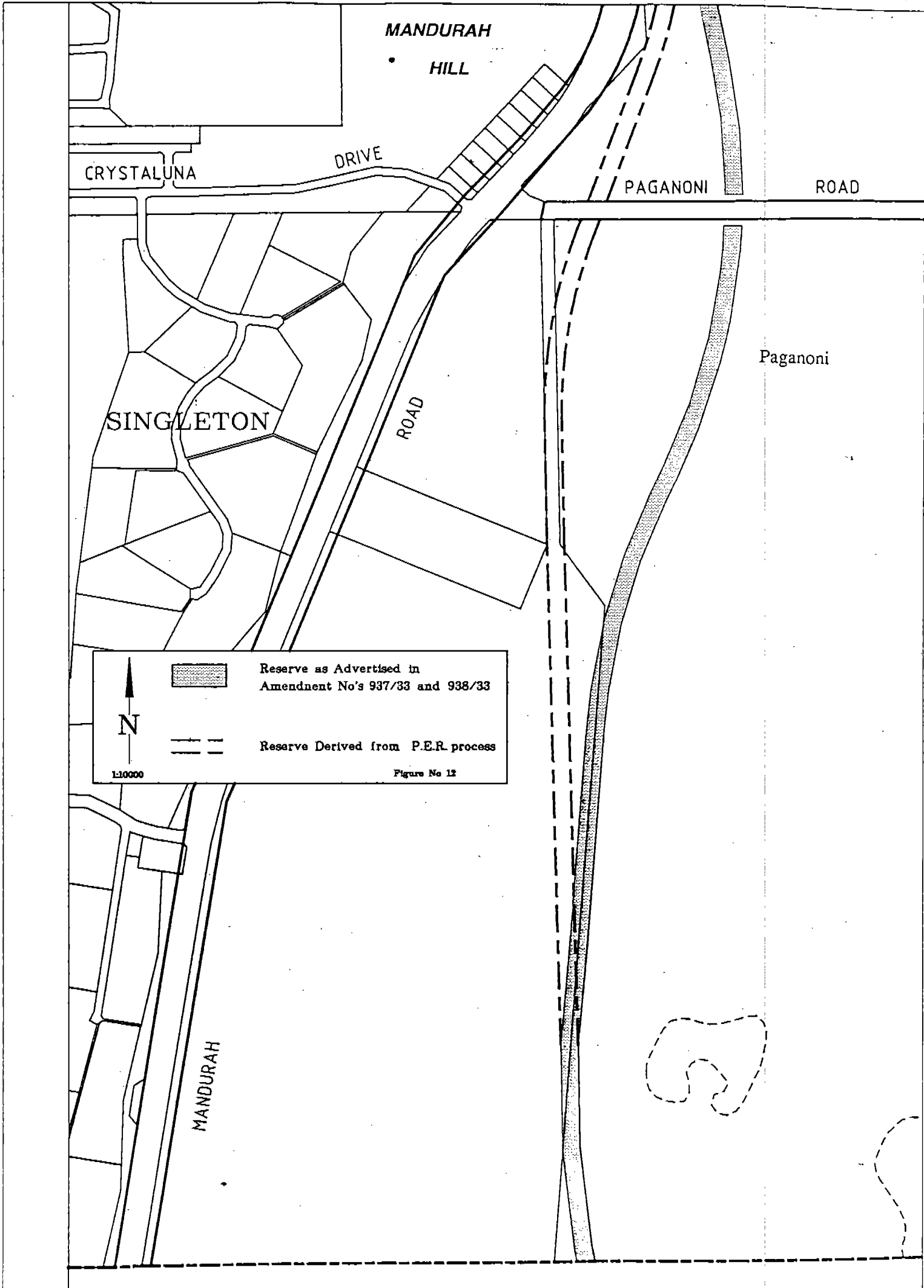
	Reserve as Advertised in Amendment No's 937/33 and 938/33
	Reserve Derived from P.E.R. process

