

# Special Council Meeting

Agenda for Monday 10 October 2016



**shire of  
kalamunda**

## NOTICE OF MEETING SPECIAL COUNCIL MEETING

Dear Councillors

Notice is hereby given that a Special Meeting of Council will be held in the Council Chambers, Administration Centre, 2 Railway Road, Kalamunda on **Monday 10 October 2016 at 7.30pm.**



Rhonda Hardy  
**Chief Executive Officer**  
7 October 2016

## Our Vision and Our Values

### Our Vision

The Shire will have a diversity of lifestyle and people. It will take pride in caring for the natural, social, cultural and built environments and provide opportunities for people of all ages.

### Our Core Values

**Service** – We deliver excellent service by actively engaging and listening to each other.

**Respect** – We trust and respect each other by valuing our difference, communicating openly and showing integrity in all we do.

**Diversity** – We challenge ourselves by keeping our minds open and looking for all possibilities and opportunities.

**Ethics** – We provide honest, open, equitable and responsive leadership by demonstrating high standards of ethical behavior.

### Our Aspirational Values

**Prosperity** – We will ensure our Shire has a robust economy through a mixture of industrial and commercial development.

**Harmony** – We will retain our natural assets in balance with our built environment.

**Courage** – We take risks that are calculated to lead us to a bold new future.

**Creativity** – We create and innovate to improve all we do.

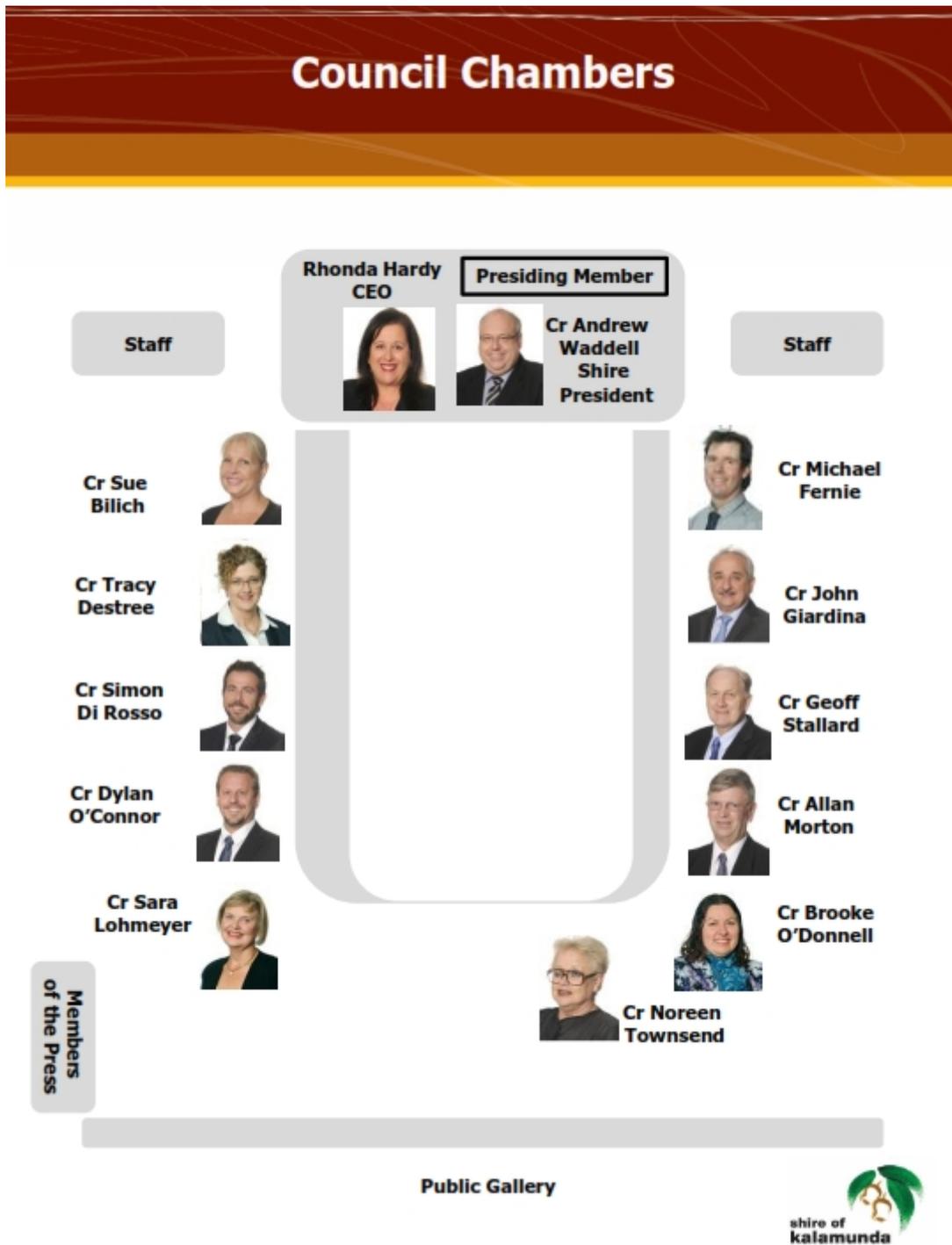


## INFORMATION FOR THE PUBLIC ATTENDING COUNCIL MEETINGS

Welcome to this evening's meeting. The following information is provided on the meeting and matters which may affect members of the public.

If you have any queries related to procedural matters, please contact a member of staff.

### Council Chambers – Seating Layout



## **Special Council Meetings – Procedures**

1. All Council Meetings are open to the public, except for Confidential Items listed on the Agenda.
2. Members of the public who are unfamiliar with meeting proceedings are invited to seek advice prior to the meeting from a Shire Staff Member.
3. Members of the public are able to ask questions at a Special Council Meeting during Public Question Time on matters relating to the functions of this meeting.
4. To facilitate the smooth running of the meeting, silence is to be observed in the public gallery at all times except for Public Question Time.
5. All other arrangements are in general accordance with Council's Standing Orders, the Policies and decision of the Shire or Council.

## **Emergency Procedures**

**Please view the position of the Exits, Fire Extinguishers and Outdoor Assembly Area as displayed on the wall of Council Chambers.**

**In case of an emergency follow the instructions given by Council Personnel.**

**We ask that you do not move your vehicle as this could potentially block access for emergency services vehicles.**

**Please remain at the assembly point until advised it is safe to leave.**

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## AGENDA

### 1.0 OFFICIAL OPENING

### 2.0 ATTENDANCE, APOLOGIES AND LEAVE OF ABSENCE PREVIOUSLY APPROVED

### 3.0 PUBLIC QUESTION TIME

A period of not less than 15 minutes is provided to allow questions from the gallery on matters relating to the functions of this meeting. For the purposes of Minuting, these questions and answers will be summarised.

### 4.0 PETITIONS/DEPUTATIONS

### 5.0 ANNOUNCEMENTS BY THE MEMBER PRESIDING WITHOUT DISCUSSION

### 6.0 MATTERS FOR WHICH MEETING MAY BE CLOSED

6.1 Nil.

### 7.0 DISCLOSURE OF INTERESTS

#### 7.1 Disclosure of Financial and Proximity Interests

- a. Members must disclose the nature of their interest in matters to be discussed at the meeting. (Sections 5.65 of the *Local Government Act 1995*.)
- b. Employees must disclose the nature of their interest in reports or advice when giving the report or advice to the meeting. (Sections 5.70 of the *Local Government Act 1995*.)

#### 7.2 Disclosure of Interest Affecting Impartiality

- a. Members and staff must disclose their interest in matters to be discussed at the meeting in respect of which the member or employee had given or will give advice.

### 8.0 REPORTS TO COUNCIL

Please Note: declaration of financial/conflict of interests to be recorded prior to dealing with each item.

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**Declaration of financial / conflict of interests to be recorded prior to dealing with each item.**

**SCM 10. Forrestfield Airport Link – Proposed Construction Site Early Works**

Previous Items	Nil.
Responsible Officer	Director Development Services
Service Area	Approval Services
File Reference	DA16
Applicant	Salini Impregilo NRW Joint Venture
Owner	Public Transport Authority Department of Lands Western Australian Planning Commission Shire of Kalamunda
Attachment 1	Forrestfield Site Layout Plan (Stage 1)
Attachment 2	Forrestfield Site Layout Plan (Stage 2)
Attachment 3	Site Land Description and Locality Plan
Attachment 4	Forrestfield Station – Planning Control Area 115
Attachment 5	Site Access and Egress Plan
Attachment 6	Submission Table and Advertising Maps

**PURPOSE**

1. To consider recommendations to the Western Australian Planning Commission (WAPC) on a development application for proposed construction site early works incorporating various construction activities and supporting infrastructure for the Forrestfield Airport Link project (FAL). Refer to (Attachments 1 and 2).
2. Given that the site falls within the Forrestfield Station Planning Control Area 115 (Attachment 4), which was declared by the Minister for Planning in August 2015, the WAPC is the determining authority for this application, and the Shire is required to make recommendations on the matter.

**BACKGROUND**

3. At the Ordinary Council Meeting held on 27 September 2016, Council resolved to defer its recommendation to the WAPC to October 2016. In response to a deputation provided at the meeting concerning Condition 2.7 a), Council discussed whether the applicant should make a proportional contribution as per the wording of the condition or contribute the full cost of upgrading of the Milner Road, Berkshire Road and Dundas Road intersection. The item was deferred to allow for further consideration of the matter.

