

**Scrivener Road Gravel Reserves Draft Management Plan  
Summary of the Proceedings of the Community Workshop  
17<sup>th</sup> September 2015 from 7:00 pm till about 9:00 pm  
Attachment: Proposed Operations Management Strategy  
(Held at Saint John's Hall, Serpentine)**

Chris Portlock, the Shire of Serpentine Jarrahdale introduced himself and Councillors present Councillor Kilpatrick and Councillor Urban. The planning process for the preparation of draft and final management plans was discussed in terms of its transparency and opportunity for public participation in the planning process. The participants were informed that a Summary of the Proceedings of the Community Workshop would be emailed to all participants and email addresses of the participants were gathered. The Black Cockatoo Species protected under the federal EPBC Act legislation were discussed along with the research and monitoring carried out by the Western Australian Museum over the last 15 years. The involvement by the Serpentine Jarrahdale Landcare and their 8 "cockatubes" in the Scrivener Road vicinity currently were discussed in terms of additional "cockatubes" being installed in addition to the proposal for offsets of rehabilitation focusing on Black Cockatoo feeding habitat plant species being established in rehabilitation areas.

The history of not being successful with finding alternative sources of gravel either on private property or in other Department of Parks and Wildlife managed lands was discussed. The turn around by the Department of Parks and Wildlife for supporting a management plan approach for facilitating offset revegetation associated with gravel extraction in the Scrivener Road Gravel Reserves was also discussed.

The Workshop then moved into a brainstorming session identifying issues associated with values followed by threats and opportunities:

Values and Issues Associated with Scrivener Road Gravel Reserves gravel extraction proposal:

- Loss of habitat.
- Dust management.
- Compatibility and Revegetation.
- Buffer Zones to private properties.
- Run off and tunnel erosion.
- Noise.
- Working days. Will this include weekends?
- Road Safety.
- Will the road be upgraded prior to mining (timing).
- Use of the gravel within shire only.
- Water Management.
- Spread of dieback.
- Timber Ownership.
- Change to ground water.
- Cost benefit analysis.
- Alternatives to Gravel.

Order of Priority was not considered appropriate in this case with the participants considering that all issues are a high priority to be addressed. Although letters were sent to adjacent landholders, a number of residents in the general vicinity of the area who will be effected by the proposal did not all receive notification of the proposal so participants

considered that the public submission period should be extended. Questions were also recorded during the proceedings.

Q: Should the Shire do more surveys to see animal activity?

This will be done as part of the Fauna Survey requirements of the Department of Environment Regulations conditional to any possible clearing purpose permit be received.

Q: Is the Shire going to upgrade Scrivener Road and if so when? What are the time frames?

The Shire and the elected members are taking this into consideration in the context of budgetary review processes.

Opportunities were discussed, although many local residents would prefer the existing vegetation and the existing road to any revegetation in the area and road upgrade

- DPaW support offset rehabilitation associated with further gravel extraction so the reserves can become more worthy of adding to the Serpentine National Park
- Scrivener Road possibly getting upgraded before the operation commences.

Threats associated with the Scrivener Road Gravel Reserves gravel extraction proposal:

- Disruption to way of life.
- Road Safety (truck traffic).
- Cockatoos and other fauna.
- Environmental damage created from road widening.
- Financial Risk to the Shire and Ratepayers.
- Risks associated with an already dangerous road.
- Truck arrester bed would be needed.
- Contractor compliance.
- Hydrological impacts.
- Dieback spread.

Requests and Commitments:

Black Cockatoo publications from the WA Museum Researchers were emailed to the workshop participants.

An extension on the submission date deadline from the 30<sup>th</sup> of September 2015 to the 31<sup>st</sup> December 2015 was discussed. This was granted based on the length of time the State government allows for public submissions and the number of people who have only recently become aware of the opportunity for providing comment on the draft management plan. This will also provide an opportunity for the Shire to more comprehensively address values, threats opportunities and issues raised at the Community Workshop.

In addition to the Draft Management Plan currently included on the Shire's website, there will be the following updated Figures and Appendices. Attachment updates will be made before the beginning of the three months public submission period extension.

Figure 1 – PROPOSED ZONING

APPENDIX A – CURRENT FLORA SURVEY DATA

APPENDIX B – WATER MANAGEMENT PLAN AND PROPOSED OPERATIONS

APPENDIX C – OPERATIONS MANAGEMENT STRATEGY

## Indicative Operations Management Strategy

The Operations Management Strategy for Scrivener Road Gravel Reserves has the following objectives to:

- Ensure the biodiversity values in the area are conserved with adequate protective management in Scientific Reference Buffer Areas and that in Mine and Rehabilitation Areas, offsets are provided for both flora and fauna habitats generally and specifically for feeding, breeding and roosting Cockatoos.
- Extract gravel with minimum footprint and maximum successful rehabilitation with safety a prime consideration both Scrivener Road users and within the Scrivener Road Gravel Reserves area.
- Ensure operational hours, noise, dust, dieback spread, and water management are state of the art with the best possible management in particular to minimise impact to those living in or visiting the area
- To conduct operations to produce gravel product in a cost effective manner for use only in the Shire with justification for the operation in terms of cost benefit analysis, investment return and with consideration of alternative sites for current or the future sources of gravel or for alternatives to gravel which may come on the market sometime in the future.

