



North Lake Residents
Submission
Inquiry into the decision to commit funding to the
Perth Freight Link project

Proposed Roe Highway Extension Road Reserve through North & Bibra Lakes



August 2015

Committee Secretary
Senate Rural and Regional Affairs and Transport References Committee
PO Box 6100
Parliament House
Canberra ACT 2600
Australia

20th August 2015

**RE: Inquiry into the decision to commit funding to the Perth Freight
Link project: Roe Highway Stage 8 extension / Kwinana Freeway to
Stock Road, WA.**

Dear Mr. Watling,

The North Lake Residents are opposed to any form of Roe Highway extension through North Lake and Bibra Lake, and the following key points of this submission should be considered in relation to this inquiry.

We also ask that the committee investigate why Commonwealth funding has already been allocated to the Perth Freight Link stage 1 (Roe Highway Stage 8), prior to Federal environmental approval under the EPBC act. This stage of the freight link, clearly desecrates and violates the environmental and indigenous cultural significance of North and Bibra Lakes.

Our website www.savenorthlake.com.au also forms part of this submission as it contains relevant government and community reports, videos, photos and information that support the case for the protection of this environmentally significant and cultural heritage area.

The website acts as a 'library' to which reports referenced in this submission can be viewed or downloaded.

We request that committee visit our website before reading this submission and view the short videos in the video tab www.savenorthlake.com.au/videos.shtml The videos highlight the activities and events that have occurred there, including the community and Indigenous opposition to the Proposed Roe Highway extension through North Lake and Bibra Lake.

All reports, videos and photos of the Lakes, can be downloaded as this is a non-funded / not for profit website. If you require hard copies of reports or higher quality videos and photos, we will be happy to provide them.

This submission will show that every government report, when assessing the Roe Highway extension (Stage 8) options through North Lake and Bibra Lake, recommend that the preferable option on natural environmental, ethnological and archaeological grounds is the **No Highway Option.**

National Heritage Places.

- North Lake and Bibra Lake have been interim listed on the National Estate of the Australian Heritage Commission (AHC) because of their environmental and heritage significance, *file number - 5/12/007/0027*.

Furthermore, the National Trust of Australia W.A. has assessed North Lake and Bibra Lake as an A Class CALM Reserve (see *Attachment 1*)

- In 1988, the State Planning Commission and Main Roads Department of Western Australia commissioned a report which looked at different Roe Highway options through North Lake and Bibra Lake. The report clearly asserts that this area is of national importance in its comparison with Kings Park and states the following on its conservation values:

*“As a fairly functioning system within the metropolitan area, suitable as a conservation reserve, the study area is without parallel. **Kings Park** barely fulfills this aspect and many other locations are fragmented, small, isolated and structurally simple.”*

(Sinclair Knight & Partners, LePROVOST Semeniuk & Chalmer, 1988, p29)

Appendix A of this same report, looks at different options for the Roe Hwy, and states:

“The conclusions to date show the consensus of opinion for the Roe highway extensions in the Roe Swamp-Bibra Lake area are in the following order of preference: (i) Most preferable; no road whatsoever in the area.”

(Sinclair Knight & Partners et al (1988), Appendix A ‘Review of Roe Hwy Alignment / Progress Report and Working Paper’ 1987, p6).

- Aboriginal Cultural Heritage
 1. The area is of great historic and ongoing cultural significance to the Noongar community, the EPA states the following:

“It has also been identified as being the most significant historical site, within the Perth metropolitan region, south of the Swan River”.

(EPA Bulletin 1088 February 2003)
 2. There are many registered archaeological and mythological sites in North and Bibra Lakes, any alignment of Roe Highway will destroy the following sites: Site number S0192-ID3296 (*Roe Swamp*) and S01293-ID4107 (*Horse paddock swamp*), mythological site DIA 3709). (see *Attachment 2*)

Wetlands of International Importance.

With less than 20% of wetlands left within the Swan Coastal Plain, North Lake and Bibra Lake need to be protected and given international status as it caters for international migratory birds, which are protected under the JAMBA, CAMBA, ROKAMBA International Governments Agreements.

The EPA in its report '*Environmental values associated with the alignment of Roe Highway (Stage 8), A report by the Environmental Protection Authority under Section 16(j) of the Environmental Protection Act 1986, Bulletin 1088 February 2003*', concludes the importance of the Swan Coastal Plain as follows:

"The EPA places a great importance on the wetlands remaining on the Swan Coastal Plain, considering that 80% are estimated to have been lost. As a result, the EPA expects the remaining wetlands to be managed according to the principles of ecologically sustainable development regardless of land use or activity"

(EPA Bulletin 1088 February 2003, p7)

Furthermore, the EPA states the following:

"North Lake and Bibra Lake are both protected under the Environmental Protection (Swan Coastal Plain) Lakes Policy 1992, which prohibits unauthorised filling, excavation, mining, effluent disposal and drainage (Government of Western Australia 1992). The two additional wetland areas located to the east of North Lake and in-between North Lake and Bibra Lake (Horse Paddock Swamp) are also protected under the Environmental Protection (Swan Coastal Plain) Lakes Policy 1992".

