# **Clearing Desktop Report – Short Form**

This Clearing Desktop Report – Short Form is required for proposals with low clearing impacts that do not require a full assessment through a Clearing Desktop Report (CDR). Clearing that may be or is at variance should not be assessed using this form. This form must be reviewed and endorsed by the Central Review and Submissions Process (CRSP) Team, who will determine whether the clearing impacts have been assessed properly. Send the form via <u>clearingpermit@mainroads.wa.gov.au</u>. The Environment Officer will be advised within **2 business days** if the assessment of the proposal clearing is endorsed. Refer to the <u>Factsheet on the Assessment of Low Impact Clearing under Main Roads Statewide Clearing Permit CPS 818</u> (D17#452322) for further information.

## **1. PROPOSAL DETAILS**

Proposal Name:	Bridge 4823 Replacement			
Region/Directorate:	South West Region			
Local Government:	City of Busselton	City of Busselton		
Road/Bridge Name & Number:	Bridge 4823 – Quindalup South Road (2050050) over Station Gully			
Proposal Location (SLK):	0.79			
CDR Short Form TRIM Number:	D23#674940			
Spatial Data TRIM Number:	Proposal Area at D23#821841, Clearing Area at D23#821844			
EOS Number:	2887			
Expected Proposal Start Date:	November 2024			
Oracle Project No:	21100308 <b>Task Code:</b> 11.02			
LISC TRIM Number:	D22#1184598 HRA TRIM Number: D22#1185620		D22#1185620	

• Replacement of an existing bridge with reinforced box culverts at the same location

- 0.022 ha of native vegetation clearing will be required given unavoidable impacts of removal of an existing abutment wingwall, and installation of guardrail necessary for public safety.
- The vegetation to be impacted comprises two Grass Trees (*Xanthorrhoea preissii*) at the southeast abutment of the Bridge, two Swan River Blackbutt (*Eucalyptus patens*) south-east of the Bridge and one Marri (*Corymbia calophylla*) south-west of the Bridge.

#### **3. ALTERNATIVES TO CLEARING**

The Grass Trees to be cleared are within a few metres of an existing bridge abutment and cannot be physically avoided during the bridge replacement, necessary for the existence and structural integrity of the transport corridor and watercourse crossing.

The Marri tree to be cleared is within a few metres of the road pavement where the guard rail must be positioned to avoid catastrophic harm to errant drivers falling from height or down a slope, while allowing the deflection of the guardrail necessary for its effective operation. Clearing of two Blackbutt trees is anticipated to be required for site access and to accommodate the deflection of guardrail necessary for its effective operation.

The use of the existing road and bridge location avoids clearing elsewhere. Changing drainage positioning or batter slope angle will not remove the risks to the public or the necessity of guardrails. Increasing batter slope angle to reduce the horizontal footprint will not protect any additional vegetation from clearing. There are no alternatives to clearing that do not significantly compromise constructability and public safety.

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#### 4. MEASURES TO AVOID, MINIMISE, MITIGATE AND MANAGE PROPOSAL CLEARING IMPACTS

The following alternatives to clearing were considered during the development of the proposal:

- Existing cleared areas are being used for access tracks, construction storage and stockpiling.
- Construction will be carried out under full road closure with traffic diverted through Vasse-Yallingup Siding Road and Wildwood Road. This avoids the need for clearing for a temporary traffic diversion.
- Main Roads retains frangible vegetation within a clear zone adjacent to vehicle lanes to maximise
  the retention of vegetation while providing a safe area for errant vehicles. However, this project only
  requires clearing to accommodate the replacement structure and road formation, and continued
  maintenance access, rather than the creation of clear zones. Further, the installation of safety barriers
  is proposed and allows for reduced risk to drivers while avoiding vegetation clearing.
- The length and positioning of safety barriers proposed were reviewed to minimise impacts to large trees. Initial bridge designs indicated that two large Marri trees to the north of the Bridge would need to be cleared. Subsequent re-design allowed guardrail positions to be modified such that clearing of these two trees was avoided.
- Speed limits are one factor among many involved in road safety, including road conditions, driver behaviour and overall road design. Except in special situations, reducing speed limits below national standards on state and national roads is not typically supported as it has the potential to contribute to driver frustration, impatience, tiredness and recklessness. The environmental values protected by reducing the speed limit do not justify the impacts on freight efficiencies nor road user safety. Accordingly, the reduction of the speed limits to avoid clearing of native vegetation for this proposal is not proposed.