### Loss of habitat

With proposed gravel extraction areas, trees are being measured and mapped above 50 cms in diameter and those which have habitat value will be recorded so offsets can be provided in the form of “cockatubes” within Scientific Reference Areas along with offset revegetation favouring feeding habitat species planted in all areas previously mined or proposed to be mined in the future. The selection of the proposed area for extraction of gravel was selected as much as possible to avoid any known breeding habitat trees which have been monitored by the WA Museum in the last 15 years and these were excluded from the gravel extraction locations and captured in the Scientific Reference Buffer Areas.

All woody debris is in the ownership of the Shire and will be used within rehabilitation providing habitat for small animals as much as possible with excess timber sold and other woody debris mulched and used within the Shire. All rehabilitation whether from topsoil, planted or seeded, will be selected to be compatible with the ecosystem within which the revegetation is being introduced. Operations are proposed to proceed with a focus for rehabilitation in the most exposed gravel pit areas first using top soil directly from new areas being mined for maximum effectiveness of the rehabilitation, cost effectiveness and combining extractive and rehabilitation efforts.

### Dieback

Dieback has been assessed and will be accurately mapped. A different use location and approach to mining will be more hygienic in dieback areas as opposed to dieback free areas where hygienic operations will occur as a matter of course including washing down and using compressed air to make sure all vehicles are clean before leaving or entering dieback or dieback free areas.

### Hours of Operation, Dust and Noise

Days and Hours of Operation will not include weekends and will be standard Shire Operating hours with contractors complying with these hours for consistency and transparency across the board.

The area proposed for mining will be in the most remote part of Scrivener Road Gravel Reserve areas surrounded by Scientific Reference Areas to minimise any dust and noise impacts to any Scrivener Road users or residents. Operations site distances from Buildings

Lot No.	Dwelling Distances from Operations Site (Meters)	
1	1040	
2	1654	
4	950	
107	670	
242	830	
245	940	
267	890	
363	950	
562	1265	

is below.

The two or three month maximum mining extraction and processing period is proposed to occur in late autumn when light rains can reduce any possible dust being produced. Dust Guidelines by the Department of Environment and Conservation 2011 will be adhered to. Off sight water supply sites in State Forest and private property will be used for water truck filling. Dispensing of the water will be done to dampen roads and areas generally where operations or truck movements are occurring. Following the two or three month max stock piling period, truck movements will transport the gravel material for three years and dust will be suppressed from truck traffic through use of watering trucks watering down gravel roads as required. Every three years the extraction operation will commence again for the two to three month period followed by the three year truck gravel export to areas for use of the gravel mainly for road works and road shoulders.

Noise has been considered through the area selected for operations being as remote as possible with Scientific Reference Areas surrounding the operations as well as complying with working hours and days allocated for operations and truck movements. Environmental Protection Noise Regulations will be adhered to at all times. Wherever possible the latest technology will be used to minimise noise such as vehicle backing up noises selected other than beepers and liaising with the community with emails or flyers in mailboxes for times when truck movements will be occurring or when any noisy operations are proposed to occur such as rock breaking operations.

### Safety

Safety will be addressed through adequate signage, mail drops, emails for truck movements and road maintenance. Maps and figures include mining, processing and stockpiling locations. Dust, noise and safety will all be carefully managed with appropriate road maintenance to allow for the best possible safe gravel truck traffic movements. Hydrological design considerations as well as requirements for road safety will be met in accordance with Australian Road Safety Standards.

### Water Management

A standalone Water Management Plan will be included on the Shire's website for comment as an Appendix to the Draft Management Plan. The water management design allows for maximum penetration of water with least possible runoff and associated erosion. It is predicted from other gravel mining areas having been extensively monitored that there will be minimal if any impact to the groundwater. Given that specialist professional input has

been included in the preparation of the Water Management Plan and approval is to be received from the Department of Water, there should be confidence that a well-designed and functional operations outcome will result.

#### Cost Benefit Analysis: investment/return, alternative gravel sources or alternative products

As the Shire does not have a crusher or a large enough dozer, contractors and their equipment will be used in conjunction with Shire Operational staff. The investment and return will be closely scrutinised. Alternative products will continue to be researched such as red sand and crushed second hand concrete. Alternative Sources of Gravel in either private property or State Forest will also continue to be investigated for current and future gravel requirements.

Arrangements between the Shire and mining service providers are being developed with careful consideration for cost effectiveness. The Shire knows how much gravel it will need each year. The most economical scale of operation to deliver the most cost effective operation will be adopted and cost benefit analysis will take into consideration the cost of getting up and running the operation as opposed to the continuation of importing gravel from outside the Shire. Alternative products to gravel which may come on the market will also be taken into consideration comparing the use of these as an alternative to extraction occurring from the Scrivener Road Gravel Reserve areas.