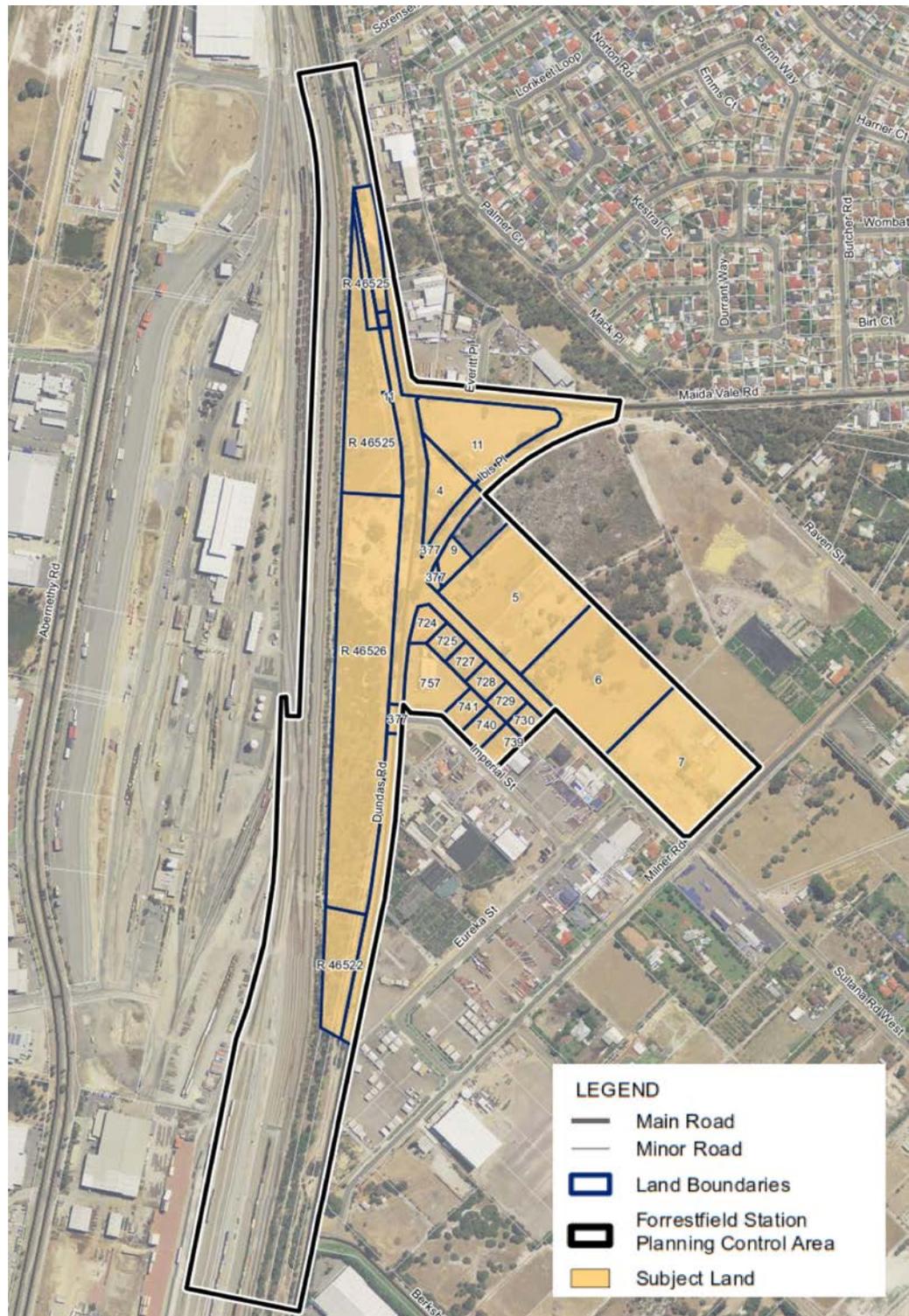
**Land Details:**

4. The land subject to this development proposal comprises a total of 25 lots, including reserved land vested in the Public Transport Authority (PTA) between Dundas Road and the Forrestfield Marshalling Yards, several freehold lots east of Dundas Road which have been acquired by the PTA, and portions of Dundas Road, Sultana Road West and Ibis Place road reserves. A copy of the land description and locality plan is provided in (Attachment 3).

5. The total land area of the subject site is approximately 22.9 hectares and falls wholly within the Forrestfield Station Planning Control Area (115).

### Locality Plan

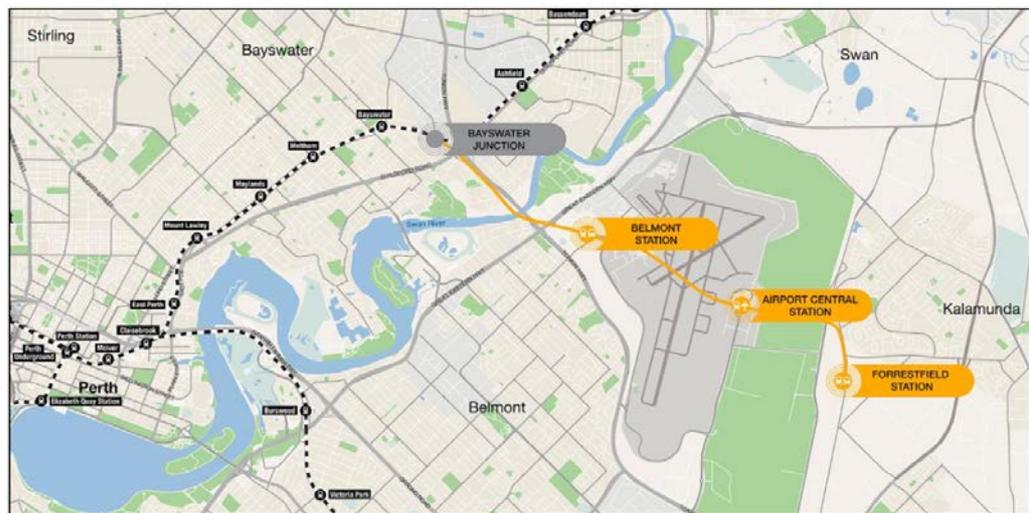
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7. To the west of the site is the Forrestfield Marshalling Yards, a variety of industrial land uses, and the eastern extremity of the Perth Airport. To the north east of the site is the established residential area of High Wycombe. To the east is a mixture of rural residential and light industrial land uses.

### **Forrestfield Airport Link Project**

8. The FAL project is a \$2 billion infrastructure project that comprises an 8.5 kilometre spur rail line to Forrestfield from the east of Bayswater Station on the existing Perth to Midland line. The proposed alignment generally follows Tonkin Highway and Brearley Avenue before crossing beneath Perth Airport and surfacing to the east of Forrestfield. A majority of the line will be constructed under ground within twin bored tunnels.



9. Three (3) new stations will be constructed along the FAL, as follows:
  - Belmont Station – located outside of the western boundary of the Perth Airport within the Brearley Avenue road reserve.
  - Airport Central Station – Located at the current International Airport Terminal.
  - Forrestfield Station – Located adjacent to Dundas Road (adjacent to the land subject to this application).
10. By way of background, the State Government announced investment in the project in 2013-2014. In April 2016, the Salini Impregilo and NRW Joint Venture was awarded the main contract for design, construction and maintenance of the FAL project. Construction is expected to commence towards the end of 2016, and the first trains ultimately running on the line in 2020.

## DETAILS

11. The proposal is to use the subject site for a temporary period to locate the main construction facilities and associated storage of plant and materials for the operation of the tunnel boring machines. The below table outlines the applicant's proposed indicative project timeframes for the construction project.

Project Phase	Timeframe
Site setup, demolition, ground stabilisation and clearing	September 2016 – December 2016
Site Construction	December 2016 – May 2017
Tunnel Boring Machine Launch	June 2017 – September 2017

12. The plant and storage which is subject to this development application are as follows:

- Storage of concrete pre-cast tunnel lining segments.
- Slurry separation plant comprising a silo, water tank, slurry mixing unit, and three (3) de-sanding tanks.
- Grout plant comprising three (3) silos, two (2) tanks and a mixing unit.
- D-wall slurry plant comprising a silo, slurry mixer, mixing unit and de-sanding unit.
- Water bores, tanks and a water treatment plant.
- Storage area for pipes.
- Diesel distribution system.
- Soil stockpiles from tunnel construction operations.
- Noise barriers.

13. The proposal also incorporates two key processes involving the processing, storage and removal of spoil (from the tunnel boring machines), and storage and installation of concrete pre-cast segments. The primary access to the site is via Milner Road at the eastern extremity of the site which will provide a direct and efficient link to Berkshire Road (refer Attachment 5). A secondary access point is shown via Dundas Road. It should be noted however that this route will be used for the more infrequent movements associated with the Tunnel Boring Machines when they arrive. The access routes to the site via Milner Road are summarised as follows:

### Pre-cast Segments:

- To be manufactured at 11 Carolyn Way, Forrestfield, which is approximately 1km south of the site (subject to a separate development application).
- Proposed to be transferred to the site with approximately 20-26 truck movements to the site per day (2 per hour), 7am to 7pm, Monday to Saturday, between May 2017 and May 2019. The route involved include Harrison Road, Walters Way, Berkshire Road and Milner Road.
- Storage of the segments on the south-east portion of the site until transferred via forklift to the tunnel boring machine.

