

REVISED OFFSET STRATEGY

E2017-0128 & E2018-0142
Direct Factory Outlet - Living Stream and
Site 6: Large Format Retail Outlet

FINAL

February 2024



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Direct Factory Outlet - Living Stream and
Site 6: Large Format Retail Outlet

FINAL

Prepared by
Umwelt (Australia) Pty Limited
on behalf of
Perth Airport

Project Director: Stephen Vlahos
Project Manager: Stephen Vlahos
Report No. 22177/R02
Date: February 2024



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Acknowledgement of Country

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Declaration

EPBC Number: E2017-0128 and 2017/8023

Project Name: Direct Factory Outlet: Living Stream and Site 6: Large Format Retail Outlet

Proponent/Approval Holder: Perth Airport Pty Ltd

ABN: 24 077 153 130

ACN: 077 153 130

Proposed Action:

To kill Banksia Woodlands of the Swan Coastal Plain ecological community for the construction of a stormwater management system (Living Stream) at Perth Airport, WA as outlined in permit application (E2017 -0128).

To kill Banksia Woodlands of the Swan Coastal Plain ecological community for the construction of a large format retail outlet at Perth Airport, WA, as outlined in permit application (E2018-0142).

Location of the Action: Perth Airport

Date of Preparation: February 2024

Declaration of Accuracy

In making this declaration, I am aware that section 491 of the Environment Protection and Biodiversity Conservation Act 1999 (Cth) (EPBC Act) makes it an offence in certain circumstances to knowingly provide false or misleading information or documents to specified persons who are known to be performing a duty or carrying out a function under the EPBC Act or the Environment Protection and Biodiversity Conservation Regulations 2000 (Cth). The offence is punishable on conviction by imprisonment or a fine, or both. I am authorised to bind the approval holder to this declaration and that I have no knowledge of that authorisation being revoked at the time of making this declaration.

Signed:  _____

Full name: Stephen Moreland
(please print)

Organisation: Perth Airport Pty Ltd
(please print)

Date: 02...../ 02.../ 2024..

1.0 Purpose

Perth Airport is one of the most important public transport infrastructure facilities in Western Australia. Perth's relative isolation and the vast distances between Australian population centres make air travel – and Perth Airport – indispensable to both the people of Western Australia and the State's economic, social and cultural development.

The Perth Airport estate is 2,105 hectares in size and is located 12 Km east of Perth's Central Business District. The land is owned by the Commonwealth of Australia. On 1 July 1997, the operation and management of Perth Airport was transferred from the Commonwealth Government to Westralia Airports Corporation under a 50-year lease with a 49-year option for extension. In 2011, Westralia Airports Corporation changed its trading name to Perth Airport Pty Ltd.

While Perth Airport's primary function is the operation of Western Australia's principal centre of aviation, the Perth Airport estate also plays a significant role in providing high quality commercial, industrial and logistics facilities for the continued growth and development of the State's economy.

Perth Airport developed an Offset Strategy to address residual impacts to the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) listed Banksia Woodlands of the Swan Coastal Plain threatened ecological community (Banksia Woodlands TEC) as a result of the Direct Factory Outlet- Living Stream (DFO-Living Stream) and Site 6: Large Format Retail Outlet (Site 6) development projects within the Perth Airport estate (Perth Airport, 2019). The approved offset strategy involved restoring cleared or degraded areas of Banksia Woodlands TEC within the Perth metropolitan area (Perth Airport, 2019).

The original Offset Strategy was developed to provide offsets for impacts to Banksia Woodlands TEC as a result of the DFO-Living Stream and Site 6 projects in accordance with the requirements of the EPBC Act Environmental Offsets Policy (the Offsets Policy) (SEWPaC, 2012a) and the Approved Conservation Advice (incorporating listing advice) for the Banksia Woodlands of the Swan Coastal Plain ecological community (Conservation Advice for Banksia Woodlands TEC) (Threatened Species Scientific Committee, 2016).

A restoration project was attempted in collaboration the Department of Biodiversity, Conservation and Attractions (DBCA), however there were significant challenges in securing the site for conservation purposes in perpetuity due to conflicts with State development requirements. The purpose of this document is to provide an Offset Strategy variation, to the approved strategy, for offsetting the residual impacts to Banksia Woodlands TEC as a result of the DFO-Living Stream and Site 6 projects that is considered more reliable, through provision of an alternate offset site at 569 Orange Springs Road, Orange Springs (the Orange Springs property), Gingin.

This revised Offset Strategy:

- Outlines the impacts to the Banksia Woodlands TEC, as a result of the DFO-Living Stream and Site 6 projects, that are to be offset (see **Section 3.0**).
- Includes a general description of the property containing the potential offset site and the site characteristics that will offset the residual impacts resulting from the DFO-Living Stream and Site 6 projects (see **Section 4.0**).

- Describes how the offset site will be managed and protected for conservation purposes over the long term (see **Section 4.2**).
- Includes a schedule of offset management measures for implementing the Offset Strategy (see **Section 6.0**).
- Outlines how the proposed offset meets the principles of the Offsets Policy (see **Section 5.0**).

This revised Offset Strategy accords with the EPBC Act Environmental Offsets Policy (SEWPaC, 2012a). In preparing this strategy, consideration has been made for alignment with relevant aspects of the Environmental Management Plan Guidelines (DoE, 2014). It is the intention of the Perth Airport that the Offset Management Plan (OMP) for the Orange Spring property (currently draft, Perth Airport, 2023) provides the details for the implementation and management of the offset in accordance with the Environmental Management Plan Guidelines and the draft 2022 Environmental Offset Guidelines (DAWE, 2022a) and the OMP Template (DAWE, 2022b) developed by DCCEEW. Perth Airport has prepared, and is progressing, the OMP for the Orange Springs property in consultation with the Department of Biodiversity Conservation and Attractions (DBCA).

2.0 Project Description

This revised Offset Strategy will deliver offsets for impacts to Banksia Woodlands TEC resulting from two projects within the Perth Airport estate: the DFO-Living Stream and Site 6.

Figure 2.1 shows the location and boundaries of the DFO-Living Stream and Site 6 project sites within the Perth Airport estate.

The DFO-Living Stream project commenced January 2017 and was completed in October 2018. It required the construction of a stormwater management system to support the development of the retail facility. Prior to development of the Living stream and adjacent DFO development, the area was vegetated and contained patches of Banksia Woodlands TEC. The stormwater system was constructed as a 'Living Stream' open vegetated channel that mimics the characteristics of a natural stream. Water quality improvement is achieved by aquatic vegetation and natural biological processes helping to oxygenate the water and removing nutrients and non-nutrient contaminants. This is to support natural surface water management and control of peak flows. It is also designed to improve water quality prior to discharge of the stormwater off the Perth Airport estate (Perth Airport, 2017).

The Site 6 project is adjacent to the DFO and DFO-Living Stream. Prior to development the area contained a substantial drainage channel, broad mix of vegetation of varying condition (70% classed as degraded to cleared) and containing Banksia Woodlands TEC. The project development comprised the construction of a large format retail outlet and associated vehicle access and car parking. Works commenced in April 2019 with the project completed in March 2020. The permit holder cleared 2.24 hectares out of 2.49 hectares of Banksia Woodland TEC present within the site 6 project area. A patch of Banksia Woodland TEC abutting Dunreath Drive (SE corner of the site) was not disturbed by the activity. The total project site area is 7.02 hectares.

Since construction of the two projects the MDPs for the Airport West (South) and the New Runway Project (NRP) have been approved ". Construction is yet to commence. All MDPs can be accessed via the Perth Airport website <https://www.perthairport.com.au/Home/corporate/planning-and-projects/major-development-plans>.



- Legend**
- Airport Boundary
 - Site 6 Project Area
 - Living Stream DFO Project Area

FIGURE 2.1

Location of the DFO Living Stream and Site 6 Project Areas within the Perth Airport Estate

3.0 Impact Assessment Process

3.1 Legislative Context

The *Airports Act 1996* (Cth) (Airports Act) is the principal statute regulating the ownership, management and operation of leased Commonwealth airports. Part 5 and Part 6 of the Airports Act prescribe controls over land use planning, environmental management and development at airports.

Section 90 of the Airports Act states that an airport must not carry out a major development unless the development is in accordance with an approved major development plan (MDP). A MDP requires a 60-business day public comment period and approval by the relevant Commonwealth Minister. The definition of a major development under Section 89 of the Airports Act includes 'development of a kind that is likely to have a significant environmental or ecological impact'. Section 91 of the Airports Act requires a MDP to include an assessment of the environmental impacts that might reasonably be expected to be associated with the development and the plans for ameliorating, preventing and dealing with the environmental impacts.

The EPBC Act provides the Commonwealth framework for, amongst other things, protecting and managing nationally important flora, fauna, ecological communities and heritage places that are defined in the EPBC Act as 'matters of national significance'. The EPBC Act also confers jurisdiction over actions that have the potential to make a significant impact on the environment where the actions affect, or are taken on, Commonwealth land or are carried out by a Commonwealth agency.

Section 160 of the EPBC Act requires the Minister administering the Airports Act (Federal Minister for Infrastructure) to obtain advice from the Minister responsible for the EPBC Act (Federal Minister for the Environment) for the adoption or implementation of an airport's MDP.

In addition, a permit under Part 13 of the EPBC Act is required for any activity which may kill, injure, take, trade, keep or move a member of a Commonwealth listed threatened species or ecological community, a member of the listed migratory species, or a member of a listed marine species in or on a Commonwealth area. The application for the Part 13 permit was placed on the then Department of the Environment and Energy's (DEE) website (now Department of Climate Change, Energy, Environment and Water - DCCEEW) for 10 business days for public comment.

3.2 DFO-Living Stream

The MDP for the DFO development was approved by the Hon. Darren Chester MP, [then] Minister for Infrastructure and Transport, on 10 November 2016. The approved MDP for the DFO-Living Stream is available at <https://www.perthairport.com.au/Home/corporate/planning-and-projects/major-development-plans>.

The Living Stream stormwater management works that were required to support the DFO development had not been included in the DFO MDP clearing boundary as the works did not meet the requirements for MDP approval at that time. However, with the listing of Banksia Woodlands as a TEC in September 2016, this component of works now met the MDP criteria (of a development of a kind that is likely to have a significant environmental or ecological impact) and a Minor Variation to the MDP for the DFO was prepared

and released for public comment. The DFO MDP Minor Variation was approved by the Hon. Darren Chester MP, [then] Minister for Infrastructure and Transport, on 5 April 2017.

An application was also made under Part 13 of the EPBC Act for the clearing of the Banksia Woodlands TEC as part of the DFO-Living Stream project. Permit E2017-0128 was issued on 6 April 2017 and requires Perth Airport to provide an offset to compensate for the loss of Banksia Woodlands TEC. The Permit was varied by DCCEW (then DAWE) on 8 February 2019 to require Perth Airport to develop and implement an Offset Strategy to compensate for the loss of Banksia Woodlands TEC. The amended condition of the Permit requires that:

2. To compensate for the loss of Banksia Woodland of the Swan Coastal Plain the permit holder must by 25 February 2019, submit an Offset Strategy to the Minister for written approval. The approved Offset Strategy must be implemented. The Offset Strategy must as a minimum:

- i. address the requirements of b) and c) of the MDP approval*
- ii. specify the impacts to Banksia Woodland of the Swan Coastal Plain to be offset*
- iii. include a general description of the property/ies containing the proposed offset site/s*
- iv. describe how the approved offset site/s will be protected for conservation purposes over the long term*
- v. outline how the proposed offsets are consistent with the principles of the EPBC Act Environmental Offsets Policy*
- vi. contain a schedule for implementing the Offset Strategy so that approved offset management measures commence no later than 13 September 2019.*

2A. The permit holder may, at any time, apply to the Minister for a variation to the Offset Strategy approved under Condition 2, or as subsequently revised in accordance with these conditions. If the Minister approves a revised Offset Strategy then, from the date specified, the permit holder must implement the revised Offset Strategy in place of the previous Offset Strategy.

Perth Airport received approval of the submitted Offset Strategy on 28 February 2019 from the Department of Environment and Energy.

3.3 Site 6

Referral decision EPBC 2017/8023 was made on 20 September 2017 and determined that assessment and advice was required under Section 160 of the EPBC Act for the adoption of the MDP for Site 6 (Perth Airport, 2018).

