Laverton Non-Defence Training Area Track and Working Sites Clearance Project

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Project Overview

In June 2026, BPAC Trading engaged Remote Development Services Pty Ltd, trading as Remote Environmental Solutions (RES), to provide track alignment, cultural heritage monitoring, and environmental monitoring services for the Laverton Non-Defence Training Area Track and Working Sites Clearance Project.

Remote Development Services is a multifaceted capacity development partner supporting Indigenous corporations, ranger groups, and community organisations across remote Australia. Through Remote Environmental Solutions, we provide specialised environmental, cultural heritage, and technical field support services that enable projects to be delivered safely, efficiently, and in accordance with environmental and cultural obligations.

RES's approach always includes codesign and planning with relevant Traditional Owners of where we operate. We actively listen and facilitate collaborative decision making.

Project Personnel capability

Thomas Griffiths – Director

Thomas Griffiths has over ten years of experience undertaking and overseeing technical flora, fauna, and cultural heritage surveys throughout the Western Desert region and other areas of Australia, working directly with Indigenous peoples. His experience includes extensive collaboration with Traditional Owners, Indigenous ranger groups, environmental specialists, and contemporary scientists to support informed land management and project delivery outcomes. Thomas holds a Certificate 3 in Outdoor Leadership and units equivalent to a Certificate 3 in Conservation and Ecosystem Management.

Thomas was responsible for project oversight, ranger engagement, track alignment verification, environmental assessment, and cultural heritage monitoring throughout the clearance works.

Mitchell Weston – Geophysical Survey Technician

Mitchell Weston is an experienced geophysical survey technician with expertise in translating Geographic Information System (GIS) planning data into practical field-based outcomes. His skills in navigation, spatial data interpretation, and field verification supported the accurate alignment and marking of the proposed access track.

Technology used.

To achieve a track alignment that closely followed the nominated design corridor, RES utilised a Garmin GPSMAP H1 Plus receiver featuring multi-band GPS and multi-GNSS capability. The device provides consistent sub-three-metre positional accuracy in open desert environments, enabling precise navigation and alignment verification while minimising unnecessary disturbance to surrounding vegetation and landforms.

Project Methodology

The RDS Group operates on a partnership-based model that places Traditional Owners at the centre of project planning and delivery. This approach ensures that environmental and cultural values are considered throughout all stages of field operations.

For this project, RES implemented a vehicle-supported ranger walkover clearance methodology. Prior to mechanical clearing activities, Traditional Owners and field personnel traversed the proposed alignment to identify and assess environmental and cultural values within the work area.

The walkover survey focused on:

- Identification and removal of heavy vegetation debris and obstructions along the proposed alignment.
- Observation and recording of fauna presence, including tracks, scat, burrows, nests, and direct sightings.
- Identification of threatened, priority, or otherwise significant flora species.
- Assessment for evidence of Aboriginal cultural heritage, including artefacts, culturally significant locations, and other heritage values.
- Real-time adjustment of the alignment where necessary to avoid environmental or cultural impacts.

This methodology provided a practical and culturally informed mechanism for minimising disturbance while ensuring that track construction activities remained consistent with environmental management objectives and Traditional Owner expectations.

Outcome

The combined application of experienced field personnel, accurate positioning technology, and Traditional Owner-led monitoring enabled the proposed track alignment to be verified and cleared efficiently while maintaining a strong focus on environmental stewardship and cultural heritage protection. The project demonstrated the value of collaborative field assessment and proactive impact avoidance in remote-area infrastructure development.



Rangers clearing in front of supporting vehicles.

The waypoint and centre line of the track is pegged using a wooden stake with pink marking tape and pink paint.



Example of waypoint marker.

The skid steer operator will clear vegetation in line with their spotter between peg to peg ensuring alignment with the nominated track.

Heritage finds:

2 Heritage chance finds were recorded.

Site 1 at worksite 2 S 27.181407’ E 124.564592’

Quartzite rock with missing chip found and recorded.