## 5. APPROVED POLICES AND PLANNING INSTRUMENTS

The clearing of native vegetation in Western Australia is regulated under the *Environmental Protection Act 1986* (EP Act) and the Environmental Protection (Clearing of Native Vegetation) Regulations 2004 (Clearing Regulations).

In addition to the matters considered in accordance with section 510 of the EP Act (see Section 1.3), Main Roads has also had regard to the following documents.

#### **Environmental Protection Policies:**

- Environmental Protection (Peel Inlet Harvey Estuary) Policy 1992
- Environmental Protection (Western Swamp Tortoise Habitat) Policy 2011

#### Other legislation of relevance for assessment of clearing and planning/other matters:

- Biodiversity Conservation Act 2016 (WA) (BC Act)
- Conservation and Land Management Act 1984 (WA) (CALM Act)
- Country Areas Water Supply Act 1947 (WA) (CAWS Act)
- Environment Protection and Biodiversity Conservation Act 1999 (Cth) (EPBC Act)
- Planning and Development Act 2005 (WA) (P&D Act)
- Soil and Land Conservation Act 1945 (WA)
- *Rights in Water and Irrigation Act* 1914 (WA) (RIWI Act)
- Aboriginal Heritage Act 1972 (WA) (AHA)
- Town Planning and Development Act (WA)1928

#### **Relevant other policies and guidance documents:**

- Environmental Offsets Policy (Government of Western Australia, 2011)
- A guide to the assessment of applications to clear native vegetation (DER, December 2014)
- Procedure: Native vegetation clearing permits (DWER, October 2021)
- Environmental Offsets Guidelines (Government of Western Australia, August 2014)

<ul> <li>Technical guidance – Flora and Vegetation Surveys for Environmental Impact Assessment (EPA, 2016)</li> <li>Technical guidance – Terrestrial Vertebrate Fauna Surveys for Environmental Impact Assessment</li> </ul>			
<ul> <li>(EPA, 2020)</li> <li>Approved conservati flora/fauna/vegetation</li> <li>Approved Recovery In</li> <li>EPBC Act Referral guine</li> <li>Strategic advice - EPA</li> </ul>	on advice under section 266B of the EPBC on communities Plans for threatened species idelines for the three threatened black coc A	Act for threate katoo species	ened
6. CLEARING AREA			
Clearing Area (ha):	0.022	No. Trees Cleared:	NA
Species Name(s):	Corymbia calophylla, Eucalyptus patens and Xanthorrhoea preissii		
Easting and Northing:	327751 6271932 (MGA Zone 50)		
7. EXISTING ENVIRONMEN	IT AND SITE INFORMATION		
Site Vegetation Description/Association:	A site inspection on 15th March 2023 by a determined that vegetation at the Bridge woodland, parkland cleared, with no sign understorey of grasses and weeds. The si past clearing to maintain a maintenance a regrowth and remnant native vegetation <i>Eucalyptus patens, Acacia</i> sp., <i>Corymbia</i> co The proposal area is mapped as Beard Ve Medium woodland; marri with some jarra casuarina. The proposal area is also within Abba Hee as: a mixture of open forest of <i>Corymbia</i> of <i>marginata</i> (Jarrah) - Banksia species and v (Marri) with minor occurrences of <i>Corymbia</i> Woodland of <i>Eucalyptus rudis</i> (Flooded G creeks and on flood plains.	a Main Roads site comprise ificant mid-sto ite is Complete cone around the includes <i>Agon</i> alophylla and a getation Asso h, wandoo, riv ddle Vegetation calophylla (Ma woodland of Co bia haematoxy um) - Melaleu	Environment Officer s sparse Eucalypt orey and an ely Degraded from he Bridge. Nearby <i>vis flexuosa,</i> <i>Xanthorrhoea preissii.</i> visition 1136, ver gum and on Complex, defined arri) - <i>Eucalyptus</i> <i>Corymbia calophylla</i> <i>clon</i> (Mountain Marri). ica species along
Site Vegetation Condition:	Completely Degraded		
Pre-European Extent Remaining (%):	Vegetation Association 1136: 6.75 % in WA, 6.94 % in Swan Coastal Plai sub-region, 6.78 % in City of Busselton Abba Complex: 6.54 % in Swan Coastal Plain	in, 6.94 % in S	WA02 Perth IBRA