(EPA Bulletin 1088 February 2003, p7 / Report available at www.savenorthlake.com.au/information.shtml in Government Reports).

Nationally Threatened Species & Ecological Communities.

Threatened Species

- The Carnaby Black Cockatoo is an endangered species with only around fifteen thousand remaining which use North Lake as a feeding area. Many locals and bird watchers have witnessed their activities in North Lake and within the proposed Roe Hwy extension area.

In 2008, one of the Federal Government's approval condition of the Fiona Stanley Hospital in Western Australia, was going to be based on that the North Lake bushland be assigned as the offset for the Carnaby's Black Cockatoo but, as the offset comprised of the Roe Highway reserve, it was removed.

This demonstrates that the Roe Highway reserve bushland in North Lake, is suitable for the Carnaby Black Cockatoo which is protected under the EPBC.

(Strategen, Fiona Stanley Hospital Project Carnaby's Black-Cockatoo Management Plan For EPBC ACT Referral January 2008)

- The following is an extract from the *Sinclair Knight & Partners et al (1988)* report on the variety of rare fauna that exists in North lake and Bibra Lake including the Roe Hwy reserve:

4.3.2 Results

Conservation Status of the Study Area

Actual records of fauna from the study area shows that it supports 134 species of bird, four native mammals, two introduced mammals, eight amphibians and 20 reptiles. Based on records from similar areas on the Swan Coastal Plain (Curry, 1981; How, 1978) a further six birds, 15 native mammals, three introduced mammals and seven reptiles can be expected.

From high totals such as these it is immediately apparent that the entire study area is, despite some degradation, an important haven for fauna.

It is probably the most important fauna conservation location in the metropolitan area.

Rare and Restricted Fauna

Six species of fauna gazetted as 'rare or otherwise in need of special protection' Under the Wildlife Conservation Act (Department of Fisheries and Wildlife, 1983) Have been recorded or are potentially present in the area. An annotated list follows:

Numbat *Myrmecobius fasciatus* (Provisional)

Status: Category 'C' – species with a drastically reduced range since European settlement. Habitat: Banksia woodland.

Freckled Duck *Stictonetta naevose* (Recorded)

Status: Category 'C' (as above)

Habitat: Densely vegetated areas of fresh water.

Peregrine Falcon *Falco peregrines* (Provisional),

Status: Category 'J' – in need of special protection

Habitat: All habitats. (Now recorded North Lake Birds 1980-2002, p39)

Lined Skink *Lerista lineata* (Recorded)

Status: Category 'E' and 'C' – species with a very restricted geographic range with has been drastically reduced since European settlement.

Habitat: Banksia woodland and other sand habitats.

Carpet Python *Morelle spilota imbricata* (Provisional)

Status: Category 'E' – species with a very restricted geographic range.

Habitat: Most habitats.

Black-striped Snake *Vermicella calanotus* (Provisional)

Status: Category 'E' (as above)

Habitat: Deep sandy country.

(Sinclair Knight & Partners, LePROVOST Semeniuk & Chalmer, 1988, p21-22)

The report also comments on the impacts that the Roe Hwy will have on the area, a sample of this is as follows:

“The North Lake-Bibra Lake complex consists of two major lakes and several ephemeral wetlands. They operate as a system with birds and other fauna moving around within the reserve to find food and shelter. The Roe Highway will dissect this reserve and thus reduce its value as a wildlife refuge.”

(Sinclair Knight & Partners, LePROVOST Semeniuk & Chalmer, 1988, p27)

The above clearly shows that there are nationally and internationally threatened species in North and Bibra Lake along with the following additional species:

- Carnaby's Black-Cockatoo *Calyptorhynchus latirostris* EPBC status – EN
- Baudin's Black-Cocatoos *Calyptorhynchus daudinii* EPBC status – VU
- Numbat *Myrmecobius fasciatus* EPBC status – VU
- Carpet Python *Morelle spilota imbricate* EPBC status – P4
- Black-striped Snake *Neelaps calonotos* (*Vermicella calanotos*) EPBC status – P3
- Lined Skink *Lerista lineate* EPBC status – P3
- Graceful Sun Moth *Synemon gratiosa* EPBC status – EN

(Department of Environment & Conservation (2009b) Threatened Fauna Database; DEWHA Protected Matters Search Tool <http://www.environment.gov.au>)

Flora and Vegetation

North Lake and Bibra Lake are registered as Bush Forever Site (Site 244), the EPA concludes the following:

“Construction of a road within the alignment for Roe Highway Stage 8 would lead to the clearing of remnant native vegetation within Bush Forever Site 244, as well as vegetation to the east and west of this site. The Bush Forever Site 244 is almost coincidental with this portion of the Beeliar Regional Park boundary.

At a broad level, Bush Forever Site 244 contains Bassendean Complex – Central and South, Herdsman Complex and a small portion of Karrakatta Complex – Central and South to the west. Construction within the alignment for Roe Highway within Bush Forever Site 244 would directly impact on Bassendean Complex – Central and South, with the reservation for the alignment covering approximately 15 to 20 hectares of this vegetation complex.

The construction of a highway would also lead to off-site impacts on vegetation located south of the alignment and within the western portion of Bush Forever Site 244, which has been identified as Karrakatta Complex – Central and South”.

(EPA Bulletin 1088 February 2003, p10)

In 1984, LeProvost, Semeniuk & Chalmer, Environmental Consultants, reports to Main Roads WA, the following in regards to Roe Swamp:

“The wetlands contain numerous wetland species such as Eucalypyus rudis, Kunzea ericifolia, varied species of Melaleuca, as well as Agonis linearifolia. Roe Swamp and southeast Bibra are the only examples of this type. Roe Swamp represents the only non-degraded examples of Category E and, as much, should not be compared to other wetlands in this chain without caution.”

(LeProvost, Semeniuk & Chalmer, Environmental Consultants, 1984 p2; see Roe Swamp report, www.savenorthlake.com.au/information.shtml , Historical Reports)

Ecological Communities

- Roe Swamp is a large, complex sumpland with a wide variety of microenvironments. It is the only sumpland (of 4 in the area) which is intact hydrologically and vegetationally. *(see Attachment 3 for Roe Hwy impact)*
- The area supports a rich diversity of vertebrates which are totally dependent on the ongoing integrity of the wetlands and dry uplands.
- This area has one of the richest, floristically diverse, plant assemblages within the Perth metropolitan area. The plant communities around each of its water bodies differ and as such have a significant synergistic effect on the entire environment.
- North Lake with permanent open water and an extensive series of seasonal wetlands including Roe Swamp draining into it.

(see www.savenorthlake.com.au/information.shtml, Community Reports – ‘Roe 8 Final Report’).

- *“Roe Swamp is an important wildlife refuge – it is a breeding site for waterbirds and provides a home for a rare skink and a rare frog.”*

(Sinclair Knight & Partners, LePROVOST Semeniuk & Chalmer, 1988, p2)

- The EPA report highlights the ecological values of North Lake and in its conclusion states the following:

“the EPA concludes that any proposal for the construction of the alignment of Roe Highway Stage 8 through the Beeliar Regional Park would be extremely difficult to be made environmentally acceptable.”

and that:

*“the EPA is of the opinion that the overall impacts of construction within the alignment, **or any alignment** through the Beeliar Regional Park in the vicinity of North Lake and Bibra Lake, would lead to the ecological values of the area as a whole being diminished in the long-term. Every effort should be made to avoid this.*

It is recommended that other alternatives to direct freight through the general area, which do not involve the clearing and filling of the wetlands within the Beeliar Regional Park, be pursued.”

(Environmental values associated with the alignment of Roe Highway (Stage 8), p16)

Migratory Species

North Lake and Bibra Lake have many recorded international migratory birds that come under the JAMBA, CAMBA and ROKAMBA International Governments Agreements and therefore, they should be protected by the EPBC Act:

International migratory birds:

- Cattle Egret *Ardeola ibis* JAMBA, CAMBA
- White Egret *Egretta alba* JAMBA,
- Red-Necked Stint *Calidris ruficollis* JAMBA, CAMBA, ROKAMBA
- Sharp-tailed Sandpiper *Calidris acuminata* JAMBA, CAMBA, ROKAMBA
- Greenshank *Tringa nebularia* JAMBA, CAMBA, ROKAMBA
- Common Sandpiper *Tringa hypoleucos* JAMBA, CAMBA, ROKAMBA
- Black-tailed Godwit *Limosa limosa* JAMBA, CAMBA, ROKAMBA
- Grey Plover *Pluvialis squatarola* JAMBA,
- Long-toed Stint *Calidris subminuta* JAMBA,
- Pectoral Sandpiper *Calidris melanotos* JAMBA,
- Little Greenshank *Tringa stagnatilis* JAMBA,
- Great Egret *Ardea alba* CAMBA
- White-bellied Sea-Eagle *Haliaeetus leucogaster* CAMBA
- Great Egret *Egretta alba*, (*Ardea alba*) CAMBA
- Glossy Ibis *Plegadis falcinellus* CAMBA
- Curlew Sandpiper *Calidris ferruginea* JAMBA, CAMBA, ROKAMBA

