

Anketell Road Upgrade (Leath Road to Kwinana Freeway)

Proposal Content Document

Table 1: General proposal content description

Proposal title	Anketell Road Upgrade (Leath Road to Kwinana Freeway)
Proponent name	Main Roads Western Australia
Short description	Main Roads is proposing to upgrade and widen Anketell Road to an Expressway Standard for approximately 7.5 km between Leath Road and Kwinana Freeway in the City of Kwinana, WA. The Proposal will include grade separated interchanges at six locations, grade separation of road over rail at two locations and other supporting road infrastructure.

Table 2: Proposal content elements

Proposal element	Location / description	Existing extent, capacity or range	Proposed amendment	Combined extent, capacity or range
Physical elements				
<p>The proposal includes the following physical elements:</p> <ul style="list-style-type: none"> • 7.5 km of new urban expressway standard, dual carriageway. • Grade separated interchanges at Treeby Road and Kwinana Freeway, Mandogalup Road, Abercrombie Road, Armstrong Road and Rockingham Road. • Grade separations of Rockingham Road and Anketell Road over rail. • New local roads and existing road modifications, including upgrades at Rockingham Road. • Drainage basins, drains and other associated infrastructure. 	<p>Proposal Development Envelope (DE) in Figure 1.</p>	<p>The Proposal comprises a total DE of approximately 224.83 ha, including clearing or disturbance of up to 92.22 ha of native vegetation and 50.35 ha of non-native vegetation.</p>	<p>An increase of 24.46 ha to the DE</p> <p>Native vegetation clearing decrease of 8.73 ha</p> <p>Non-native vegetation clearing increase of 8.17 ha.</p>	<p>The Proposal comprises a total DE of 249.29 ha, including clearing or disturbance of up to 83.49 ha native vegetation and 58.52 ha non-native vegetation.</p>

Proposal element	Location / description	Existing extent, capacity or range	Proposed amendment	Combined extent, capacity or range
<ul style="list-style-type: none"> Shared Path (SP) for the full length of the Proposal. Other road infrastructure, including but not limited to culverts, lighting, fencing, landscaping, road safety barriers and signs. Utility relocations and works to maintain access to properties. 				
Construction elements				
<p>Construction activities associated with the physical elements are likely to include:</p> <ul style="list-style-type: none"> earthworks laydown piling excavation water abstraction dewatering drainage improvements, and landscaping. 	Proposal DE in Figure 1.	Construction will occur within the 224.83 ha DE.	24.46 ha increase in DE.	Construction will occur within the 249.29 ha DE.
Operational elements				
Main Roads will operate the Proposal using standard management and maintenance practices.	Proposal DE in Figure 1.	Operation will occur within the 224.83 ha DE.	24.46 ha increase in DE.	Operation will occur within the 249.29 ha DE.
Proposal elements with greenhouse gas emissions				
Construction elements:				
Scope 1	<p>Land use change – vegetation clearing: 25,364 tCO₂-e over 36 months</p> <p>Plant and equipment: 15,783 tCO₂-e over 36 months</p>		No change	
Scope 2	None		No change	

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Proposal element	Location / description	Existing extent, capacity or range	Proposed amendment	Combined extent, capacity or range
Scope 3	All indirect emissions (other than energy/electricity used) that occur in the value chain including both upstream and downstream emissions. This includes embedded energy within construction materials, construction fuel, haulage – 57,911 tCO ₂ -e over 36 months		No change	
Operation elements:				
Scope 1	Maintenance over road life – 5,235 tCO ₂ -e		No change	
Scope 2	Electricity use over road life – 3,192 tCO ₂ -e		No change	
Scope 3	All indirect emissions (other than energy/electricity used) that occur in the value chain including both upstream and downstream emissions. This includes emissions associated with the supply of maintenance materials – 10,337 tCO ₂ -e and vehicle user emissions – 2,108,475 tCO ₂ -e over 50 years.		No change	
Rehabilitation				
Areas of the road reserve which are cleared for construction purposes and are not required to remain cleared for the operation or maintenance of the road or associated infrastructure will be landscaped with vegetation.				
Other elements which affect extent of effects on the environment				
Proposal time	Maximum project life	70 years	No change	70 years
	Construction phase	2 years	No change	2 years
	Operations phase	70 years	No change	70 years

