

Clearing Desktop Report – Short Form



1. PROPOSAL DETAILS

Proposal Name:	Elverdton Section Truck Bays, South Coast Highway (H008) SLK 305.28-305.81				
Region/Directorate:	Great Southern Region				
Local Government:	Shire of Ravensthorpe				
Road/Bridge Name & Number:	South Coast Highway (H008)				
Proposal Location (SLK):	SLK 305.38-305.76				
CDR Short Form TRIM Number:	D25#697099				
Spatial Data TRIM Number:	D25#697125 Proposed CPS 818 Clearing Area within Development Envelope in GDA2020				
EOS Number:	2890				
Expected Proposal Start Date:	11 August to 31 December 2025				
Oracle Project No:	21108255		Task Code:	401.02	
LISC TRIM No.	D22#1254079	PERA TRIM No.	D25#695850	HRA TRIM No.	D22#1259011

2. PURPOSE OF CLEARING

To add safe stopping areas for road users, Great Southern Region proposes to construct two ~250 m truck bays either side of South Coast Highway (H008) SLK 305.28-305.81. This will require clearing up to 0.5 ha of degraded vegetation within a Project Development Envelope of approximately 4.26 ha. The Development Envelope is fully contained within the road reserve and within land purchased by Main Roads that was previously heavily disturbed farmland, as shown in Figure 1 and Appendix 1.

In 2020, Western Ecological undertook a fauna and targeted Black Cockatoo assessment ([D22#121780](#)) and Western Botanical undertook a flora and vegetation assessment ([D23#5798](#)) for a survey area 30 m from the South Coast Highway centreline (SLK 293-311), which included part of the Development Envelope. In 2022, *ecologia* conducted a reconnaissance flora and vegetation, fauna and fauna habitat assessment of the full Development Envelope and surrounds ([D23#598437](#)).

3. ALTERNATIVES TO CLEARING

The truck bay locations have been strategically selected based on key fatigue management distances for drivers of heavy vehicles. If they are not constructed, there will be fewer safe stopping areas for heavy vehicles on the Great Southern road network, which could lead to increased deaths or serious injuries from fatigue-related crashes. The location also needed to complement and not conflict with commercial ventures, make provisions for all vehicle and road user types, improve visual and community amenity of the roadside and avoid direct and indirect environmental and heritage impacts.

The location needed to be serviceable all year round (i.e. not susceptible to flooding), whilst maximising a restful and safe journey by being a quiet location where ideally mobile phone reception was available. The location was also driven by engineering and safety factors to ensure it was on a straight ~300 m road section and not too close to curves that would impact sight distances when leaving or re-entering traffic flow. Given the surrounding landscape undulates significantly, the chosen location was the only site in the vicinity that the designers found would avoid locating the truck bay at the bottom or halfway up a hill or on a horizontal curve, with a preference for a straight, flat section prior to a downgrade with good sight distance.

In addition, the truck bays were designed to be parallel to each other (rather than staggered) to allow road trains to conduct a full turnaround using the bays in case of emergencies. Noting that land acquisition would be required to accommodate the parallel truck bays given the narrow road reserve, a location was chosen that maximised purchase of already-cleared paddocks on both sides of the road and avoided clearing good-or-better quality native vegetation. The current location was preferred since it provided the option of retaining existing remnant vegetation to act as a screen, which will minimise disruption to users of the facility by through-traffic and visually enhance the through-road alignment. The location was also desirable since it consists of scattered shrubs and trees that provide

partial vegetation screening, rather than full screening, so the truck bays will still be visible from the through-road and perceived by road users as a safe place to stop.

Main Roads also considered upgrading an existing southern parking bay ~1 km west from the proposed new truck bay location ([H008 SLK ~304.25](#)) that is currently just a widened gravel shoulder with a roadside bin (as shown below). However, the designers confirmed it would not be a safe stopping location by current standards based on the criteria outlined above and both landowners of the adjacent farmland were not supportive of a truck bay at this location. The southern parking bay at [H008 SLK ~304.25](#) will be closed after the proposed new truck bays are constructed at H008 SLK 305.28-305.81.