Reference: *North Lake Birds 1980 – 2002* Wynton Maddeford
Birds Australia / W.E.C Birdwatching Group North & Bibra Lake, Shaw M. 2005-2009
Wetlands Conservation Society, Norm Godfrey and Jennifer Higbid
Sinclair Knight & Partners, LePROVOST Semeniuk & Chalmer, 1988, p22.
The Cockburn Wetlands: An Environmental Study. Murdoch University for National
Estates and Town of Cockburn. Newman, P. (1976) p48

National migratory birds

- Rainbow Bee-eater *Merops ornatus*,
- White Ibis'
- Straw-necked Ibis
- Yellow-billed Spoonbill
- White-headed Stilt
- Red-necked Avocet *Recurvirostra novaehollandiae*
- Black-fronted Dotterel *Charadius melanops*
- Grey Teal
- Blue-winged Shoveler
- Pink-eared Duck *Malacorhynchus membranaceus*
- Australian Wood Duck *Chenonette jubata*
- Mountain Duck
- Great Crested Grebe *Podiceps cristatus*

Reference: *The Cockburn Wetlands: An Environmental Study*. Murdoch University for National
Estates and Town of Cockburn. Newman, P. (1976) p48
North Lake Birds 1980 – 2002 Wynton Maddeford
Birds Australia / W.E.C Birdwatching Group North & Bibra Lake, Shaw M. 2005-2009

No Justification for the Roe Highway Extension (Stage 8)

The previous state Labour government recognized the importance and significance of North Lake and Bibra Lake, it was their policy not to build Roe Hwy extension in any form.

They consulted the community extensively, and also developed a 'six point plan' to address and improve traffic flows without the need for Roe Hwy. Their policy and plans on this issue were based on robust processes including advice from the EPA. (see Attachment 4 to view six point plan, or visit www.dpi.wa.gov.au/frieght/1614.asp)

Main Roads WA and the Planning Department worked on developing the 'six point plan' based on traffic modelling, road improvements and future planning developments. These same departments are now advocating the need for Roe Hwy extension.

Over an eight year period with the previous state government, solutions were found and developed that showed categorically that Roe Hwy extension is not needed, the question then is, why can't the current state government implement the same outcomes that would result in the protection of the environment and cultural heritage of North Lake and Bibra Lake?

In 2003, the WAPC (*Western Australian Planning Commission*) conducted an environmental assessment that compared the impact of two road networks options.

Option 1) Roe Hwy through North Lake and Bibra Lake connecting to Fremantle Eastern Bypass (FEB), (*The FEB Bypass MRS has since been deleted*).

Option 2) *The revised Stock Road option* that did not include the Roe Hwy and Fremantle Eastern Bypass, (*Adopted by the previous state government*).

With option 1 it concluded the following:

"...The vulnerability of groundwater to contamination in this option is also Higher due to the proposed alignment for Roe Highway Stage 8 which extend through an area that has a Very High Vulnerability. This option will also have greater impacts on vegetation complexes, drainage, fauna habitat and Greenway corridors. There are more contaminated sites within the vicinity of this option.

In comparison, the Revised Stock Road Option has lower environmental impacts across the discussed environmental criteria."

(Assessment of the Fremantle Eastern Bypass and the Preferred Alternative. Environmental Impact Assessment Report. March 2003 p35)

Based on the above, it can be argued that there are alternative options available to Main Roads W.A. and the W.A State Government to improve traffic issues such as Leach Highway, (which is a designated truck route) that do not include the construction of the Roe Hwy extension.

The decision to construct Roe Hwy extension (Stage 8) in our view is simply a political one rather than a need, since it has been proven by the previous state government that other options are available. The view that this is a political decision is also supported in a letter sent to Mr Patrick Hume, Indigenous Elder of the area on

the 13 January 2009, by Main Roads W.A. where there is no mention of the need for Roe Hwy, but rather states the following:

“Main Roads recently commenced preliminary project planning work on the extension of Roe Highway from Kwinana Freeway to Stock Road in response the Liberal Party’s 2008 election commitment to “begin construction of the Roe Highway Stage 8 project over the next four years”.”

(reference number 2009/503, by Main Roads)

Roe Highway Extension (Stage 8) Reports

Following is a list of government and community reports that have assessed Roe Hwy (stage 8) options through North Lake and Bibra Lake (most are available at www.savenorthlake.com.au/information.shtml).

Based on environmental, cultural and social significance, these reports all conclude that the first option should be the **“NO Roe Hwy Option”** and that it should terminate at the Kwinana Freeway.