The MDP for Site 6 was approved by the Hon. Michael McCormack MP, Minister for Infrastructure, Transport and Regional Development, on 13 November 2018. The approved MDP for the Site 6 development is available at <https://www.perthairport.com.au/Home/corporate/planning-and-projects/major-development-plans>. The Minister's decision incorporated the advice of the Minister for the Environment as conditions of approval, which requires an offset strategy to compensate for the impacts of the action on the Banksia Woodlands TEC. The offset strategy must be approved by the Minister for the Environment prior to the action commencing.

An application was also made under Part 13 of the EPBC Act for the clearing of the Banksia Woodlands TEC as part of the Site 6 project. Permit E2018-0142 was issued on 22 February 2019 and requires Perth Airport to:

2 To offset the impacts of the action the permit holder must:

- b. prepare an Offset Strategy to compensate for the impacts of the action on the Banksia Woodland of the Swan Coastal Plain*
- c. submit the Offset Strategy to the Minister for approval*
- d. not commence the action unless the Minister has approved the Offset Strategy*
- e. implement the approved Offset Strategy for a minimum of 20 years (or otherwise determined by the Minister in writing) from the date of commencement of the action.*
- f. publish the Offset Strategy on the website:*
 - i. not later than seven (7) business days after the commencement of the action*
 - ii. until three (3) months after ceasing the implementation of the Offset Strategy.*

3 The Offset Strategy required under condition 2 must:

- a. specify the impacts to Banksia Woodland of the Swan Coastal Plain to be offset*
- b. identify a suitable offset site/s, include a general description of the property/ies containing the offset site/s, and describe how the site/s will be managed and protected for conservation purposes over the long term*
- c. outline how the proposed offsets are consistent with the principles of the Environmental Offsets Policy*
- d. be prepared in accordance with the Department's Environmental Management Plan Guidelines (2014). (Note: An Offset Management Plan will be prepared by Perth Airport in accordance with the Environmental Management Plan Guidelines)*
- e. contain a schedule for implementing the Offset Strategy so that approved offset management measures commence no later than 13 September 2019.*

4 The permit holder may, at any time, apply to the Minister for a variation to the Offset Strategy approved under Condition 2, or as subsequently revised in accordance with these conditions. If the Minister approves a revised Offset Strategy then, from the date specified, the permit holder must implement the revised Offset Strategy in place of the previous Offset Strategy.

Perth Airport received approval of the submitted Offset Strategy on 28 February 2019 from the then Department of Environment and Energy.

3.4 Impacts to Matters of National Environmental Significance

3.4.1 Fauna

The Commonwealth listed fauna species that have been identified as being present on the Perth Airport estate are listed in Table 3.1.

Table 3.1 Environment Protection and Biodiversity Conservation Act listed species previously recorded on the Perth Airport estate. (from Perth Airport, 2017 and Perth Airport, 2018)

Name	Status	Type of presence
<i>Calyptorhynchus banksii naso</i> (Forest Red-tailed Black-Cockatoo, Karrak)	Vulnerable	Species or species habitat may occur within area
<i>Calyptorhynchus baudinii</i> (Baudin's Black Cockatoo, Long-billed Black-Cockatoo)	Vulnerable	Roosting known to occur within area
<i>Calyptorhynchus latirostris</i> (Carnaby's Black Cockatoo, Shortbilled Black-Cockatoo)	Endangered	Breeding likely to occur within area
<i>Apus pacificus</i> (Fork-tailed Swift)	Migratory	Species or species habitat likely to occur within area
<i>Merops ornatus</i> (Rainbow Bee-eater)	Migratory	Species or species habitat may occur within area
<i>Ardea ibis</i> (Cattle Egret)	Migratory	Species or species habitat likely to occur within area

Only the conservation significance Black Cockatoos and Rainbow Bee-eater have been identified on the estate or are considered likely to be of particular interest to regulatory authorities (Perth Airport, 2017 and Perth Airport, 2018).

3.4.1.1 Black Cockatoos

The Perth Airport estate lies in a region where:

- Carnaby's Black-Cockatoo (*Calyptorhynchus latirostris*) are common,
- the Forest Red-tailed Black-Cockatoo (*Calyptorhynchus banksii naso*) often overflies and therefore only occurs rarely, and
- Baudin's Black-Cockatoo (*Calyptorhynchus baudinii*) occurs probably only as a vagrant.

Carnaby's Black-Cockatoos and Baudin's Black-Cockatoos are classified as 'Endangered' while Forest Red-tailed Black-Cockatoos are listed as 'Vulnerable' under the EPBC Act

Extensive and regular investigations into Black Cockatoo habitat are conducted on the estate. The quality of potential habitat is classified as low, medium or high, with medium and high value habitat considered during impact assessments (Perth Airport, 2017 and 2018).

Medium value Black Cockatoo habitat on the estate is defined as: Contains some Black Cockatoo habitat plants which are clumped together but cover less than half the area.

High value Black Cockatoo habitat on the Perth Airport estate is defined as: Contains large numbers of plants (majority of individuals) likely to provide Black Cockatoos with foraging and/ or nesting opportunities, in particular Banksia spp. and Marri.

The high and medium value Black Cockatoo habitat within the project footprint is shown in Figure 30. Approximately 2.88 hectares of potential habitat will be impacted.

As part of the Focused Vision Consulting (2017) survey, all trees within the project area were surveyed for potential as breeding trees. Six mature Eucalypts (four Marri and two Jarrah) with a diameter at breast height (DBH) of 500 millimetres or greater, and therefore classified as Black Cockatoo habitat trees and potential future breeding/nesting trees (based on published criteria (DSEWPaC 2012a) were recorded within the project area. None of the habitat trees recorded were observed to support hollows, including any suitable for Black Cockatoo nesting, despite presenting a DBH of 500 millimetres or greater. Perth Airport does not consider this number to be significant to the species, as there have been no signs of breeding on the estate, and there are no hollows or other aspects required for breeding, apart from thickness of tree.

Impacts from the DFO-Living Stream and Site 6 projects were not considered significant for Black Cockatoo species (Perth Airport, 2017 and 2018), in accordance with the EPBC Act Referral Guidelines for Three Threatened Black Cockatoo Species (DSEWPaC, 2012). The DFO-Living stream MDP (with minor variation) was approved on the 5 April 2017 (original MDP approval 10 November 2016) and the dMDP for Site 6 on the 13 November 2018.

3.4.1.2 Rainbow Bee-eater

The Rainbow Bee-eater is found throughout mainland Australia, as well as eastern Indonesia, New Guinea and, rarely on the Solomon Islands. In Australia, their distribution is widespread except for desert areas or overly cool areas such as Tasmania.

In more southern locations such as the south-west of Western Australia, these birds can be found during summer months, but will migrate north to New Guinea or Indonesia as the weather cools down.

The Rainbow Bee-eater has been recorded as a regular visitor to the estate and nests in open fields and disturbed areas. A fauna survey of the project area undertaken in Spring 2016 confirmed that although DBCA database search results include a record for the species nearby and individuals were observed elsewhere on the estate around the time of the field survey, no nests were observed in the study area.

3.4.2 Threatened flora

The two flora species, *Conospermum undulatum* and *Macathuria keigheryi* listed under the EPBC Act as vulnerable and endangered respectively, occur within the Perth Airport estate. There were no occurrences within either project area. No impact on these species will occur as a result of the DFO-Living Stream or Site 6 projects.

3.4.3 Vegetation

Numerous comprehensive flora and vegetation surveys have been undertaken across the Perth Airport estate dating back to 1994. The estate is located within the Swan Coastal Plain Interim Biogeographic Regionalisation of Australia (IBRA) Region and Swan Coastal Plain 2 Subregion. This subregion is a low lying

coastal plain covered with woodlands dominated by *Banksia* and Tuart on sandy soils, *Casuarina obesa* on outwash plains and paperbark in swampy areas.

3.4.3.1 Banksia Woodlands TEC

Table 3.1 summarises the potential impact of the DFO-Living Stream and Site 6 developments to the Banksia Woodlands TEC. As presented in Table 3.2, the DFO-Living Stream development resulted in a total of 1.99 ha (of approved 2.8 ha) and the Site 6 development 2.49 ha (of approved 3.7 ha) of Banksia Woodlands TEC being cleared (Perth Airport, 2018). Combined, the DFO-Living Stream and Site 6 projects resulted in the clearing of 4.48 hectares of Banksia Woodlands TEC that was comprised of two TEC patches as defined by the Conservation Advice for Banksia Woodlands TEC (Threatened Species Scientific Committee, 2016). Figure 3.1 shows the location of this habitat within the project areas.

Table 3.2 Project areas and Banksia Woodlands TEC areas

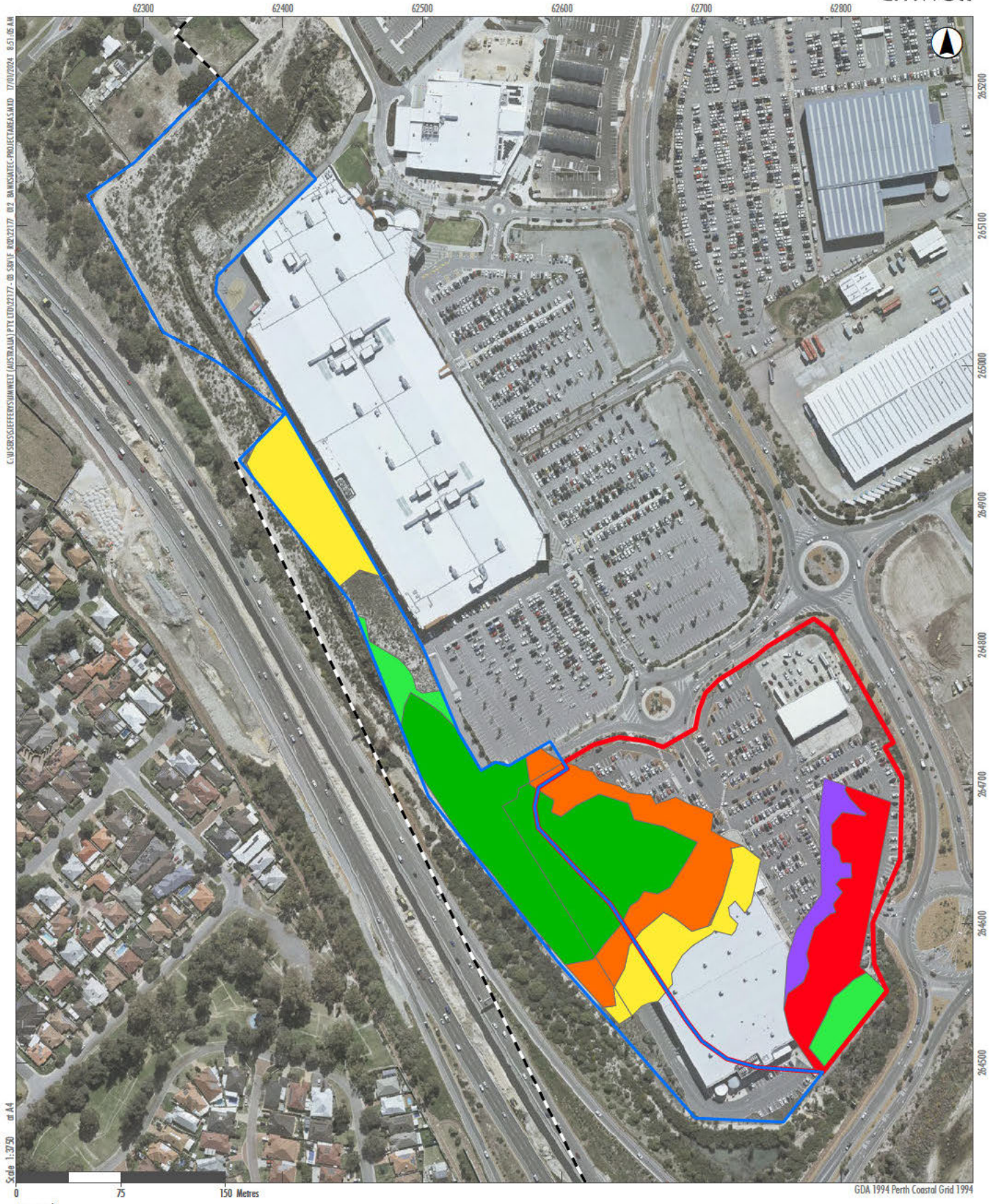
MDP	Total Project Area (ha)	Approved/Proposed impact to Banksia Woodlands TEC (ha)	Actual impact to Banksia Woodlands TEC (ha)
DFO-Living Stream	4.56	2.8	1.99
Site 6	7.09	3.7	2.49
Total	11.65	6.5	4.48

Further detail on the assessment of Banksia Woodlands TEC within the project areas is described in the MDP Minor Variation for the Direct Factory Outlet (Perth Airport, 2017) and the MDP for Site 6: Large Format Retail Outlet (Perth Airport, 2018), available at: <https://www.perthairport.com.au/majordevelopmentplans>

With regard to the Conservation Advice criteria for Banksia Woodlands TEC (Threatened Species Scientific Committee, 2016), these patches are not considered to be of high quality. Table 3.3 summarises the flora and vegetation values of the impacted area in respect of the Banksia Woodlands TEC. Application of the DCCEEW approved Habitat Quality Score (HQS) methodology (Woodman Environmental, 2021) for the Banksia Woodlands TEC provides a HQS of 4. The basis for the HQS is shown in Appendix 1.