Existing parking bay (H008 SLK ~304.25) looking west



Existing parking bay (H008 SLK ~304.25) looking east

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

The following measures were taken to avoid, minimise, mitigate and manage the proposed clearing impacts:

- To avoid clearing good-or-better quality native vegetation, the truck bays will be located either side of South Coast Highway in heavily disturbed, predominately cleared farmland that has now been purchased by Main Roads. Clearing will be limited to up to 0.5 ha degraded vegetation within a Development Envelope of approximately 4.26 ha.
- During the design process, measures were taken to minimise clearing and retain as much vegetation as possible to provide a vegetation screen between the truck bays and South Coast Highway, as well as shade for people using the rest areas and habitat for transient fauna.
- During construction, existing cleared areas will be used for access tracks, material storage and laydown and site offices.

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 51O of the EP Act, 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, 2014)
- Procedure: Native vegetation clearing permits (DWER, October 2021)
- Environmental Offsets Guidelines (Government of Western Australia, August 2014)

- Technical guidance – Flora and Vegetation Surveys for Environmental Impact Assessment (EPA, 2016)
- Technical guidance – Terrestrial Vertebrate Fauna Surveys for Environmental Impact Assessment (EPA, 2020)
- Approved conservation advice under section 266B of the EPBC Act for threatened flora/fauna/vegetation communities
- Approved Recovery Plans for threatened species
- EPBC Act Referral guidelines for the three threatened black cockatoo species
- Strategic advice - EPA

6. CLEARING AREA

Clearing Area (ha):	Up to 0.5 ha within a Development Envelope of 4.26 ha	No. Trees Cleared:	N/A
Species Name(s):	Eucalyptus mid-mallee open woodland		
Easting and Northing:	Centrepoin of Proposal Area: -33.599481, 120.199609		

7. EXISTING ENVIRONMENT AND SITE INFORMATION

Site Vegetation Description/Association:	<i>Eucalyptus</i> mid-mallee open woodland, with dominant overstorey species (<i>E. oleosa</i> subsp. <i>corvina</i> and <i>E. extensa</i>), as well as some understorey and associated species (i.e. <i>Acacia glaucoptera</i> , <i>Austrostipa elegantissima</i> , <i>Enchylaena tomentosa</i>).					
Site Vegetation Condition:	Degraded					
Pre-European Extent Remaining (%):	Pre-European Vegetation Association	Scale	Pre-European Extent (ha)	Current Extent (ha)	% Remaining	% Current Extent in DBCA Managed Land (proportion of pre-European Extent)
	Veg Assoc No. 352 <i>Medium woodland; York gum</i>	Statewide	724,268.73	142,012.22	19.61	8.92
		IBRA Bioregion ESP: Esperance Plains	22,816.85	6,566.34	28.78	0.33
		IBRA Sub-region ESP01: Fitzgerald	22,816.85	6,566.34	28.78	0.33
		Local Government Authority Shire of Ravensthorpe	20,570.71	5,717.67	27.80	0.38

8. ASSESSMENT OF PROPOSAL AGAINST CLEARING PRINCIPLES

Is vegetation to be cleared at variance with:	Justification or Evidence:
Principle (a) – Native vegetation should not be cleared if it comprises a high level of biological diversity.	During the 2020 and 2022 field surveys of the Development Envelope and surrounds, no Threatened or Priority listed flora or fauna species or ecological communities protected under the EPBC Act or BC Act were recorded from the Development Envelope (Western Ecological, 2020; Western Botanical, 2022; ecologia, 2023). The vegetation within the Development Envelope is in Degraded condition, with limited native understorey, previous disturbance and edge effects from the adjacent agricultural activities. The patches of vegetation within the Development Envelope are too small, discontinuous and degraded to provide important ecological services or support a high level of flora, fauna or ecosystem diversity. Based on the above, the proposed clearing is not at variance to this clearing principle.
Principle (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.	During the 2020 and 2022 field surveys, no conservation significant fauna species were recorded within the Development Envelope or surrounds. Fauna habitat within the survey areas was assessed to be in 'Poor' condition due to the absence of understorey and presence of adjacent clearing, introduced fauna and rubbish (ecologia, 2023).

