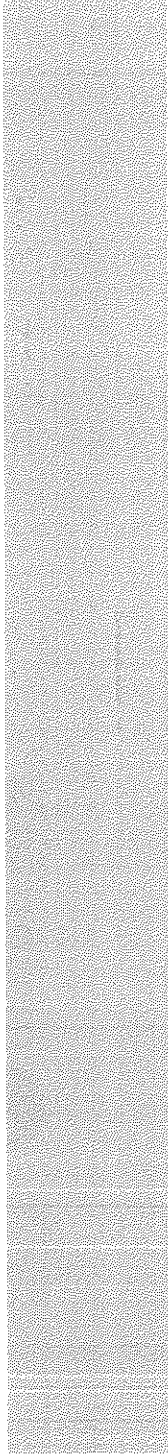


Public Submission	Impacts to be Addressed	Response to Submissions
Wilderness Society	<ul style="list-style-type: none"><li data-bbox="343 481 598 1422">• The vegetation to be cleared is highly significant and will cause significant impact on habitat for the conservation of significant fauna species.<li data-bbox="598 481 1053 1422">• Has alternatives been sought to make the road safer and wider without clearing native vegetation.	<p data-bbox="343 212 598 481">Main Roads concurs that the project clearing may have a significant impact on potential Black Cockatoo habitat trees due to the number of trees being removed for the road works. There may also be an impact to Red-tailed Phascogale habitat. Given the potential for impact, Main Roads referred the project to the Department of the Environment and the Department of Environment Regulation for assessment under the Bilateral Agreement. Main Roads has proposed an offset for the proposed impacts in accordance with the <i>EPBC Offset Assessment Guide</i> and the <i>WA Environmental Offsets Guidelines</i>.</p> <p data-bbox="598 212 1053 481">As identified in the <i>Impact Assessment of Clearing and MNES</i> report, the extent of clearing has been minimised as far as practicable and limited to only the clearing required for road widening for safety purposes. The requirement to widen the road was identified by the Office of Road Safety, using accident and run off road data. Widening is not possible without clearing as the existing vegetation is very close to the existing road and therefore contributes to the unsafe conditions of the road section. It is Main Roads policy to minimise the impact of road construction on the natural environment. In the Wheatbelt region, this involves project scoping and identification of environmental issues associated with the project, as well as assessment of alternatives to the action. During the project design and environmental approvals process, the project was further refined so as to reduce clearing of native vegetation, avoidance of the most intact and high value areas, avoid significant trees, and clearing of Priority 1 flora species. Native vegetation clearing has been minimised as far as possible for this project while still maintaining the safety requirements that necessitated the road widening.</p>





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<p>Urban Bushland Council WA Inc.</p>	<ul style="list-style-type: none"> The proposed clearing application will cause significant impact on significant breeding and foraging habitat of the conservation significant Carnaby's Black Cockatoo. The vegetation proposed to be cleared contains suitable habitat for the Red-tailed Phascogale. The proposed clearing will have a significant environmental impact that cannot be counterbalanced by an offset. 	<p>Main Roads concurs that the project clearing may have a significant impact on potential Black Cockatoo habitat trees due to the number of trees being removed for the road works. There may also be a significant impact to Red-tailed Phascogale habitat. Given the potential for impact, Main Roads referred the project to the Department of the Environment and the Department of Environment Regulation for assessment under the Bilateral Agreement. Main Roads has proposed an offset for the potential impacts in accordance with the EPBC Offset Assessment Guide and the WA Environmental Offsets Guidelines and the WA Environmental Offset Policy. Main Roads proposes to provide funds to the DER Offset Fund for the purchase of suitable offset land in the Wheatbelt to be added to the conservation estate.</p> <p>Main Roads is seeking to make improvements to existing infrastructure rather than construct a new road through remnant vegetation. Main Roads is constrained in this but has followed the principles of avoid, minimise and mitigate during the project design process. The road improvements were designed to be undertaken on the northern side of the road to avoid significant trees and reduce clearing wherever possible. It is noted the vegetation being impacted is below the desired 30% retention threshold; however road improvements within the Wheatbelt will often be at variance due to past land clearing for farming; this cannot preclude Main Roads from delivering a safe road network to the people of Western Australia.</p>
<p>Wildflower Society of WA</p>	<ul style="list-style-type: none"> A level 1 flora and vegetation survey is not adequate and it is not consistent with EPA's Guidance Statement 51. GS51 states that a minimum of two plots per vegetation type is required. 	<p>Main Roads has confidence that its consultants undertook a thorough appraisal of the Project area. The methodology was appropriate for the highly degraded linear nature of the Project area. The consultants used both quadrats and relevés to assess the vegetation; and although Main Roads acknowledges that replicate quadrats were not utilised in each vegetation unit defined, the degraded nature of the remaining vegetation limited the value of replicate sampling points. Main Roads asserts that the survey, undertaken during peak spring, adequately captured the floristic values of the Project area. The information collected is sufficient for assessment under Part V of the <i>Environmental Protection Act 1986</i> and under the Bilateral Agreement for impacts on matters of National Environmental Significance.</p>