



ROTTNEST IS

Supporting Documentation for Native Vegetation Clearing Permit Application for the Mobile Asphalt Plant

ROTTNEST ISLAND AUTHORITY

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ROTTNEST IS

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1. Background

Rottneest Island Authority (RIA) are proposing to clear 0.4019 ha of vegetation within the Settlement area to allow for the establishment of a site to allow for a mobile asphalt plant. The mobile plant is required to allow for the development and refurbishment of the island's roads infrastructure. Initially the area will be utilised by a mobile asphalt plant to allow for the resurfacing of the roads on the Island. Available areas for mobile infrastructure are limited on the island and it is proposed that following the completion of the resurfacing that the area will be retained for the use for future infrastructure projects.

2. Biological Assessment

The RIA commissioned Focused Vision Consulting Pty Ltd (FVC) to undertake a single phased, detailed flora and vegetation survey on the 25th October 2018. This survey was carried out with the two designated areas on 25 October 2018 by FVC's Principal Ecologist, Kellie Bauer-Simpson and Senior Botanist, Lisa Chappell. The survey was required to assess opportunities and constraints in relation to potential site development.

It should be noted that the survey covered an area larger than the proposed clearing footprint. The results discussed below relate to the 0.4019 ha of clearing which will be referred to as the clearing footprint, not the larger survey area.

The proposed clearing area comprises 97% of vegetation Unit, APH : *Acanthocarpus preissii*, **Asphodelus fistulosus* and **Trachyandra divaricata* Low Heath and 3% *Melaleuca Lanceolata* Low Woodland to Low Open Forest. Figure 2 illustrates the vegetation mapping completed by FVC.

This vegetation unit is well represented and contains no known TEC or PEC.

2.1.1. Vegetation Health

The FVC survey reported the vegetation of the proposed clearing area to be degraded to completely degraded in condition. Figure 1 illustrated the FVC vegetation Health mapping.

3. Avoidance and Mitigation

3.1.1. Management Mitigation

The site has been selected to reduce impacts to the environment. The area will be managed in accordance with the Rottneest Island Authority Environment Policy and Management Plans.

Management during clearing will include:

- Water suppression to reduce dust
- Raised blade clearing
- The single tree to the south west corner will be retained
- Fencing will be in place to exclude quokkas
- Vegetation cleared will be retained and utilised for mulch

3.1.2. Photo of Proposed clearing area

Figure 3 and 4 show the area of clearing.



Map 1 - Proposed Asphalt Plant - Vegetation Condition

— • — Extent of Proposed Asphalt Plant

Vegetation Condition

- Completely Degraded
- Degraded - Completely Degraded
- Degraded
- Degraded - Good
- Good
- Very Good

Source: "Spring Flora and Vegetation Assessment - Bickley and Garden Lake, May 2019"
Focused Vision Consulting

Aerial Photo: March 2019 (Landgate)

Projection: Universal Transverse Mercator,
MGA Zone 50. Datum: GDA94
Produced by: David Robertson, Rottnest Island
Date Saved: 18/12/2019 11:41:31 AM

The Rottnest Island Authority does not guarantee that this map is without flaw of any kind and disclaims all liability for any errors, loss or other consequence which may arise from relying on any information depicted.