	Fauna habitat within the Development Envelope is restricted to the isolated patches of Open Woodland, which contains scattered mallee eucalypts that provide limited foraging opportunities and refuge for ground dwelling species. The species composition (no jarrah, marri or proteaceous species), patch size and degraded nature of this Eucalypt woodland provides no roosting or breeding habitat and negligible foraging habitat for Carnaby's Black Cockatoos. No primary or secondary evidence of Carnaby's Cockatoo was recorded during the surveys. The small, degraded and isolated areas of vegetation proposed to be cleared are unlikely to provide significant habitat for any fauna species. Based on the above, the proposed clearing is not at variance to this clearing principle.
Principle (c) – Native vegetation should not be cleared if it includes, or is necessary for the continued existence of, threatened flora.	During the 2020 and 2022 field surveys of the Development Envelope and surrounds, no Threatened flora species were recorded and none were expected to occur (Western Botanical, 2022; ecologia, 2023). Given the lack of threatened flora in the vicinity and the degraded proposed clearing area, impacts to threatened flora are highly unlikely. Based on the above, the proposed clearing is not likely to be at variance to this clearing principle.
Principle (d) – 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.	During the 2020 and 2022 field surveys of the Development Envelope and surrounds, no Threatened Ecological Communities were recorded (Western Botanical, 2022; ecologia, 2023). The vegetation proposed to be cleared is degraded and does not meet the criteria to be classified as any TEC. Based on the above, the proposed clearing is not at variance to this clearing principle.
Principle (e) – 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 national objectives and targets for biodiversity conservation in Australia has a target to prevent clearance of ecological communities with an extent below 30 per cent of that present pre-1750 (i.e., pre-European settlement), below which species loss appears to accelerate exponentially at an ecosystem level (Commonwealth of Australia, 2001). The Development Envelope occurs within the Esperance Plains IBRA Bioregion which retains approximately 51.53 per cent of the pre-European vegetation extent (Government of Western Australia, 2019). The vegetation proposed to be cleared is broadly mapped as Vegetation Association 352 – Medium woodland; York gum. The remaining extent of this Vegetation Association is below the 30% retention target (28.78 per cent in the Esperance Plains IBRA Bioregion and Fitzgerald IBRA Subregion, 27.8 per cent in the Shire of Ravensthorpe and 19.61 per cent remaining Statewide). However, the 0.5 ha of degraded vegetation proposed for clearing is unlikely to be significant as a remnant in an area that has been extensively cleared, noting the limited understorey, previous disturbances, lack of conservation significant flora, fauna and ecological communities and limited connectivity to other

	remnants of vegetation. By comparison, the vegetated corridors of land associated with drainage lines to the north, east and west of the proposed clearing area are much more significant as remnants given their condition and direct connectivity with large tracts of remnant vegetation throughout the Ravensthorpe Range Register of National Estate Area (covering approximately 30,000 hectares), located approximately 1.5 km west and 2 km south-west of the Development Envelope, at its nearest point. Based on the above, the proposed clearing is not likely to be at variance to this clearing principle.														
Principle (f) – Native vegetation should not be cleared if it is growing in, or in association with, an environment associated with a watercourse or wetland.	Biological field surveys, Main Roads site inspection, analysis of aerial imagery and GIS datasets confirm there are no watercourses or wetlands within the Development Envelope. The closest watercourse is a minor non-perennial watercourse approximately 280 m west. There are no wetlands located in the vicinity of the Development Envelope. The vegetation proposed to be cleared is not growing in, or in association with a watercourse or wetland. Based on the above, the proposed clearing is not at variance to this clearing principle.														
Principle (g) – Native vegetation should not be cleared if the clearing of the vegetation is likely to cause appreciable land degradation.	According to DPIRD Soil landscape GIS datasets, the Development Envelope is not at significant risk of land degradation and land degradation will not be exacerbated by the small amount of clearing required for the Proposal (see table). <table border="1"> <thead> <tr> <th>Risk</th><th>Risk Rating</th></tr> </thead> <tbody> <tr> <td>Flood</td><td><3% of the map unit has a moderate to high flood risk.</td></tr> <tr> <td>Salinity</td><td>3-10% of map unit has a moderate to high salinity risk or is presently saline.</td></tr> <tr> <td>Land Instability</td><td><3% of map unit has a moderate to high hazard.</td></tr> <tr> <td>Waterlogging</td><td><3% of map unit has a moderate to very high waterlogging risk.</td></tr> <tr> <td>Water Erosion</td><td><3% of map unit has a high to extreme water erosion risk</td></tr> <tr> <td>Wind Erosion</td><td>30-50% of map unit has a high to extreme wind erosion risk</td></tr> </tbody> </table> Based on the above, the proposed clearing is not likely to be at variance to this clearing principle.	Risk	Risk Rating	Flood	<3% of the map unit has a moderate to high flood risk.	Salinity	3-10% of map unit has a moderate to high salinity risk or is presently saline.	Land Instability	<3% of map unit has a moderate to high hazard.	Waterlogging	<3% of map unit has a moderate to very high waterlogging risk.	Water Erosion	<3% of map unit has a high to extreme water erosion risk	Wind Erosion	30-50% of map unit has a high to extreme wind erosion risk
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Principle (h) – 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.	The Development Envelope is not within 10 km of a conservation area. The proposed clearing will not sever any ecological linkages to a conservation area. Based on the above, the proposed clearing is not at variance to this clearing principle.														
Principle (i) – 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.	Biological field surveys, Main Roads site inspection, analysis of aerial imagery and GIS datasets confirm there are no watercourses or wetlands within the Development Envelope. The closest watercourse is a minor non-perennial watercourse approximately 280 m west. The proposed clearing is therefore unlikely to cause deterioration in the quality of surface water. The Development Envelope is not located within 9 km of: - Public Drinking Water Source Areas (PDWSAs); - catchments proclaimed under the CAWS Act; or - surface water catchments proclaimed under the <i>RIWI Act</i>. The proposed northern truck bay is within the mapped boundary of the Kondinin-Ravensthorpe Groundwater Area, proclaimed under the <i>RIWI Act</i>. However, no impact to groundwater is														

	anticipated from the proposed clearing given the nature and small scale of the proposed clearing. Based on the above, the proposed clearing is not likely to be at variance to this clearing principle.
Principle (j) – Native vegetation should not be cleared if clearing the vegetation is likely to cause, or exacerbate, the incidence or intensity of flooding.	The proposed clearing of up to 0.5 ha of degraded vegetation is minor in nature and scale and is unlikely to cause or exacerbate the incidence or intensity of flooding. Based on the above, the proposed clearing is not likely to be at variance to this clearing principle.

Methodology Used and References:	• D25#697125 Proposed CPS 818 Clearing Area within Development Envelope in GDA2020 • D25#697123 Proposed CPS 818 Clearing Area within Development Envelope in GDA94 • D25#705682 MRWA Environmental Screening Tool Search Results – Development Envelope with 0m Buffer • D25#705686 MRWA Environmental Screening Tool Search Results – Development Envelope with 100m Buffer • D25#705653 Protected Matters Search Tool - Development Envelope with 10km Desktop Study Area Buffer • D23#598437 Memo, D23#598441 Data - ecologia (2023) Reconnaissance Flora and Fauna Survey of Elverdton Section Truck Bays - South Coast Highway (H008) SLK 305.38-305.76 • D23#5798 Report, D23#5808 Data - Western Botanical (2022) Detailed Flora and Vegetation Assessment, South Coast Highway SLK 278.4 – 280 SLK 293 – 311, Ravensthorpe. • D22#121780 Report, D22#121833 Data - Western Ecological (2021) South Coast Highway SLK 278.4 – 280 SLK 293 – 311 Terrestrial Fauna Survey • Commonwealth of Australia (2001) National Objectives and Targets for Biodiversity Conservation 2001-2005, Canberra. https://www.cbd.int/doc/world/au/au-nbsap-oth-en.pdf • Government of Western Australia (2019). 2018 Statewide Vegetation Statistics incorporating the CAR Reserve Analysis (Full Report). Current as of March 2019. WA Department of Biodiversity, Conservation and Attractions, Perth. https://catalogue.data.wa.gov.au/dataset/dbca-statewide-vegetation-statistics
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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.

10. COMPLIANCE WITH CPS818

The clearing associated with the proposal is not at variance with the Clearing Principles. Additional management actions under CPS 818 are detailed below.

Impact of Clearing	Yes/No or NA	Further Action Required
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1. Proposal is within a Region that: - has rainfall greater than 400mm; and, - is South of the 26th parallel; and, - works are necessary in 'Other than dry conditions'; and, - works have potential for uninfested areas to be impacted.	No	Standard Vehicle and Plant Management Actions from Annexure 204B (TABLE 204B.9.1) and Main Roads <u>Hygiene Checklists</u> (D17#859669) will be applied.
2. Do the proposed works require clearing within or adjacent to DBCA managed lands in non-dry conditions?	No	No further action required.
3. 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.	No	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	No further action required.
Completed By:		
Name	[REDACTED]	
Signature	[REDACTED]	
Job Title	GSR Senior Environment Officer	
Date	25 July 2025	

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

DECISION ON CLEARING ASSESSMENT	
Name	[REDACTED]
Signature	[REDACTED]
Job Title	Senior Environmental Officer
Date	31 July 2025

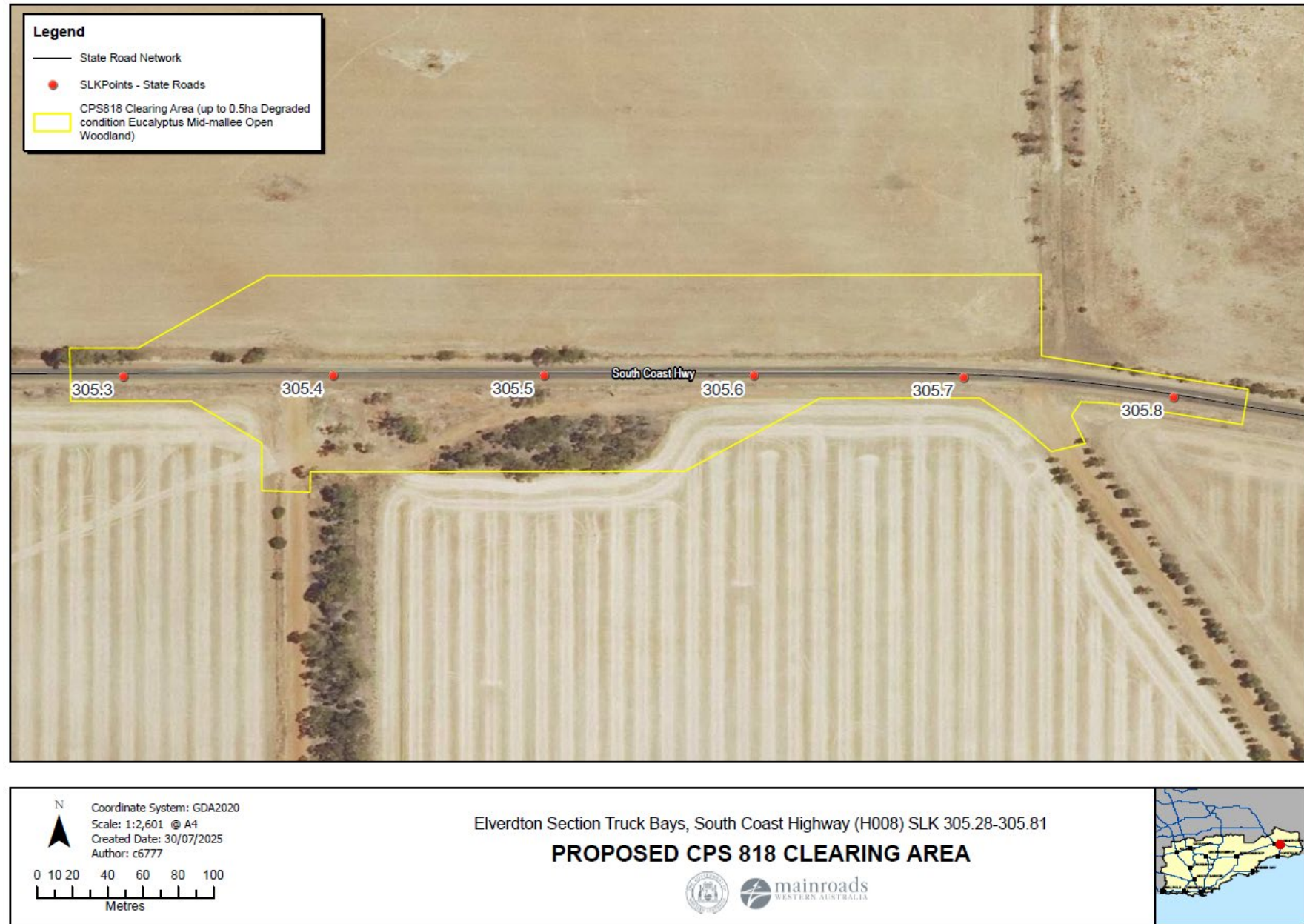


Figure 1. Proposed CPS 818 Clearing Area - Elverdton Section Truck Bays, South Coast Highway (H008) SLK 305.28-305.81

APPENDIX 1: SITE PHOTOGRAPHS TAKEN 18 JULY 2025