Following are some examples:

- *Sinclair Knight & Partners, LePROVOST Semeniuk & Chalmer, 1988, Appendix A - State Planning Commission, Review of Roe Highway Alignment Kwinana Freeway/North Lake Road Section, Progress Report and Working Paper June 1987*
- *Department of Planning and Urban Development (DPUD) Technical Working Group Progress Report on the Proposed Roe Highway Alignment Through the Beelihar Wetlands area, Report No.1 June 1990, Report No.2 August 1990*
- *2001 Freight Planning Congress Outcomes, Phase 1, November 2001, Minister for Planning and Infrastructure, Perth, Western Australia*
- *15 June 2002 - Freight Network Review, Report on Outcomes of 2nd Congress, , Minister for Planning and Infrastructure, Perth, Western Australia.*
- *Report on the Process and Outcomes of the Multi-Criteria Assessment of Planning Options for the Regional Roads Network in the South West Corridor (with particular emphasis on Roe Highway Stages 7 & 8), Annadale. D, Lantzke. R, School of Environmental Sciences, Murdoch University, October 2004.*
- *Aboriginal Heritage and Aboriginal Tourism. Assessment of Roe Highway Options, Prepared for the Department of Planning and Infrastructure by Rory O'Connor, April 2002.*
- *Environmental values associated with the alignment of Roe Highway (Stage 8), A report by the Environmental Protection Authority under Section 16(j) of the Environmental Protection Act 1986, Bulletin 1088 February 2003’*

Social Values of North Lake and Bibra Lakes

The North Lake and Bibra Lake area are important environmental Nodes for the community within the metropolitan area, and have always offered extensive social, recreational and educational benefits and tourist attractions.

(SHAWMAC, January 2002; also view video of Channel 9 Postcards story of the Wetlands Centre at - www.savenorthlake.com.au/videos.shtml).

The EPA in Bulletin 1088 under the heading Recreation and Education concludes the following:

“The environs surrounding North Lake and Bibra Lake currently support recreational activities which involve cycling, walking, exercising, picnicking and educational pursuits for school and university students (North Lakes Residents Association Inc. 2001). Currently, the Cockburn Wetlands Education Centre is located within the Beeliiar Regional Park and is utilised by a various number of groups such as the Bibra Lake Scouts, the Wetlands Conservation Society, Friends of Ken Hurst Park, Wildlife Conservation Society. In addition, there is also a native animal rehabilitation centre at Bibra Lake. Construction within the alignment for Stage 8 of Roe Highway would detract significantly from the recreational and educational values that the area currently provides.”

Community Opposition to Roe Highway Extension (Stage 8)

The community have been opposed to the construction of Roe Highway Extension (Stage 8) for well over thirty years. Over the last few years a total of 9,000 signatures have been submitted to the W.A. State Parliament, with 4,000 of those being submitted early in 2009 opposing the Roe Highway extension.

In 2001, over 1000 people attended a rally held at Bibra Lake in protest against the construction of Roe Hwy stage 8, since then further rallies with higher numbers have been held. This sent a clear message that the community was prepared to fight to protect North and Bibra Lake.

(view Roe Highway Protest Rally video www.savenorthlake.com.au/videos.shtml)

In October 2001, the North Lake Residents Assoc. Inc. commissioned a community survey report titled, *Proposed Stage 8 Roe Highway Extension Through The Beeliiar Regional Park North Lake and Bibra Lake. Community Survey, 2001*

500 surveys were distributed throughout the community. A total of 399 surveys were returned, this response is very high when considering that the survey consisted of 17 questions. In response to question number 2, “Should Roe Hwy be constructed beyond the Kwinana Fwy through the Beeliiar Wetlands of North & Bibra Lakes?”, a total of 95% said No, 3% said yes and 2% were undecided.

The questionnaire also asked for written comments, in most cases comments were added to the survey, to view this report go to, www.savenorthlake.com.au/information.shtml in Community Reports.

The community are continuing their fight in opposing the Roe Hwy extension. Evidence of this can be gauged by the online signings of a letter to the Premier of Western Australia from the Save North Lake website. To date well over 600 letters have been sent from not only within Western Australia, but from overseas as well. (evidence of online letters can be provided on request, *but must remain confidential*)

(to view letter go to www.savenorthlake.com.au/howtohelp.shtml)

In 2003, the Planning & Infrastructure Minister the Hon Alannah MacTiernan, conducted a forum - "Dialogue with the City" where 1100 people participated. Delegates were asked what were the top five aspects to make Perth the most livable city by 2030, and what their aspirations and hopes for the future, at the top of the list were:

"ENVIRONMENT – Green, clean environment – access for all to open spaces, rivers, forests, beaches."

"Environment – protect, enhance, let public enjoy nature, properly manage resources, clean air and water." "reduce car dependency".

Dialogue with the City' also included a random survey of 8000 households. In response to 'What the People of Perth Think', 80% of people stated:

"In particular, they wanted environmental protection to be of equal importance to economic growth, for public transport to take the load off private cars."

It is clear that the wider community across Perth sent a message from Dialogue with the City, that the environment and its protection cannot be compromised.

(*Dialogue with the City – Final Report of Proceedings, Department for Planning & Infrastructure, 2003*)

Conclusion

Roe Highway extension (Stage 8) was planned more than forty years ago, at a time when the value of the Beelihar Wetlands was not fully understood. It is now recognised that these wetlands have the following important values:

- Outstanding biodiversity
- Habitat for wildlife
- International migratory birds
- Endangered priority species, flora and fauna
- Aboriginal cultural and spiritual sites
- Important recreational areas.

The City of Cockburn and the City of Fremantle have formally adopted the position that the Roe Highway stage 8 is not appropriate and have opposed it. The Environmental Protection Authority in Bulletin 1088, has stated that no route through the Beelihar Wetlands is likely to be environmentally acceptable.

The environmental damage that would result from any attempt to build the Roe Highway between North and Bibra Lakes would far outweigh any benefit the Highway might bring.

As a result of the Freight Network Reviews held by the previous state government between 2001 and 2004, alternative transport routes and solutions have been identified without the need for the Roe Highway extension.

The strong body of evidence presented and summarised in this submission have been consistent in its findings that this Highway should not be built. The arguments against the construction of Roe Highway extension (Stage 8) have been supported by numerous studies and subsequent government reviews and technical reports.

This entire process has withstood public and government scrutiny and proven to be robust.

In 2001, Australian State of the Environment report highlights how fragile the Australian environment is, and that if we continue with *“business as usual”*, more and more species will be threatened and lost. It states:

“As species are lost and habitats fragmented, degraded or destroyed, we lose our heritage and part of our life-support system.”(SoE p2)

It goes on to say that:

“This decade is the time for change, to implement the principles and objectives of ESD”- ecologically sustainable development - (SoE p4)

It is therefore timely and appropriate that North Lake-Bibra Lake and its surrounding bushlands be protected for future generations. We request that the committee seek explanation on how the EPA totally ignored its previous advice from Bulletin 1088, and the overwhelming volume of evidence highlighting the importance of this area, and conclude in giving environmental approval for the construction of the proposed Roe Highway Stage 8.

North Lake Residents

Joe Branco

References

- (1) State Planning Commission and Main Roads Department
Roe Highway Alignment Review, North Lake Road to Kwinana Freeway
Study Report, May 1988. *Sinclair Knight & Partners, LePROVOST Semeniuk & Chalmer*
- (2) Technical Working Group Progress Report on the Proposed Roe Highway Alignment
Through the Beeliar Wetlands area, Report No.1 June 1990, Report No.2 August 1990,
Department of Planning and Urban Development.
- (3) The National Trust of Australia (WA), National Trust Assessment North Lake and
Bibra Lake are A Class CALM Reserve, September 2001.
- (4) Bibra Lake Restaurant and Café, SHAWMAC, January 2002, City of Cockburn, Western
Australia
- (5) 2001 Freight Planning Congress Outcomes, Phase 1, November 2001, Minister for
Planning and Infrastructure, Perth, Western Australia.
- (6) Freight Network Review, Report on Outcomes of 2nd Congress, 15 June 2002, Minister
for Planning and Infrastructure, Perth, Western Australia.
- (7) Report on the Process and Outcomes of the Multi-Criteria Assessment of Planning
Options for the Regional Roads Network in the South West Corridor (with particular
emphasis on Roe Highway Stages 7 & 8), Annadale. D, Lantzke. R, School of
Environmental Sciences, Murdoch University, October 2004.
- (8) 2001 Freight Congress, First Congress Report, Minister for Planning and Infrastructure,
Perth, Western Australia.
- (9) *Assessment of the Fremantle Eastern Bypass and the Preferred Alternative,
Environmental Impact Assessment Report, ERM, March 2003.*
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- (11) Environmental values associated with the alignment of Roe highway (Stage 8),
Environmental Protection Authority, Bulletin 1088, February 2003.
- (12) Dialogue with the City – Final Report of Proceedings, Department for Planning &
Infrastructure, 2003)
- (13) Report on the Process and Outcomes of the Multi-Criteria Assessment of Planning Options for
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Highway Stages 7 & 8), Annadale. D, Lantzke. R, School of Environmental Sciences, Murdoch
University, October 2004.
- (14) 2001, Australian State of the Environment Soe Report.
- (15) North Lake Birds 1980 – 2002 Wynton Maddeford
- (16) Birds Australia / W.E.C Birdwatching Group North & Bibra Lake, Shaw M. 2005-2009
- (17) Wetlands Conservation Society, Norm Godfrey and Jennifer Higbid
- (18) The Cockburn Wetlands: An Environmental Study. Murdoch University for National
Estates and Town of Cockburn. Newman, P. (1976)
- (19) 1984, LeProvost, Semeniuk & Chalmer, Environmental Consultants, reports to Main Roads WA
- (20) Department of Indigenous Affairs, Government of Western Australia.
- (21) Government of Western Australia Department of Transport, Web Site www.dpi.wa.gov.au/frieght/1614.asp

Attachment 1

The National Trust of Australia (W.A.)

ABN 83 697 381 616

P.O. Box 1162, West Perth 6872

The Old Observatory
4 Havelock Street
West Perth Western Australia 6005

Telephone (08) 9321 6088

Fax (08) 9324 1571

Email ntrustwa@inet.net.au



17 September 2001

Dr W Cox
Executive Director
CALM
Locked Bag 104
BENTLEY DELIVERY CENTRE WA 6983

Dear Sir,

**NATIONAL TRUST ASSESSMENT - NORTH LAKE and BIBRA LAKE,
are A Class CALM Reserve.**

I am pleased to inform you the Council of the National Trust of Australia (WA), having received an informed assessment on the above place, has resolved that it be CLASSIFIED and entered in the National Trust's List of Classified Heritage places.

The Statement of Significance on the enclosed Assessment Exposition indicates why the Trust considers the area to be of heritage significance.

I should like to emphasize that classification by the Trust has no legal significance and does not infringe on your rights of ownership in any way, nor does it imply the public has any right to enter the area to view it without your permission. Rather it should be viewed as an honour and a mark of distinction which it is hoped you will welcome and value.

I have enclosed a certificate of classification which we hope you will proudly display.

Naturally, the Trust hopes that all places which it has classified will be conserved so their great value as part of this State's heritage may continue for the benefit of the community of the future.

If in future should the place in question change hands, the National Trust would be grateful if the new owners could be informed of its Classified status.

If you would like further information on an option to purchase a high quality plaque, denoting classification, please contact our office on (08) 9321 6088.

Please do not hesitate to write to me if you are seeking further advice or assistance.

Respectfully,

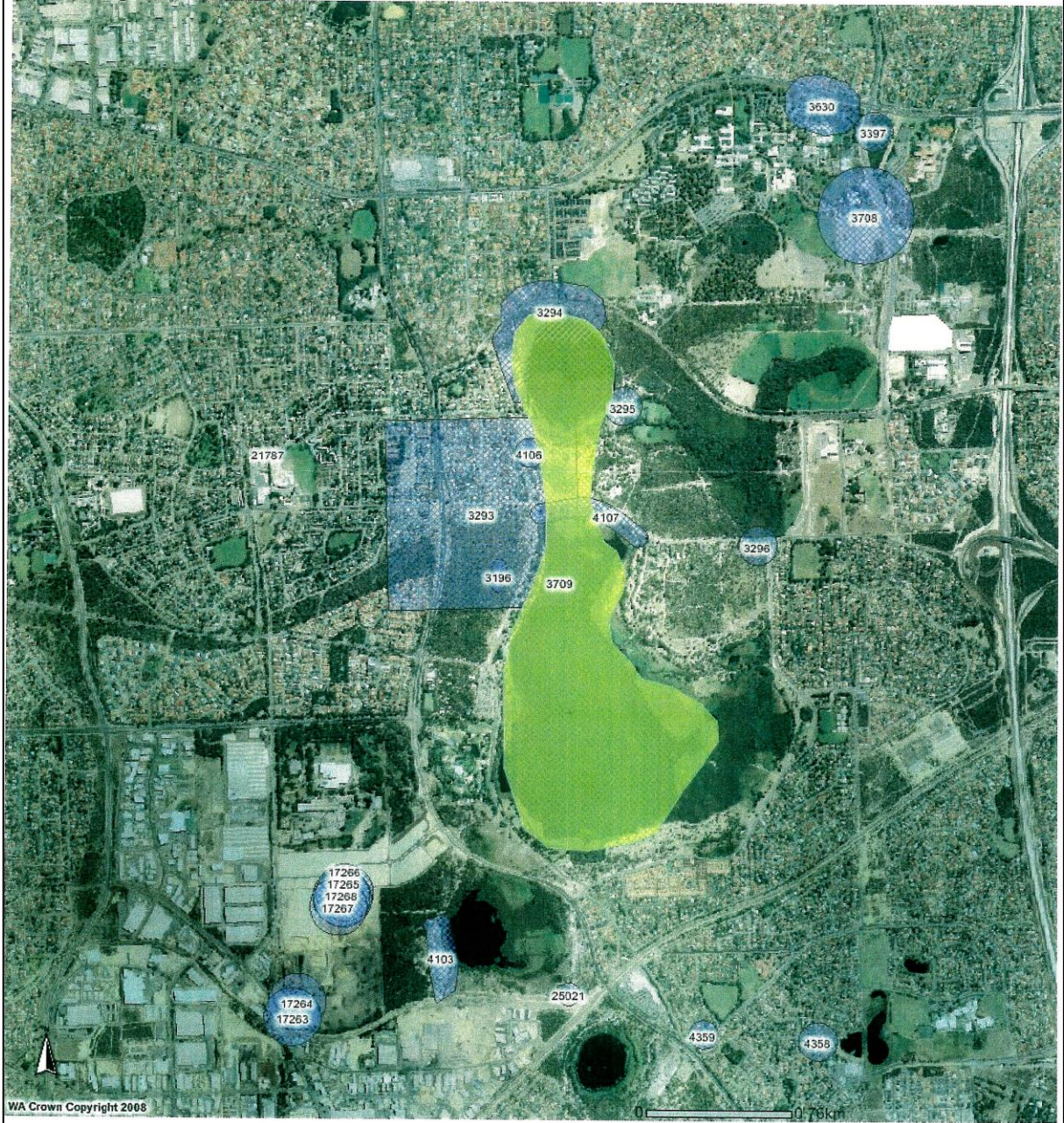
 **THOMAS E PERRIGO**
Chief Executive Officer