Table 3.3 Summary of Flora and vegetation values of the impact site (data source Focused Vision, 2017)

Flora and Vegetation Value	Description
Banksia Woodlands TEC	4.48 ha of Banksia Woodlands TEC was mapped within the impact site (see Figure 3.1).
Vegetation condition	<p>Figure 3.1 shows the extent and vegetation condition of Banksia Woodlands TEC within the impact site:</p> <ul style="list-style-type: none"> • 0.22 ha in Degraded to Completely Degraded condition. • 0.56 ha Degraded condition. • 0.69 ha Degraded to Good condition. • 0.83 ha Good condition. • 0.42 Good to Very Good condition. • 1.75 ha Excellent condition.
Species richness	Average species richness recorded for the Banksia Woodlands TEC was 27 native species: This is below the Average of 50 species per 100 m ² (Threatened Species Scientific Committee, 2016).
Threatened taxa	No threatened flora taxa were recorded within the impact site.
State listed TEC / PEC	<p>The following State listed conservation significant ecological communities were recorded within the impact site:</p> <ul style="list-style-type: none"> • 0.46ha of Swan Coastal Plain FCT 21c, Low lying <i>Banksia attenuata</i> woodlands or shrublands – (P3). • Total of 4.48 ha Banksia Woodlands of the Swan Coastal Plain (P3) (equivalent to the Banksia Woodlands of the Swan Coastal Plain TEC).
Dieback presence	The patches within the impact site were partially dieback free.
Connectivity	The impact site had two patches within 1 km of other medium to large remnants.
Patch size	<p>The impact site supported two patches of 3.39 ha and 1.08 ha.</p> <p>A patch being a discrete and mostly continuous area of the ecological community: As per the Approved Conservation advice – (Threatened Species Scientific Committee, 2016).</p>
Site Location and Risk	<p>The impact site is located with an area where the Banksia Woodlands TEC has been extensively cleared.</p> <p>The impact site is within the geographical range of the Banksia Woodlands TEC.</p>



C:\U\SBS\GIEFFERS\UMWELT (AUSTRALIA) PTY LTD\2177 - 02 - SOV\F_R02\2177 - 02 - SOV\F_R02\2177 - 02 - BANKSIA TEC - PROJECT AREA 5.MXD 7/10/2024 8:51:05 AM
 Scale 1:3750 at A4

Legend

- Airport Boundary
 - Site 6 Project Area
 - Living Stream DFO Project Area
-
- Banksia Woodland Condition**
- Excellent
 - Good to Very Good
 - Good
 - Degraded to Good
 - Degraded
 - Degraded to Completely Degraded

FIGURE 3.1

Banksia Woodland TEC within the Project Areas

4.0 Approvals

Table 4.1 presents a summary of Ministerial offset conditions and Part 13 offset conditions, with reference to this strategy and how this strategy addresses the conditions.

Table 4.1 Summary of offset conditions for the DFO-Living Stream and Site 6 projects.

Condition	Condition Requirement	Strategy Reference	How the strategy addresses condition requirements and commitments
Site 6: Large Format Retail Outlet			
Permit E2018-0142			
2	To offset the impacts of the action the permit holder must:		
2a	<ul style="list-style-type: none"> prepare an Offset Strategy to compensate for the impacts of the action on the Banksia Woodland of the Swan Coastal Plain; and 	This Document	This revised Offset strategy describes the compensation for the impacts of the action on the Banksia Woodland of the Swan Coastal Plain
2b	<ul style="list-style-type: none"> submit the Offset Strategy to the Minister for approval; and 		This revised Offset strategy will be submitted to the Minister for review and approval
2c	<ul style="list-style-type: none"> not commence the action unless the Minister has approved the Offset Strategy; and 		The action has been completed under the original offset strategy (approved by the Minister 28 February 2019).
2d	<ul style="list-style-type: none"> implement the approved Offset Strategy for a minimum of 20 years (or otherwise determined by the Minister in writing) from the date of commencement of the action; and 	Section 5.2.2	Perth Airport commits to managing the offset site for 20 years.
2e	<ul style="list-style-type: none"> publish the Offset Strategy on the website: <ol style="list-style-type: none"> no later than seven (7) business days after commencement of the action; and until three (3) months after ceasing the implementation of the Offset Strategy. 		The Offset strategy is published on the Perth Airport Website - https://www.perthairport.com.au/Home/corporate/planning-and-projects/major-development-plans .
3	The Offset Strategy required under condition 2 must:		
3a	<ul style="list-style-type: none"> specify the impacts to Banksia Woodland of the Swan Coastal Plain to be offset 	Section 3.4.3.1	The impacts to the Banksia Woodlands TEC are detailed in Section 3.4.3.1 .

Condition	Condition Requirement	Strategy Reference	How the strategy addresses condition requirements and commitments
3b	<ul style="list-style-type: none"> identify a suitable offset site/s, include a general description of the property/ies containing the offset site/s, and describe how the site/s will be managed and protected for conservation purposes over the long term; and 	<p>Section 5.0</p> <p>Section 5.1</p> <p>Section 5.2, 5.2.1 and 5.2.2</p>	<p>The offset site is at 569 Orange Springs Road.</p> <p>The values of the offset site in respect of Banksia Woodlands TEC are summarised in Section 5.1</p> <p>This revised strategy identifies management measure, including establishment, maintenance, monitoring and corrective actions for the offset site and management for 20 years.</p>
3c	<ul style="list-style-type: none"> outline how the proposed offsets are consistent with the principles of the Environmental Offsets Policy 	<p>Section 6.0</p>	<p>Section 6.0 details how this Revised Offset Strategy aligns with the eight principles of the offset policy</p>
3d	<ul style="list-style-type: none"> be prepared in accordance with the Department’s Environmental Management Plan Guidelines (2014) 		<p>In preparing this strategy, consideration has been made for alignment with relevant aspects of the Environmental Management Plan Guidelines (DoE, 2014). The OMP has been developed utilising the draft 2022 Environmental Offset Guidelines (DAWE, 2022a) and the OMP Template (DAWE, 2022b) developed by DCCEE. It is the intention of the Perth Airport that the OMP for the Orange Spring property (currently draft, Perth Airport, 2023) provides the details for the implementation and management of the offset in accordance with the Environmental and OMP Guidelines. Perth Airport has prepared, and is progressing, the OMP for the Orange Springs property in consultation with the DBCA.</p>
3e	<ul style="list-style-type: none"> contain a schedule for implementing the Offset Strategy so that approved offset management measures commence no later than 13 September 2019. 	<p>Section 7.0</p>	<p>Perth Airport has been revising the approved Offset strategy (Approved by Minister 28 February 2019) in consultation with the DCCEE. The implementation schedule for the revised strategy is detailed in Section 7.0.</p>
DFO-Living Stream			
Permit E2017-0128			
2	<p>To compensate for the loss of Banksia Woodland of the Swan the Coastal Plain the permit holder must by 25 February 2019, submit an Offset Strategy to the Minister for written approval. The approved Offset Strategy must be implemented. The Offset Strategy must as a minimum:</p>		<p>The original Offset strategy was submitted to the Minister on the 25 February 2019.</p> <p>Perth Airport received approval of the submitted Offset Strategy on 28 February 2019 from the then Department of Environment and Energy.</p> <p>This report presents the revised offset strategy.</p>

Condition	Condition Requirement	Strategy Reference	How the strategy addresses condition requirements and commitments
2.i	<ul style="list-style-type: none"> address the requirements of b) and c) of the MDP approval; 		See Ministerial conditions below.
2.ii	<ul style="list-style-type: none"> specify the impacts to Banksia Woodland of the Swan Coastal Plain to be offset; 	Section 3.4.3.1	Impacts to the Banksia Woodlands TEC are presented in Section 3.4.3.1 .
2.iii	<ul style="list-style-type: none"> include a general description of the property/ies containing the proposed offset site/s; 	Section 5.1	The offset site is at 569 Orange Springs Road. The values of the offset site in respect of Banksia Woodlands TEC are summarised in Section 5.1
2.iv	<ul style="list-style-type: none"> describe how the approved offset site/s will be protected for conservation purposes over the long term; 	Section 5.2, 5.2.1 and 5.2.2	This revised strategy identifies management measure, including establishment, maintenance, monitoring and corrective actions for the offset site and management for 20 years.
2.v	<ul style="list-style-type: none"> outline how the proposed offsets are consistent with the principles of the EPBC Act Environmental Offsets Policy; and 	Section 6.0	Section 6.0 details how the revised offset strategy aligns with the eight principles of the offset policy
2.vi	<ul style="list-style-type: none"> contain a schedule for implementing the Offset Strategy so that approved offset management measures commence no later than 13 September 2019. 	Section 7.0	Perth Airport has been revising the approved Offset strategy (Approved by the Minister 28 February 2019) in consultation with the DCCEEW. The implementation schedule for the revised strategy is detailed in Section 7.0 .
2A	The permit holder may, at any time, apply to the Minister for a variation to the Offset Strategy approved under Condition 2, or as subsequently revised in accordance with these conditions. If the Minister approves a revised Offset Strategy then, from the date specified, the permit holder must implement the revised Offset Strategy in place of the previous Offset Strategy.		This document is the Revised Offset Strategy to be presented to the Minister.
3	Within 12 months of approval of the Offset Strategy referred to in condition 2, the permit holder must provide the Department with the offset attributes, shapefile and map(s) clearly defining the location and boundaries of the offset site/s.		This data will be provided to the Department of DCCEEW within 12 months of approval of the revised Offset strategy.

Condition	Condition Requirement	Strategy Reference	How the strategy addresses condition requirements and commitments
Ministerial Approval			
	I have advised Perth Airport Pty Ltd (PAPL) of my expectation they report directly to DoEE and keep the Department of Infrastructure and Regional Development informed on the following requirements:		
	b. Provide details of the identified Floristic Community Types associated with the listed Banksia Woodland of the Swan Coastal Plain Threatened Ecological Community, having regard to the Approved Conservation Advice (incorporating listing advice) for the Banksia Woodlands of the Swan Coastal Plain ecological community (26 August 2016); and	Section 3.4.3.	Details of the SCP FCT and Banksia Woodlands of the Swan Coastal Plain (P3) are provided in Table 3.3, Section 3.4.3.
	c. Obtain offsets to compensate for the loss of the identified Floristic Community Types associated with the listed Banksia Woodland of the Swan Coastal Plain Threatened Ecological Community to be cleared within the development footprint, consistent with the Environment	Section 5.3	The proposed Offset site contains 114 ha of Banksia Woodlands TEC.

5.0 Proposed Offset

The residual impact of the combined clearing of 4.48 hectares of Banksia Woodlands TEC within the DFO-Living Stream and Site 6 project areas will be offset through the purchase of privately owned land at 569 Orange Springs Road, with remnant vegetation supporting Banksia Woodlands TEC with the land transferred to the DBCA to be managed as part of the conservation estate.

