



MINISTER FOR THE ENVIRONMENT;
EMPLOYMENT AND TRAINING

Ass # 724

Bull # 709

State # 436

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

ROE HIGHWAY EXTENSION, STAGES 3 TO 5
WELSHPOOL ROAD TO SOUTH STREET
CITY OF CANNING & CITY OF GOSNELLS (724)

MAIN ROADS WESTERN AUSTRALIA

This proposal, excluding Option 1 for the crossing of Roe Highway at Brixton Street as described in the Public Environmental Review dated May 1993, 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 709 as Appendix 1. (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

3 1 JAN 1997

3 Conservation Reserves near Brixton Street

- 3-1 The proponent shall design and construct any crossing of Roe Highway involving Brixton Street to protect the conservation values of the Brixton Street wetlands.
- 3-2 The proponent shall ensure that any crossing of Roe Highway at Brixton Street (including Options 2, 3, 5 and 6 as stated in the Public Environmental Review) meets the following requirements:
- (1) no impact upon populations of Declared Rare Flora;
 - (2) no impact upon the hydrology of the ephemeral wetlands;
 - (3) no extension beyond the areas which are already disturbed within the current local authority road reserve; and
 - (4) provision of linkages for fauna movement between the proposed conservation reserves on either side of Brixton Street to be maintained or enhanced.
- 3-3 Prior to commencement of road works and in consultation with the Department of Conservation and Land Management and the Department of Environmental Protection, the proponent shall prepare and submit to the Minister for the Environment an Environmental Management Programme for any construction activities in the Brixton Street area to achieve the objectives of condition 3-1 as detailed in condition 3-2.

This Programme shall address, but not be limited to:

- (1) final detailed design for any crossing of Roe Highway at Brixton Street;
 - (2) construction of fencing to confine vehicular movement and construction activity to the already disturbed areas within the current local authority road reserve;
 - (3) management of dieback disease;
 - (4) management of drainage during and following construction; and
 - (5) induction of all personnel in environmental management methods.
- 3-4 The proponent shall implement the Environmental Management Programme required by condition 3-3.

4 Swan Coastal Plain Wetlands

- 4-1 The proponent shall endeavour to replace or otherwise secure the biological, hydrological and human use functions of wetland areas equivalent to those that will be lost as a consequence of the Roe Highway extension, to the requirements of the Minister for the Environment on advice of the Department of Environmental Protection.
- 4-2 Prior to commencement of road works and in consultation with the Department of Environmental Protection, the proponent shall prepare and submit to the Minister for the Environment an Environmental Management Programme for management of Swan Coastal Plain Wetlands.

This Programme shall detail, but not be limited to:

- (1) management of wetlands impacted by the proposal;
 - (2) monitoring of wetlands impacted by the proposal;
 - (3) guidelines for the replacement of any wetland functions which will be lost, the replacement of these functions and the timing of this replacement; and
 - (4) the provision of corridors for movement of fauna between wetlands and other known habitats.
- 4-3 The proponent shall implement the Environmental Management Programme required by condition 4-2.

5 Relocation of Protected Fauna

- 5-1 The proponent shall ensure that populations of fauna gazetted under the Wildlife Conservation Act which would be impacted by the proposal are relocated to alternative habitats.
- 5-2 Prior to the commencement of road works, the proponent shall plan strategies for the relocation of populations of protected fauna (especially Bandicoots, *Isoodon obesulus*) which are known to inhabit the road reserve, to the requirements of the Department of Conservation and Land Management.
- 5-3 Prior to the commencement of road works in the areas of known habitat of protected fauna (especially Bandicoots, *Isoodon obesulus*), the proponent shall implement the relocation strategies referred to in condition 5-2.

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 Time Limit on Approval

The environmental approval for the substantial commencement of the proposal is limited.

- 7-1 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.

Where the proponent demonstrates to the requirements of the Minister for the Environment on advice of the Department of Environmental Protection that the environmental parameters of the proposal have not changed significantly, then the Minister may grant an extension not exceeding five years.

8 Compliance Auditing

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

- 8-1 The proponent shall prepare periodic Performance and Compliance Reports, to help verify the environmental performance of this project, 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 public authority.

- 2 If the Department of Environmental Protection, other public authority 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.