Statement of Significance only.
cc. Local Government Authority
Heritage Council of WA.
Main Roads
North Lake Residents Association Inc.

Attachment 2

The Green shade represents the mythology site DIA 3709

Map: Aboriginal sites in the vicinity of the extension of Roe Highway – Kwinana to Stock Road.



Attachment 3

North Lake & Bibra Lake Aerial Map




Attachment 4

6 Point Plan - Windows Internet Explorer
 http://www.dpi.wa.gov.au/freight/1614.asp
 Live Search

From 1 July 2009, the Department for Planning and Infrastructure became the **Department of Planning** and the **Department of Transport**. State Land Services and Pastoral Leases became part of the **Department of Regional Development and Lands**.

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6 Point Plan

The 6 Point Plan (also known as the 6 Step Plan or 6 Step Solution) encapsulates the major, high priority initiatives of the Metro Freight Network Strategy.

The following list briefly describes each of the Plan's 6 points, and provides links to pages with more detail and the current status of the projects being undertaken.

- 1. Extend Roe Highway to Kwinana Freeway**
 This will take traffic away from South Street and Leach Highway, while catering for increasing levels of traffic heading to the growing industrial areas of Cockburn and Kwinana.
- 2. Put more freight on rail**
 Improved rail linkages between Kewdale, Kwinana and Fremantle will help industry transport freight by rail instead of by road.
- 3. Build inland container terminals**
 A container terminal at Kewdale will ensure that trucks do not have to drive to and from Fremantle just to pick up or return an empty container.
- 4. Make better use of our roads**
 Currently, many trucks going to Fremantle Port are empty. Better scheduling, backloading and a truck booking system at the port will ensure that the number of trucks entering or leaving the port empty will be significantly reduced.
- 5. Plan now for the Outer Harbour at Kwinana**
 A new port will take much of the growth in traffic from Fremantle Port.
- 6. Improve existing roads**
 Upgrades of Leach Highway, Stock Road and High Street will improve efficiency and reduce the impact of traffic on local residents.

In addition to the 6 Point Plan, other initiatives dealing with project evaluation, statutory processes and transport policy are also being undertaken. For information on these go to Other initiatives.

6 Point Plan project list

- Extend Roe Highway to Kwinana Freeway**
Road Issues:
 Roe Highway [Project 2.1]
- Put more freight on rail**
Rail / Intermodal Strategy:
 North Quay Rail Loop [Project 2.4]
 North Quay Rail Terminal [Project 2.5]
 Develop Kewdale Intermodal Terminal [Project 2.6]
 Kewdale-Hazelmere Integrated Masterplan [Project 2.7]
 Midland Rail Realignment Study [Project 2.7]
 Upgrade Kewdale line for double stacking [Project 2.9]
 Trial new technology for rail freight [Project 2.9]
Road Issues:
 SW & GS Freight Link [Project 2.12]
- Build inland container terminals**
Rail / Intermodal Strategy:
 Develop Kewdale Intermodal Terminal [Project 2.6]
 Kewdale-Hazelmere Integrated Masterplan [Project 2.7]
Port and Related Planning:
 Kwinana Container Terminal [Projects 2.6 and 3.2]
- Make better use of our roads**
Rail / Intermodal Strategy:
 Industry Strategy [Project 8.1]
Road Issues:
 More efficient truck operations [Project 8.1]
- Plan now for the Outer Harbour at Kwinana**
Port and Related Planning:
 Planning for Outer Harbour [Project 3.1]
 Rowley/Anketell/Thomas Road [Project 2.11]
- Improve Existing Roads**
Road Issues:
 Grade Separation & Traffic Signals [Project 6.2]
 Prevent Hot Spots [Project 7.1]
 Resolve Hot Spots [Project 7.2]
 Fremantle Eastern Bypass [Project 2.2]
 SW Metro Corridor [Project 2.3]
 SW & GS Freight Link [Project 2.12]

Find out more
 Map showing the major project areas
 Project area map (gif)

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