The objective of this revised Offset Strategy is to:

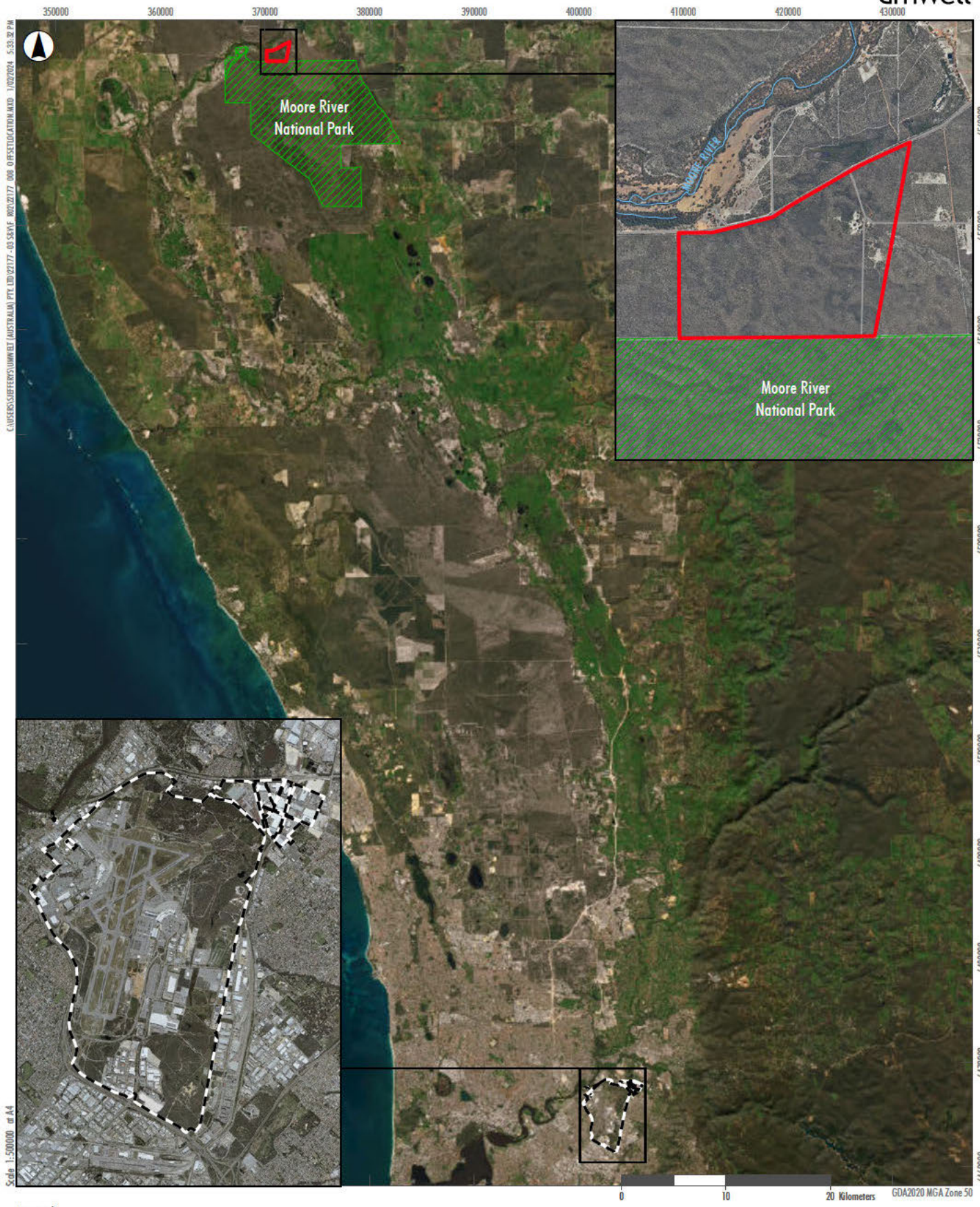
- Propose an offset for the Banksia Woodlands TEC impacted by the DFO-Living Stream and Site 6 projects.
- Demonstrate consistency with the EPBC Offset Policy of the proposed offset for the Banksia Woodlands TEC impacted by the DFO-Living Stream and Site 6 projects.
- Increase the area of protected Banksia Woodlands that meets the diagnostic criteria for the TEC through secure tenure managed as conservation estate by DBCA.
- Provide sufficient areas of offsets for the loss of 4.48 ha of Banksia Woodlands TEC impacted by the DFO-Living Stream and Site 6 projects as determined by the DCCEEW.

A private property has been purchased by the Perth Airport with remnant vegetation that contains sites supporting the Banksia Woodlands TEC (Umwelt, 2022a) as defined by the Approved Conservation Advice (incorporating listing advice) for the Banksia Woodlands of the Swan Coastal Plain ecological community (Threatened Species Scientific Committee, 2016). The property is located at 569 Orange Springs Road, on the Swan Coastal Plain approximately 100 km north of the Perth Airport.

A flora and vegetation assessment of the property has been completed (Umwelt, 2022a). The assessment included:

- Describing and mapping vegetation types within the survey area using dominant taxa.
- Describing and mapping the condition of vegetation within the Survey Area.
- Assessing the Survey Area for the presence and extent of the Banksia Woodland TEC.
- Calculating the Habitat Quality Score for the Banksia Woodlands TEC using the methodology approved by DCCEEW.
- Assessing the potential presence of other Threatened Ecological or Priority Ecological Communities (PEC) within the survey area.

The location of the property in relation to the Perth Airport is shown in **Figure 4.1**.



- Legend**
- 569 Orange Springs Road – Project Boundary
 - Moore River National Park
 - Airport Boundary

FIGURE 5.1

Location of 569 Orange Springs Road, Orange Springs in relation to the Perth Airport

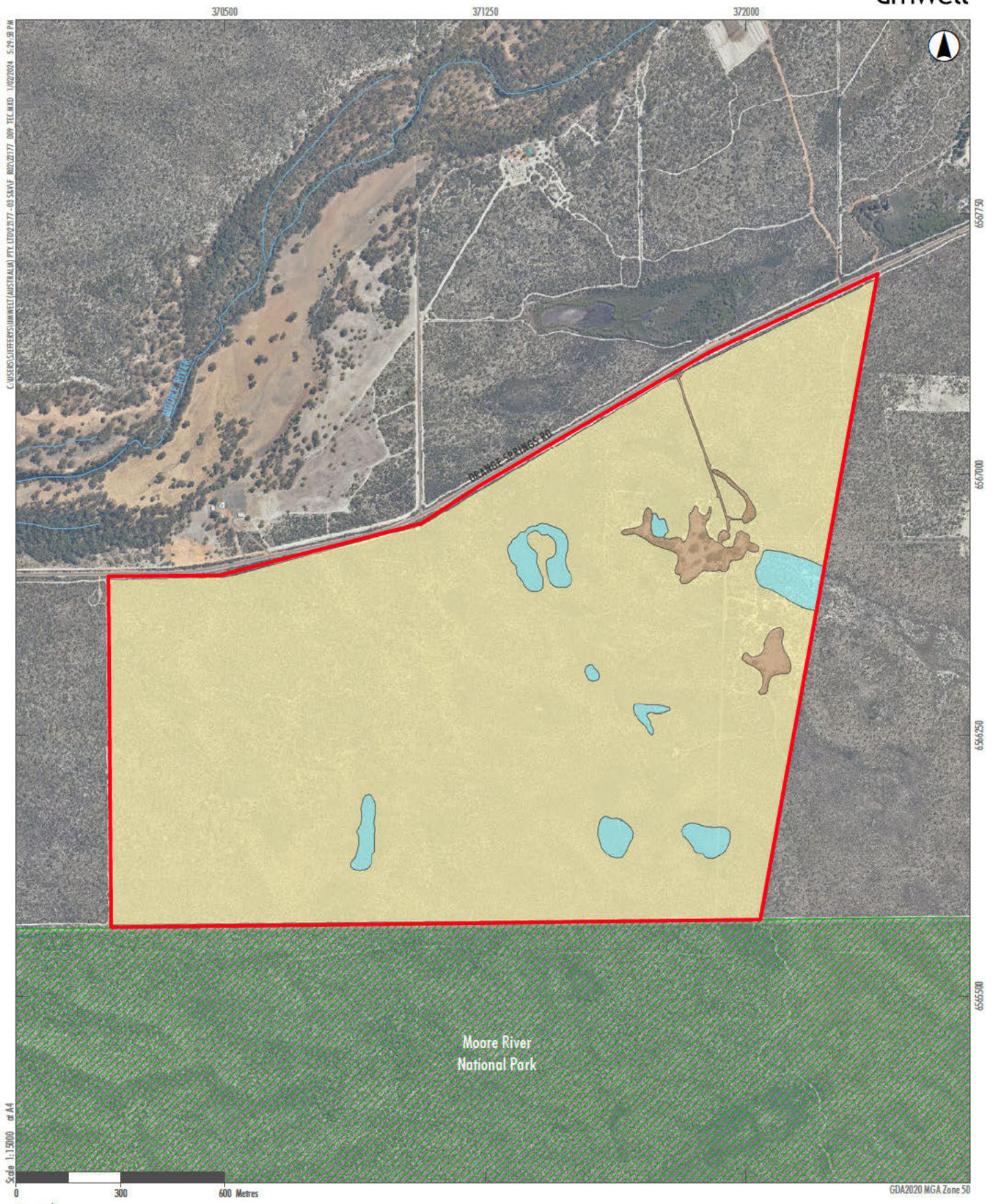
5.1 Determination of Offset Property Values

The flora and vegetation values of the Orange Spring Road property in respect of the Banksia Woodlands TEC are summarised in Table 5.1. Spatial Data has been provided with this revised Offset Strategy.

The Banksia Woodlands TEC within the property, covers an area of 248.0 ha and has a HQS of 7 as detailed in Appendix 2.

Table 5.1 Summary of Flora and vegetation values of the Orange Springs Road property (data source Umwelt, 2022a)

Flora and Vegetation Value	Description
Banksia Woodlands TEC	248.0 ha of Banksia Woodlands TEC has been mapped within the proposed offset property (see Figure 4.2)
Vegetation condition	Figure 4.3 shows the extent of vegetation condition within the proposed offset property. For the Banksia Woodlands TEC: <ul style="list-style-type: none"> • 239.0 ha was rated in Excellent condition. • 9.0 ha was rated in Very Good condition.
Species richness	Average species richness recorded for the Banksia Woodlands TEC was 39 native species: This is below the Average of 50 species per 100 m ² (Threatened Species Scientific Committee, 2016).
Threatened taxa	No threatened taxa were recorded within the proposed offset property. However, the site is considered to contain habitat for <i>Macarthuria keigheryi</i> (EN). <i>Verticordia paludosa</i> (P4) was recorded by Focused Vision (2018).
State listed TEC / PEC	The following State listed conservation significant ecological communities were recorded within the proposed offset property: <ul style="list-style-type: none"> • Swan Coastal Plain FCT 23b, Northern <i>Banksia attenuata</i> – <i>Banksia menziesii</i> woodlands (P3). • Banksia Woodlands of the Swan Coastal Plain (P3) (equivalent to the Banksia Woodlands of the Swan Coastal Plain TEC).
Dieback presence	Focused Vision (2018) recorded Disturbance/Impacts as ‘Possible dieback or drought’. The precautionary principle has been applied with the site considered partly dieback infested. A dieback survey is required to confirm the dieback status of the site.
Connectivity	Inclusion of this site into the conservation estate provides linkage between the landscape units of the Moore River National Park and the Moore River.
Patch size	The entire occurrence of 248.0 ha of Banksia Woodlands TEC within the site is a single patch. A patch being a discrete and mostly continuous area of the ecological community: As per the Approved Conservation advice (Threatened Species Scientific Committee, 2016).
Site location and Risk	The site is adjacent to areas of Banksia Woodlands TEC, within the Moore River National Park. In a wider regional context, the property is within a wide corridor of remnant vegetation where remnant vegetation, including the Banksia Woodlands TEC, has been cleared (Figure 4.1). The site is within the geographical range of the Banksia Woodlands TEC.