Figure No 9

ANDURAH

JARVIS RD





Swamp

ANSTEY

ROAD

Contained within existing road reserve

KARNUP

Anstey  
Swamp

ROAD

ROAD

FLETCHER

DAMPIER

MANDURAH

DRIVE

MANDURAH

HILL




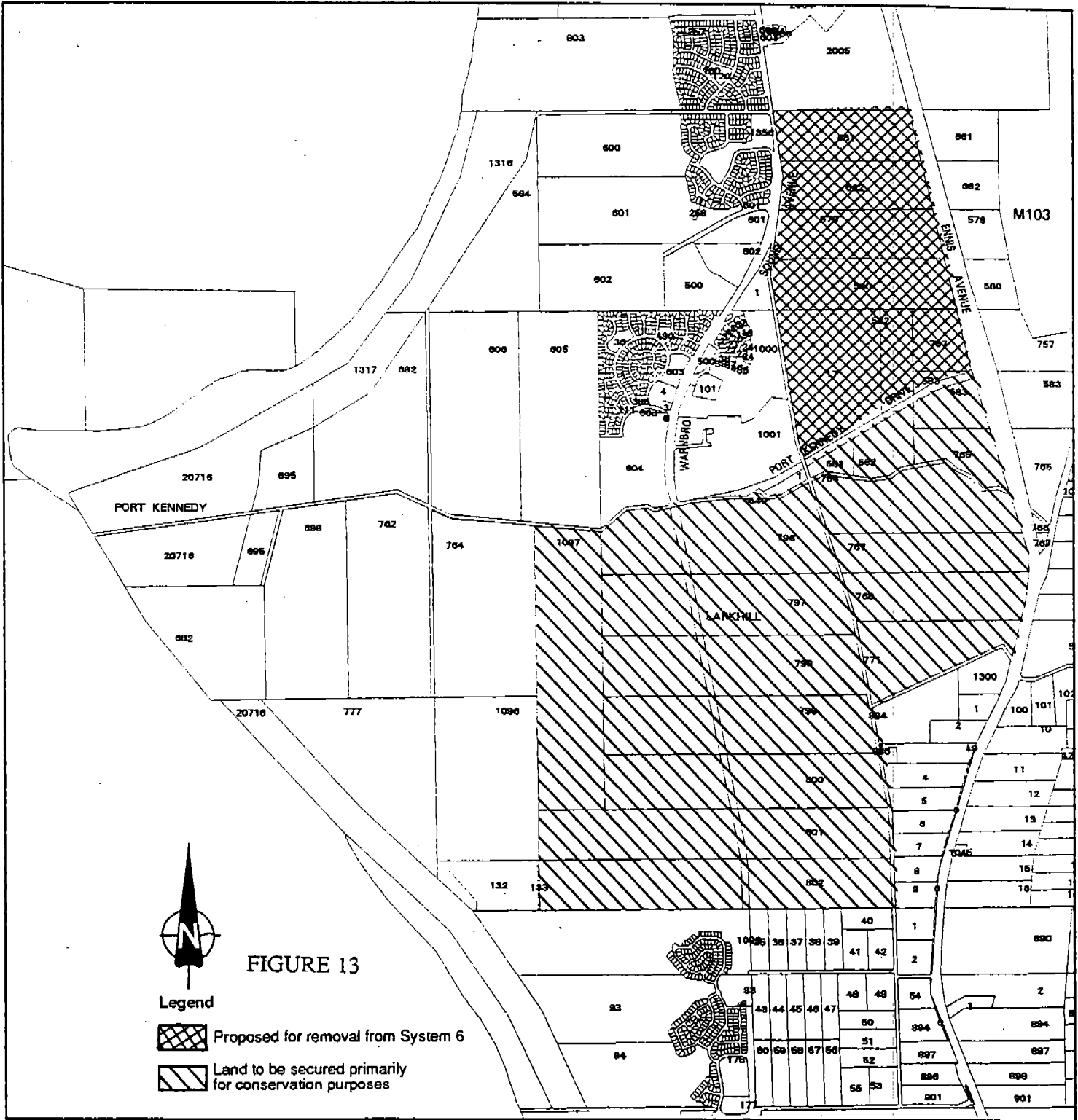
 N 1:10000		Reserve as Advertised in Amendment No's 937/33 and 938/33
		Reserve Derived from P.E.R. process

Figure No 11



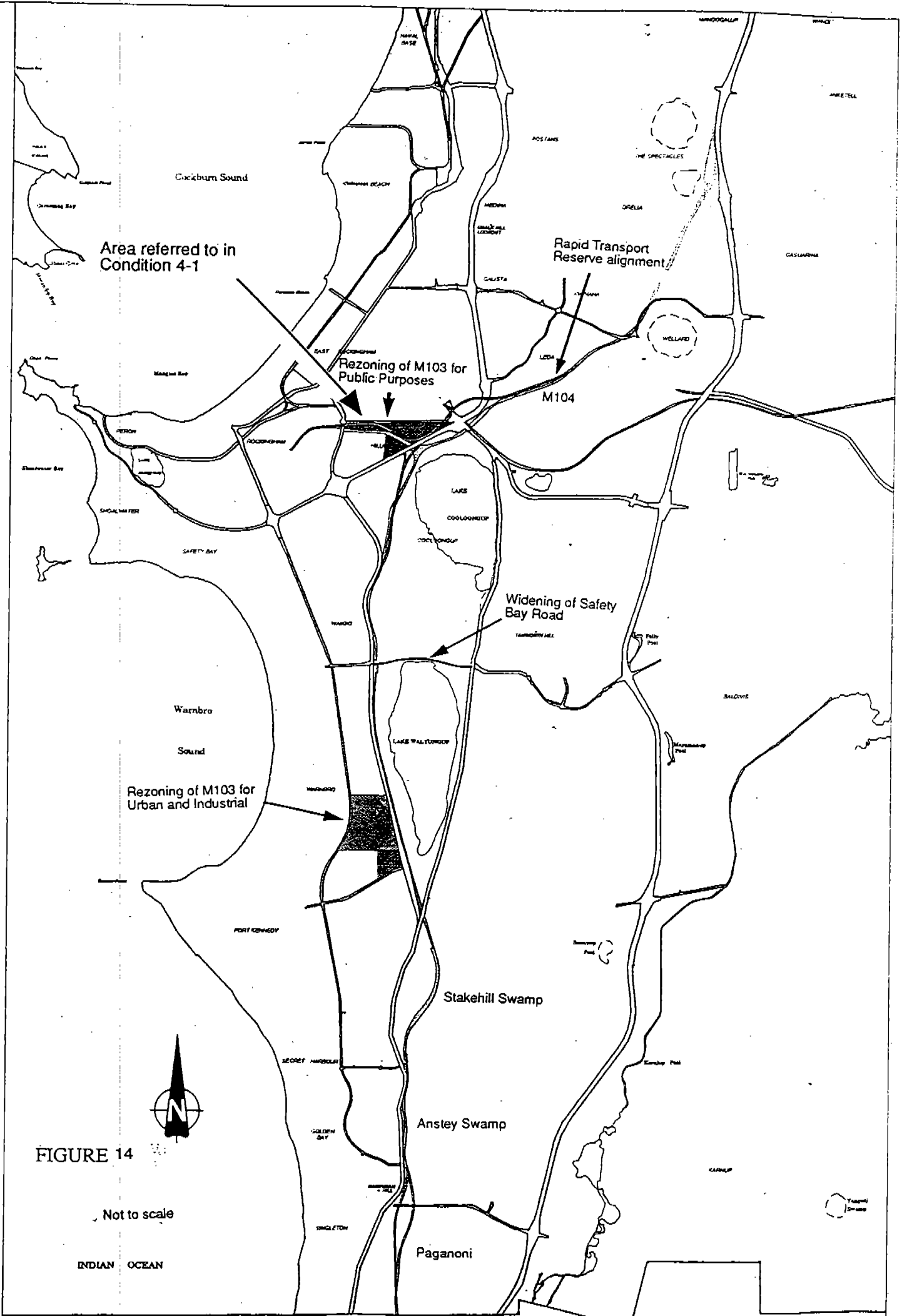


FIGURE 14

Not to scale

INDIAN OCEAN