Figure 2 –Vegetation Mapping

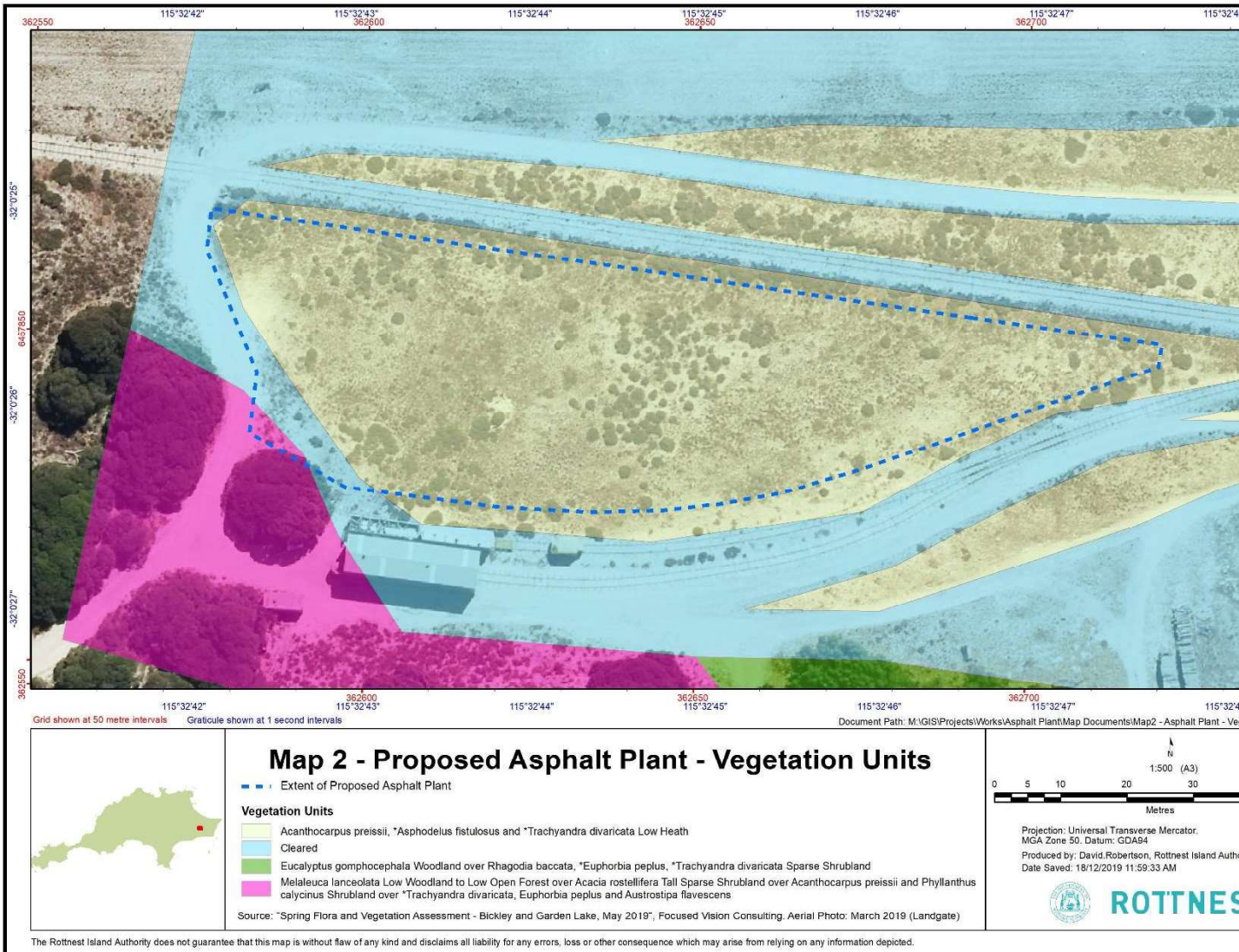


Figure 3- Proposed site - looking South-west



Figure 4 – Proposed site – looking east



3.2. Consideration of Alternatives

The RIA have reviewed a number of sites within the Settlement Area which have been previously cleared. Areas that are previously cleared are currently in use for other activities, close in proximity to sensitive receptors or areas requiring excessive excavation to gain level ground.

In reviewing areas to be cleared the RIA completed a constraints mapping exercise. The constraints reviewed included: within the zoned settlement area, vegetation condition, location to sensitive receptors, access and proximity to areas of roads to be resurfaced. A total of 6 sites were reviewed in the selection process and the details of each are below.

Option	Reason suitable for proposal
Option 1 – Rail Tracks	<p>Site chosen for development.</p> <p>Vegetation condition is rated as Degraded to completely degraded</p> <p>Suitable distance from the closest sensitive receptor (the accommodation close to the plant will be closed to residence for the duration of the activity)</p> <p>Suitable length for the mobile plant</p> <p>Access to the area is good.</p>

Site deemed unsuitable for selection included

Option	Reason unsuitable for proposal
Option 2 - Rail south of Airport	<p>This site is located outside of the designated settlement area for development.</p> <p>The vegetation condition is rated as Degraded to Good.</p> <p>The site would require significant earth works to achieve a suitable site hardstand.</p> <p>Access to the area is poor.</p>
Option 3 - North of Airport, north of rail	<p>The vegetation condition is rated as Degraded to Good</p> <p>Does not meet required site specification (difficult to orient for required length of mobile plant)</p> <p>The site is in close proximity to sensitive receptors</p> <p>Access to the area is poor.</p>
Option 4 – Mt Hershel	<p>The site is close to sensitive receptor.</p> <p>The site would increase traffic flow on Bovell Hwy increase risk of visitor safety</p> <p>Access to the area is poor.</p> <p>The site would require significant earth works to achieve a suitable site hardstand.</p>
Option 5 – Research Station-1	<p>Site is currently cleared but in use for other purposes.</p>
Option 6 – Research Station - 2	<p>Proximity to sensitive receptor - <10 m</p> <p>Insufficient area for storage of materials .</p> <p>Does not meet required site specification (difficult to orient for required length of mobile plant)</p> <p>The vegetation condition is rated as degraded to good and would require tree clearing.</p>