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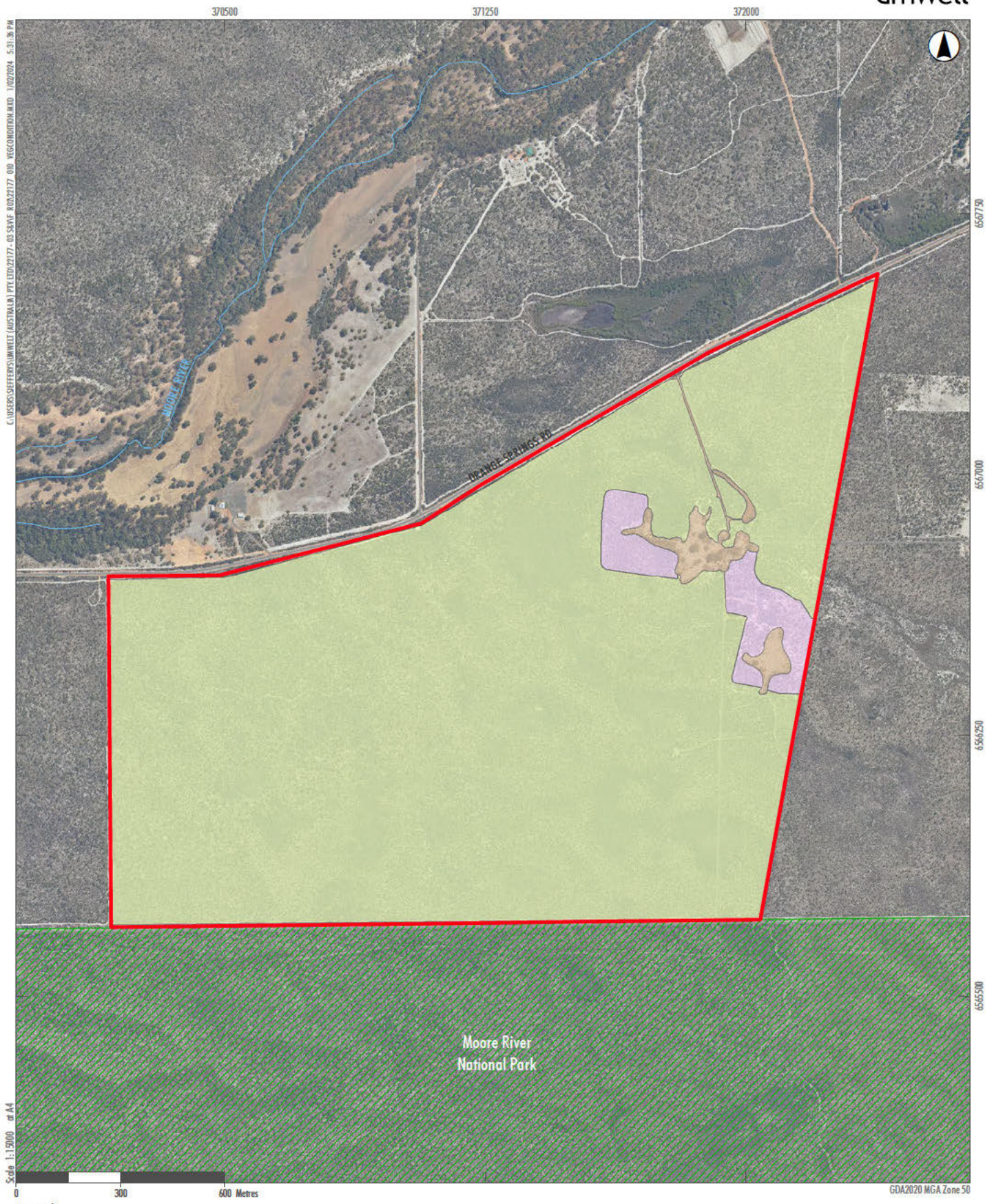
GDA2020 MGA Zone 50

Legend

- Project Boundary
- Roads
- Moore River National Park
- Extent of Threatened Ecological Communities (TEC)**
- TEC
- Not TEC (Other Vegetation Types)
- Cleared

FIGURE 5.2

Extent of Banksia Woodlands TEC within the Proposed Offset Site – 569 Orange Springs Road



Legend

- Project Boundary
 - Roads
 - Moore River National Park
- Vegetation Condition**
- Excellent
 - Very Good
 - Cleared

FIGURE 5.3

Vegetation Condition within the Proposed Offset Site – 569 Orange Springs Road

5.2 Proposed Management Measures

5.2.1 Ongoing Management by the DBCA

The DBCA has advised that the proposed offset site is considered a suitable addition to the comprehensive, adequate and representative reserve system (**Appendix 3** – Letter from DBCA indication of interest in various properties including 569 Orange Springs). The DBCA indicated it would agree to accept management of the property pending review by DAWE (now DCCEEW) to determine whether the site meets the offset requirements under the EPBC Act and finalisation of management arrangements through a Services Agreement between DBCA and Perth Airport for the site.

5.2.2 Period of Management

Perth Airport commits to funding all Establishment Works and Management Works required for a 20-year period from commencement of activities and is in the final stages of negotiations with DBCA to capture this intent (Perth Airport, 2023). Unknown or unplanned events will be variations to the Services Agreement and Offsets Management Plan.

5.2.3 Establishment and Management of the Offset Site

An OMP (Draft) has been developed for the property at 569 Orange Springs Road, Orange Springs (Perth Airport, 2023). The OMP has been developed utilising the draft 2022 Environmental Offset Guidelines (DAWE, 2022a) and the OMP Template (DAWE, 2022b) developed by DCCEEW. The purpose of the OMP is to detail management and monitoring actions, performance targets and completion criteria at the Site and implementation of the plan to achieve the specified completion criteria.

The threats to the Banksia Woodlands TEC within the propose offset site at Orange Springs are summarised in **Table 5.2**.

The DBCA has been consulted and provided input in the development of the OMP. This consultation with the DBCA is ongoing. Finalisation of the OMP will proceed upon approval of the Offset Strategy by DCCEEW and finalisation of the management arrangements through the Services Agreement for the site.

The OMP identifies management actions designed to:

1. Establish the offset area for conservation purpose/management (Establishment Works phase); and
2. Implement ongoing management (Management Works phase).

The OMP identifies management actions for establishment and ongoing management to achieve the final vegetation condition and associated completion criteria for the offset involving:

Action 1 Access control: Unauthorised access to the offset site may result in illegal activities such as dumping of rubbish, off-road activities, introduction of feral animals (e.g., pit hunters) and unauthorised fires. Closure of tracks that are no longer considered necessary for DBCA management, including bushfire management activities, will allow for natural regeneration of these areas, adding valuable Banksia Woodlands TEC and Carnaby's Black-Cockatoo foraging habitat.

Action 2 General rubbish removal: Removal of general rubbish at the offset site.

Action 3 Phytophthora dieback management: Identifying which areas of the offset site are affected by Phytophthora dieback and managing the site is key in protecting the biodiversity values of the offset as well as those of Moore River National Park. Phytophthora dieback is a high priority management action within the Banksia Woodlands TEC conservation advice. Dieback can spread autonomously as well as through vectors such as machinery, vehicles, and animals.

Action 4 Weed removal and control: The previous land use of the site has resulted in the introduction and spread of a variety of environmental weeds planted as ornamental plants around the old homestead. It is not possible to eradicate all weeds from the area on a single occasion, as there may be soil stored seed that can remain viable following removal of individual plants. It is therefore important that the offset site is revisited following the initial treatment for follow-up weed control and to prevent seed set and dispersal. Management activities will focus on removal of existing weed plants around the old homestead and disturbed areas and ensure good hygiene to prevent new introductions.

Action 5 Feral animal management: Predation by European red fox and feral cats and competition and land degradation by rabbits and pigs are listed Key Threatening Process under the EPBC Act and are listed in the Banksia Woodlands TEC conservation advice. Feral animals, in particular grazing damage by rabbits and feral pigs, can impact habitat quality and connectivity of Banksia Woodlands TEC. Feral animal management is critical to the vegetation quality of Banksia Woodlands TEC and for the suite of native animals that rely on the vegetation for habitat.

Action 6 Maintain vegetation condition: Maintenance of the existing vegetation condition of the offset site is integral to achieving the offset objectives.

Action 7 Bushfire management: Reducing the risk and managing the threat of bushfires will be integral to maintaining the ecological values of the offset site.

Action 8 Implement conservation management: Property under care and control of DBCA and managed as part of the larger Moore River National Park and Nature Reserve and Swan Coastal District reserve management program. Implement reserve management, OMP management and coordination.

Furthermore, for each of the above management actions the following has been identified for each management measure to maintain and where possible improve the values of the offset site:

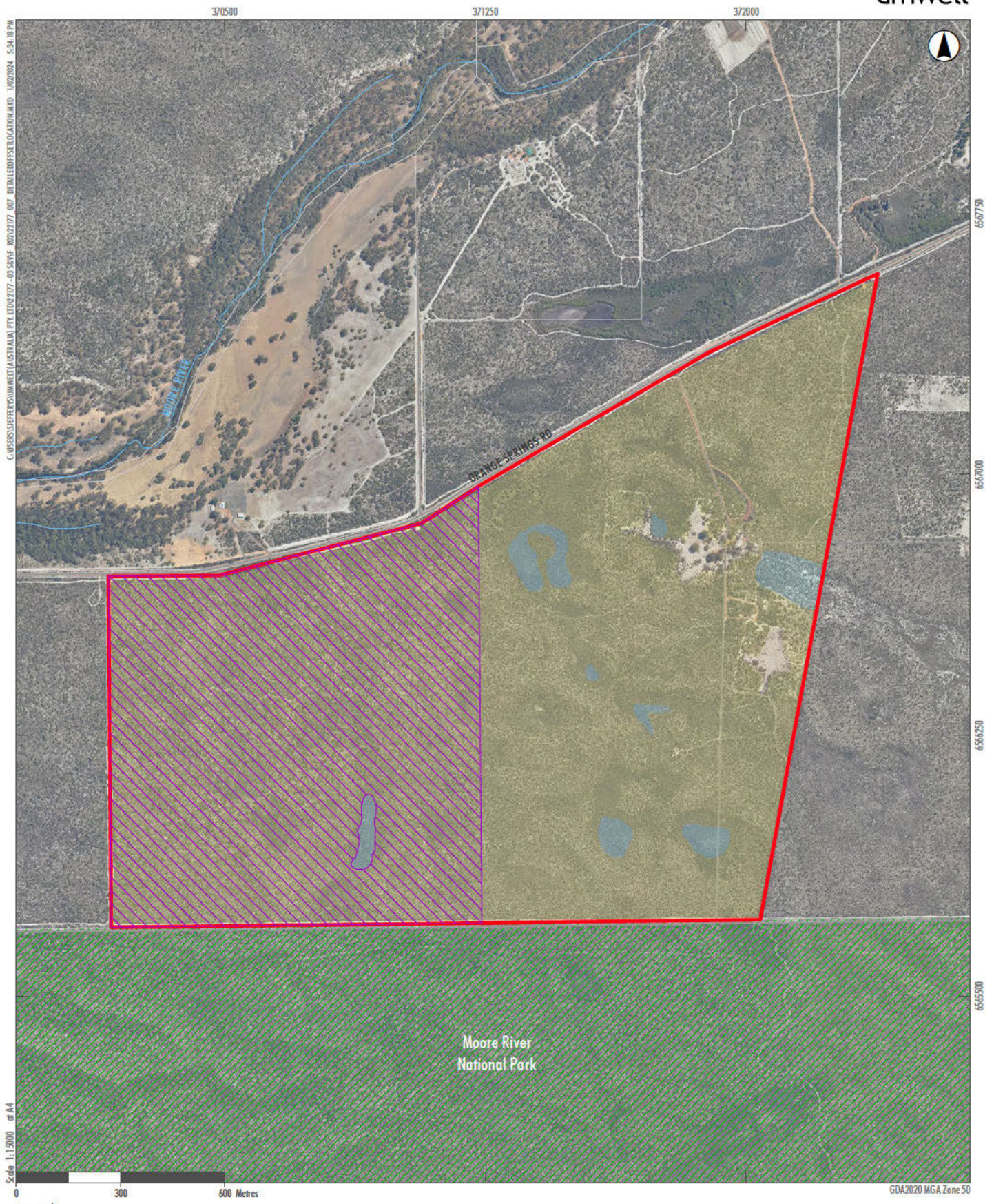
- **Performance targets** are identified for each of the management actions for the Establishment Works phase and the Management Works phase.
- **Monitoring** activities for both the Establishment and Management Works phases are proposed to assess the success of the management actions to maintain and improve the overall biodiversity and habitat values of the site.
- **Completion criteria** are proposed for both the Establishment and Management Works phases, and
- **Corrective actions** where progression towards the completion criteria is not met following scheduled monitoring, corrective actions will be identified and implemented.

The draft OMP provides a detailed risk assessment for the management objectives/desired outcomes and identifies triggers and corrective actions.

5.3 Offset Required for DFO-Living Stream and Site 6 Projects

The offset required to address the residual impact of the combined clearing of 4.48 hectares of Banksia Woodlands TEC within the DFO-Living Stream and Site 6 project areas has been formulated with the consideration of the Commonwealth Offset Policy (DSEWPaC, 2012a) and advice from the DCCEEW. Section 6.0 demonstrates how this offset strategy is consistent with the principles of the Offset Policy. A total of 114ha of Banksia Woodlands TEC on the western portion of 569 Orange Springs provides 100% direct offset for the residual impacts to Banksia Woodlands TEC from the DFO-Living Stream and Site 6 projects (permits E2017-0128 and E2018-0142). **Figure 4.4** shows the 115 ha portion (includes 1 ha of non- Banksia Woodlands TEC) of the western area of the Orange Springs property, that is proposed as the offset for the residual impacts from the DFO-Living Stream and Site 6 projects.

The balance of the area of Banksia Woodlands TEC within the Orange Springs property will be retained as a potential site for offsetting the residual impacts of future projects.