8. ASSESSMENT OF PROPOSAL AGAINST CLEARING PRINCIPLES		
Is vegetation to be cleared at variance with:	Justification or Evidence:	
<b>Principle (a)</b> – Native vegetation should not be cleared if it comprises a high level of biological diversity.	The proposal area has limited biodiversity value. A site inspection on 15th March 2023 determined that the proposal area is parkland cleared road reserve, with no significant mid-storey and no significant understorey except grassy and herbaceous weeds. There is low flora species diversity. Adjacent vegetation comprises patches of better condition native vegetation, which will not be impacted by the proposed works, and cleared paddocks.	
	The proposed vegetation clearing is of up to 0.022 ha and comprises only Completely Degraded vegetation. The native vegetation remaining within the proposal area is not riparian in nature, with only raised roadside vegetation proposed to be cleared.	
	The proposal area is broadly mapped as Beard Vegetation Association 1136 - Medium woodland; marri with some jarrah, wandoo, river gum and casuarina. It is also within Abba Heddle Vegetation Complex. The vegetation in the proposal area is not representative of this Vegetation Association or Complex, being highly degraded and not including the requisite species, and therefore the proposed clearing will not be detrimental to this Vegetation Association or Complex.	
	There are no Threatened or Priority Flora recorded for the proposal area, with the nearest being Threatened <i>Caladenia</i> spp. and a Priority 4 <i>Acacia</i> sp. > 850 m north of the proposal area. The degraded nature of the proposal area, including the heavy weed burden, make it unlikely that these species would be present. The relatively small works footprint and clearing area proposed also make it unlikely that any Threatened or Priority Flora would be impacted.	
	<ul> <li>No Threatened Ecological Communities (TECs) or Priority Ecological Communities (PECs) are present in the proposed clearing area or likely to be impacted by the works.</li> <li>The nearest Environmentally Sensitive Area to the proposal area is &gt; 450 m away to the north and north-east.</li> <li>The proposal area intersects a 2 km-radius buffer of Priority 1 PEC "Whicher Scarp Paluslope Wetlands", but is not located within the PEC, and does not match location and flora composition data for the PEC recorded in "A Floristic Survey of the Whicher</li> </ul>	

