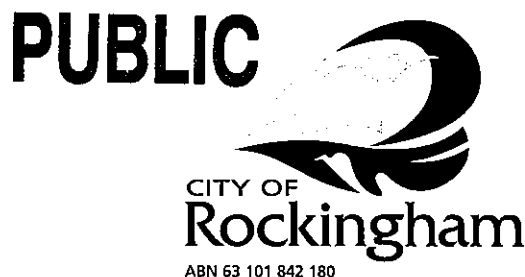
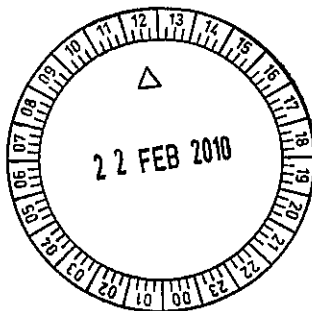


Our Ref: RDS/22:JH:gw

Your Ref: RDS/22

Enquiries to:



Hon Brian Ellis MLC
Standing Committee on Environment and Public Affairs
Parliament House
PERTH WA 6000

Dear Brian

WOODBIDGE SECOND ACCESS PROPOSAL

In reference to your correspondence received on the 24 November 2009, in relation to Petition 46 – Land Clearing in the Rockingham National Park, the following comments are provided in respect to the questions and clarification you have sought.

Since June 2005 Council officers have been liaising with Conservation and Land Management (CALM) and more recently Department of Environment and Conservation (DEC) in respect to the proposed road. Government officers (CALM & DEC) have attended several Working Group Meetings and Technical Officer Group Meetings during this time. Following the endorsement of Northern Option B as the preferred option by the Ministerial Working Group at its meeting 15 August 2008, Council subsequently, at its ordinary meeting held 23 September 2008 resolved the following:

- 1. Endorse the recommendation of the Second Access to Woodbridge Ministerial Working Party for the Northern Option B as the preferred option to provide a second access to Woodbridge and the Rockingham/ Kwinana Regional Hospital.*
- 2. Seek the support of relevant Government agencies and the Town of Kwinana for this Option.*

Carried unanimously

Council subsequently wrote to all Government agencies represented on the Ministerial Working Group party, and the Town of Kwinana, seeking formal comments. Council received a reply from the Department of Environment and Conservation on 24 December 2008 (copy attached) and has since then met several times with Department officers to discuss further options.

On 17 November 2009 a formal letter was sent to the DEC which included a report on alternate options, and a reply was received on 15 December 2009 (copy attached)

In respect to the project details the following is provided:

Option A (the eastern alignment), enters off Mandurah Road and runs west along the Metropolitan Regions Scheme (MRS) Garden Island Highway/Railway Reservation until just east of Maplewood Place, then along the common boundary between the hospital and the Regional Park to connect with the east end of Elanora Drive.

The preferred route, Option B (the northern alignment) runs south off Dixon Road, initially passing through predominantly degraded open grassland parallel to Darile Street, along the existing pedestrian path, over the Railway Reserve at Maplewood Place and along the common boundary between the hospital and the Regional Park.

The multi criteria assessment adopted by the Council and the Working Group made allowance for the social impact of the various routes. Public Consultation undertaken by the City indicated that particular concerns raised by the residents in Darile Street, who have their boundary directly backing onto the Conservation Reserve were to preserve the current outlook and maintain a level of access to the Reserve. It was also considered important to retain the existing mature Tuart trees located in the immediate vicinity.

The working group ensured that these concerns were addressed by locating the access route along the existing pedestrian track to greatly reduce the need to undertake unnecessary clearing of native vegetation within the Conservation Reserve.

In addition, it was considered necessary to locate the access route sufficiently off the rear boundary to conserve the Tuart trees and provide for a landscape bund on the lot side to screen both noise and the roadway from the rear of the Darile Street lots.

Whilst Option A runs predominantly within the MRS reserve, it was considered that this section of the Rockingham Regional Park required to construct the intersection within Mandurah Road has significantly better conservation value than the Dixon Road alternative due to the possible variance against the clearing principles for the Conservation Category Wetlands at this location.

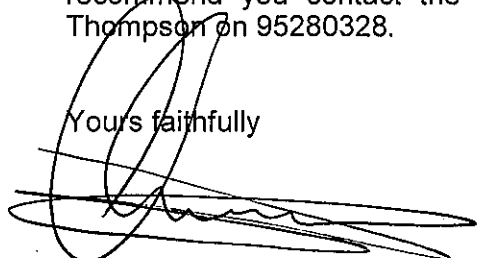
The comment received by the DEC recognised that the City's need to balance environmental concerns with social and economic considerations in deciding upon a preferred route; however the broad advice suggested that the department was essentially providing information only and any proposal would need to be referred to the Environmental Protection Authority so a level of assessment could be determined.

The City has subsequently requested clarification from the DEC in relation to the two (2) alternatives, outlining the potential assessment against the ten clearing principles, and the prospect of environmental offsets.

Both the Council and the Working Group have supported access off Dixon Road due to the improved engineering outcome as well as the significant political and local interest in the creation of a second access and subject to the reassurance of the neighbouring residents the City is keen for the project to progress.

Should you have any additional questions or wish to discuss this matter further I recommend you contact the Director of Engineering and Parks Services, Mr Chris Thompson on 95280328.