- Legend**
- Offset Site
 - Project Boundary
 - Roads
 - Drainage Line
 - Moore River National Park
 - Cadastre
- Extent of Threatened Ecological Communities (TEC)**
- TEC
 - Not TEC (Other Vegetation Types)
 - Cleared

FIGURE 5.4

Location of the offset site within the 569 Orange Springs Road property to offset the residual impacts of the DFO Living Stream and Site 6 projects on Banksia Woodland TEC at the Perth Airport

Table 5.2 Threats to Banksia Woodlands TEC Identified in the Approved Advice (TSSC, 2016) within the Offset Site and Implications for Habitat Quality

Threats	Implications on future quality without offset	Implications on future quality with offset
Clearing and associated fragmentation	<p>The property was being developed for boutique farming (Emus). Being private land within an agricultural landuse zone there is a realistic potential for further development and clearing within the property.</p> <p>Clearing exemptions for up to 5 ha per year for exempt activities increases potential for introducing and spread of invasive species. This includes maintenance of fences, firebreaks, firewood collection.</p> <p>Although wholesale clearing would be unlikely to have been approved, it is likely that clearing portions of the property would have been approved. This would have direct and indirect (see below) impacts to the Banksia Woodlands TEC.</p>	<p>Change in tenure provides protection from clearing for all conservation values on the property.</p> <p>Preventing clearing reduces potential for fragmentation and contributes to maintaining linkage between the landscape of the Moore River and the upland landscape of the Moore River National Park.</p>
Climate change	<p>Progressive decline in rainfall, decreased groundwater levels, increases in fire frequency and intensity impacting the quality of the Banksia Woodlands TEC.</p>	<p>Similar effect of climate change on the Banksia Woodlands TEC is expected under management for conservation estate.</p> <p>However, there is potential for lower impact where fire management mitigates the feedback loop where fires promote weed species (especially perennial veldgrass, <i>Ehrharta calycina</i>), suppressing native plants, increasing fuel loads that promoting further fires.</p>
Invasive flora and fauna	<p>Invasive species are considered a major threat to the conservation values of Banksia Woodlands on sandy soils north and south of Perth (WA Herbarium, 1998) and current condition (including vehicle, and Incidental stock, movement) are likely to contribute to the spread of weeds through the Banksia Woodlands TEC, including adjacent Moore River National Park.</p>	<p>Management for conservation estate aims to prevent introduction and spread of invasive flora and fauna mitigating impacts on quality of the Banksia Woodlands TEC.</p>
Plant pathogens (Dieback)	<p>Current agricultural related practices (i.e. firebreak maintenance) increase the risk of introducing and spreading the disease dieback. Increased risk of spread with movement of equipment and associated soil for management activities without consideration of disease introduction or spread.</p>	<p>Management for conservation estate is considerate of dieback risks and specifically aims to reduce the likelihood of introduction and spread of Phytophthora, mitigating impacts on the quality of the Banksia Woodlands TEC.</p>
Altered fire regimes	<p>Fire regimes are likely to be inconsistent with the requirements of Banksia Woodlands TEC i.e. Too frequent, uncontrolled fires also have potential to spread into the adjacent Moore River National Park.</p>	<p>Fire regimes would be managed consistent with the conservation estate.</p>
Groundwater drawdown	<p>Potential for some development of groundwater resource for Agricultural production, (i.e. stock water, limited irrigation) although likely to be licenced and managed to mitigate potential impacts.</p>	<p>Management for conservation estate unlikely to impact groundwater system.</p>

6.0 Consistency with Offset Policy

The Offsets Policy specifies that a suitable offset must meet eight principles (SEWPaC, 2012a). Table 6.1 demonstrates how the offset strategy for the residual impacts to Banksia Woodlands TEC of the DFO-Living Stream and Site 6 projects is consistent with the principles of the Offset Policy.

Table 6.1 Consistency of proposed offset with Offsets Policy Principles

Offsets Policy Principle	Proposed Offset
<p>Offset Conservation Outcome Suitable offsets must deliver an overall conservation outcome that improves or maintains the viability of a protected matter.</p>	<p>Securing the Oranges Spring offset site into the conservation estate managed by the DBCA improves the longer-term viability of the Banksia Woodlands TEC through the following outcomes:</p> <ul style="list-style-type: none"> • Reducing the risk of loss (condition class) to 114 ha of Banksia Woodlands TEC within the offset property. Prior to acquisition by Perth Airport the property had partial development for farming. The farming landuse indirectly contributes to risks to the vegetation condition and surrounding vegetation through the introduction of weeds and potentially the disease dieback. • Reducing the risks associated with edge effects through the addition of 114 ha of Banksia Woodlands TEC into the adjacent Moore River National Park enhancing the patch area of the Banksia Woodlands TEC managed for conservation. • Increase the area of Banksia Woodlands TEC secured and managed for conservation by 114 ha with a habitat quality of 7 compared to the 4.48 ha of lower HQS of 4 sites impacted by the DFO-Living Stream and Site 6 projects. <p>The size and location of the 114 ha Banksia Woodlands TEC Oranges Spring property offset site has been formulated with the consideration of the Commonwealth Offset Policy (DSEWPaC, 2012a) and advice from the DCCEEW.</p>
<p>Direct Offset Suitable offsets must be built around direct offsets but may include other compensatory measures.</p>	<p>The proposed offset site comprises 100% direct offset.</p> <p>PAPL has purchased the Orange Springs Road Offset site in freehold and through negotiation intends to transfer ownership to the Department of Biodiversity, Conservation and Attractions (DBCA) on behalf of the State of Western Australia. DBCA have agreed in principle that the Orange Spring Road Offset site could be managed in conjunction with the adjacent Moore River National Park and Moore River Nature Reserve.</p> <p>The DBCA indicated it would agree to accept management of the property pending review by DAWE (now DCCEEW) (to determine whether the site meets the offset requirements under the EBBC Act and finalisation of management arrangements through Services Agreement for the site.</p>
<p>Proportionality Suitable offsets must be in proportion to the level of statutory protection that applies to the protected matter.</p>	<p>The offset quantum (114 ha of the Orange Spring Road property) required to address the residual impact of the combined clearing of 4.48 hectares of Banksia Woodlands TEC within the DFO-Living Stream and Site 6 project areas was determined using the Offset Assessment Guide (EPBC Act 1999), (DSEWPaC, 2012b), and advice from the DCCEEW.</p>

Offsets Policy Principle	Proposed Offset
<p>Size and Scale</p> <p>Suitable offsets must be of a size and scale proportionate to the residual impacts on the protect matter.</p>	<p>The area of the offset has been formulated with the consideration of the Offset Assessment Guide (DSEWPaC, 2012b) and advice from the DCCEEW.</p> <p>The offset site provides the Banksia Woodlands TEC with:</p> <ul style="list-style-type: none"> • Higher level of protection with proposed transfer of ownership to the DBCA on behalf of the State of Western Australia with management in conjunction with the adjacent Moore River National Park and Moore River Nature Reserve. • A higher HQS (7 compared to 4 of the impacted DFO-Living Stream and Site 6 project sites) under management for conservation. • Permanent protection of 114ha within the conservation estate for the permanent loss of 4.48 ha by the DFO-Living Stream and Site 6 projects. • Protection of the 114 ha of Banksia Woodland TEC within the Orange Spring Road site under threat from land management practices by the previous owner. • The conservation gain being achieved in a very short timeframe through the transfer of the property from private ownership to the DBCA to be managed for conservation. • The realisation of securing the property to be managed by DBCA as conservation estate being almost certain (see Appendix 3) with the property already acquired by the Perth Airport for use as an offset for current and future development projects. The DBCA has advised that the proposed offset site is considered a suitable addition to the comprehensive, adequate and representative reserve system (Appendix 3 – Letter from DBCA indication of interest in various properties including 569 Orange Springs). The DBCA indicated it would agree to accept management of the property pending review by DAWE (now DCCEEW) (to determine whether the site meets the offset requirements under the EPBC Act) and finalisation of management arrangements through a Services Agreement for the site. A draft OMP for the site has been developed (Perth Airport 2023) with consultation and review by the DBCA.

Offsets Policy Principle	Proposed Offset
<p>Risk of Offset Failure Suitable offsets must effectively account for and manage the risk of the offset not succeeding.</p>	<p>The risks of the Orange Spring Road offset site not achieving a compensatory measure for the impacts to the Banksia Woodland TEC of the DFO-Living Stream and Site 6 projects are considered low with management through:</p> <ul style="list-style-type: none"> • Assessments of the proposed Orange Spring Road offset site quantifying the presence of Banksia Woodlands TEC in predominately excellent condition and with a HQS of 7 compared to the DFO-Living Stream and Site 6 projects impact site with vegetation in degraded to very good condition and with a HQS of 4. • The property being owned by the Perth Airport and available for transfer of ownership to the DBCA on behalf of the State of Western Australia. DBCA have agreed in principle that the Orange Springs Road offset site could be managed in conjunction with the adjacent Moore River National Park and Moore River Nature Reserve. • A draft OMP (Perth Airport, 2023) has been developed (in consultation with, and reviewed by the DBCA). The draft OMP identifies: <ul style="list-style-type: none"> ○ Management Actions for establishment and ongoing management of the proposed offset site, ○ Proposed Performance Targets to enable assessment of the progress on Management Actions, ○ Proposed monitoring activities for the offset site to assess the success of the management actions to maintain and improve the overall biodiversity and habitat values of the site, ○ Proposed Completion Criteria identifying standards for the offset site, and ○ Proposed Corrective Actions will be identified and implemented., where progression towards the completion criteria is not met following scheduled monitoring. <p>Perth Airport commits to funding all Establishment Works and Management Works required for a 20-year period from commencement of activities and is in the final stages of negotiations with the DBCA to capture/ratify this intent. Unknown or unplanned/unexpected events will be variations to the Services Agreement and Offsets Management Plan</p>
<p>Additionality Suitable offsets must be additional to what is already required, determined by law or planning regulations or agreed to under other schemes or programmes.</p>	<p>There are no obligations or commitments in park management plans or under legislation for the previous land owner (recently acquired by Perth Airport to provide offsets) to manage the Orange Spring Road property for biodiversity conservation or any other offsets.</p> <p>As the action impacts the Banksia Woodlands TEC on Commonwealth land there are no additional offset requirements under the State <i>Environmental Protection Act 1986</i>.</p>

Offsets Policy Principle	Proposed Offset
<p>Efficient, Effective, Timely etc Suitable offsets must be efficient, effective, timely, transparent, scientifically robust and reasonable.</p>	<p>Efficient: The proposed Oranges Spring Road offset site compensates for the residual impact of the combined clearing of 4.48 ha of Banksia Woodlands TEC within the DFO-Living Stream and Site 6 project areas on Commonwealth land. The proposed offset site is adjacent to the Moore River National Park with the land transferred to the DBCA increasing the area, by 114 ha, of protected Banksia Woodlands that meets the diagnostic criteria for the TEC through secure tenure managed as conservation estate by the DBCA.</p> <p>Effective: The proposed offset will deliver effective outcomes for the Banksia Woodland TEC through:</p> <ul style="list-style-type: none"> • Mitigating further deterioration of the Banksia Woodlands TEC on the offset property through acquisition from a private owner who were using portions of the land for agricultural production, an activity likely to further degrade the vegetation. • The transfer of land to the DBCA to be managed as conservation estate to secure the protection of an additional 114 ha of Banksia Woodlands TEC in excellent condition contiguous with the Moore River National Park. • The 114ha of Banksia Woodlands TEC of the proposed offset site being in better condition and with higher HQS of 7 relative to the impacted site with a HQS of 4. <p>Timely: Although the DFO- Living Stream and Site 6 projects have impacted the Banksia Woodlands TEC, transfer of the Oranges Springs site ownership to DBCA to be managed as conservation estate will provide immediate protection to the 114 ha area of Banksia Woodlands TEC.</p> <p>Transparent and Scientifically Robust: The quantum of the offset has been formulated with the consideration of the Commonwealth Offset Policy (DSEWPaC, 2012a) and advice from the DCCEEW. The quantum of impacts to the 4.48 ha of Banksia Woodlands TEC from the Living Stream- DFO and Site 6 projects are detailed in Section 3.4.3.1. Section 5.0 details the basis for the determination of the 115ha portion of the Oranges Spring Road property to offset the impacts to the Banksia Woodlands TEC.</p> <p>Reasonable: The offset site is within the natural habitat range of the impacted matter within the Swan Coastal Plain. This offset strategy proposes transferring land known to support Banksia Woodlands TEC, with a quantified HQS (see Section 6.1), to the DBCA to be managed as conservation estate.</p>

Offsets Policy Principle	Proposed Offset
<p>Governance arrangements Suitable offsets must have transparent governance arrangements, including being able to be readily measured, monitoring, audited and enforced.</p>	<p>Implementation of the offset will be in accordance with a formal agreement with the DBCA, that will be monitored, audited and enforceable.</p> <p>It is expected that the offset management measures can be agreed with the DBCA within three months of Minister approval this offset strategy for the DFO-Living Stream and Site 6 projects.</p> <p>The draft OMP (Perth Airport, 2023) details the proposed governance arrangements for the offset site including:</p> <ul style="list-style-type: none"> • Annual Report: a brief report (calendar year) outlining findings of the monitoring will be prepared by PAPL for monitoring that has been undertaken in that year. • Annual Compliance Report: A report will be prepared each year by PAPL and published on the PAPL website, with DCCEEW notified of its publication. The proposed compliance report will also address the effectiveness of the management measures and how the site is progressing against performance and completion criteria. Documentary evidence providing proof of the date of publication and non-compliance with any of the conditions of the approval will be provided to DCCEEW at the time of publishing the compliance report. • Incident Reporting: PAPL will be required to report to DCCEEW in writing of any incident, non-compliance with conditions, or non-compliance with the commitments made in the OMP.