Scarp - A report for the Department of Environment
and Conservation" (BJ Keighery et al., 2008)
<ul> <li>The PEC is located on the Foothills of the</li> </ul>
Whicher Scarp (Cartis Vegetation Complex)
and the Whicher Scarp/Pinjarra Plain
interface, whereas Whicher Scarp is 1.6 km
west and 4.6 km south of the proposal area,
and the proposal area is within the Abba
Vegetation Complex.
<ul> <li>A number of PECs are known from the local</li> </ul>
area, however none are connected to the
proposal area by hydrology or vegetation,
and all are too distant from the proposal
area to be impacted by the proposed works.
These include:
$_{\odot}$ Chambers Road adjacent to Chambers Road
Ironstones > 450 m south of the proposal
area, in and adjacent to 'Taylor's Nature
Reserve' > 7 km south-east of the proposal
area, and Vasse Highway and Gwindinup
area > 15 km east of the proposal area.
<ul> <li>Except for <i>Eucalyptus patens</i>, the species</li> </ul>
listed below that are associated with the PEC
are not present in the proposal area:
Melaleuca preissiana, Taxandria linearifolia,
Taxandria fragans, Melaleuca incana,
Cyathochaeta teretifolia, Eucalyptus patens,
Homalospermum firmum, Gahnia
decomposita, Callistachys lanceolata, Hakea
linearis, Melanostachya ustulata, Evandra
aristata, Beaufortia sparsa, Callistemon
glaucus, Pultenaea pinifolia, Astartea
scoparia, Eucalyptus calophylla, Eucalyptus
rudis, Oxylobium lineare, Kunzea glabrescens
and Aotus cordifolia. The proposal area does
not represent the wetland vegetation
associated with the PEC.
Vegetation within the road reserve would not provide
ecological linkages given its highly fragmented and
degraded state. Better guality vegetation adjacent to the
proposal area and associated with Station Gully would
provide some local ecological linkages outside and
disconnected from the proposal area.
The small size and Completely Degraded condition of the
vegetation to be cleared is unlikely to support a diverse
assemblage of fauna and none of the vegetation provides
breeding habitat for Black Cockatoos.

	Based on the above, the proposed clearing is not likely to be at variance to Clearing Principle (a).
<b>Principle (b)</b> – Native vegetation should not be cleared if it comprises the whole or a part of, or is necessary for the maintenance of, a significant habitat for fauna.	Proposal activities will involve clearing of vegetation that is suitable feeding and roosting habitat for Threatened Black Cockatoo species. However, the extent of clearing proposed comprises a few individual plants that will not be significant given the degraded nature of the area and the presence of better condition vegetation outside the proposal area. Remnant native vegetation (DPIRD-005) comprises 23.9 %, 35.5 % and 20.9 % of the area surrounding Bridge 4823 within a 5 km, 10 km and 20 km radius respectively.
	No Black Cockatoos or signs of Cockatoo activity such as feathers or chewed nuts were observed on-site during the March 2023 site inspection by Main Roads' Environment Officer. From ground inspection, no suitable nesting hollows were observed in the one Diameter at Breast Height (DBH) Marri ( <i>Corymbia calophylla</i> ) tree proposed to be cleared. The Marri tree is growing on the embankment associated with the road formation approaching the Bridge, suggesting it has grown since original construction of the road and Bridge. On this basis, the tree is less than 100 years old and not likely to be of sufficient age to form hollows suitable for Black Cockatoo nesting (DCCEEW, 2022). The two Blackbutt trees proposed to be cleared are not DBH trees and are too young to provide any breeding habitat value.
	Of the Threatened Black Cockatoo species recorded in the DBCA restricted fauna layer, the closest known record is Baudin's Black Cockatoo ( <i>Zanda baudinii</i> ) in 2015, 2.6 km west of the Bridge. Records of Baudin's Black Cockatoo, Carnaby's Black Cockatoo ( <i>Zanda latirostris</i> ) and Forest Red-tailed Black Cockatoo ( <i>Calyptorhynchus banksii naso</i> ) are located in a cluster to the west of the Bridge, ~ 2.6-5.2 km away. The nearest known roosting sites are located ~ 3.8 km west of the Bridge, with the DBCA buffer extending to ~ 2.9 km west of the Bridge (DBCA-064). Recorded Black Cockatoo occurrences to the north, southeast and south are all > 4 km away. The nearest known Black Cockatoo breeding sites are located ~ 5 km northwest (Forest Red-tailed Black Cockatoo) and > 20 km west (Carnaby's Black Cockatoo) of the Bridge (DBCA-054). The nearest identified hollow potentially suitable for breeding (for Baudin's, Carnaby's and Forest Red-tailed Black Cockatoos) is 12.4 km east-southeast of the Bridge. The clusters of Cockatoo presence are associated with relatively large, dense, good condition vegetation patches, separated from the proposal area by cleared paddocks, such that Cockatoos are not