Yours faithfully



CHRIS THOMPSON
DIRECTOR ENGINEERING & PARKS SERVICES

enclosure x 2

PUBLIC



Government of Western Australia
Department of Environment and Conservation

D09/196189

RDS/22

Your ref: RDS/22:CT:gw
Our ref: 2008/004543-3
Enquiries: Simon Dobner
Phone: 9431 6500
Fax: 9431 6599
Email: simon.dobner@dec.wa.gov.au

Chief Executive Officer
City of Rockingham
P.O. Box 2142
ROCKINGHAM DC WA 6967

Attention: Chris Thompson

CITY OF ROCKINGHAM	
RECORDED CORRESPONDENCE	
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Dear Chris

PROPOSED SECOND ACCESS TO ROCKINGHAM GENERAL HOSPITAL AND WOODBRIDGE ESTATE

Thank you for your letter dated 17 November 2009 regarding the above proposed access road, as well as the summary by Serling Consulting addressing points raised by the Department of Environment and Conservation (DEC) at our meeting held on 14 May 2009.

DEC acknowledges the need to improve access to the Rockingham General Hospital and Woodbridge Estate and that considerable planning has been undertaken to identify various alternative access options. It is also acknowledged that the Technical Working Party's and the City of Rockingham's preferred option is 'Northern Entry - Option B' (Option 6B on your attached plan), involving access off Dixon Road. DEC notes the advice from Serling Consulting that Option 7 (utilising a tunnel) is not a viable option. It also notes the stated reasons for preferring the proposed northern entry option.

In previous correspondence and discussions with the City of Rockingham, DEC has identified a number of environmental issues associated with the City's preferred Northern Entry - Option B, such as loss of native vegetation, loss of habitat and other threats to fauna (including potential threatened fauna), loss and fragmentation of regional park estate, disturbance through additional "edge effects" and loss of visual amenity. DEC has also provided the City with advice with respect to minimising environmental impacts.

Based on the issues identified, it would appear that the Northern Entry - Option B is likely to have a significant environmental impact upon the Lake Coo loongup area of Rockingham Lakes Regional Park. DEC does, however, recognise that the City is in a position where it needs to balance environmental concerns with social and economic considerations in deciding upon a preferred access route.

In regard to your query seeking support or approval from DEC for the proposed Northern Entry - Option B; DEC's role is one of providing information and advice concerning the environmental issues associated with a proposal, and how environmental impacts can best be avoided, or minimised and mitigated. It would be inappropriate for DEC to support/approve the proposal as this could be seen to prejudice (or pre-empt) any decision by the Environmental Protection Authority (EPA) and potentially the Minister for Environment.

Therefore in order to progress the proposal, it is recommended that the City of Rockingham now refer its preferred access option to the EPA so that a level of assessment can be determined.

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Community and Regional Parks Branch
Level 1, 4-6 Short Street, Fremantle
Phone: (08) 9431 6500 Fax: (08) 9431 6599
Postal Address: PO Box 1535, Fremantle, Western Australia 6959
www.dec.wa.gov.au

If you have any questions in relation to the above, please don't hesitate to contact Simon Dobner of this office on telephone number 9431 6500.

Yours sincerely

A handwritten signature in black ink, appearing to read 'B. Dooley', written in a cursive style.

Brendan Dooley
A /Manager, Community and Regional Parks Branch

11 December 2009

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D08/92942



Department of Environment and Conservation

Your ref: RDS/22:CT:gw
Our ref: 2001F001946-4
Enquiries: Simon Dobner
Phone: 9431 6515
Fax: 9431 6599
Email: simon.dobner@dec.wa.gov.au

City of Rockingham
P.O. Box 2142
Rockingham DC, WA 6967

Attention: Stewart Marshall

Stamp: CITY OF ROCKINGHAM RECORDED CORRESPONDENCE RECEIVED 24 DEC 2008 RECORDS OFFICE FILE RDS/22 A/CARD OFFICER mppd COPY

Dear Stewart

PLANNING FOR THE SECOND ACCESS FOR THE ROCKINGHAM/KWINANA DISTRICT HOSPITAL AND THE WOODBRIDGE ESTATE.

Thankyou for your letter dated 24 November 2008 (and attachments), referring the above matter to the Department of Environment and Conservation (DEC) for comment.

DEC recognises that considerable planning has been undertaken to review options for a second access route to the Rockingham/Kwinana District Hospital and the Woodbridge estate over a number of years. However, as a general principle, DEC does not support the loss of any land area from regional parks and it would naturally be expected that any intrusion into the Rockingham Lakes Regional Park would be proposed only where no other alternative was available.

DEC has conducted an internal review of the Ministerial Working Group's preferred route ('Northern Entry - Option B') and notes the proposed road reserve now appears to travel through the Rockingham Lakes Regional Park for almost its entire length. It is estimated from Sinclair Knight Mertz (SKM) drawing C645 (24.04.08) that the proposed road reserve traverses approximately 4.2 ha of regional park (assuming a 20 metre road width). In addition, the proposed road reserve severs connection to the park of approximately 5.4ha of land to its west. Therefore, it is appears that the proposed option results in the effective loss of approximately 9.6 ha from the Rockingham Lakes Regional Park. Should a proposal be developed it is likely to be considered a significant environmental impact and as such, would be referred to the Environmental Protection Authority (EPA) for evaluation.

DEC has perused the SKM Final Study Report (and associated documentation) and notes some of the reasons behind the proposed route selection, however on balance, it considers that there is insufficient justification for isolating the previously identified options down to the currently preferred one and that all other engineering options may not have been adequately explored.

DEC would be happy to meet with the City of Rockingham at any time to discuss concerns.

Please don't hesitate to contact myself or Simon Dobner of this office on 9431 6500 if you have any questions or wish to discuss the above.

Yours sincerely,

Handwritten signature of Barb Green

Barb Green
A/Manager Community and Regional Parks Branch

18 December 2008

Community and Regional Parks Branch: Level 1, 4-6 Short Street, Fremantle
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