



Environmental Protection Authority

Commissioner
Main Roads Western Australia
Po Box 5010
BUNBURY WA 6231

Your Ref 11/3378
Our Ref A576397
Enquiries Murray Hogarth
Phone 6145 0839

Attn: John Szeliga

NOTICE UNDER SECTION 39A(3)
Environmental Protection Act 1986

PROPOSAL: Margaret River Perimeter Road - Construction of a 7 km Dual Carriageway
LOCALITY: Shire of Augusta-Margaret River
PROPONENT: Main Roads Western Australia
DECISION: Not Assessed – Public Advice Given

Thank you for your letter referring the above matter to the Environmental Protection Authority (EPA).

This proposal raises a number of environmental issues. However, the EPA has decided not to subject this proposal to the environmental impact assessment process and the subsequent setting of formal conditions by the Minister for Environment under Part IV of the *Environmental Protection Act 1986* (EP Act). Nevertheless, the staff of the Office of the EPA has provided the attached advice to you as the proponent, and other relevant authorities on the environmental aspects of the proposal.

The EPA's decision to not assess the proposal is open to appeal. There is a 14-day period, closing 18 June 2013. Information on the appeals process is available through the Office of the Appeals Convenor's website, www.appealsconvenor.wa.gov.au, or by telephoning 6467 5190.

Anthony Sutton
Director
Assessment and Compliance Division

4 June 2013

Encl

**PUBLIC ADVICE UNDER SECTION 39A(7)
Environmental Protection Act 1986**

**MARGARET RIVER PERIMETER ROAD – CONSTRUCTION OF A 7 KM DUAL
CARRIAGEWAY BY MAIN ROADS WESTERN AUSTRALIA**

1. Environmental Issues

- a. Vegetation and Flora / Terrestrial Fauna — proposed excision 0.54 hectares from the Bramley National Park
- b. Human Health / Amenity — management of traffic noise

2. Advice and Recommendations regarding Environmental Issues

- a. **Vegetation and Flora, Terrestrial Fauna — proposed excision 0.54 hectares from the Bramley National Park**

The EPA understands that prior to the Bramley National Park being created a section of the proposed Bramley National Park was excluded to provide a corridor for future construction of the Margaret River Perimeter Road. However, due to recent design changes a slightly larger corridor will be needed which will require exclusion of an additional 0.54 hectares from the national park.

The EPA notes that the process for excision under the *Conservation and Land Management Act 1984* and the *Land Administration Act 1997* requires consultation with the Conservation Commission and the approval of the Minister for Environment, Minister for Lands, and both Houses of Parliament. While this process is not yet started, preliminary advice from the Department of Environment and Conservation (DEC) indicates that the excision should not significantly affect the overall values of the Bramley National Park, but that measures to provide for fauna connectivity will be important and that there will need to be environmental offsets for the additional impacts of the excision.

b. Human Health / Amenity — management of traffic noise

Management of traffic noise is currently guided by State Planning Policy 5.4 *Road and Rail Transport Noise and Freight Considerations in Land Use Planning* (SPP 5.4).

For the main perimeter road (i.e. proposal excluding John Archibald Drive) noise modeling has been carried out that indicates that in the future, as road usage increases, noise levels may exceed criteria set out in SPP 5.4.

The proponent has committed to monitoring traffic and noise levels into the future and should non-compliance with SPP 5.4 become evident it would take actions to achieve compliance. There are a number of management measures that could be employed (e.g. road surfaces, noise bunds/walls) and these would be considered in consultation with affected landowners. The EPA understands that proponent is remodeling traffic noise and would consider implementation of noise management measures prior to, or shortly after construction of the road. Depending on the

outcomes of revised modeling, and noting the existing low ambient noise levels, the EPA considers that it would be best to resolve this issue in consultation with affected landowners and the Noise Management Branch of the DEC prior to construction.

The proponent should also continue to discuss further traffic noise management options with the Noise Management Branch of the DEC with a view to improving outcomes. In particular, the proponent should demonstrate what reasonable/practicable measures will be implemented to minimise the traffic noise impact on the adjacent lands that are subject to future development. These measures may include surfacing or resurfacing, and lowering the road surface in several sections of the road. Also, the management of noise from John Archibald Drive should be reviewed in order to meet the intent of SPP 5.4.