	likely to be dependent on or significantly benefitted by the
	likely to be dependent on or significantly benefitted by the
	limited vegetation in the proposal area.
	WA Peppermint ( <i>Agonis flexuosa</i> ) is a known foraging species for the Critically Endangered Western Ringtail Possum ( <i>Pseudocheirus occidentalis</i> ) and is located in a stand to the east of the proposal area. Based on ArcGIS analysis, there are multiple Western Ringtail Possum records in the region, with the nearest being ~ 2.9 km to the north west and ~ 2.9 km to the west of the proposal area. The species builds nests or dreys in low shrub thickets, sedges, rushes, grass trees, and within various tree canopies, with a preference for dense, relatively lush vegetation (Department of Parks and Wildlife, 2015). No impacts to Peppermints are anticipated as no Peppermint trees are proposed to be cleared. The proposed clearing within the proposal area is unlikely to be significant as the area is too open and degraded to represent significant habitat for the species. No Possums, hollows, dreys, burrows or nests have been observed on-site.
	The highly disturbed nature of the proposal area reduces the likelihood of any fauna species being present. The lack of significant native understorey and mid-storey precludes the presence of fauna species preferring dense cover. The proposal area includes aquatic/stream habitat, though site inspection confirms that there is little to no in-stream vegetation present in the proposal area. There is some ecological connectivity of vegetation in the vicinity of the works, but not associated with the proposal area and the linear impacts that are restricted to the road verge. The proposed removal of isolated plant individuals within the road reserve will not affect fauna habitat connectivity. The proposed clearing is unlikely to directly or indirectly impact any fauna species.
	Based on the above, the proposed clearing is not likely to be at variance to Clearing Principle (b).
<b>Principle (c)</b> – Native vegetation should not be cleared if it includes, or is necessary for the continued existence of, threatened flora.	There are no Threatened flora species recorded for the proposal area, with the nearest being <i>Caladenia</i> spp. > 850 m north of the proposal area. The degraded nature of the proposal area, including the heavy weed burden, make it unlikely that these species would be present. The small works footprint and clearing area proposed also make it unlikely that any Threatened flora would be impacted. Site inspection by Main Roads' Environment Officer did not identify any Threatened flora species or habitat suitable for Threatened flora within the proposal area.

	Based on the above, the proposed clearing is not likely to be at variance to Clearing Principle (c).
<b>Principle (d)</b> – Native vegetation should not be cleared if it comprises the whole or a part of, or is necessary for the maintenance of, a threatened ecological community.	There are no Threatened Ecological Communities (TECs), or any mapped buffers of TECs, intersecting the proposal area. The nearest TEC or buffer to the proposal area is a buffer area for the WA-listed <i>Corymbia calophylla</i> woodlands on heavy soils of the southern Swan Coastal Plain (FCT 1b), located approximately 500 m northwest of the proposal area. There are likely ecological linkages between better condition vegetation adjacent to the proposal area and the vegetation within the TEC buffer in the vicinity of Vasse- Yallingup Siding Road. The proposed clearing of isolated individuals within the proposal area is on the edge of any connectivity and will not impact this connectivity or the TEC.
	<ul> <li>A number of other Commonwealth TECs have been mapped as occurring in the local area, however desktop assessment and site inspection have determined that none of these intersect or are likely to be impacted by the proposed clearing. These include: <ul> <li>Banksia Woodlands of the Swan Coastal Plain (Endangered) – not represented in the proposal area, with no Banksias present;</li> <li>Tuart Woodlands and Forests of the Swan Coastal Plain (Critically Endangered) – not represented in the proposal area, with no Tuart trees present;</li> <li>Clay Pans of the Swan Coastal Plain (Critically Endangered) – within 20 km of but not intersecting the proposal area;</li> <li>Shrublands on southern Swan Coastal Plain ironstones (Endangered) – within 20 km of but not intersecting the proposal area; and</li> <li>Subtropical and Temperate Coastal Saltmarsh (Vulnerable) – within 20 km of but not intersecting the proposal area.</li> </ul> </li> </ul>
	Based on the above, the proposed clearing is not likely to be at variance to Clearing Principle (d).
<b>Principle (e)</b> – Native vegetation should not be cleared if it is significant as a remnant of native vegetation in an area that has been extensively cleared.	The Beard Vegetation Association and Heddle Vegetation Complex mapped for the proposal area are poorly represented in the State, IBRA Region, IBRA Sub-Region and Local Government Area, present at less than the 10 % pre-European extent. This is below the threshold deemed by the Environmental Protection Authority to represent significant risk of species biodiversity decline. However, the vegetation in the proposal area is not representative of this Association or Complex, being Completely Degraded and