Managed by Greg Stubbs according to chance find protocols.



Site 2

S 27.210994’ E 124.603177’

Rock chip from larger flake. Managed by Elliot Stubbs according to chance finds protocols and moved outside the track alignment area and repatriated.



Environmental observations.

Species List

Flora

Common Name	Scientific Name	Notes
Desert Kurrajong	*Brachychiton gregorii*	Three individuals identified within the project area. This species has biocultural significance to Wongatha people.
Mulga	*Acacia aneura*	Dominant canopy species throughout the survey area.
Spinifex	*Triodia* spp.	Predominant ground cover across the survey area.

Fauna

Birds

Common Name	Scientific Name
Budgerigar	*Melopsittacus undulatus*
Brown Falcon	*Falco berigora*

Reptiles

Common Name	Scientific Name
Sand Goanna	*Varanus gouldii*

Mammals

Common Name	Scientific Name
Red Kangaroo	*Osphranter rufus*
Dromedary Camel (Feral)	*Camelus dromedarius*



Brown falcon.



Kurrajong tree.



Tracklog recorded on ground.

Track alignment

- Track from Road to Worksite W1 was straight pegged on foot on Tuesday 30/6
- Worksite W1 border to be pegged and cleared
- Track from Worksite W1 to Worksite W2 pegged + cut with posi-track
- Worksite W2 has right angle turn (90*) that may be too tight for large trucks
- Deviation recommended
- Worksite W2 border to be pegged and cleared
- Track from Worksite W2 to Worksite W3 pegged + cut with posi-track
- Track from Worksite W3 to Waypoint pegged + cut with posi-track
- Heritage artifacts found between waypoints 103 - 104
- Between WP 127 - 130; track has been rerouted to avoid thick mulga habitat
- Between WP 152 - 159 the track has been rerouted to avoid sand dune habitat
- Between WP 159 - 160 target track is aligned with LV access track

- Between WP 160 - 161 Track has been pegged and flagged. (4.5km straight - True Bearing: 126.0°T (Exact geometric map heading relative to true geographic North) Magnetic Bearing: 121.5°M (The heading to follow on a standard magnetic compass or your handheld Garmin, accounting for the local +4.5° East magnetic declination).Direct Distance: 4.90 km (4,898 meters)
- Between WP 161 - 185; track has been pegged ; Track must deviate around Significant Kurrajong tree located between WP 182-184
- Between WP 185 - 200; track has been rerouted to follow natural path of sand dune 'saddle' and to avoid further sand dune disturbance. The nominated track would have damaged the ridgeline of the dune and lead to the track being off camber and ongoing erosion issues. Protection should be added to this dune to avoid longer term damage.
- Between WP 200 - 210; Track has been pegged and flagged. (2.8km - True Bearing: 157.2°T (Exact map heading relative to true geographic North) Magnetic Bearing: 152.7°M (The exact heading to follow on your field compass or Garmin handheld, applying the local +4.5° East declination rule) Direct Distance: 2.88 km (2,882 meters)
- Between WP 210 - 236; a large thicket with some emerging eucalypts; track has followed target track as close as possible with the exception of slight rerouting due to emerging eucalypt habitat.
- Between WP 236 - 238; Track has been pegged. LV access track follows target track (Magnetic Bearing: 143.0°M)
- WP 238 - 245; Staked track gap of 250m
- WP 245 - 250; Staked track gap of 500m. Track has been flagged on exsisting (Magnetic Bearing: 102.2°M (Field compass/Garmin heading incorporating the local +4.5° East declination)
- WP 250 - 258; Pegged approximately 250-300m apart - Target track follows LV access track (Magnetic Bearing: 164.3°M (The exact heading to follow on your field compass or Garmin handheld, applying the local +4.5° East declination rule)
- WP 258 - 286; all waypoints pegged
- WP 288 + 289 Target Area (end of track) has been completely pegged and bordered, ready to be cleared



End of track. Photo taken facing SSW.