**Tunnel Spoil:**

- Spoil will be removed from the tunnel (via pipes) and processed through a slurry separation plant. The material will be stored on-site prior to re-use and disposal.
  - The application proposes 80 to 100 truck movements from the site per day (6-8 per hour), 7am to 7pm, Monday to Saturday, for the duration of the tunnel boring operation. The route involved include Milner Road and Berkshire Road (to Roe Highway).
14. It is important to note that during operation of the tunnel boring machines (approximately 3 years), the machines will operated 24 hours a day, 7 days a week, and that the abovementioned plant and site operations will also operate at all times. However, any trucks associated with the delivery of pre-cast segments and removal of spoil will only occur within the times of 7am to 7pm, Monday to Saturday.
15. The proposal includes a proposed future re-alignment of Dundas Road. The current alignment of Dundas Road is proposed to be remain open to traffic until September 2017. The interim configuration of Dundas Road is provided in (Attachment 1), and the indicative realignment in (Attachment 2). It is noted that for the interim period, traffic management will be required to be implemented on Dundas Road for service vehicles (primarily forklifts) to cross the road from the main compound site to the tunnel portal. The PTA is currently in the design process for the final configuration of Dundas Road and will consult with the Shire before the final layout is determined.

**STATUTORY AND LEGAL CONSIDERATIONS**

***Planning and Development Act 2005***

16. Pursuant to section 112 of the *Planning and Development Act 2005*, the Forrestfield Station Planning Control Area (115) was declared in August 2015 and will remain in effect for a period of five (5) years, or until revoked by the WAPC and the Minister for Planning (Attachment 4).
17. The purpose of the planning control area is to protect land that may potentially be affected by the proposed Forrestfield train station and associated infrastructure for public purposes of the State. The WAPC considers that the planning control area is required to ensure that no development occurs on this land which might prejudice this purpose or its potential reservation for Public Purposes in the Metropolitan Region Scheme.
18. The effect of the declaration of Forrestfield Station Planning Control Area (115) is that the framework for decision making changes and the WAPC is required to determine the application.
19. Any applications for development approval relating to land within the Planning Control area is required to be lodged with the Shire, and within 30 days of receiving the application, the Shire is required to forward the application, together with its recommendation, to the WAPC for determination.

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20. Given the application is being made by a joint venture on behalf of the Public Transport Authority, the works are deemed under Section 6 of the *Planning and Development Act 2005* as public works.

***Railway (Forrestfield-Airport Link) Act 2015***

21. Pursuant to Section 8 of the *Railway (Forrestfield-Airport Link) Act 2015*, the specific works relating to the underground section of the railway is a development that may be commenced or carried out without the approval of the WAPC under the Metropolitan Region Scheme.

***Local Planning Scheme No. 3***

22. Public works do not require development approval under the Shire's Local Planning Scheme No. 3 (LPS 3). However, the development is subject to the following requirements:
- To have regard to the purpose and intent of the local planning scheme;
  - To have regard to the principles of proper and orderly planning and the amenity of the area; and
  - To consult with the local government when a proposal is being formulated for any public work, or the taking of land for a public work.
23. For the purposes of formulating recommendations on the proposal, the abovementioned elements proposed within this development application can be broadly defined under the LPS 3 as follows:
- "Industry – extractive" means an industry which involves the extraction, quarrying or removal of sand, gravel, clay, hard rock, stone or similar material from the land and includes the treatment and storage of those materials, or the manufacture of products from those materials on, or adjacent to, the land from which the materials are extracted, but does not include industry mining.
  - "Storage" means premises used for the storage of goods, equipment, plant or materials.
24. The LPS 3 map identifies the site as being subject to predominantly the Light Industry and Industrial Development zones, however portions of the site also cover the Mixed Use zone, Local Planning Scheme Reserve (Local Open Space) and Metropolitan Region Scheme Reserve (Railways). A summary of the objectives of each applicable LPS 3 zone is as follows:
- Light Industry:
- *To provide for predominantly light industry located in proximity to residential areas.*
  - *To ensure that industries are environmentally compatible with surrounding zones and activities.*
  - *To ensure that the movement of goods and services in and out of the zone cause minimal impact on residential land in the vicinity.*

Industrial Development:

- *To provide for orderly and proper planning through the preparation and adoption of a Structure Plan establishing the overall design principles for the area.*
- *To permit the development of the land for industrial purposes and for commercial and other uses normally associated with industrial development.*

Mixed Use:

- *To provide for business and other commercial uses, but excluding shopping.*
- *To provide for and encourage residential uses, but on the basis of recognition that the zone allows for considerably more non-residential activities than does a Residential zone.*
- *To provide for professional, civic uses, medical and health related uses.*
- *To provide for leisure and entertainment uses on a small scale so as not to unduly impinge on the amenity of the residential component of the zone.*
- *To ensure that the development in the zone is of such design, size, scale and appearance to be compatible with nearby uses or zones, particularly the Residential zones.*

Local Reserve (Local Open Space):

- *In determining an application for planning approval the local government shall have regard to –*
  - (a) the matters set out in clause 10.2; and*
  - (b) the ultimate purpose intended for the Reserve,*

Regional Reserve (Railways):

- *The approval of the local government under this Scheme is not required for the commencement or carrying out of any use or development on a Region Reserve.*

## **Metropolitan Region Scheme**

25. The majority of the subject land is currently zoned Urban under the Metropolitan Region Scheme (MRS), however the land to the west of the site is reserved under the MRS for Railway purposes.
26. As noted above, the *Railway (Forrestfield-Airport Link) Act 2015* exempts the underground section of the railway from the requirement to obtain development approval under the MRS. Therefore, the components of the application being considered largely relates to the establishment and operation of the works compound, plant and storage associated with the underground tunnel boring operations, rather than the tunnel boring activity itself.
27. It is noted that portions of the subject land will ultimately need to be reserved for Public Purposes under the Metropolitan Region Scheme, and that the LPS 3 will need to be consistent with this reservation.

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## **POLICY CONSIDERATIONS**

### **Directions 2031 and Beyond**

28. *Directions 2031 and Beyond* supersedes *Network City* and replaces *Metroplan* and all other metropolitan strategies. *Directions 2031 and Beyond* is a spatial framework to guide the growth of Perth and Peel.
29. *Directions 2031 and Beyond* aims to more efficiently use existing infrastructure and provide for a more sustainable city through urban consolidation around key activity centres and public transport. The FAL project will ultimately address key public transport and accessibility objectives under Directions 2031.

### **Draft Perth and Peel @ 3.5million**

30. In May 2015, the WAPC released the Draft Perth and Peel @ 3.5 million suite of documents, including the Sub-Regional Frameworks for comment. These documents aim to identify how the vision set out in Directions 2031 for a City of 3.5 million people by 2050 can be realised.
31. The Central and North-East Sub-Regional Framework Maps of the Draft Perth and Peel @ 3.5 million suite of documents identifies the FAL spur rail line to Forrestfield.

### **State Planning Policy 3 – Urban Growth and Settlement**

32. The overall aim of SPP 3 is to facilitate sustainable patterns of urban growth and settlement by setting out the requirements of sustainable settlements and communities and the broad policy in accommodating growth and change. This policy should be taken into account in strategic planning, and given weight in statutory decision making in relation to urban growth and settlement.
33. The FAL project will be a catalyst for the consolidation of residential development around the station precinct and in the Forrestfield North District Structure Plan area, based on transit oriented development principles, which is encouraged by SPP 3.

### **Forrestfield North District Structure Plan**

34. The purpose of the DSP for the Subject Area is to provide a strategic framework to guide the development of the identified precincts within the subject area through subsequent local structure planning processes and to support the planning, assessment, coordination and implementation of longer term development within the area as a result of the development of the Forrestfield Train Station.

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### **Western Australian Planning Commission – Economic and Employment Land Strategy, Perth Metropolitan and Peel Regions (April 2012)**

35. The Economic and Employment Land Strategy (EELS), was prepared in response to the ongoing pressures of industrial land supply in the Perth metropolitan market and to ensure that industrial land constraints and shortages such as those that occurred in the mid-2000s did not reoccur. EELS' primary aim is the adequate provision of land over the next 20 years within the Perth Metropolitan and Peel regions for the purposes of employment generating activities (industrial and commercial land uses), with identification of land that is suitable for non- heavy industrial activity in the long term, and strategies to address land supply constraints.
36. The EELS was written prior to the announcement of the Forrestfield Airport Rail Link which has fundamentally changed the strategic context of the area.

### **Western Australian Planning Commission State Planning Policy 5.1 – Land Use Planning in the Vicinity of Perth Airport**

37. The general intent of State Planning Policy 5.1 (SPP 5.1) is focused on the planning of areas in the vicinity of the Perth Airport in regards to aircraft noise with reference to the Australian Noise Exposure Forecast (ANEF).
38. The Shire's LPS 3 identifies the 20 ANEF contour over the subject land. The subject proposal is not considered a 'sensitive use' that would be unduly impacted by noise.