7.0 Implementation Schedule

Following Ministerial (or delegate) approval of this revised offset strategy to counteract the residual impacts to Banksia Woodlands TEC within the DFO-Living Stream and Site 6 projects, the measures in Table 7.1 will be implemented.

Table 7.1 Proposed Timeframes for Implementation of the Offset Strategy

Measures	Responsibility	Timeframe
Agreement with DBCA to incorporate offset site/property within conservation estate and agree on establishment and ongoing management measures for the property.	PAPL and DBCA	Within 3 months of approval of revised Offset Strategy by DCCEEW.
Implement management measures to establish offset site.	PAPL	Within 9 months of approval of revised Offset Strategy.
Transfer of offset property into freehold land with a conservation covenant to DBCA.	PAPL and DBCA	Within two months of completion of site establishment measures or earlier if agreed by DBCA.
Provision of spatial data to DCCEEW	PAPL	Provided with submission of this revised Offset Strategy
Publication of the approved Revised Offset Strategy on the PAPL website. Perth Airport Website - https://www.perthairport.com.au/Home/corporate/planning-and-projects/major-development-plans .	PAPL	Offset Strategy to be published online within two weeks of approval by DCCEEW.
PAPL to fund, and DBCA to implement ongoing management measures. (PAPL has committed funding to DBCA for a period of 20 years from the transfer of the land, to be paid via annual funds in advance, with all interest earned on early payments accruing for the benefit of the ongoing site management)	PAPL and DBCA	At the time of land transfer and for the following 20-year period, or as otherwise agreed with DBCA.

8.0 Conclusion

Development of the DFO-Living Stream and Site 6 projects within the Perth Airport estate has residual impacts to Banksia Woodlands TEC. This Offset Strategy variation proposes that 114 ha of Banksia Woodlands TEC, within 115 ha area of 569 Orange Springs Road be utilised to offset against this impact. The Orange Spring Road property, including the offset site allocated for the DFO Living Stream and Site 6 projects is proposed to be transferred (in perpetuity) to DBCA for the purpose of management within the Western Australian conservation estate, thereby offsetting the residual impacts to the Banksia Woodlands TEC.

On approval, this revised Offset Strategy will be implemented replacing the previously approved Offset Strategy (Offset Strategy DFO-Living Stream and Site 6, February 2019).

9.0 References

DSEWPaC (2012a). Environment Protection and Biodiversity Conservation Act 1999 Environmental Offsets Policy (the Offsets Policy). Department of Sustainability, Environment, Water, Population and Communities (now Department of Agriculture, Water and Environment), Canberra, ACT.

DSEWPaC (2012b). Offsets Assessment Guide. Department of Sustainability, Environment, Water, Population and Communities (now Department of Agriculture, Water and Environment), Canberra, ACT.

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Perth Airport (2017). Direct Factory Outlet: Final Minor Variation, Major Development Plan. Perth Airport Pty Ltd, Perth, WA, April 2017. Published at perthairport.com.au/majordevelopmentplans

Perth Airport (2018). Major Development Plan for Site 6: Large Format Retail Outlet, Airport West Precinct. Perth Airport Pty Ltd, Perth, WA, December 2018. Published at: perthairport.com.au/majordevelopmentplans.

Perth Airport (2019). Offset Strategy: DFO-Living Stream and Site 6, February 2019

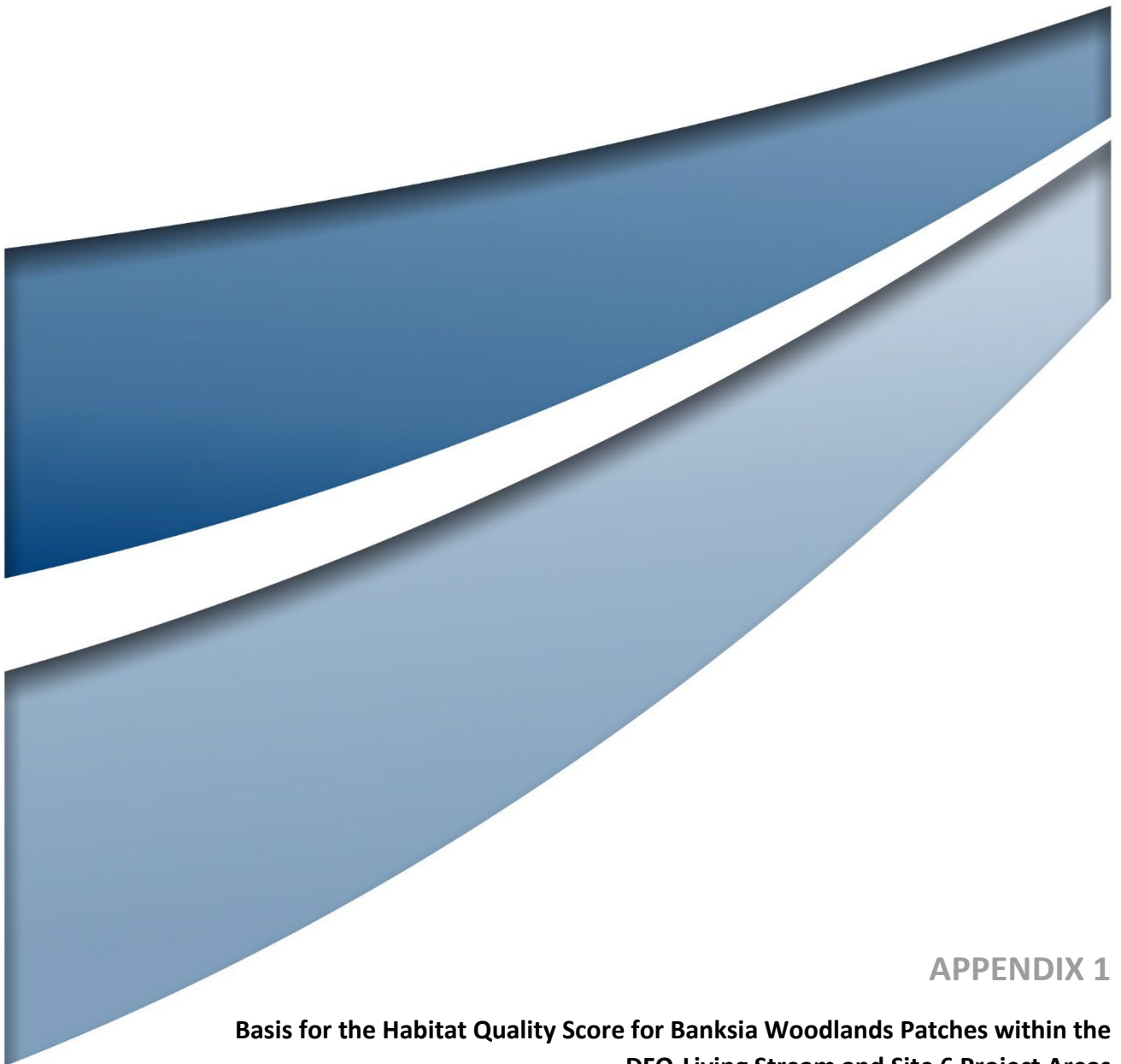
Perth Airport. (2023). Lot 569 Orange Springs Road, Orange Springs. Draft OMP. June 2023.

Threatened Species Scientific Committee (TSSC) (2016). Approved Conservation Advice (incorporating listing advice) for the Banksia Woodlands of the Swan Coastal Plain ecological community. Threatened Species Scientific Committee, Canberra, ACT.

Umwelt (2022a). Assessment Of Environmental Offset Values Lot 569, Orange Springs. Perth Airport March 2022. Unpublished Report to Perth Airport.

Umwelt (2022b) Briefing Note:22619: Lot 569 Orange Springs Road: Risk of Loss and Level of Confidence, September 2022. Unpublished Report to Perth Airport.

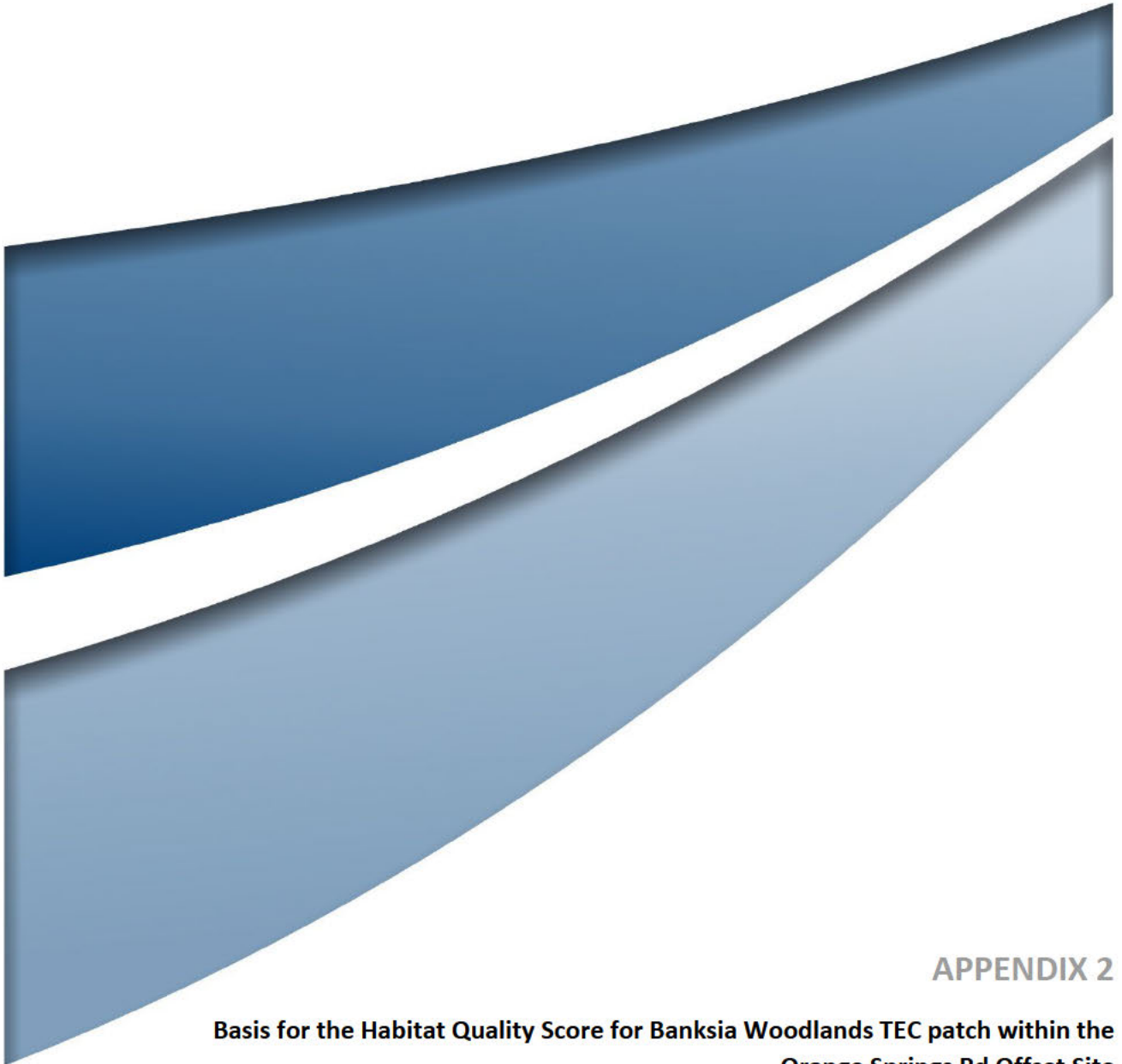
Woodman Environmental (2021). New Runway Project Banksia Woodlands Habitat Quality Score. May 2021. Unpublished Report prepared for Perth Airport.