CHERYL EDWARDES (Mrs) MLA
MINISTER FOR THE ENVIRONMENT

30 JAN 1997

PROPONENT'S COMMITMENTS

ROE HIGHWAY EXTENSION, STAGES 3 TO 5 WELSHPOOL ROAD TO SOUTH STREET CITY OF CANNING & CITY OF GOSNELLS (724)

MAIN ROADS WESTERN AUSTRALIA

The proponent has made the following environmental commitments:

LIST OF COMMITMENTS

Main Roads undertakes responsibility for the implementation of the commitments listed below. This holds whether the work is done directly by Main Roads personnel or by others contracted for specific phases or elements of the project. All commitments will be expedited promptly at the appropriate stage during the design or construction of the project, and will be carried out to the satisfaction of the of the Project Manager through the Construction Co-ordinator.

- Note:
- i. These commitments are also highlighted in the main text of the PER.
 - ii. All additional commitments made as a result of consideration of the public submissions are appended to the end of the original list and identified with letters of the alphabet.

SECTION 5.1 Watercourses and Hydrology (Pages 15 and 16).

1. *All structures will be designed to accomodate a 100 year flood event, and comply with the backwater constraints set by the Water Authority of Western Australia.*
2. *Should the flow in any of the watercourses need to be dammed temporarily during construction, Main Roads will ensure that the ponded water is pumped downstream.*
3. *During construction, pollution and siltation of the watercourses will be avoided by means of careful planning of operations, and the use of sandbags or other temporary traps if necessary.*
4. *If needed, provision will be made for drainage control measures such as retention basins in order to limit polluted road run-off and silt entering the Yule Brook wetland areas and the Canning River.*
5. *In order to monitor the effects of the cuttings in Beckenham and Langford on watertable levels, established groundwater bores at both locations will continue to be read for at least 12 months after construction is complete. Local residents who experience detrimental effects to domestic bores as a result of the highway construction will have recourse to corrective action through Main Roads.*

SECTION 5.2 Canning River - System Six (M75) Area (Pages 17 and 18).

6. *Although some clearing will be necessary to facilitate construction of the Canning River crossing, much of the vegetation at this location will remain intact.*
7. *Drainage off the Canning River bridges will be channelled to both banks and there will be no direct discharge into the river channel or onto the floodplain below the bridges*
8. *Application for the necessary clearances from the Swan River Trust for construction of the Canning River bridges will be made through the Local Authority (City of Gosnells) during the design period.*

SECTION 5.3 Flora and Vegetation (Pages 18 to 20).

9. *Wherever space and construction techniques permit, any remnant native vegetation present in the highway reserve will be retained.*
10. *At the Canning River and Yule Brook crossings weedy material which is felled during site works will be removed in order to prevent it re-establishing or being washed downstream.*
11. *The presence of Blackberry along the Canning River at the crossing site has implications for the success of rehabilitation and landscaping of the area. Main Roads will liaise with the Swan River Trust on the possibility of setting up a Blackberry control programme over an extended area up and downstream of the crossing.*
12. *A dieback risk and hazard assessment for the areas between Willeri Drive and South Street and north of the Perth-Armadale railway to Yule Brook will be completed during the design phase of the project. If this assessment indicates a need to do so, detailed earthworks management procedures will be prepared and incorporated in the instructions to the contractor.*

SECTION 5.4 Fauna (Page 20).

13. *The impact of fauna habitat loss along the Highway reserve will be reduced by the following measures:*
 - *Indigenous vegetation will be retained wherever possible;*
 - *Habitat diversity will be expressly incorporated in the landscaping plans; and*

- *Topsoil and mulch from the areas cleared for construction will be reintroduced into the roadside areas.*

14. *The Department of Conservation and Land Management will be consulted regarding the action to be taken as far as the Southern Brown Bandicoot population along the Highway reserve is concerned.*

SECTION 5.5 Brixton Street - Flora and Fauna Constraints (Pages 21 and 23).

15. *Drainage off the Brixton Street bridge will be directed into the drain on the north of Brixton Street so that no additional run-off finds its way onto the rare flora site.*
16. *Main Roads guarantees to inform all interested parties as the plans for the Brixton Street crossing are developed.*

SECTION 5.6 Archaeology (Page 23).

17. *Should the need arise, a temporary barrier fence will be erected during the construction period in order to prevent accidental disturbance to the Archaeological Site near Vellgrove Avenue.*
18. *Any further concentrations of Archaeological material which might be exposed during construction will be notified to the Aboriginal Sites Department of the WA Museum. Project personnel will be made aware of the provisions of the Aboriginal Heritage Act which prohibit unauthorised interference with Aboriginal sites.*

SECTION 5.7 Ethnography (Pages 24).

19. *The following three points which were raised by the Aboriginal consultants during the Ethnographic survey will be incorporated in the planning, design and construction of the bridges at the Canning River crossing:*
 - *No piles will be driven or buried in the main stream of the river:*
 - *Earthmoving and other construction work within the one hundred year floodplain will be kept to the minimum necessary to allow the project to proceed;*

- *Rehabilitation/Landscaping of the site will be carried out immediately after construction, will be sympathetic to the site, and will use species native to the river ecosystem; and*
- *Main Roads will approach the Aboriginal community regarding the naming of the bridge after one of the community elders, and will submit the names to the Geographic Names Committee of the Department of Land Administration for consideration.*

SECTION 5.8 Social Impacts (Pages 24 to31).

20. *Main Roads will consult with the City of Gosnells to ascertain the current use of, and the possible need to maintain the pedestrian crossing at Bickley Road, and the footbridge access to Mills Park.*
21. *Main Roads will also consult with the City of Gosnells planners on the need for maintaining a pedestrian link between the Cameron Street precinct and the shopping, school, and sporting facilities in Langford.*
22. *Main Roads will conduct further negotiations with the City of Canning in order to re-assess the possibility of providing a full interchange at Willeri Drive. Should the result of this re-evaluation be to construct the intersection as currently proposed, the requirement for some form of pedestrian and cycle crossing in the vicinity of Willeri Drive will be examined.*
23. *In order to mitigate the overall impact (both noise and visual) of the highway, earth bunds will be included in the final design.*
24. *During project design, the existing noise environment will be confirmed by a measurement program, and the noise prediction study will be repeated. Up to date traffic volume forecasts for the year 2011, and any design modifications will be incorporated in this study. Should any of the forecast noise levels be 68 dB (A) or above, additional noise attenuation will be incorporated in the design.*
25. *Screening (walls or fences) will be built along Spencer Road at the crossing with the Highway.*
26. *Actions to help reduce the impact of construction for local residents will include the following:*

- *Careful timing of road closures to ensure minimum inconvenience to local residents and commuters;*
- *Ensuring that the following commitments are included in the instructions to the contractor;*
 - *Reasonable working hours will be adhered to in areas where disturbance to residents is a factor;*
 - *Where vibrating rollers are used, the vibration levels will be monitored, and work practices modified to reduce the nuisance and possibility of damage;*
 - *Dust suppression measures such as the use of water carts will be employed throughout the construction process;*
 - *Site offices and equipment compounds will be sited away from residences wherever possible;*
 - *The importance of good hygiene practices on site will be communicated to the workforce, and compliance with acceptable standards will be monitored by the site manager.*

ADDITIONAL COMMITMENTS

TRANSPORT PLANNING AND MANAGEMENT

- A. *The final form and position of pedestrian and cyclist crossings will be determined during design when there will be further consultation with Local Government, Bikewest and the adjacent communities.*
- B. *All intersections on Roe Highway will have a separate bicycle lane supplied with its own detection loop for the control of traffic signals. Provision of pedestrian push buttons for "pedestrian only" phases will be considered during the final design.*

BRIXTON STREET ISSUES

- C. *Drainage of all new works in the Brixton Street area will be addressed during the final design, and will involve consultation with Local Government, the Water Authority of WA and the Swan River Trust, and will be designed to conform with the highest environmental standards.*

GENERAL WETLAND AND WATERCOURSE IMPACTS

- D. *Conservation functions such as providing habitat for amphibians in the form of seasonally wet areas will be considered in the design of the drainage for the project. Native sedges and rushes can be included in the planting for such areas.*
- E. *With the consent of Westrail, the native vegetation which remains between the carriageways and the railway at Brixton Street can be augmented by rehabilitation of the track and disturbed area closest to the railway. Species such as *Viminaria juncea*, *Hypocalymma angustifolium*, and sedges which occur naturally at the site would be used. The underlying soil would not be disturbed, and this linear remnant would collect and hold rain-water during winter. Planting on the highway embankment would also be site specific using locally occurring species.*
- F. *At South Street, rehabilitation of the embankment on the west will be designed to merge with the remnant vegetation on the WAWA reserve just to the north along the highway. This will include the use of wetland species at the toe of the embankment. Final rehabilitation will be included in the next stage of the Roe Highway project.*

ARCHAEOLOGY AND ETHNOGRAPHY

- G. *Areas in the Highway reserve with a high potential for Archaeological sites (such as swamp margins) will be surveyed in detail prior to construction. Any new finds would be referred to the Aboriginal Cultural Material Committee through the WA Museum.*

NOISE IMPACTS AND MANAGEMENT

- H. *Any alternative structures (other than bunds) used for noise attenuation would be designed with local community input to be in keeping with the surroundings.*

OTHER ISSUES

- I. *Main Roads will undertake to contact land owners in the vicinity of the Spencer Road cutting area well in advance of the start of construction work so that all private bores in the area can be monitored for possible adverse effects.*