### **Development Control Policy 1.6 – Planning to Support Transit Use and Transit Orientated Development**

39. Development Control Policy 1.6 – Planning to Support Transit Use and Transit Orientated Development (DCP 1.6) seeks to maximise the benefits to the community of an effective and well used public transit system by promoting planning and development outcomes that will support and sustain public transport use, and which will achieve the more effective integration of land use and public transport infrastructure.

### **COMMUNITY ENGAGEMENT REQUIREMENTS**

40. A targeted landowner advertising process was undertaken by the Department of Planning, on behalf of the WAPC, and included letters being sent to properties adjacent to the subject site, and properties located adjacent to the proposed transport routes.

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41. Two (2) responses were received during the submission period, one (1) indicating support for the proposal and the other providing the following comments (summarised):
- Concern regarding the extraction of groundwater and the overall reduction of groundwater levels in the surrounding area.
  - The potential negative impact on vegetation, including a 'Threatened Ecological Community', located at 12 Ibis Place.
  - Lot 12 Ibis Place is subject to a Vegetation Conservation Notice 2244/4 (Department of Conservation and Environment, 2011) which requires the owners to maintain the state of the Threatened Ecological Communities on site.
42. A copy of the submission table and the advertising area maps is provided in (Attachment 6).
43. It is noted that works which are subject to this development application are likely to attract significant public interest. In this respect, the PTA, together with the Salini Impregilo and NRW Joint Venture have prepared a Stakeholder and Community Engagement Plan, which sets out stakeholder and community engagement before and during construction stages of the FAL project. Communication methods proposed by the applicant include the following:
- Circulating fact sheets and providing display material covering major elements of the project updated every 6 months.
  - Notifications for construction work activities to stakeholders, residences and businesses.
  - Appropriate on-site signage.
  - Project advertising at regular intervals to communicate any disruptions to services.
  - Formal presentations to stakeholders and the public.
  - Preparation of photography and 3d animations to capture the various processes involved in the project.
  - Regular website updates.
  - Social media to be used for communicating project activities.
  - News releases once a month with project updates.
44. In respect to the management of enquiries and complaints the applicant has established a telephone number that will be available 7am to 7pm on weekdays and 9am to 5pm on weekends. These numbers will be provided to stakeholders and the public. There will also be an out of hours emergency contact number that will be provided to the Shire.

## **FINANCIAL CONSIDERATIONS**

45. Nil.

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## STRATEGIC COMMUNITY PLAN

### Strategic Planning Alignment

46. *Kalamunda Advancing: Strategic Community Plan to 2023*

OBJECTIVE 4.3 – To ensure the Shire's development is in accord with the Shire's statutory and legislative obligations and accepted urban design planning standards.

Strategy 4.3.2 – Undertake efficient monitoring and compliance of building developments within the Shire.

## SUSTAINABILITY

### Social Implications

47. The population in the area, particularly in the Forrestfield North District Structure Plan Area is expected to increase significantly over time, resulting in an increased demand for community facilities. The proposed early works compound is one of the initial steps to establish the Forrestfield Station Transit Oriented Development Precinct. Further planning will be required around the future Forrestfield Station to deliver the community and social infrastructure required for the growing population.

48. The proposed use will involve lighting, use of equipment with potential high noise output, vibration, and dust externalities, which will result in some amenity impact for people living in the area. In this respect, the applicant has identified six (6) potential noise receptors in the vicinity of the works compound which could be affected, and have been used for the purposes of mitigating noise impacts.

### Economic Implications

49. The proposed FAL represents a significant economic infrastructure project which fundamentally changes the strategic importance of the subject area. The improved transport connectivity will ultimately stimulate business investment, jobs growth, demand for housing and associated infrastructure and utilities.

### Environmental Implications

#### Department of Environment (Commonwealth)

50. The applicant submits that in December 2014, the FAL project was referred to the Department of Environment for consideration against the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act), and that the DoE determined that there are no 'Matters of National Environmental Significance' which will or could be affected by the project. In this respect, the Minister for the Environment has confirmed the project does not require assessment and approval under the EPBC Act.

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## Environmental Protection Authority (State)

51. In November 2014, the Public Transport Authority referred the FAL project to the Environmental Protection Authority (EPA) for assessment under the *Environmental Protection Act 1986*. In November 2015, the Minister for Environment issued a Ministerial Statement (1022) granting conditional approval for the FAL project. The conditions imposed by the EPA, include:
- The proponent ensuring that the construction and ongoing operation is undertaken in a manner that avoids direct or indirect impacts to flora and vegetation outside of the Forrestfield Development Envelope (including the subject site).
  - Prepare and implement a Flora and Vegetation Monitoring and Management Plan to the satisfaction of the EPA, including consideration of Poison Gully Creek and Lot 12 Ibis Place.
  - Implementation of management actions resulting from an approved Flora and Vegetation Monitoring and Management Plan.
  - Prepare and implement an Offsets Strategy to the satisfaction of the EPA.
52. The operation of the site for the handling and processing slurry is defined under clause 38 of the Planning and Development (Local Planning Schemes) Regulations 2015. Industry — extractive means premises, other than premises used for mining operations, that are used for the extraction of basic raw materials including by means of ripping, blasting or dredging and may include facilities for any of the following purposes —
- the processing of raw materials including crushing, screening, washing, blending or grading;
  - activities associated with the extraction of basic raw materials including wastewater treatment, storage, rehabilitation, loading, transportation, maintenance and administration;
- As such additional approvals may be needed to ensure compliance with State Government Environmental legislation.
53. The plans while mentioning the movement of vehicles, the presence of acid sulphate soils, significant amounts of water in spoil material and the treatment of said material, it does not mention the issue of contaminated water draining from vehicles as they leave and return to the site. The plans indicate a large volume of slurry being removed on a daily basis from the tunnel and an equally large number of vehicle movements to relocate the material offsite. The separation processes used will remove large amounts of water but the material will still be wet. The specific concerns relate to the large volume of trucks carrying the material and the potential for the water to have either alkaline or acidic pH levels and / or trace minerals, that may accumulate in the route leading to and from the site. Without more information on the treatment processes, particularly as they relate to the percentage water component of spoil post treatment and its containment while on route from the site, it is not possible to provide specific DA conditions on this matter.

54. The plans refer to noise modelling and have provided some initial data in regard to predicted levels of exposure at neighbouring premises. The model being used is acceptable, but their concerns in regard to its application in this instance. Consideration has not been given to the tonal or impulsive nature of the noise. It is the experience of officers within Health Services that similar operations consistently have tonal and impulsive components to the noise they produce. If this is considered in the modelling provided, an A-weighted adjustment of 5 dBA for tonality and an additional 5 dBA for impulsiveness will be required. This means that the modelled noise levels would exceed the standards and have the potential of creating an Environmental Noise nuisance to neighbouring residents. A revised noise management plan, including tonal and impulsive adjustments is required to provide a better understanding of the impact to local residents.

**RISK MANAGEMENT CONSIDERATIONS**

55.

Risk	Likelihood	Consequence	Rating	Action/Strategy
The proposal may result in undue amenity impacts on nearby residential properties.	Possible	Major	High	Ensure the applicant adheres to the Construction Noise and Vibration Management Plan.
The proposed haulage routes will potentially cause damage to the road infrastructure	Likely	Major	High	Recommend to WAPC that conditions require the applicant to undertake monitoring of the road condition and undertake improvements where required.

**OFFICER COMMENT**

56. The FAL represents a major investment project in rail infrastructure for the State Government and a significant transport initiative for the Shire of Kalamunda. The proposed Forrestfield Construction Site Early Works application represents the first stage of a number of works that will deliver the construction of the tunnels between Bayswater and Forrestfield and three train stations at Bayswater, Perth International Airport Terminal and Forrestfield.

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57. The construction of the temporary compound area for the FAL project will have the potential to impact on the amenity of surrounding residential land uses. Principally these will be from noise, dust and light spillage. The applicant has prepared a Construction Noise and Vibration Plan for the whole FAL project which provides site specific mitigation measure to ensure the construction area meets the requirements of the *Environmental Protection (Noise) Regulations 1997*. These include, the use of acoustic barriers, truck movements using designated routes and restricted hours of movement, i.e. not after 7pm.
  58. It is noted however, that some further information is required to address noise impacts from the proposal. As such a revised noise management plan, including tonal and impulsive adjustments is required to provide a better understanding of the impact to local residents. This has been included as a condition in the recommendation to the WAPC.
  59. The traffic component of the proposal represents a significant element of the early works with implications for the Shire from an amenity and infrastructure cost perspective. The proposed Construction Noise and Vibration Management Plan considers the impacts of additional vehicles travelling to and from the site and notes that based on the estimated number of vehicles accessing the site, the associated noise levels is not expected to impact on nearby landowners. Any impacts arising will be addressed through the applicants Stakeholder and Community Engagement Action Plan.
  60. In regard to the impacts of the proposed haulage routes on the Shires road assets, a number of conditions have been included relating to road conditioning, costs of the road wear and required maintenance.
  61. With reference to Councils decision to defer the item, the intent of Condition 2.7 a) is to ensure an equitable apportionment of costs associated with the upgrading of the Milner Road, Berkshire Road and Dundas Road intersection to facilitate the truck turning movements for B Double 27.5m length vehicles (RAV 4). The condition ensures that costs associated with the upgrading of the intersection to accommodate 36.5m length vehicles (RAV7) will be met by the Developer Contribution Scheme (DCS) established for the Forrestfield Stage 1.
  62. The difference in the turning paths for both the RAV 4 and RAV 7 vehicles is marginal. Noting as an interim solution the intersection requires upgrading to allow for RAV 7 vehicles, and to ensure there are no delays to the upgrading of the intersection, the applicant has indicated a preparedness to undertake the works to a RAV 7 standard. In this situation, the DCS for the Forrestfield Stage 1 would refund the cost difference between the RAV 4 and RAV 7 works to the applicant.

63. In regard to the concerns raised during advertising, the following is noted:

Concern regarding the extraction of groundwater and the overall reduction of groundwater levels in the surrounding area:

The proponent will be required to apply for a licence to extract groundwater as per the requirements of the Department of Water. Conditions relating to the extraction of groundwater (including management of groundwater levels) will be addressed as part of the water licence application process.

64. The potential negative impact on vegetation, including a 'Threatened Ecological Community', located at 12 Ibis Place:

As mentioned earlier in this report, a number of project-wide environmental management plans are required for preparation and implementation as part of Ministerial Approval No. 1022 issued under the *Environmental Protection Act 1986*. These include an Acid Sulphate Soil and Dewatering Management Plan and Flora and Wetlands Management Plan, which must be approved by the relevant environmental agencies (Office of the Environmental Protection Authority, Department of Environment Regulation).

Notwithstanding the above the owners of Lot 12 Ibis Place will be required to adhere to the conditions of the Vegetation Conservation Notice.

## RECOMMENDATION

That Council:

1. Recommend to the Western Australian Planning Commission that the application for the proposed Construction Site Early Works identified in Attachment 3 be approved subject to the following general conditions:
  - a) The development shall be carried out only in accordance with the terms of the application as approved herein, and any approved plan.
  - b) Stormwater shall be disposed of onsite to the specification and satisfaction of the Shire of Kalamunda.
  - c) Prior to the operation of the compound area, crossovers shall be designed and constructed to the specification of the Shire of Kalamunda and satisfaction of the Western Australian Planning Commission.
  - d) The hardstand areas indicated on the approved plan shall be suitably constructed, sealed and drained to the satisfaction of the Shire of Kalamunda, prior to the commencement of the storage use.
  - e) Prior to commencement of building works, any existing redundant septic sewer systems including all tanks, pipes and associated drainage systems (soakwells or leach drains) are to be decommissioned, removed, filled with clean sand and compacted. The applicant must provide a statutory declaration to the Shire of Kalamunda stating that the site has been inspected and all effluent disposal systems have been removed.

- f) Any external lighting shall be positioned and designed so as not to significantly adversely affect the amenity of impacted residents in close proximity to the subject site, to the satisfaction of the Shire of Kalamunda.
  - g) Prior to the commencement of works the applicant to provide a revised Construction Noise and Vibration Management Plan to include additional information in regard to the tonality and impulsive components of the noise from the propose works will be managed to the satisfaction of the Shire of Kalamunda.
  - h) Prior to the commencement of works the applicant to provide additional information on the treatment of slurry and the containment of water while transporting material off-site to the satisfaction of the Shire of Kalamunda.
  - i) Prior to the commencement of works the Applicant is to provide additional information on the treatment of Acid Sulphate Soils on site and the transportation of the soil off site to the satisfaction of the Shire of Kalamunda.
2. Recommend to the Western Australian Planning Commission that in regard to the traffic component of the proposed Construction Site Early Works identified in Attachment 3 it is recommended that the application be approved subject to the following conditions:

### **2.1 Haulage Vehicle Classification/Routes/Operating Hours**

#### a) Precast Panels

The Applicant is limited to the utilisation of RAV 4 vehicles as a maximum, with the haulage routes to be restricted within the Shire Road Network as follows:

- i. Precast Facility to Site Primary Access to the Site (laden) via Walters Way, left turn onto Berkshire Road, right turn onto Milner Road and left into the Site Primary Access.
- ii. Site Primary Exit from the Site to Precast Facility (unladen) via right turn onto Milner Road, right turn onto Berkshire Road, left turn onto Dundas Road, left turn onto Carolyn Way and left into the Precast Facility.
- iii. The routes as identified are subject to Main Roads WA approval in the first instance given the Berkshire Road/Milner Road intersection and Milner Road are currently not approved for RAV 4 access.

#### b) Spoil from Tunnel Excavation

The Applicant is limited to utilisation of RAV 4 vehicles as a maximum, with the haulage route to be restricted within the Shire Road Network as follows:

- i. Site Primary Exit from the Site to Roe Highway (laden) via right turn into Milner Road, left turn into Berkshire Road and either left/right onto the Roe Highway.

- ii. Roe Highway to Primary Access to the Site (unladen) via Berkshire Road, right turn into Milner Road and left into the Site Primary Access.
- iii. The routes as identified are subject to Main Roads WA approval in the first instance given the Berkshire Road/Milner Road intersection and Milner Road are currently not approved for RAV 4 access.

c) Raw Material Supply to the Precast Facility

The Applicant is limited to utilisation of RAV 1 vehicles as a maximum, with no restriction as far as haulage route(s) are concerned given RAV 1 vehicles having "as-of-right" classification to operate on the Shire Road Network, with preference being given to access the Precast Facility via Dundas Road/Carolyn Way, and similarly, egress via Carolyn Way/Dundas Road in order to minimise the impact on Berkshire Road due to "Precast Panel" and "Spoil from Tunnel Excavation" haulage operations.

d) Haulage Operating Hours

Haulage operations relating to Items 2.1(a), 2.1(b) and 2.1(c) is limited to occur between 7:00am and 7:00pm Monday through Saturday only, with no departure outside of this timeframe considered.

## **2.2 Road Condition Assessment**

- a) The Applicant shall at its cost undertake through a suitably qualified consultant experienced in road pavement assessment, a "Condition Assessment" of the roads impacted by its haulage operations (ie: routes as identified in Items 2.1(a), 2.1(b) and where applicable, 2.1(c)) prior to haulage operations commencing.
- b) The Applicant shall present the outcome of the "Condition Assessment" in a report titled "Condition Assessment Report" for the Shire's review and formal acceptance. If required, further discussion with the Applicant to clarify/update the report may be entered into before formal acceptance is acknowledged by the Shire.
- c) The Applicant shall not commence haulage operations until formal acceptance of the "Condition Assessment Report" by the Shire, and any agreed maintenance work to the haulage routes is completed by the either the Applicant at its cost and/or the Shire as may be determined.
- d) The resultant road network impacted by the Applicant's haulage operations shall, on formal acceptance of the "Condition Assessment Report" by the Shire and completion of any agreed maintenance work, determine the "Condition Assessment Baseline".

- e) The Applicant shall undertake at its cost through a suitably qualified consultant experienced in road pavement assessment an "Interim Review" of the formally accepted "Condition Assessment Report" and associated "Condition Assessment Baseline" 12-months following its haulage operations commencement date.
- f) The Applicant shall present the outcome of the "Interim Review" in a report titled "Condition Assessment Interim Review Report" within one (1) month following commencement of the "Interim Review" for the Shire's review and formal acceptance. If required, further discussion with the Applicant to clarify/update as may be agreed may be entered into before formal acceptance is acknowledged by the Shire.
- g) The Applicant shall undertake any maintenance works arising from the "Condition Assessment Interim Review Report" at its cost, and is to undertake and complete all such works identified within three (3) months of the Shire's acknowledgement of formal acceptance of the report.
- h) The Applicant shall undertake at its cost through a suitably qualified consultant experienced in road pavement assessment a "Final Review" of the formally accepted "Condition Assessment Report" and the subsequent "Condition Assessment Interim Review Report" immediately following completion of its haulage operations.
- i) The Applicant shall present the outcome of the "Final Review" in a report titled "Condition Assessment Final Review Report" within one (1) month following commencement of the "Final Review" for the Shire's review and formal acceptance. If required, further discussion with the Applicant to clarify/update as agreed as may be agreed may be entered into before formal acceptance is acknowledged by the Shire.
- j) The Applicant shall undertake any maintenance works arising from the "Condition Assessment Final Review Report" at its cost, and is to undertake and complete all works identified within three (3) months of the Shire's acknowledgement of formal acceptance of the report.

### **2.3 Traffic Assessment of Haulage Routes**

- a) The Applicant shall undertake at its cost through a suitably qualified consultant experienced in traffic engineering a "Traffic Impact Assessment" of the roads impacted by its haulage operations (ie: routes as identified in Items 2.1(a), 2.1(b) and where applicable, 2.1(c), prior to haulage operations commencing.
- b) The Applicant shall present the outcome of the "Traffic Impact Assessment" in a report titled "Traffic Impact Assessment Report" for the Shire's review and formal acceptance. If required, further discussion with the Applicant to clarify/update the report may be entered into before formal acceptance is acknowledged by the Shire.

- c) Haulage operations are not to commence until formal acceptance is granted by the Shire and any agreed upgrade work to the haulage routes completed by the either the Applicant at its cost and/or the Shire as may be determined.
- d) The resultant upgrade work on completion by the Applicant and/or Shire arising from the "Traffic Impact Assessment Report" shall be included into and form part of the "Condition Assessment Baseline".