	only consisting of isolated native plants with a cleared understorey dominated by weeds.
	Larger patches of remnant vegetation exist adjacent to but outside of the proposal area, including along Station Gully, and are of better quality than vegetation within the road reserve and would provide some local ecological linkages. These remnant patches will not be impacted by the proposed clearing.
	Vegetation within the road reserve would not provide ecological linkages given its highly fragmented and degraded condition.
	Based on the above, the proposed clearing is not likely to be at variance to Clearing Principle (e).
<b>Principle (f)</b> – Native vegetation should not be cleared if it is growing in, or in association with, an environment associated with a watercourse or wetland.	Bridge 4823 crosses Station Gully, a minor non-perennial watercourse (GIS Database). The vegetation proposed to be cleared consists of two Grass trees, two Blackbutt trees and one Marri tree. Site inspection has confirmed that none of the vegetation proposed to be cleared is growing in association with Station Gully or any other watercourse or wetland. The vegetation proposed to be cleared is located on the raised road formation of the road verge and bridge abutment.
	Based on the above, the proposed clearing is not likely to be at variance to Clearing Principle (f).
<b>Principle (g)</b> – Native vegetation should not be cleared if the clearing of the vegetation is likely to cause appreciable land degradation.	Soil salinity, structure and fertility are unlikely to be impacted by the proposed vegetation clearing given the small amount of clearing proposed and its position in the landscape. Erosion and sediment accumulation are also unlikely to be increased as a result of the proposed clearing. Increased waterlogging will not occur as a result of the proposed clearing, which is not significant in terms of soil stability, soil structure or water uptake.
	Based on the above, the proposed clearing is not likely to be at variance to Clearing Principle (g).
<b>Principle (h)</b> – Native vegetation should not be cleared if the clearing of the vegetation is likely to have an impact on the environmental values of any adjacent or nearby conservation area.	A search of ArcGIS shapefiles indicates no nature reserves, conservation areas or Bush Forever Sites are located within 1 km of the proposal area. The nearest DBCA-managed land is Haag Nature Reserve, located approximately 4 km south. Weeds are not likely to be spread to adjacent better-condition vegetation, and impacts are aligned with the existing road and bridge and will not impact ecological connectivity.

	Based on the above, the proposed clearing is not likely to be at variance to Clearing Principle (h).
<b>Principle (i)</b> – Native vegetation should not be cleared if the clearing of the vegetation is likely to cause deterioration in the quality of surface or underground water.	A search of ArcGIS shapefiles has confirmed that the proposed clearing area is not located within a Proclaimed Surface Water Area. The proposed native vegetation clearing is associated with replacing an existing bridge that crosses Station Gully. However, no vegetation clearing is proposed within the watercourse, with clearing limited to individual plants located on the raised road formation of the road verge and abutment. The proposed clearing will not disturb or interrupt any natural drainage flows or surface run-off patterns and no water will be taken from a watercourse or wetland. Clearing and bridge replacement works are unlikely to deteriorate surface water quality.
	With respect to groundwater, the proposed clearing area is not located within a Public Drinking Water Source Area or a Proclaimed Groundwater Area. There is no requirement for dewatering, bore construction or water abstraction from a bore. The proposed clearing is unlikely to have any significant impact upon groundwater.
	The DWER Acid Sulphate Soil risk mapping indicates that the area is classified as Moderate to Low Risk of ASS occurring within 3 m of natural soil surface and high to moderate risk of ASS beyond 3 m of natural soil surface. As no dewatering or excavation below the water table is planned, the risk of acid sulphate soil is low for the project.
	Based on the above, the proposed clearing is not likely to be at variance to Clearing Principle (i).
<b>Principle (j)</b> – Native vegetation should not be cleared if clearing the vegetation is likely to cause, or exacerbate, the incidence or intensity of flooding.	A relatively small area of native vegetation will be impacted, consisting of one Marri tree, two Blackbutt trees and two Grass Trees. This minor clearing is unlikely to cause, or exacerbate, the incidence or intensity of flooding. The proposed clearing is not significant with regard to soil stability or water uptake, will not significantly impact salinity, soil structure or waterlogging capacity, and will not result in changes to the topography or surface water flows that may be associated with flooding events.
	Based on the above, the proposed clearing is not likely to be at variance to Clearing Principle (j).
Methodology Used and References:	Main Roads Project Environmental Risk Assessment, including site inspection, map and photographs of each tree: D23#443163
9. REHABILITATION. REVEGETATION AND	OFFSETS

Offset Proposal:		No offset proposal is required as the proposed clearing will not result in significant residual impacts to native vegetation within the region.	
Revegetation and Rehabilitation:		No temporary clearing will be undertaken as part of the Proposal activities and therefore no revegetation or rehabilitation will be conducted under CPS 818.	
10. COMPLIANCE WITH CPS818			
The clearing associated with the proposal i management actions under CPS 818 are detail		is not at variance with t ailed below.	he Clearing Principles. Additional
Impact of Clearing	Yes/No o	r NA	Further Action Required
<ol> <li>Proposal is within a Region that:         <ul> <li>has rainfall greater than 400 mm; and,</li> <li>is South of the 26<sup>th</sup> parallel; and,</li> <li>works are necessary in 'Other than dry conditions'; and,</li> <li>works have potential for uninfested areas to be impacted.</li> </ul> </li> </ol>	Yes Dieback is issue as t the propo conditions within o Managed proceed u Principal Managem Specificati Managem	not considered to be an he movement of soil for sal will occur during dry and the works are not r adjacent to DBCA Lands. Proposal to sing Main Roads relevant Environmental ent Requirements in on 204 Environmental ent.	Standard Vehicle and Plant Management Actions from Annexure 204B (TABLE 204B.9.1), <u>Hygiene Checklists</u> (D17#859669) and <u>Vehicle, Plant and Machinery</u> <u>Hygiene Vehicle Register</u> <u>Template (D23#179551) will be</u> applied.
<b>2.</b> Do the proposed works require clearing within or adjacent to DBCA managed lands in non-dry conditions?	No		No further action required.
<b>3.</b> Main Roads has been notified by DWER or an environmental specialist that the area to be cleared is susceptible to a pathogen other than dieback.	Νο		No further action required.

4. Weeds are likely to spread to and result in environmental harm to adjacent areas of native vegetation that are in good or better condition.		No – the project area contains common weed species that will not spread as a result of the proposed clearing activities, which are minimal and limited to isolated individuals. No Declared Plants or Weeds Of National Significance were identified in the proposal area during site inspection. The Construction Environmental Management Plan requires that all vehicles and machinery arrive on site clean and that weed-infested material is not spread off-site, therefore there is a low risk of weed	No further action required.
		therefore there is a low risk of weed spread.	
Completed By:			
Name	[REDACTED]		
Signature	[REDACTED]		
Job Title	Environment Officer		
Date	21 <sup>st</sup> February 2024, revised 4 <sup>th</sup> April 2024		

## Once all sections are completed, send the form to CRSP for review and endorsement.

DECISION ON CLEARING ASSESSMENT		
Name	[REDACTED]	
Signature	[REDACTED]	
Job Title	Principal Environmental Officer	
Date	29/04/2024	