APPENDIX 1

**Basis for the Habitat Quality Score for Banksia Woodlands Patches within the
DFO-Living Stream and Site 6 Project Areas**

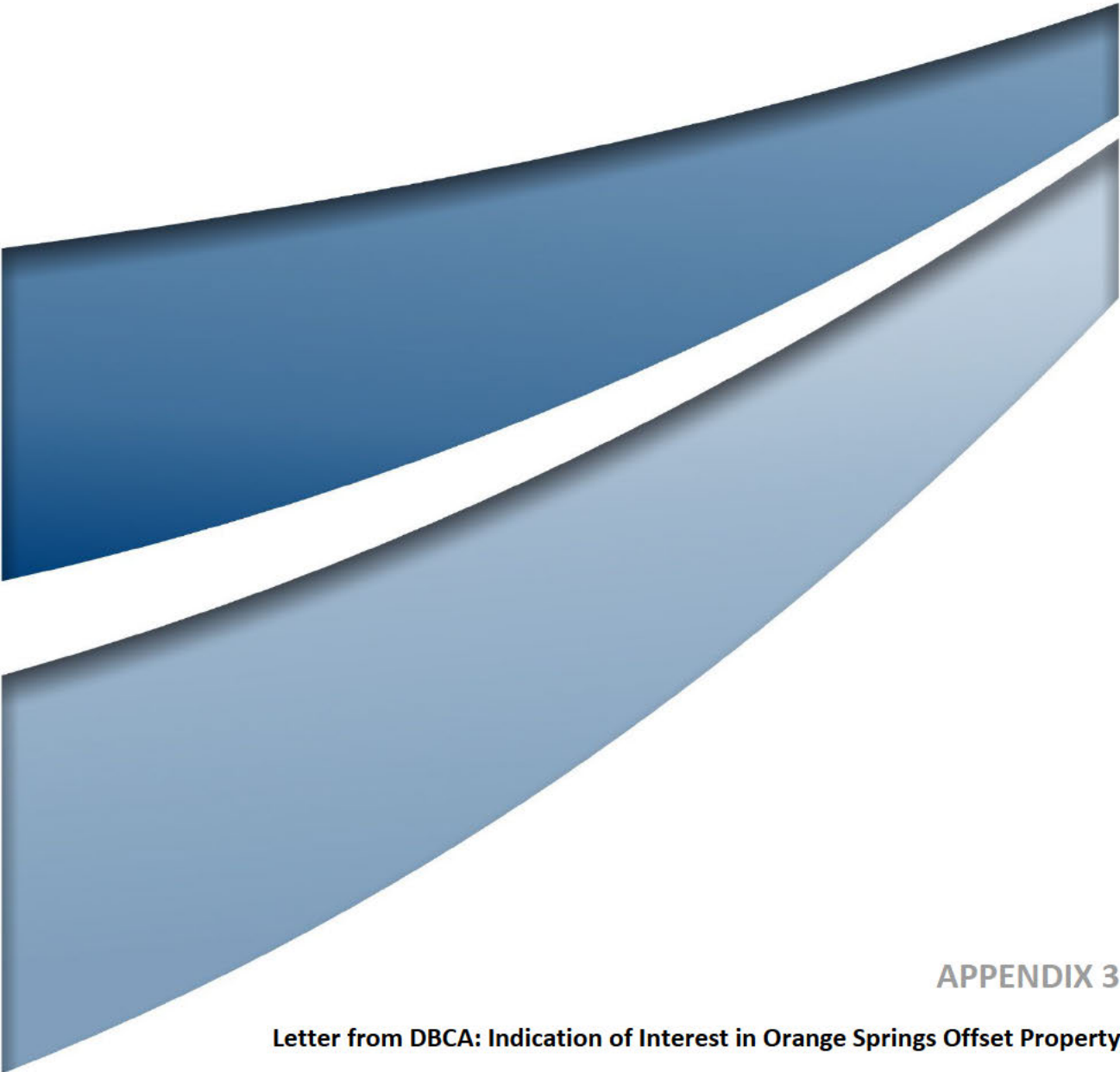
Component	Sub Component	Potential Score	Impact Site		
			Patch 1	Patch 2	
	Patch Area (ha)		3.39	1.08	
Site Condition (70 %)	Vegetation Condition		59	26	
		Pristine	100		
		Excellent	80		
		Very Good	60		
		Good	40		
		Degraded	20		
		Completely Degraded	0		
		*Note: Intermediate score applied where condition rating allocated across condition category			
		Species Richness		0	0
		Average native species richness within top half of recorded range for the TEC.	10		
		Average native species richness within the bottom half of recorded range for the TEC.	0		
		* Average of 50 species per 100 m2 (Threatened Species Scientific Committee, 2016)			
		Presence of Threatened taxa		0	0
		Patch is critical habitat for, and hosts Threatened taxa.	10		
		Patch is critical habitat for Threatened taxa.	5		
		Patch is not critical habitat for Threatened taxa.	0		
		Contain State listed TEC/PEC		10	10
		Patch contains WA Floristic Community Type (FCT) listed as State TEC	20		
		Patch contains WA Floristic Community Type (FCT) listed as State PEC <ul style="list-style-type: none"> FCT21c Low lying <i>Banksia attenuata</i> woodlands or shrublands (P3), and Banksia Woodlands of the Swan Coastal Plain (P3) (equivalent to the EPBC listed TEC of the same name). 	10		
		Patch does not contain WA Floristic Community Type (FCT) listed as either TEC or PEC.	0		
	Presence Dieback		5	5	
	Patch is dieback free	10			
	Patch is partly dieback free	5			
	Patch is dieback infested	0			
	Total Patch Condition (score out of 150)		74	41	
	Total Patch Condition (score out of 70)		35	19	
Site Context (30 %)	Connectivity		10	10	
		Patch is continuous with remnant vegetation and forms a corridor that links different landscape units.	30		
		Patch is continuous with remnant vegetation that forms a medium to large local remnant.	20		
		Patch is within 1k of other medium to large remnants.	10		
		Patch is within 12km of other significant remnants and contributes to support of significant avifauna (i.e. known Black Cockatoo Breeding sites are located within 12 km.	5		
		Patch does not meet any of the above criteria.	0		
		Patch Size		20	10
		>20 ha	50		
		10-20 ha	40		
		5-10 ha	30		
		2-5 ha	20		
		Less than 2 ha	10		
		Site Location and Risk			
		Patch is located in an area where the TEC has been extensively cleared.	10	10	10
	Patch is located at the geographical edge of the recorded range.	10	0	0	
	Total Site Context (score out of 100)		40	30	
	Total Site Context (score out of 30)		12	9	
	Patch HQS (score out of 100)		47	28	
	Patch Weighted (by area) HQS (score out of 100)		35	7	
	SITE HQS (score out of 10)		4		



APPENDIX 2

**Basis for the Habitat Quality Score for Banksia Woodlands TEC patch within the
Orange Springs Rd Offset Site**

Component	Sub Component	Potential Score	Offset site	
Site Condition (70 %)	Vegetation Condition		79.26	
	Pristine	100		
	Excellent	80		
	Very Good	60		
	Good	40		
	Degraded	20		
	Completely Degraded	0		
	*Note: Intermediate score applied where condition rating allocated across condition category			
	Species Richness			0
	Average native species richness within top half of recorded range for the TEC.	10		
	Average native species richness within the bottom half of recorded range for the TEC.	0		
	* Average of 50 species per 100 m2 (Threatened Species Scientific Committee, 2016)			
	Presence of Threatened taxa			5
	Patch is critical habitat for, and hosts Threatened taxa.	10		
	Patch is critical habitat for Threatened taxa.	5		
	Patch is not critical habitat for Threatened taxa.	0		
	Contain State listed TEC/PEC			10
	Patch contains WA Floristic Community Type (FCT) listed as State TEC.	20		
	Patch contains WA Floristic Community Type (FCT) listed as State PEC <ul style="list-style-type: none"> FCT23b Swan Coastal Plain <i>Banksia attenuata</i> – <i>Banksia menziesii</i> woodlands (P3), (a component of the EPBC listed Banksia Woodlands of the Swan Coastal Plain TEC), and Banksia Woodlands of the Swan Coastal Plain (P3)- (equivalent to the EPBC listed TEC of the same name). 	10		
	Patch does not contain WA Floristic Community Type (FCT) listed as either TEC or PEC.	0		
Presence Dieback			5	
Patch is dieback free.	10			
Patch is partly dieback free.	5			
Patch is dieback infested.	0			
Total Patch Condition (score out of 150)			99.26	
Total Patch Condition (score out of 70)			46	
Site Context (30 %)	Connectivity		30	
	Patch is continuous with remnant vegetation and forms a corridor that links different landscape units.	30		
	Patch is continuous with remnant vegetation that forms a medium to large local remnant.	20		
	Patch is within 1k of other medium to large remnants.	10		
	Patch is within 12km of other significant remnants and contributes to support of significant avifauna (i.e. known Black Cockatoo Breeding sites are located within 12 km.	5		
	Patch does not meet any of the above criteria.	0		
	Patch Size			50
	>20 ha	50		
	10-20 ha	40		
	5-10 ha	30		
	2-5 ha	20		
	Less than 2 ha	10		
	Site Location and Risk			
	Patch is located in an area where the TEC has been extensively cleared.	10	0	
Patch is located at the geographical edge of the recorded range.	10	0		
Total Site Context (score out of 100)			80	
Total Site Context (score out of 30)			24	
Patch HQS (score out of 100)			70	
Patch Weighted (by area) HQS (score out of 100)			70	
SITE HQS (score out of 10)			7	



APPENDIX 3

Letter from DBCA: Indication of Interest in Orange Springs Offset Property



Department of Biodiversity,
Conservation and Attractions
Office of the Director General

We're working for
Western Australia.

Our ref: CEO188/22 2022/000161

Enquiries:

Phone:

Email:

Ms Nicole Gallin
Head of Approvals, Environment and Heritage
Perth Airport Pty Ltd
Nicole.Gallin@perthairport.com.au

Dear Ms Gallin

ACCEPTANCE OF PROPOSED OFFSET SITES FOR MANAGEMENT AS CONSERVATION ESTATE

I refer to your letter dated 23 March 2022 requesting advice from the Department of Biodiversity, Conservation and Attractions (DBCA) regarding the transfer and management of Perth Airport's proposed offset sites.

I understand that DBCA officers have been working with Perth Airport to identify and assess potential land acquisition opportunities for environmental offsets. It is intended that these offsets will address the development requirements of the Perth Airport New Runway Project and other Perth Airport projects.

DBCA advises that the below proposed offset sites are considered suitable additions to the comprehensive, adequate and representative reserve system. However, the Commonwealth Department of Agriculture, Water and the Environment (DAWE) is still required to determine whether these sites meet the offset requirements under the provisions of the *Environment Protection and Biodiversity Conservation Act 1999*.

Pending review by DAWE, and finalisation of management arrangements through Memoranda of Understanding for each respective site, DBCA would agree to accept management of the below properties:

- 1) Lot 2 Wannamal Road, Mindarra (Lot 2 on Plan 12354, C/T 1497/393).
- 2) Lot 5 Douglas Road, Beermullah (Lot 5 on Plan 13763, C/T 1592/547).
- 3) Lot 63 Orange Springs Road, Orange Springs (Lot 63 on Plan 17471, C/T 1876/812).
- 4) Lot 7779 Wannamal Road West, Cullalla (Lot 7779 on Deposited Plan 209806, C/T 1649/167).



17 Dick Perry Avenue, Kensington WA 6151
Post: Locked Bag 104, Bentley DC WA 6983
Phone: (08) 9219 9000 Website: dbca.wa.gov.au

Further discussion is required to confirm boundary alignments for Lot 63 and Lot 7779 and will be undertaken by DBCA officers and Perth Airport.

DBCA will not accept transfer or commence management of any site until appropriate agreements have been reached.

For further information on the process to transfer the properties, please contact Senior Land Acquisition Officer Mr Ben Nickchen-Long on [REDACTED] or email [REDACTED]

Yours sincerely

[REDACTED]

Mark Webb
DIRECTOR GENERAL

22 April 2022