#### **2.4 Maintenance during Haulage Operations**

- a) The Applicant shall enter into a Memorandum of Understanding with the Shire to address/agree maintenance responsibilities over the duration of the haulage operations covering but not necessarily limited to; pavement, kerb, pathway, drainage, verge, linemarking and signage infrastructure.
- b) The Applicant shall at its cost on the roads impacted by its haulage operations (ie: routes as identified in Items 2.1(a), 2.1(b) and where applicable, 2.1(c)) and over the duration of the haulage operations, undertake all maintenance works deemed to be directly attributable to the haulage operations.
- c) The Applicant shall ensure a site presence within 24-hours of receipt of a maintenance request and have the matter resolved within 48-hours.
- d) The Applicant shall ensure that when undertaking maintenance works and where applicable that all regulatory approvals/controls are in place prior to undertaking the work (eg: traffic management plans, etc).

#### **2.5 Cost of Road Wear**

- a) The Applicant shall cover the additional cost of road wear over and above expected use from the commencement to completion of the haulage operation (applicant to confirm commencement and completion dates) (ie: routes as identified in Items 2.1(a), 2.1(b) and where applicable, 2.1(c)) and pay the Shire at a mutually agreed cost/tonne.km rate independently calculated for the haulage of "Precast Panels", "Spoil from Tunnel Excavation" and "Raw Material Supply to the Precast Facility" based on the WALGA User Guide titled "Estimating the Incremental Cost Impact on Sealed Local Roads from Additional Freight Tasks – May 2015/Version No: 1".

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## **2.6 Haulage Operations Working Group**

- a) The Applicant shall undertake to establish a Haulage Operations Working Group prior to the commencement of the site operation. The group shall meet with the Shire on a monthly basis until the completion of the haulage operation (applicant to confirm commencement and completion dates) to address issues arising. This will include an ongoing update on haulage operations since the previous meeting, haulage data for the period being reported, and maintenance issues addressed inclusive of action taken, timeframes, etc., and where any issues remain outstanding, identification of proposed action, timeframe and responsibility.

## **2.7 Upgrading of intersection requirements**

- a) The applicant shall make a proportional contribution to the upgrading of the Milner Road, Berkshire Road and Dundas Road intersection prior to the commencement of the site operation, to accommodate B Double 27.5m length vehicles associated with spoil trucks and precast segment truck turning movements.

3. The Western Australian Planning Commission in determining the application for the proposed construction site early works at the site identified in Attachment 3 have due regard to the following matters:

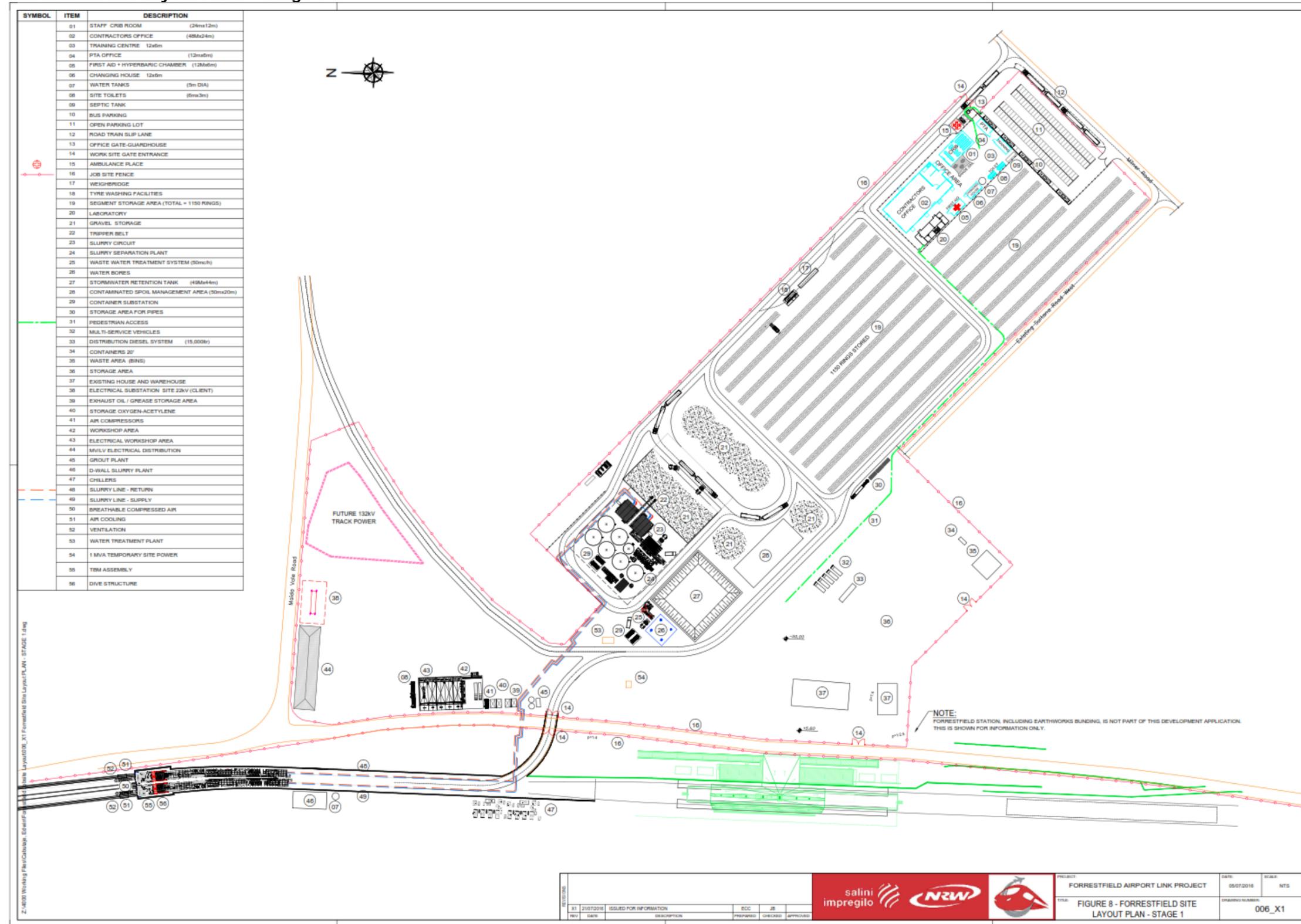
- a) The operation of the site for handling and processing slurry is defined under the Shire's Local Planning Scheme No. 3 as 'Industry – Extractive'. Additional approvals/licences may be required to ensure compliance with State Government Environmental legislation.

Moved:

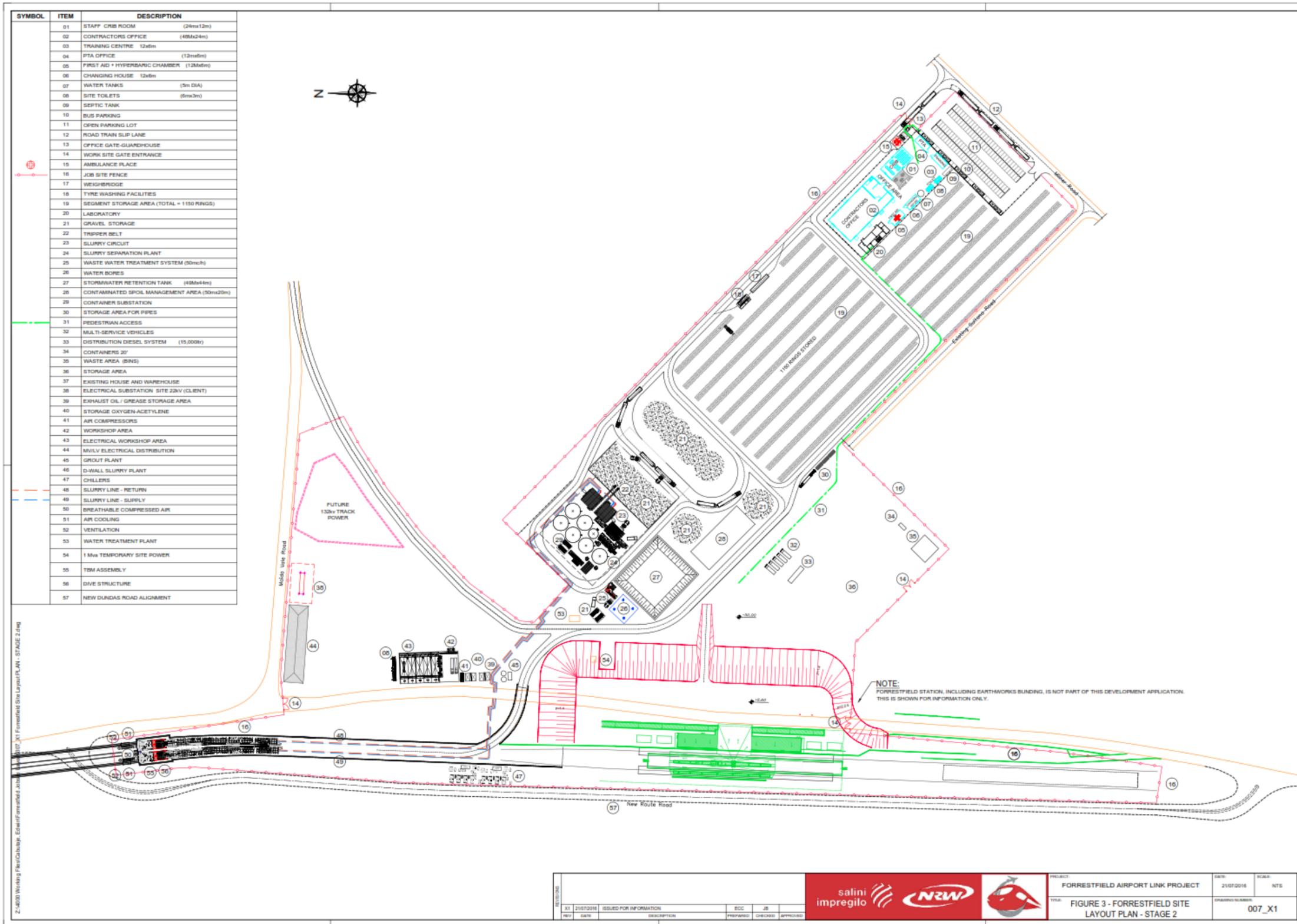
Seconded:

