Government of Western Australia
Department of Water and Environmental Regulation

Application for new permit or referral to clear native vegetation

Application Details	
Application number	APP-0037446
Application type	New
Application sub-type	Purpose permit (s.51E)
Project number	PRJ-0041799
Project name	Road Upgrade - SLK 0.00 - 1.95 Turner Road, Shadforth - SoD
Instrument number (if applicable) CPS number	
Application Status	Submitted
Applicant	

Submission Details	
Created By	
Submitted By	
Submitted Date	28-08-2026
Modified on (Date & Time)	28-08-2026 1:42 PM

Contact Details	
Applicant full name	**Shire of Denmark**
Applicant email	
Applicant contact number	
Applicant address	
Multiple applicants	
Third Party full name	
Third Party email	
Third Party contact number	
Third party address	
Organisation name	
Organisation email	
Organisation contact number	
Organisation address	
ABN	
ACN	

Government of Western Australia
Department of Water and Environmental Regulation

Land Details	
Property name	Turner Road Reserve (Road No. 3050028)
Land description	Turner Road SLK 0.00 - 1.92
Street address – Line 1	NA
Street address – Line 2	NA
Suburb	Shadforth / Denmark
Postcode	6333
Local government area	Shire of Denmark
State	
Land Zoning	Transport
Relationship to landowner	I am the landowner

Proposed Clearing	
Total area of clearing proposed (hectares)	1.914
Footprint of clearing (hectares)	3.863
Number of trees to be removed	105
Purpose for clearing	
Specify other	
Final land use after clearing	Following construction, the land will continue to be used as a road reserve and transport corridor. The proposed works do not alter the existing land use but will upgrade the existing infrastructure through road sealing, pavement improvements and stormwater drainage upgrades. The project will enhance road safety, trafficability and drainage management while supporting the ongoing transport needs of the local community and surrounding rural properties.
Method for proposed clearing	
Specify other	Vegetation clearing will be undertaken within the approved road reserve and only to the extent required to facilitate the Turner Road upgrade works, including road widening, pavement construction, drainage improvements and associated infrastructure installation. Clearing areas will be identified and marked prior to construction, with significant trees and vegetation to be retained protected through the establishment of Tree Protection Zones (TPZs). An appropriately qualified arborist will oversee works in sensitive areas, and construction activities will avoid

	encroachment into Structural Root Zones (SRZs) wherever practicable. Vegetation removal will be carried out using standard civil construction machinery, including excavators, graders and chainsaws where required, with cleared material either mulched, stockpiled for reuse or removed from site and disposed of at an approved facility. Drainage and earthworks will be staged to minimise disturbance outside the approved work area, and disturbed areas will be stabilised and rehabilitated with suitable local native species following construction. Hazardous, dead and environmental weed species identified within the work area may also be removed as part of the project. The clearing methodology has been designed to minimise impacts on high-value native vegetation while allowing for the safe construction of the upgraded road and drainage infrastructure.
Proposed start date	
Proposed end date	
Avoidance details	The Turner Road Upgrade has been designed with a strong focus on avoiding and minimising impacts on native vegetation wherever reasonably practicable. Throughout the design development process, the project team undertook multiple design reviews and incorporated a range of avoidance measures to reduce the extent of vegetation clearing required for the upgrade. These measures included altering the road alignment in numerous locations, reducing and flattening batters where feasible, modifying road shoulder widths and profiles, and refining drainage treatments to reduce the overall construction footprint. The introduction of selected kerbed sections and piped drainage infrastructure was a key design measure that reduced the need for extensive roadside swales, thereby limiting excavation, earthworks and vegetation disturbance in constrained areas. The drainage design was specifically developed to maintain existing drainage function while minimising impacts on roadside vegetation. Rather than relying solely on traditional open drainage systems, the design incorporates semi-mountable kerbing,