Vote:

**Attachment 1**  
**Forrestfield Airport Link – Proposed Construction Site Early Works**  
**Forrestfield Site Layout Plans – Stage 1**



**Attachment 2**  
**Forrestfield Airport Link – Proposed Construction Site Early Works**  
**Forrestfield Site Layout Plans – Stage 2**



**Attachment 3**  
Forrestfield Airport Link – Proposed Construction Site Early Works  
**Site Land Description and Locality Plan**



- LEGEND**
-  Main Road
  -  Minor Road
  -  Land Boundaries
  -  Forrestfield Station Planning Control Area
  -  Subject Land

Land Description

FORRESTFIELD AIRPORT LINK RAILWAY										LANDOWNER SIGNATURE	DATE
Street Name	Suburb	Title	Plan and Lot	Reserve	Owner	Comments					
1 20 IBIS PLACE	HIGH WYCOMBE	2130/681	4D17430		Public Transport Authority of WA					<i>O. Juswila</i>	25/7/16
2 IBIS	HIGH WYCOMBE	LR3145/775	377D57640		Department of Land	Management Order to PTA					
3 21 IBIS PLACE	HIGH WYCOMBE	1587/424	9D57640		WAPC	Agreed Purchase - Transfer of Land to Lodge				<i>O. Juswila</i>	25/7/16
4 11 SULTANA ROAD WEST	HIGH WYCOMBE	1241/955	5D17430		Public Transport Authority of WA					<i>O. Juswila</i>	25/7/16
5 2 SULTANA ROAD WEST	HIGH WYCOMBE	2682/715	724P54700		Public Transport Authority of WA					<i>O. Juswila</i>	25/7/16
6 6 SULTANA ROAD WEST	HIGH WYCOMBE	2682/715	725P54700		Public Transport Authority of WA					<i>O. Juswila</i>	25/7/16
7 10 SULTANA ROAD WEST	HIGH WYCOMBE	2682/717	727P54700		Public Transport Authority of WA					<i>O. Juswila</i>	25/7/16
8 14 SULTANA ROAD WEST	HIGH WYCOMBE	2682/718	728P54700		Public Transport Authority of WA					<i>O. Juswila</i>	25/7/16
9 18 SULTANA ROAD WEST	HIGH WYCOMBE	2682/719	729P54700		Public Transport Authority of WA					<i>O. Juswila</i>	25/7/16
10 22 SULTANA ROAD WEST	HIGH WYCOMBE	2682/720	730P54700		Public Transport Authority of WA					<i>O. Juswila</i>	25/7/16
11 15 IMPERIAL STREET	HIGH WYCOMBE	2682/729	739P54700		Public Transport Authority of WA					<i>O. Juswila</i>	25/7/16
12 11 IMPERIAL STREET	HIGH WYCOMBE	2682/730	740P54700		Public Transport Authority of WA					<i>O. Juswila</i>	25/7/16
13 7 IMPERIAL STREET	HIGH WYCOMBE	2682/731	741P54700		Public Transport Authority of WA					<i>O. Juswila</i>	25/7/16
14 248 DUNDAS ROAD	HIGH WYCOMBE	2707/767	757P61089		Public Transport Authority of WA					<i>O. Juswila</i>	25/7/16
15 SULTANA RD WEST	HIGH WYCOMBE	LR3155/752	33P406465		Public Transport Authority of WA					<i>O. Juswila</i>	25/7/16
16 IBIS ROAD	HIGH WYCOMBE	LR3155/753	34P406465		Public Transport Authority of WA					<i>O. Juswila</i>	25/7/16
17 DUNDAS	HIGH WYCOMBE	2682/338	100P408133		Public Transport Authority of WA					<i>O. Juswila</i>	25/7/16
18 DUNDAS ROAD RESERVE	HIGH WYCOMBE	Road	PIN		Shire of Kalamunda	Refer SoK letter dated 13 March 2016				N/A	
19 DUNDAS ROAD RESERVE	HIGH WYCOMBE	Road	PIN		Shire of Kalamunda	Refer SoK letter dated 13 March 2016				N/A	
20 10 IBIS PLACE	HIGH WYCOMBE	1559/74	11D57822		Public Transport Authority of WA					<i>O. Juswila</i>	25/7/16
21 31 SULTANA ROAD WEST	HIGH WYCOMBE	1899/611	6D17430		Public Transport Authority of WA					<i>O. Juswila</i>	25/7/16
22 50 MILNER ROAD	HIGH WYCOMBE	1175/744	7D17430		Public Transport Authority of WA					<i>O. Juswila</i>	25/7/16
23 PTA RESERVE DUNDAS ROAD	HIGH WYCOMBE	LR3120/918	13925P221057	46525	Department of Land	Management Order to PTA					
24 PTA RESERVE DUNDAS ROAD	HIGH WYCOMBE	LR3115/972	13571P221057	46522	Department of Land	Management Order to PTA					
25 PTA RESERVE DUNDAS ROAD	HIGH WYCOMBE	LR3159/528	15531P43224	46526	Department of Land	Management Order to PTA					

Executive Director  
Infrastructure Planning  
And Land Services

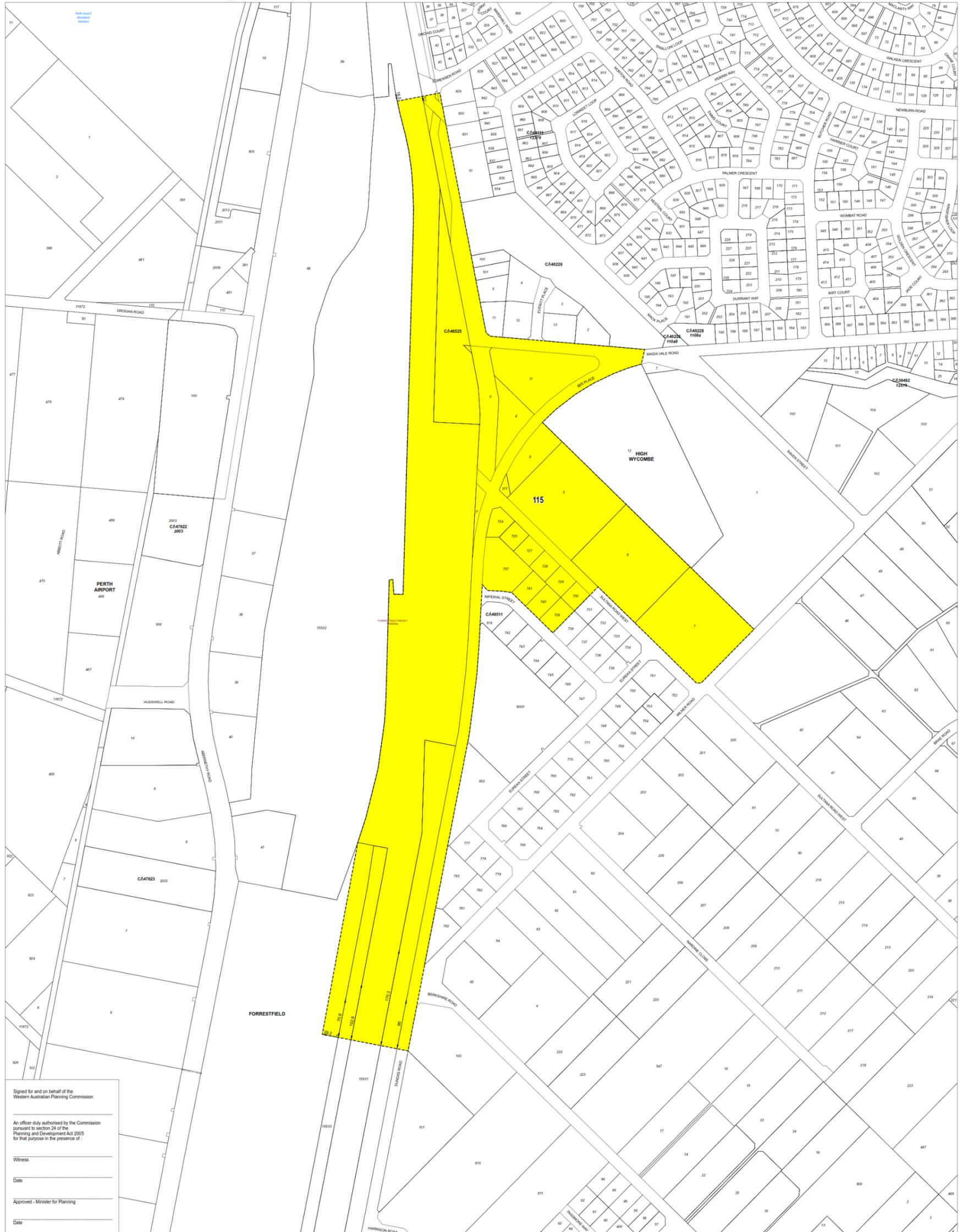
Name: *Jane Shuch*  
Team Leader - Metropolitan South and Peel  
Team: Metropolitan and Peel  
Department of Lands

Land Description

FORRESTFIELD AIRPORT LINK RAILWAY										LANDOWNER SIGNATURE	DATE
Street Name	Suburb	Title	Plan and Lot	Reserve	Owner	Comments	Landowner Signature	Date			
1 20 IBIS PLACE	HIGH WYCOMBE	2130/681	4D17430		Public Transport Authority of WA	Management Order to PTA	<i>[Signature]</i>	25/7/16			
2 IBIS	HIGH WYCOMBE	LR3145/775	377D57640		Department of Land WAPC	Agreed Purchase - Transfer of Land to Lodge	<i>[Signature]</i>	26/7/16			
3 21 IBIS PLACE	HIGH WYCOMBE	1587/424	9D57640		Public Transport Authority of WA		<i>[Signature]</i>	25/7/16			
4 11 SULTANA ROAD WEST	HIGH WYCOMBE	1241/955	5D17430		Public Transport Authority of WA		<i>[Signature]</i>	25/7/16			
5 2 SULTANA ROAD WEST	HIGH WYCOMBE	2682/715	724P54700		Public Transport Authority of WA		<i>[Signature]</i>	25/7/16			
6 6 SULTANA ROAD WEST	HIGH WYCOMBE	2682/716	725P54700		Public Transport Authority of WA		<i>[Signature]</i>	25/7/16			
7 10 SULTANA ROAD WEST	HIGH WYCOMBE	2682/717	727P54700		Public Transport Authority of WA		<i>[Signature]</i>	25/7/16			
8 14 SULTANA ROAD WEST	HIGH WYCOMBE	2682/718	728P54700		Public Transport Authority of WA		<i>[Signature]</i>	25/7/16			
9 18 SULTANA ROAD WEST	HIGH WYCOMBE	2682/719	729P54700		Public Transport Authority of WA		<i>[Signature]</i>	25/7/16			
10 22 SULTANA ROAD WEST	HIGH WYCOMBE	2682/720	730P54700		Public Transport Authority of WA		<i>[Signature]</i>	25/7/16			
11 15 IMPERIAL STREET	HIGH WYCOMBE	2682/729	739P54700		Public Transport Authority of WA		<i>[Signature]</i>	25/7/16			
12 11 IMPERIAL STREET	HIGH WYCOMBE	2682/730	740P54700		Public Transport Authority of WA		<i>[Signature]</i>	25/7/16			
13 7 IMPERIAL STREET	HIGH WYCOMBE	2682/731	741P54700		Public Transport Authority of WA		<i>[Signature]</i>	25/7/16			
14 249 DUNDAS ROAD	HIGH WYCOMBE	2707/767	737P61088		Public Transport Authority of WA		<i>[Signature]</i>	25/7/16			
15 SULTANA RD WEST	HIGH WYCOMBE	LR3166/752	33P405465		Public Transport Authority of WA		<i>[Signature]</i>	25/7/16			
16 IBIS ROAD	HIGH WYCOMBE	LR3166/753	34P405465		Public Transport Authority of WA		<i>[Signature]</i>	25/7/16			
17 DUNDAS	HIGH WYCOMBE	2882/338	100P408133		Public Transport Authority of WA		<i>[Signature]</i>	25/7/16			
18 DUNDAS ROAD RESERVE	HIGH WYCOMBE	Road	PIN		Shire of Kalamunda	Refer SoK letter dated 13 March 2016	N/A				
19 DUNDAS ROAD RESERVE	HIGH WYCOMBE	Road	PIN		Shire of Kalamunda	Refer SoK letter dated 13 March 2016	N/A				
20 10 IBIS PLACE	HIGH WYCOMBE	1589/74	11D57822		Public Transport Authority of WA		<i>[Signature]</i>	25/7/16			
21 31 SULTANA ROAD WEST	HIGH WYCOMBE	1899/811	6D17430		Public Transport Authority of WA		<i>[Signature]</i>	25/7/16			
22 90 MILNER ROAD	HIGH WYCOMBE	1175/744	7D17430		Public Transport Authority of WA		<i>[Signature]</i>	25/7/16			
23 PTA RESERVE DUNDAS ROAD	HIGH WYCOMBE	LR3120/918	13825P221057	46525	Department of Land	Management Order to PTA					
24 PTA RESERVE DUNDAS ROAD	HIGH WYCOMBE	LR3115/972	13571P221057	46522	Department of Land	Management Order to PTA					
25 PTA RESERVE DUNDAS ROAD	HIGH WYCOMBE	LR3158/528	15531P43224	46526	Department of Land	Management Order to PTA					

Executive Director  
Infrastructure Planning  
And Land Services

**Attachment 4**  
**Forrestfield Airport Link – Proposed Construction Site Early Works**  
**Forrestfield Station – Planning Control Area 115**



Signed for and on behalf of the  
 Western Australian Planning Commission

An officer duly authorized by the Commission  
 pursuant to section 24 of the  
 Planning and Development Act 2005  
 for that purpose in the presence of:

Witness \_\_\_\_\_  
 Date \_\_\_\_\_

Approved - Minister for Planning \_\_\_\_\_  
 Date \_\_\_\_\_

**Planning control area No. 115**

**FORRESTFIELD STATION - PLANNING CONTROL AREA**

**Legend**  
 Planning control area

Project Manager: T Servaas  
 Geospatial Officer: T. Lynch  
 Examined: J Ballarotta  
 Revised:  
 Version No: 3  
 Date: WAPC / 2043 25 August 2015

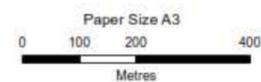
File number: 835/02/01/0015P  
 Plan reference:  
 Metropolitan Region Scheme 1:25000 sheet 16  
 Oracle reference no: 2836

Created on date: Monday, 31 August 2015  
 Produced by GeoSpatial Planning Support, Department of Planning, Perth WA  
 Base information supplied by Western Australian Land Information Authority LI 646-2014-3

Scale: 0 30 60 90 120 meters

Plan Number: **1.7361**

**Attachment 5**  
 Forrestfield Airport Link – Proposed Construction Site Early Works  
**Site Access and Egress Plan**



Map Projection: Transverse Mercator  
 Horizontal Datum: GDA 1994  
 Grid: GDA 1994 Perth Coastal Grid 1994



**LEGEND**

- ▲ Access & Exit from Site
- Forrestfield Station Planning Control Area
- Concrete Pre-cast Plant
- Proposed Access Route
- National Highway
- Highway/Freeway
- Main Road
- Minor Road
- Rail



Salini Impregilo - NRW Joint Venture  
 Forrestfield-Airport Link  
 Job Number: 61-34000  
 Revision: 0  
 Date: 21 Jul 2016

Site Access & Egress Figure 7

**Attachment 6**

FAL Early Works Development Application

**Submission Table/ Landowner Notification Area**

Details		Comment	Staff Comment
1.	<p>Denton Pty Ltd and S &amp; L Inglis Pty Ltd</p> <p>Joint owners of:</p> <p>Lot 12 Ibis Place                      HIGH WYCOMBE                      WA 6057</p>	<p>The landowner is concerned that the extraction of groundwater (as proposed in Section 3.5 of the development application) may result in an overall reduction of groundwater levels in the surrounding area. This has the potential to negatively impact on vegetation, including a 'Threatened Ecological Community', located on Lot 12 Ibis Place.</p> <p>Lot 12 Ibis Place is subject to Vegetation Conservation Notice ('VCN') 2244/4 (Department of Conservation and Environment, 2011) which requires the owners to maintain the state of the Threatened Ecological Communities ('TEC's) on site. The submission reiterates the management requirements outlined in the VCN that are incumbent on the landowners, and that may have the potential to be impacted by the proposed works.</p>	<p>Noted. The proponent will be required to apply for a licence to extract groundwater as per the requirements of the Department of Water. Conditions relating to the extraction of groundwater (including management of groundwater levels) will be addressed as part of the water licence application process.</p> <p>Additionally, a number of project-wide environmental management plans are required for preparation and implementation as part of Ministerial Approval No.1022 issued under the <i>Environmental Protection Act 1986</i>. These include an Acid Sulphate Soil and Dewatering Management Plan and Flora and Wetlands Management Plan, which must be approved by the relevant environmental agencies (Office of the Environmental Protection Authority, Department of Environment Regulation).</p> <p>Notwithstanding the above the owners of Lot 12 Ibis Place will be required to adhere to the conditions of the VCN.</p>
2.	<p>Peter Andrews                      (address unknown)</p>	<p>The submission supports the proposal</p>	<p>Noted.</p>



**9.0 MEETING CLOSED TO THE PUBLIC**

**10.0 CLOSURE**