	headwalls, gully pits and short piped drainage connections in selected locations to reduce clearing requirements and preserve established vegetation wherever possible. These solutions enabled the project to achieve the required engineering outcomes while significantly reducing impacts on mature roadside trees. The arboricultural assessment identified up to 105 trees that could potentially be affected by the proposed works. However, this represents a worst-case requirement, and the number has been substantially reduced through ongoing design optimisation and the implementation of avoidance measures during the investigation and design phases. Significant native trees, particularly mature Karri, Marri, Jarrah and Sheoak specimens, were a key consideration in the design process, with road geometry, drainage infrastructure and earthworks adjusted wherever practicable to facilitate their retention. Additional avoidance measures include retaining works within the existing road reserve wherever practicable, establishing Tree Protection Zones (TPZs) around retained trees, avoiding encroachment into Structural Root Zones (SRZs) where feasible, restricting construction activities and material stockpiling to designated work areas, and preventing unnecessary disturbance to vegetation on adjoining private properties. Arboricultural input has been incorporated throughout the assessment process to assist in identifying opportunities for tree retention and reducing impacts on high-value vegetation. As a result, the final design reflects a balance between delivering critical road safety, drainage and infrastructure improvements and maximising the retention of existing vegetation. The combination of alignment changes, modified batters and shoulders, reduced earthworks, targeted kerbing and drainage solutions, and ongoing arboricultural assessment demonstrates that all reasonable and practicable

	measures have been taken to avoid and minimise tree loss across the project area.
Mitigation details	The Turner Road Upgrade has been designed to minimise environmental impacts through a structured approach of avoidance, minimisation and mitigation. Throughout the investigation and design process, numerous design refinements were undertaken to reduce the extent of vegetation clearing required for the project. These included modifications to the road alignment, adjustments to batters and shoulder treatments, optimisation of earthworks, and the incorporation of semi-mountable kerbing, headwalls, gully pits and piped drainage infrastructure in selected locations to reduce the overall disturbance footprint and maximise vegetation retention. As a result of these measures, only those trees determined to be unavoidable due to road safety, constructability, drainage requirements, or direct conflict with the final road infrastructure have been identified for removal. The trees proposed to be removed are shown on the project clearing permit drawings and represent the residual impacts remaining after all reasonable and practicable avoidance options were assessed. Where possible, significant native vegetation has been retained through design modifications and construction planning. Protection measures will be implemented for vegetation being retained. Tree Protection Zones (TPZs) will be established around retained trees, and construction activities, vehicle movements, stockpiling and material storage will be restricted to approved work areas. Where works occur near retained vegetation, appropriate arboricultural advice will be utilised to minimise impacts to trunks, canopies and root systems. Environmental weed management will form an important component of the works. Weed species identified within the corridor will be removed where required, and appropriate hygiene measures will be

	implemented to minimise the spread of weeds and soil-borne pathogens through the movement of machinery, equipment and materials. Cleared vegetation and weed material will be managed and disposed of in accordance with project requirements to prevent reinfestation. Temporary erosion and sediment controls will be installed during construction to protect surrounding vegetation and drainage lines, minimise sediment movement and maintain downstream water quality. Disturbed areas will be stabilised as soon as practicable following the completion of earthworks, and drainage infrastructure will incorporate erosion protection measures where concentrated flows occur. Areas temporarily disturbed by construction and not required for the ongoing operation of the road will be rehabilitated following project completion. Rehabilitation activities may include recontouring, topsoil reinstatement and revegetation with appropriate local native species, with the objective of stabilising soils, reducing weed establishment opportunities and restoring the environmental values of the roadside corridor. The project has sought to achieve the best practicable environmental outcome by reducing the number of trees requiring removal through successive design revisions and incorporating engineering solutions that minimise clearing. The remaining clearing requirement is considered unavoidable to enable the safe construction and long-term operation of the upgraded Turner Road.
Offset proposal submitted?	False

Pre-application scoping	
Clearing within the Swan Coastal Plain and Avon Wheatbelt bioregions?	False
Any pre-application scoping meetings with DWER?	

Details of pre-application scoping meetings	

Assessment Bilateral Agreement	
Request the proposed clearing action to be assessed in accordance with, or under, an EPBC Act Accredited Process?	False
Is the proposed clearing a controlled action?	False
EPBC number	
Details of controlled action	

Surveys for assessment (IBSA and IMSA)	
Biodiversity surveys submitted?	
IBSA number(s)	
IBSA submission number(s)	
Marine surveys prepared?	

Other approvals	
Referred to EPA?	False
EPA details	
Intention to refer to EPA?	
Ministerial statement number (if applicable)	
Works approval licence or registration	
Details of works approval licence or registration	
Water licences and permits?	
Details of water licences and permits	
Planning and other approvals required?	

Details of planning and other approvals	
Details of exemption from planning and approvals	

Attached Documents	
Links to the Portal SharePoint location	Links to File folder: Link to Confidential folder:
Links to Geospatial information	Links to Shapefiles folder: