

Vegetation Clearing Desktop Report

CEL North – Neerabup Terminal (NBT) to Pinjar (PJR) 132kV Circuit

July 2026



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Document Control

Document version history

Version	Date	Amendment
1	March 2026	Initial version
2	July 2026	Final version

1. Project Information

Project Area		
Project name: CEL North – Neerabup Terminal (NBT) to Pinjar (PJR) 132kV Circuit		Contract/Work Order No: TT055327
Main purpose of clearing	Permanent/Temporary	Clearing area (ha)
Temporary construction clearing associated with installing brake and winch sites and several spur tracks.	Permanent ☐	0
	Temporary ☒	0.30
Proposed start date: 6/07/2026		Expected completion date: 30/06/2028
Method of clearing: - Clearing by driving or crushing under vehicles where there is sufficient access. - Mechanical clearing where vegetation prohibits access. Clearing will be to ground level, mulched and left onsite to promote regeneration.		Machinery to be used: Elevated work platform and Crane Chainsaw (to trim vegetation)
Project details: In support of the State Government decarbonisation strategy, Western Power is upgrading the existing transmission network to enable future connections of large-scale renewable energy generation and load in the Northern region of the South West Interconnected Network (SWIN), as part of the 'Clean Energy Link North' program. As part of this upgrade, Western Power will install a second 132kV transmission line (NBT-PJR 83) between Neerabup Terminal and Pinjar Terminal (13 km in length). This line will be installed on the vacant side of the existing NBT-PJR 81 transmission line, utilising current structures (a mixture of towers and poles) and existing maintenance tracks using a combination of manual pulling and drone stringing of conductors. The clearing associated with this Clearing Desktop Report (CDR) is for the following activities (the Proposal): - Establishing up to seven temporary brake and winch pads used for tensioning and pulling conductors (up to 20m x 15m). These are located near selected transmission towers to allow vehicle and equipment access. - Re-establishing short sections of access track between existing roads and towers (spur tracks). The total temporary clearing for the break and winch sites and spur tracks will not exceed 0.30 ha. The proposed clearing occurs within Gngangara-Moore River State Forest. Vegetation within the State Forest historically comprised predominantly pine plantation. Historical clearing has occurred throughout the area, including the clearing of vegetation beneath the project's transmission line in 2007 as part of the installation of the existing infrastructure. Subsequent regrowth has since occurred beneath the line. Therefore, only minimal clearing or trimming is required for the Proposal. The spur tracks from existing roads to towers may require minimal clearing of regrowth vegetation, however as this will mostly occur within the previously disturbed transmission line corridor, no new clearing will be required. The vegetation clearing for the works will be temporary and cleared vegetation will be respread following completion of the project.		
Guardian Permit ID reference number: PER-0001984		Permit/Exemption number: CPS1918/11

2. Map/photos

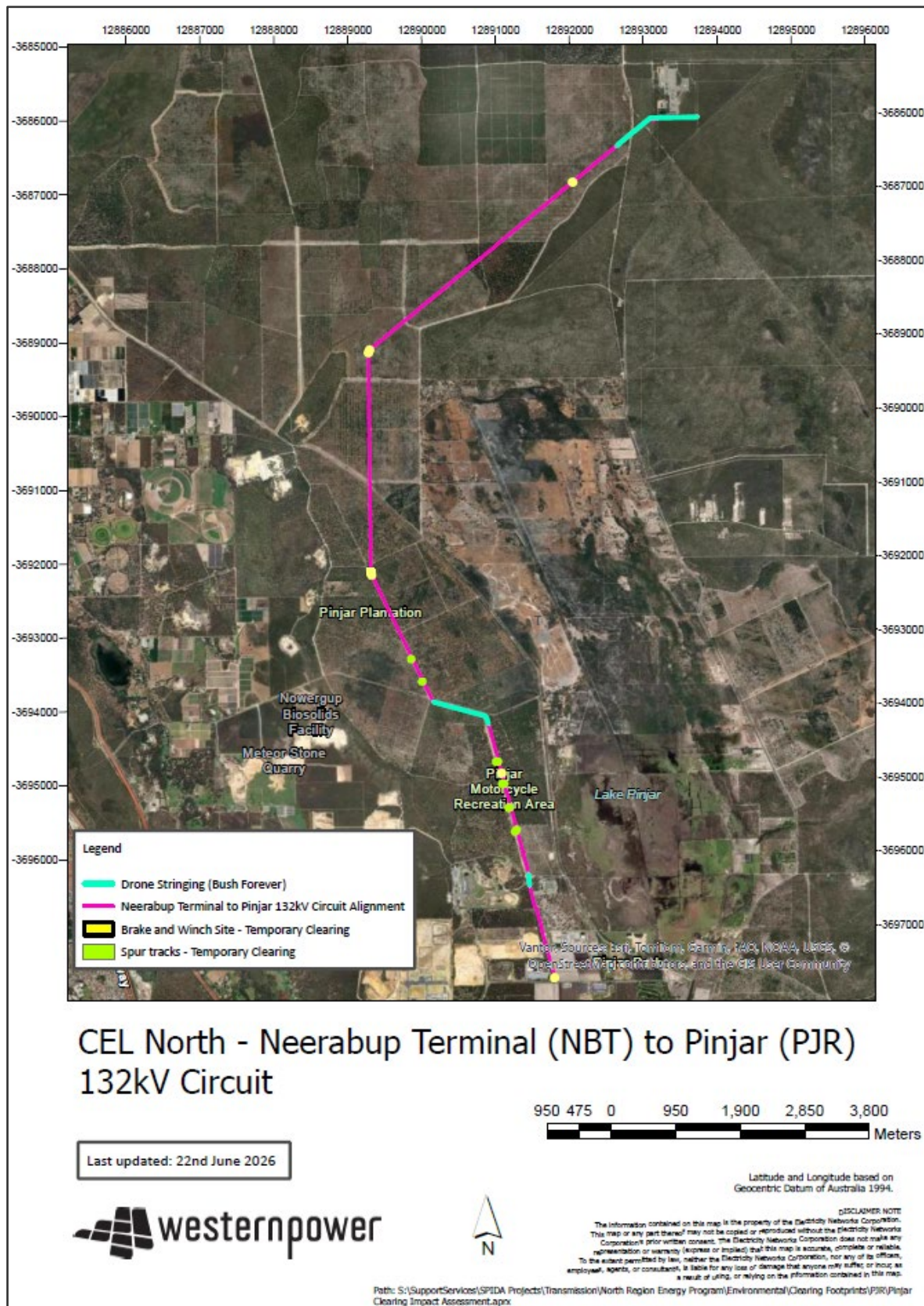


Figure 1 Proposed Clearing Areas and Transmission Line route

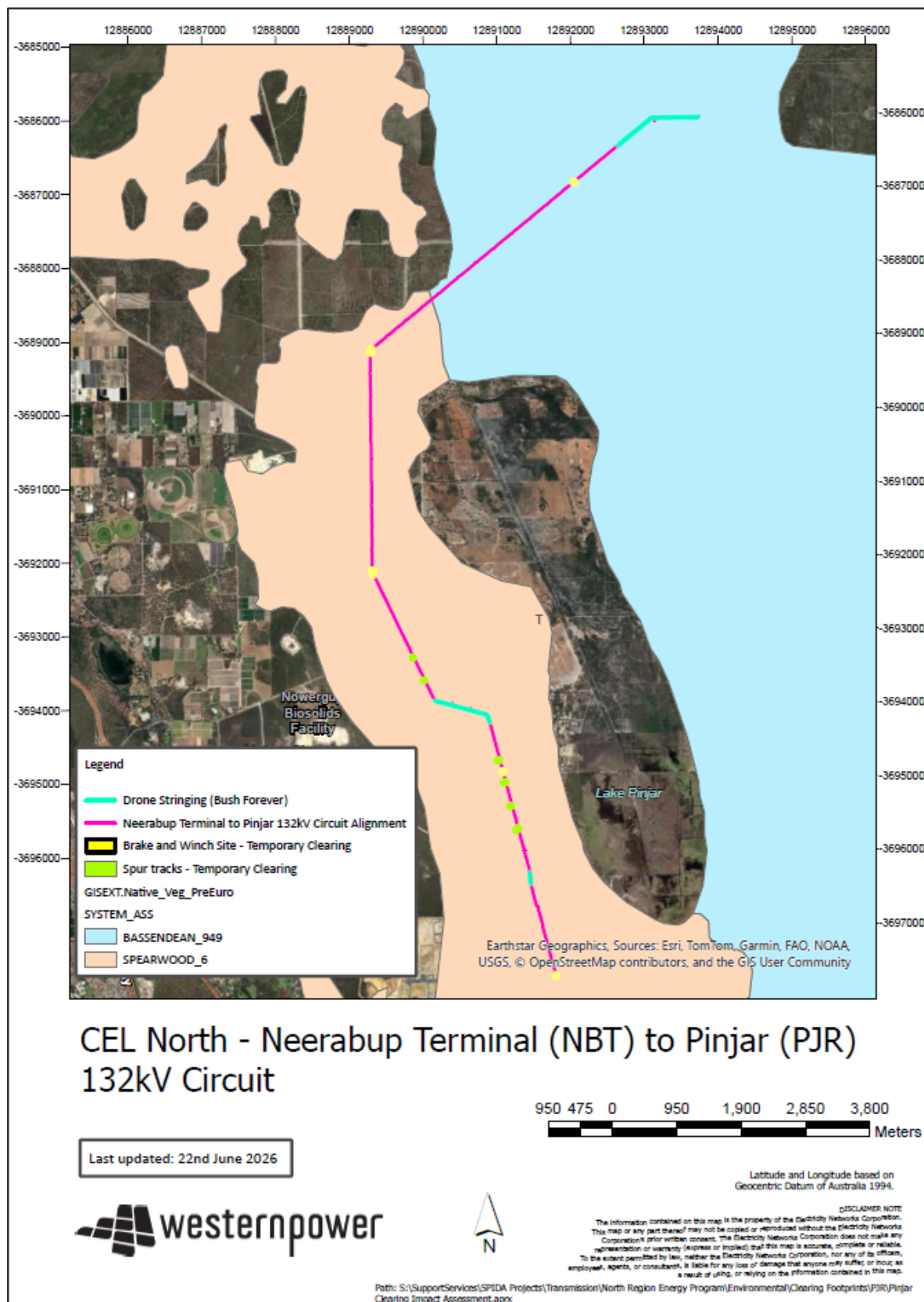


Figure 2 Transmission Line Route and Vegetation Associations

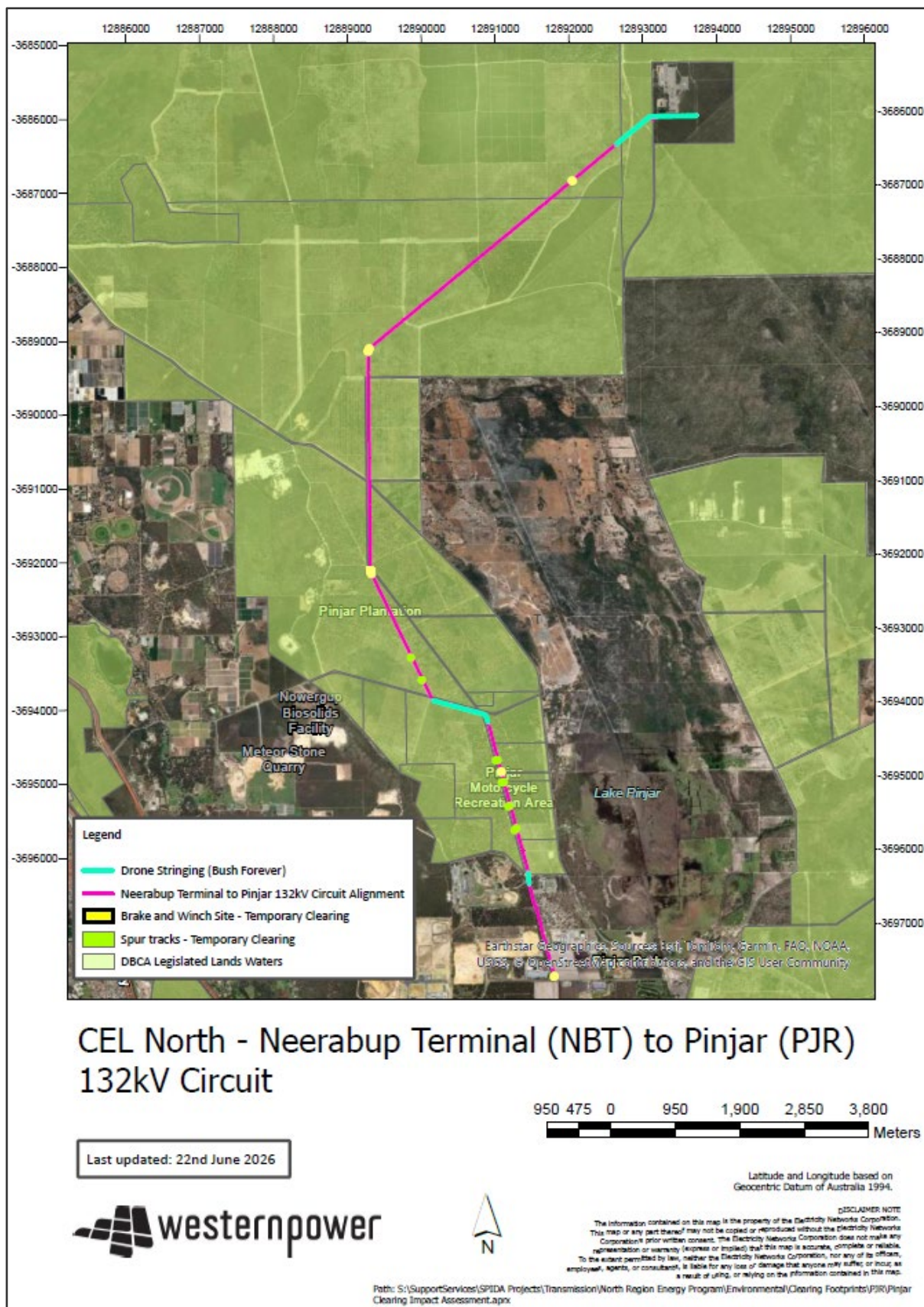


Figure 3 Transmission Line Route and DBCA Legislated Lands



Figure 4 **Representative vegetation of Brake and Winch sites (Orchid Road)**



Figure 5 Representative vegetation of spur tracks leading to towers

	
Photo 1 – Orchid Road (x Anderson Road) Brake & Winch Site (mid-span joint)	Photo 2 – Orchid Road (south of Wesco Road) Brake & Winch Site
	
Photo 3 – Lisbon Road (south of Tower 40) Brake & Winch Site	Photo 4 – Lisbon Road (north of Tower 40) Brake & Winch Site



Photo 5 – Wesco Road spur track within existing maintenance corridor



Photo 6 – Wesco Road existing maintenance corridor



Photo 7 – Sintra Road (south of Tower 50) Brake & Winch Site vegetation



Photo 8 – Sintra Road (north of Tower 50) Brake & Winch Site vegetation

3. Avoid, minimise and reduce extent and impact of clearing

Alternatives to clearing considered during the development of this project are outlined below in Table 1.

Table 1: Alternatives to clearing

Alternative to Clearing	Applicable	Discussion
Directional drilling of underground cables instead of open trenching	No	Not applicable as the work scope includes stringing of conductors next to an existing line (NBT-PJR 81 line) and does not involve the installation of any underground cables.
Existing tracks are utilised where possible	Yes	Vehicle access will be along the existing transmission line corridor, thereby avoiding remnant vegetation. The existing maintenance track will be utilised to access the brake and winch sites. Any required spur tracks (for accessing towers) will come off existing roads and will largely be within previously cleared areas or within existing tracks so that no new clearing will occur. Where clearing is required, vegetation will be cleared to ground level, mulched, and respread onsite to avoid impacting the soil profile, reduce the risk of soil erosion and promote natural regeneration.
Utilising previously cleared areas where possible	Yes	Existing maintenance tracks will be used to access the brake and winch sites, and any required spur tracks will come off existing roads. Where areas are already cleared and suitable for the works, these will be used rather than creating newly cleared areas.
Consideration of alternative engineering and design options	No	The works involve the utilisation of existing infrastructure (poles and towers) and is considered the least impact design option. No new structures will occur as part of the works. Drone stringing will occur through remnant vegetation (within Bush Forever areas). Outside of Bush Forever areas manual stringing to guide draw string around vegetation will occur to avoid any clearing. Access will be restricted to the existing maintenance access track only. The final positioning of the brake and winch sites will be flexible and will prioritise areas of degraded or cleared vegetation over areas of remnant vegetation. Spur tracks will be used to access towers within Bush Forever areas. Previously cleared areas will be used rather than creating newly cleared areas. Avoidance of mature trees will occur.
Implementation of a Dieback Hygiene Management Plan	Yes	The Dieback Hygiene Management Plan (DHMP) will outline hygiene management requirements for vehicles accessing the existing maintenance corridor, including the designation of clean on entry/exit points and wash down areas (if required). The plan will be informed by a dieback survey which has already taken place. As most of the Proposal is located within DBCA-managed lands (Gnangara-Moore River State Forest), the plan will require endorsement by DBCA (DAS Approval).

4. Site context

4.1 Land Tenure (Cadastral Information)

The Proposal is located between Pinjar Terminal and Neerabup Terminal, approximately 30-40 km north of Perth within the City of Wanneroo and intersects Gngangara-Moore River State Forest.

Pinjar Terminal is located off Perry Road at Pinjar and Neerabup Terminal is located on Ziatis Road at Neerabup. The proposed works intersects the localities of Pinjar, Yanchep, Nowergup and Neerabup.

The proposed clearing intersects the following land parcels summarised below in Table 2:

Table 2 Cadastral information of Brake and Winch sites

Lot type	Lot No	Deposited Plan No	Address
Road	N/A	N/A	Lisbon Road, Nowergup
Reserve	N/A	N/A	Gngangara Moore River State Forest (Reserve No. F65)
Road	3022	P059576	Orchid Road, Nowergup
Crown	5665	L 05665 P0896690	Anderson Road, Nowergup
Freehold	3033	P059581	Sintra Road, Pinjar
Crown	3050	P202794	Lisbon Road, Nowergup
Crown	3050	L03050	Lisbon Road, Nowergup
Road	N/A	N/A	Orchid Road, Nowergup
Crown	5608	L05608 P208676	Water Road, Pinjar
Freehold	504	P071510	1460 Orchid Road, Nowergup

The Proposal intersects DBCA-managed lands (Gngangara-Moore River State Forest) at the following locations:

- From structure NBT-PJR 81-0066 to structure NBT-PJR-0024 and
- From structure NBT-PJR 81-0002 to Neerabup Terminal (approx. 13 km).

The proposed alignment intersect Bush Forever Sites at the following locations:

- Pinjar Terminal - new circuit from structure NBT-PJR 81-0070 to structure NBT-PJR-81 -0064 (Bush Forever Site No. 380 – Rosella Road Bushland)
- South of Wesco Road – new circuit from structure NBT-PJR 81-0034 to structure NBT-PJR 81-0031 (Bush Forever Sites no.293 and no. 295)
- From south of Wattle Avenue East to structure NBT-PJR 81-0023 (Bush Forever Site no. 428).

However, the Proposal has been designed to avoid any new clearing within Bush Forever sites.

4.2 Vegetation description

Beard *et al.* (2013) mapping is used to compare the current extent of remnant vegetation to the pre-European vegetation extent. There are two pre-European vegetation associations mapped within the Proposal area (refer Figure 2):

- Spearwood 6 system – Jarrah, marri and wandoo, *Eucalyptus marginata*, *Corymbia calopylla*, *Eucalyptus wandoo*.
- Bassendean 949 system – Other acacia, banksia, peppermint, cypress pine, casuarina, York gum Acacia spp., *Banksia* spp., *Agonis flexuosa*, *Callitris* spp., *Allocasuarina* spp., *Eucalyptus loxophleba*.

Table 3 summarises the extent of each vegetation association.

Table 3 Vegetation Associations Statewide Statistics (GoWA, 2019)

Pre-European Vegetation Association	Scale	Pre-European extent (ha)	Current extent (ha)	Percent remaining	% Current Extent remaining in DBCA reserves (proportion of Current extent)
Vegetation Association No. 6	Statewide	56,343	14,579	25.87	34.66
	IBRA Bioregion <i>Swan Coastal Plain</i>	56,323.99	12,709.53	22.57	9.96
	Local Government Authority <i>City of Wanneroo</i>	12,662.14	3,232	25.52	43.93
Vegetation Association No. 949	Statewide	218,194	12,5009	57.29	38.85
	IBRA Bioregion <i>Swan Coastal Plain</i>	209,894.08	120, 132.91	57.24	33.01
	Local Government Authority <i>City of Wanneroo</i>	37,138	18,063	48.63	67.71

Vegetation complexes of the southwest forest region have been mapped by Matiske and Havel (1990). The Proposal is mapped as comprising of the following vegetation complexes (Table 4):

Table 4 **Extent of Vegetation complexes.**

Vegetation Complex	Description	Pre-European Extent (ha)	Current Extent (ha)	% Remaining	Current percentage remaining within lands for Conservation (%)
Karrakatta Complex – North (47) <i>(Northern portion of the circuit)</i>	Predominantly low open forest and low woodland of Banksia species <i>Eucalyptus tottiana</i> (Pricklybark), less consistently open forest of <i>Eucalyptus gomphocephala</i> (Tuart) - <i>Eucalyptus tottiana</i> (Pricklybark) - Banksia species.	44,272.93	19,911.81	44.98	29.32
Karrakatta Complex-Central and South (49) <i>(Southern portion of the circuit)</i>	Predominantly open forest of <i>Eucalyptus gomphocephala</i> (Tuart) - <i>Eucalyptus marginata</i> (Jarrah) - <i>Corymbia calophylla</i> (Marri) and woodland of <i>Eucalyptus marginata</i> (Jarrah) - Banksia species. <i>Agonis flexuosa</i> (Peppermint) is co-dominant south of the Capel River.	53,081.02	11,945.48	22.50	9.00

The extent of vegetation complexes has been determined by the south west vegetation remaining extent calculations maintained by DBCA (latest update March 2019 - GoWA, 2019b). As shown above in Table 4, the current extent remaining of the Karrakatta Complex-North is greater than 44% of pre-European extent and greater than 22% for the Karrakatta Complex-Central and South.

The transmission line intersects a mix of historical pine plantation (*Pinus pinaster* sp.) and remnant native vegetation (currently represented as Bush Forever sites). Vegetation surveys undertaken in nearby comparable pine regrowth areas within the Gngara–Moore River State Forest indicate a trend towards low open woodland with tall, isolated *Pinus pinaster* over a sparse shrub layer dominated by *Adenanthos cygnorum* var. *cygnorum*, *Xanthorrhoea preissii*, and *Macrozamia fraseri*, and a largely disturbed or weed-dominated ground layer. This community also includes a range of native species such as *Eucalyptus tottiana*, *Acacia pulchella*, *Rhagodia baccata*, and *Hardenbergia comptoniana* with occasional juvenile Banksia individuals. Isolated patches of Marri and Jarrah occur nearby however these will not be impacted by the proposed clearing.

Western Power has undertaken a site visit of the clearing areas to determine vegetation composition and condition. This assessment verified that vegetation within the clearing areas (refer to Figures 4 and 5) is consistent with the above-mentioned trends, predominantly comprising of *Allocasuarina*, *Acacia* and various sclerophyllous shrubs, notably *Xanthorrhoea preissii*, *Macrozamia fraseri*, and *Adenanthos cygnorum*, typically occurring over grassland and areas that are degraded or previously cleared.

Photo 8 below illustrates the Gngara pine plantation prior to the establishment of the maintenance corridor whilst Photo 9 shows the extent of clearing associated with the maintenance corridor in 2007. Photos 10-13 illustrate how the removal of pine trees has facilitated the regeneration of native vegetation over a 10-year period.



Photo 8 – Prior to the maintenance corridor establishment - 2006



Photo 9 – Establishment of the maintenance corridor - 2007



Photo 10 – Old Yanchep Road - 2014



Photo 11 – Old Yanchep Road - 2024



Photo 12 – Wesco Road - 2014



Photo 13 – Wesco Road - 2025

4.3 Summary of results of surveys

A site visit on 13th March 2026 by Western Power Environmental Specialists confirmed the vegetation within the clearing areas as;

- Predominantly comprising of *Allocasuarina*, *Acacia* and various sclerophyllous shrubs, notably *Xanthorrhoea preissii*, *Macrozamia fraseri*, and *Adenanthos cygnorum*, typically occurring over grassland and areas that are degraded, weed dominated or previously cleared. There are no vegetation or flora values associated with the proposed clearing areas.

During the site visit the following significant fauna values were identified;

- One significant fauna species was identified during the site visit, a flock of six Carnaby's Black Cockatoo were seen flying over the vicinity of one of the Brake and Winch sites (near Sintra Rd). No evidence of any other significant fauna was identified during the site visit.

No foraging, breeding or roosting evidence was recorded during the site visit and there are no suitable breeding trees (Diameter at Breast Height >500mm) within the proposed clearing areas.

5. Spatial assessment (SPIDA View)

Western Power's online risk GIS database was analysed, and the following layers are indicated as having the potential for clearing impacts within a local area search radius of 10 m.

DBCA managed tenure	☒	Bush Forever	☒	CAWS Act Area	☐	Native Vegetation Clearing Regs ESAs	☐
Conservation listed fauna	☒	Conservation listed flora	☒	Western Power ESA sites	☒	Native vegetation remaining	☒
Threatened ecological communities	☒	Acid Sulfate Soils	☒	PDWSA	☒	Ramsar or Important Wetlands	☐
Geomorphic or other mapped wetlands	☐	Disease Risk Areas	☒	Erosion risk	☐	Offset areas	☒
Watercourses	☐	Land Degradation	☐	Indigenous Land Use Agreements	☒		
Other ☒							
Details:							
• PDWSA Protection Zone - Wellhead, Gngangara Underground Pollution Control Area • Public Drinking Water Source Areas - Gngangara Underground Water Pollution Control Area							

6. Assessment of vegetation clearing impacts

The proposed clearing has been assessed against each of the clearing principles in accordance with the Department of Water and Environmental Regulation guideline “A guide to the assessment of applications to clear native vegetation under Part V Division 2 of the Environment Protection Act 1986” (DER, 2014).

Clearing permit principles fast track assessment	
Clearing principles (principles a-j)	Not likely to be at variance
Fast Track Assessment The proposed clearing area is up to 0.30 ha within the existing Western Power NBT-PJR 81 transmission line corridor (13km alignment) (refer Figure 1 and Appendix A) to enable the creation of up to seven brake and winch sites (20m x 15m) and various spur tracks leading to existing towers. Vegetation: The vegetation within the transmission line corridor has been subject to routine maintenance activities resulting in weed invasion and prevalence of disturbance opportunists. Consequently, the vegetation within the proposed clearing areas ranges from degraded to completely degraded condition. There are two pre-European vegetation associations mapped within the corridor (refer Figure 2): - Spearwood 6 system (mid and southern portion of corridor) – Jarrah, marri and wandoo (<i>Eucalyptus marginata</i>, <i>Corymbia calopylla</i>, <i>Eucalyptus wandoo</i>). - Bassendean 949 system (northern portion of corridor) – Other acacia, banksia, peppermint, cypress pine, casuarina, York gum <i>Acacia</i> spp., <i>Banksia</i> spp., <i>Agonis flexuosa</i>, <i>Callitris</i> spp., <i>Allocasuarina</i> spp., <i>Eucalyptus loxophleba</i> (GoWA, 2019). None of the vegetation associations or complexes are restricted to the clearing areas and extend well beyond the transmission line corridor, given the linear nature of the project. The proposed clearing is within the Swan Coastal Plain Interim Biogeographic Regionalisation for Australia (IBRA) bioregion and the Swan Coastal Plain subregion, where approximately 9.91% and 33% of pre-European vegetation extent remains (refer Table 2). Spatial data indicates the local area (10-kilometre radius from the centre of the transmission line corridor) retains approximately 50.11 % (32,206 ha) of the original native vegetation cover and therefore the clearing of 0.30 ha (0.0009% of the local area) will not have a significant impact on remnant vegetation. The proposed clearing will be temporary and natural regrowth is expected to occur following revegetation and rehabilitation activities. Additionally, according to both spatial data (DWER-141) and the Western Power site inspection, the proposed clearing areas do not intersect remnant native vegetation. The proposed clearing has been designed to avoid any clearing within the Bush Forever sites. In the local area and along the transmission line, historically vegetation regrowth returns in similar or better condition (as can be seen above in Photos 10-13), therefore the proposed clearing is not expected to significantly impact remnant vegetation. Ecological Communities: A Desktop Assessment identified three listed ecological communities with the potential to occur within 10km of the transmission line corridor: - Banksia Woodlands of the Swan Coastal Plain (Endangered under the EPBC Act and DBCA listed Priority 3) - Northern Spearwood shrublands and woodlands (Endangered under the EPBC Act and DBCA listed Priority 3) - Tuart (<i>Eucalyptus gomphocephala</i>) Woodlands and Forests of the Swan Coastal Plain ecological community (Critically Endangered under the EPBC Act and DBCA listed Priority 3) Both DBCA spatial data and the Western Power site visit confirms that patches of Banksia TEC are known to occur along the transmission line corridor and are associated with the Bush Forever areas. The local area (10km radius) retains approximately 34% (21,988.80 ha) of the Banksia Woodland SCP TEC/PEC. However, the proposed clearing	

has been designed to specifically avoid known patches, therefore no Banksia TEC or PECs will be impacted. Given the vegetation has been previously cleared for the transmission line, is in degraded condition and does not comprise of banksia regrowth the vegetation is not considered to represent this TEC.

The 0.30 ha of clearing will be temporary, occur outside of the Banksia TEC/PEC and subject to natural regrowth.

No other TECs or PECs were recorded within the proposed clearing areas, therefore, no TECs or PECs will be impacted by the project activities.

Flora:

A Desktop assessment of the line corridor did not identify any records of DBCA listed Threatened or Priority Flora within the proposed clearing areas. Within a 10km radius of the project area, 41 significant flora species are known to occur from historical records of the DBCA Threatened and Priority Flora database and WA Herbarium, listed below in Table 5.

Table 5 Significant flora identified within 10km radius of the corridor

Priority 1	Priority 2	Priority 3	Priority 4	Threatened
<i>Baeckea</i> sp. <i>Limestone</i> (N. Gibson & M.N. Lyons 1425)	<i>Acacia benthamii</i>	<i>Adenanthos cygnorum</i> subsp. <i>Chamaephyton</i>	<i>Darwinia macrostegia</i>	<i>Caladenia huegelii</i> (CR)
<i>Drosera x sidjamesii</i>	<i>Amanita wadulawitu</i>	<i>Amanita carneiphylla</i>	<i>Eucalyptus foecunda</i> subsp. <i>Foecunda</i>	<i>Calectasia elegans</i> (CR)
<i>Leucopogon maritimus</i>	<i>Fabronia hampeana</i>	<i>Austrostipa mundula</i>	<i>Jacksonia sericea</i>	<i>Darwinia carnea</i> (CR)
	<i>Leucopogon squarrosus</i> subsp. <i>Trigynus</i>	<i>Conostylis bracteate</i>	<i>Stylidium longitubum</i>	<i>Darwinia oxylepis</i> (CR)
	<i>Poranthera moorokatta</i>	<i>Hibbertia leptotheca</i>	<i>Stylidium striatum</i>	<i>Eucalyptus argutifolia</i> (VU)
	<i>Scaevola paludosa</i>	<i>Lasiopetalum membranaceum</i>	<i>Tripterococcus</i> sp. <i>Brachylobus</i> (A.S. George 14234)	<i>Grevillea thelemanniana</i> (CR)
	<i>Stenanthemum sublineare</i>	<i>Pimelea calcicole</i>		<i>Marianthus paralius</i> (EN)
		<i>Pithocarpa corymbulosa</i>		<i>Melaleuca</i> sp. <i>Wanneroo</i> (G.J. Keighery 16705) (EN)
		<i>Sarcozona bicarinate</i>		<i>Thelymitra variegata</i> (CR)
		<i>Sphaerolobium calcicole</i>		
		<i>Stylidium maritimum</i>		
		<i>Stylidium paludicola</i>		

		<i>Styphelia filifolia</i>		
		<i>Styphelia porcata</i>		
		<i>Utricularia oppositiflora</i>		

The closest significant flora record is *Melaleuca* sp. *Wanneroo* (G.J. Keighery 16705) (EN), 1.4km west of the corridor. Due to the proximity from the corridor the above mentioned Threatened and Priority flora are unlikely to be impacted by the clearing activities.

The nearby field survey within the Pinjar Terminal clearing envelope did not identify any significant flora species. A post survey likelihood of assessment was completed for the significant species identified during the desktop assessment, with all species given a moderate likelihood reduced to low or negligible. Furthermore, DBCA records indicate that no significant flora species have been documented within the adjacent pine plantation. As a significant portion of the transmission line corridor is located within the pine plantation and clearing is limited to the existing maintenance corridor, it is therefore unlikely that any significant flora species would occur within the proposed clearing areas.

Fauna:

Fauna habitat types identified during the site visit within the proposed clearing areas comprised mostly of:

- *Acacia-Allocasuarina* shrubland/low woodland – dominated by sclerophyllous shrubs (*Acacia*, *Allocasuarina*, *Adenanthos*) with scattered grass trees (*Xanthorrhoea preissii*) and *Zamia* (*Macrozamia fraseri*).
- Pine plantation (*P.pinaster*) over open grassland/disturbed areas.

These habitat types vary from degraded to completely degraded where the proposed clearing areas occur. Both habitat types occur in previously cleared or disturbed areas and are characterised by sparse shrub cover and grass dominance which generally provide lower quality and secondary fauna habitat for terrestrial fauna. Pine plantation habitat is very limited (isolated or solo trees) within the proposed clearing areas and is therefore unlikely to constitute primary fauna habitat. In contrast, the more extensive and denser pine plantation stands in the surrounding area (that will not be impacted by the clearing) are more likely to provide core habitat for the Black Cockatoo species. Based on this, it is unlikely the proposed clearing will have a significant impact on fauna species.

A desktop assessment of DBCA records identified the following significant terrestrial fauna as occurring in the study area (10 km radius):

- Baudin's Cockatoo (*Zanda baudinii*) – Endangered – BC and EPBC Act.
- Carnaby's Cockatoo (*Zanda latirostris*) – Endangered – BC and EPBC Act.
- Forest red-tailed Black Cockatoo (*Calyptorhynchus banksii naso*) – Vulnerable – BC and EPBC Act.
- Quenda (*Isodon fusciventer*) – Priority 4 – BC Act.
- Black-striped snake (*Neelaps calonotos*) – Priority 3 – BC Act
- Short-tongued bee (*Leioproctus contrarius*) – Priority 3 – BC Act
- Swan Coastal Plain shield-backed trapdoor spider (*Idiosoma sigillatum*) – Priority 3 – BC Act
- Woollybush bee (*Hylaeus globuliferus*) – Priority 3 – BC Act
- Graceful sunmoth (*Synemon gratiosa*) – Priority 4 – BC Act
- Water-rat (Rakali- *Hydromys chrysogaster*) – Priority 4 -BC Act
- Douglas's broad-headed bee (*Hesperocolletes douglasi*) – Critically Endangered – EPBC Act
- Chuditch (Western Quoll) (*Dasyurus geoffroyi*) – Vulnerable – EPBC Act
- Western Brush Wallaby (*Notamacropus Irma*) – Priority 4 – BC Act

Based on the results of the nearby Pinjar Terminal biological survey and observations from the site visit, the following species were assessed as having a high likelihood of occurring in the area, largely due to the presence of suitable habitat associated with adjacent Banksia Woodlands, Pine plantation habitat, and nearby DBCA records;

- Carnaby's Cockatoo (*Zanda latirostris*) – Endangered – BC and EPBC Act.
- Swan Coastal Plain Shield-backed Trapdoor Spider (*Idiosoma sigillatum*) – Priority 3 – BC Act

- Black-striped Snake (*Neelaps calonotus*) – Priority 3 – BC Act
- Quenda (*Isodon fusciventer*) – Priority 4 – BC Act

The above species are all mobile species and will not be reliant on vegetation within the proposed clearing areas. They are more likely to exist within the better-quality habitat associated with the Banksia Woodlands TEC/PEC nearby.

The closest DBCA significant fauna records to the corridor are:

- Carnaby's Black Cockatoo sightings and foraging residue evidence during (2008, 2021) fauna surveys within 300 metres of the proposed clearing.
- One Carnaby's Black Cockatoo Breeding Site 7 km south of the corridor.
- Nineteen Carnaby's Black Cockatoo roosting sites occur within a 10 km radius. Of these two roosting sites intersect the corridor. No clearing is proposed within the northern roosting site buffer however two brake and winch sites are proposed within the southern roosting site buffer area. However, the site inspection confirmed that this Brake and Winch area (Orchid Road nth) does not contain any Black Cockatoo habitat to be impacted and will be limited to two temporary clearing areas of 20m x 15 m.

The site visit confirmed the clearing areas occurs within Carnaby's Cockatoo distribution (flock of six seen flying over near Sintra Road). However, the proposed clearing consists of degraded regrowth that does not represent primary foraging habitat for the Carnaby's Cockatoo and will therefore not be impacted by the temporary clearing of 0.30 ha.

The pre-European vegetation mapped for the area in conjunction with the site visit identified vegetation associations that include species that are known to support foraging, roosting and breeding of the three threatened species of Black Cockatoo, though in degraded to completely degraded condition. As the proposed clearing is located within an existing transmission line corridor that is subject to routine maintenance to maintain safe electrical clearance between vegetation and conductors, no suitable Black Cockatoo breeding trees (Diameter at Breast Height >500mm) are present within the proposed clearing areas within the corridor. Additionally, no roosting or foraging evidence was observed during the site visit.

The removal of the 0.30 ha of native vegetation will not degrade the surrounding habitat through introduction of invasive species, edge effects, hydrological changes, increased human visitation or fire. The proposed clearing areas are unlikely to contain significant habitat for fauna that is not found in the surrounding better-quality vegetation. Additionally, the small clearing area does not form any critical stepping stone location or break a corridor in the landscape.

Based on the above, the small amount of clearing (0.30 ha) and the location being within an existing transmission corridor and therefore already highly disturbed area, it is highly unlikely that the clearing areas will comprise of a high level of biological diversity that is not found within the surrounding and better-quality vegetation. The proposed clearing is therefore considered unlikely to further fragment fauna habitat in the local area and not considered to have a significant impact on fauna species.

Watercourse or wetland/Surface or groundwater:

The corridor is located in the Swan-Avon/ Lower Swan catchment with the Swan Coastal Basin. The Proposal does not intersect any conservation wetlands or watercourses.

The line corridor is located nearby to the following conservation wetlands, all of which occur at the southern end of the corridor:

- Unnamed Sump land 0.2 km to the east,
- Camel Swamp, 0.3 km to the west
- Lake Pinjar 0.7 km to the east.

There is also an unnamed Dampland (also Geomorphic wetland UFI 7936) 1 km east of the Pinjar Terminal. Additionally, the Swan River System is approximately 2.9 km east of the Pinjar Terminal Project area. The Western Power site visit did not observe any vegetation growing in association with these surface water features, and given the distance between the proposed clearing and mapped wetlands, it is not considered likely that the proposed clearing will have any impacts to nearby wetland or surface water values.

The linear corridor intersects the following groundwater sources;

- Public Drinking Water Source Area (PDWSA); Wellhead Protection Zone (DWER, 2025) Gngangara Underground Water Pollution Control Area (P1) at the northern end of the corridor and at the Pinjar Terminal.

- Public Drinking Water Source Areas - Gngangara Underground Water Pollution Control Area for the entire corridor length including the Pinjar Terminal area.

Groundwater salinity levels range between 0-500 mg/L TDS which is considered low salinity.

No groundwater abstraction is proposed for clearing works. Additionally, works will be conducted so that no contamination to surface water or groundwater occur. As the works comprise of minimal native vegetation clearing and no excavation is occurring the works are not likely to have a significant impact on nearby surface water or groundwater.

Land degradation/Flooding:

The DPIRD Soil Landscape Mapping (DPIRD, 2022) dataset indicates that the corridor is mapped as 'Karrakatta' in the southern portion of the corridor and 'Bassendean' soil systems in the northern portion of the corridor, comprising of deep yellow sands over limestone.

The topography surrounding the DE is a gentle slope ranging from 45m above sea-level Australian Height Datum (mAHD) in the southern portion of the corridor to 70 mAHD in the northern portion of the corridor.

The northern portion of the corridor (last 4 km) is classified as a 'moderate to low' risk of Acid Sulfate Soils (ASS). Only one Brake and Winch site is proposed within this risk area. The remainder of the corridor, where the remaining proposed clearing areas are do not occur within an ASS risk area. The proposed clearing does not require excavation or dewatering, therefore the clearing activities are unlikely to increase the risk of ASS.

DPIRD land quality mapping indicates the area being cleared has a 'low' risk of waterlogging (DPIRD-015), salinity (DPIRD-009) and flooding (DPIRD-007), water erosion (DPIRD-013) and a 'medium to high' risk of wind erosion (DPIRD-016). Due to these risk factors primarily being 'low' risk, the relatively small area of clearing in a mostly linear nature within a previously disturbed corridor it is unlikely that the proposed clearing would be subject to land degradation.

Conservation area:

The proposed works intersect the Gngangara-Moore River State Forest (F65) for most of the alignment except for the last 1.6 km of the southern portion (refer Figure 3). Anywhere north of the Wattle Avenue East intersection until the Perry Road intersection falls within the State Forest.

Proposed clearing within the State Forest will amount to no more than 0.25 ha for the creation of temporary Brake and Winch sites and spur tracks. The proposed clearing will be classified as temporary and natural regrowth is expected to occur.

Gngangara-Moore River State Forest covers an area of approximately 55,874 ha. The proposed clearing of 0.25 ha represents 0.00044% of the total area of the reserve. Furthermore, the area subject to this CDR was historically used as a pine plantation. Since the removal of mature pines, native vegetation regrowth has occurred trending towards *Pinus pinaster* tall isolated trees over *Adenanthos cygnorum* var. *cygnorum*, *Xanthorrhoea preissii* and *Macrozamia fraseri* tall to mid sparse shrubland over *Carpobrotus edulis*, *Pelargonium capitatum* and *Ornithopus pinnatus* low sparse forbland in degraded condition. The proposed clearing occurs within a live transmission line corridor, which is subject to routine maintenance clearing to ensure safe separation between vegetation and conductors. The proposed clearing is to install a second circuit to this transmission line, and so therefore is consistent with the intended use of this area. Based on this, the proposed clearing will not result in the further alteration of vegetation communities or affect surrounding vegetation condition.

A Disturbance Approval System (DAS) has been submitted, and conditions imposed by DBCA will apply within the State Forest based on the outcome of the assessment. Compliance with the Dieback Hygiene Management Plan (DHMP) and associated management hygiene points will be in place along the alignment to ensure hygiene requirements are met. Based on the above, the proposed clearing is not considered likely to impact on the environmental values of a conservation area.

As the project activities and proposed clearing will be compliant with the conditions of the DAS and DHMP the clearing of 0.25 ha is not considered to be at variance to the 10 clearing principles.

7. Planning instrument or other relevant matters

The Project area falls within the Metropolitan Region Scheme (MRS) and is subject to a Development Approval for any new clearing of native vegetation within a Bush Forever site. However, this does not apply as the Proposal has been designed to avoid clearing within Bush Forever Areas.

Gnangara Moore-River State Forest which intersects the corridor is managed by DBCA under the Conservation and Land Management Act (CALM Act) 1984 S.5(1)(a).

The Project area is subject to the following State Planning Policies (SPP):

- 3.7 - Planning in Bushfire Prone Areas
- 2.2 - Gnangara Groundwater Protection Policy
- 2.4 - Basic Raw Materials Policy
- 2.8 - Bushland Policy for Perth Metropolitan Region

DBCA consultation and approval is required for clearing of native vegetation within the Gnangara-Moore River State Forest (F65) and as such conditions of the associated DAS will apply. DPLH consultation and approval will occur for works within the Bush Forever Sites even though drone stringing methodology will be employed.

The Project area is subject to the Indigenous Land Use Agreement (ILUA) which will be adhered to where relevant. Additionally, all activities will be undertaken in accordance with the Whadjuk Noongar Alternative Heritage Agreement with Western Power. As the clearing is deemed low disturbance and no known heritage sites are present, no heritage approvals under the *Aboriginal Heritage Act 1972* are required.

The clearing assessment has been undertaken in accordance with 'A guide to the assessment of applications to clear native vegetation' (DER, 2014).

8. Clearing Permit Details

The Western Power Vegetation Clearing Permit outlining the relevant clearing conditions is available in 'CEL North - NBT-PJR 132kV Circuit – Vegetation Clearing Permit CPS 1918.docx' (Volt ID80-1811635832-87291).

9. Post assessment requirements

Post assessment	Outcome	Justification / Further Action Required
Are submissions required?	No	The proposed clearing is not likely to be at variance to the clearing principles, therefore submissions are not required.
Could the area be affected by dieback?	Yes	The works will occur during dry conditions where practical. A Dieback Hygiene Management Plan (DHMP) will be adhered to throughout the works.
Has advice been received from DWER or an environmental specialist that the area may be susceptible to a pathogen other than dieback?	No	No other pathogens identified during the Dieback survey.
Are weeds likely to spread / result in environmental harm?	No	Western Power's internal ESA records (which contain known declared pest locations) were reviewed and did not reveal the presence of any known weeds.
Is a Vegetation Management Plan required?	No	The proposed clearing is not likely to be at variance to the clearing principles, therefore a Vegetation Management Plan is not required.
Is rehabilitation/revegetation required?	Yes	As temporary clearing is occurring the following is required under Condition 8 of CPS1918/11. - retaining the vegetative material and topsoil removed - re-shaping the surface of the land so that it is consistent with the surrounding five (5) metres of uncleared land - ripping the ground on the contour to remove soil compaction - ripping the ground on the contour to remove soil compaction; laying the vegetative material and topsoil retained on the cleared area(s).
Is a Dieback Management Plan required?	Yes	A dieback survey of the corridor has been completed and a DHMP will be adhered to throughout the works.
Is an offset required?	No	As the clearing is not at variance to any of the principles an offset is not required.
What is the clearing risk rating?	Low	A clearing intervention by an Environmental Specialist is not required.

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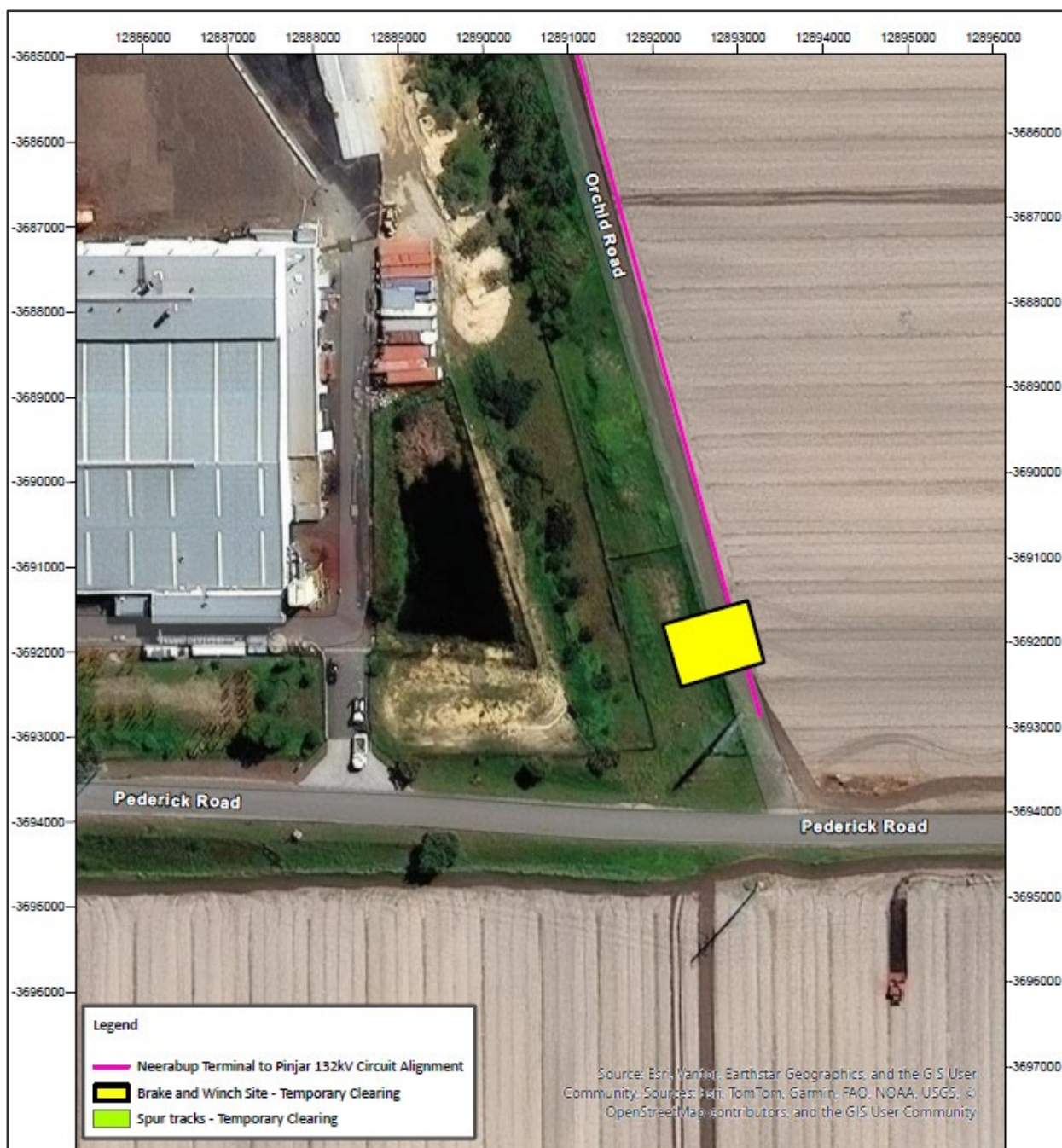
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Appendix A: Proposed Clearing Areas Maps



CEL North - Neerabup Terminal (NBT) to Pinjar (PJR) 132kV Circuit

Last updated: 18th June 2026

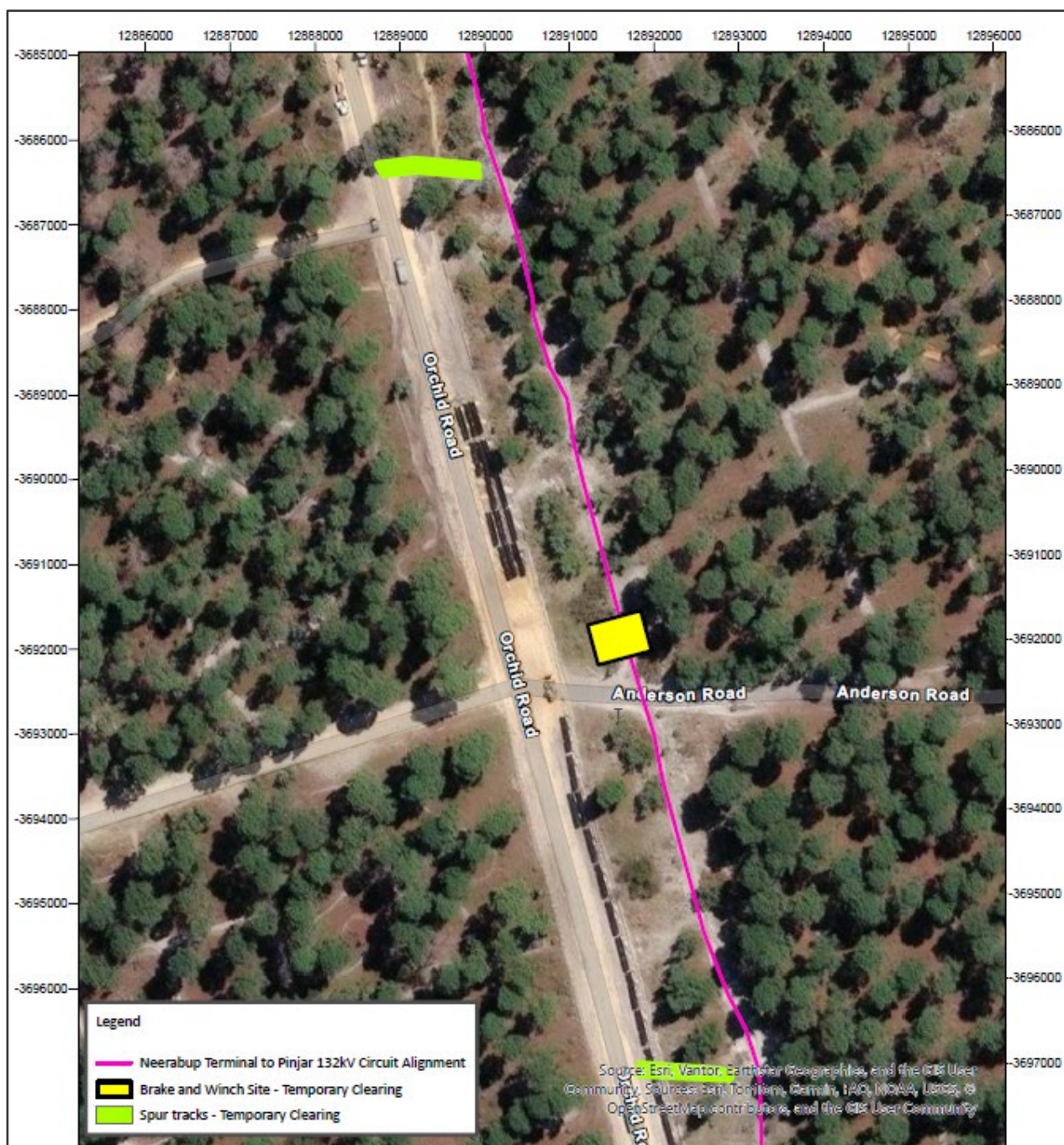
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Latitude and Longitude based on
Geocentric Datum of Australia 1994.

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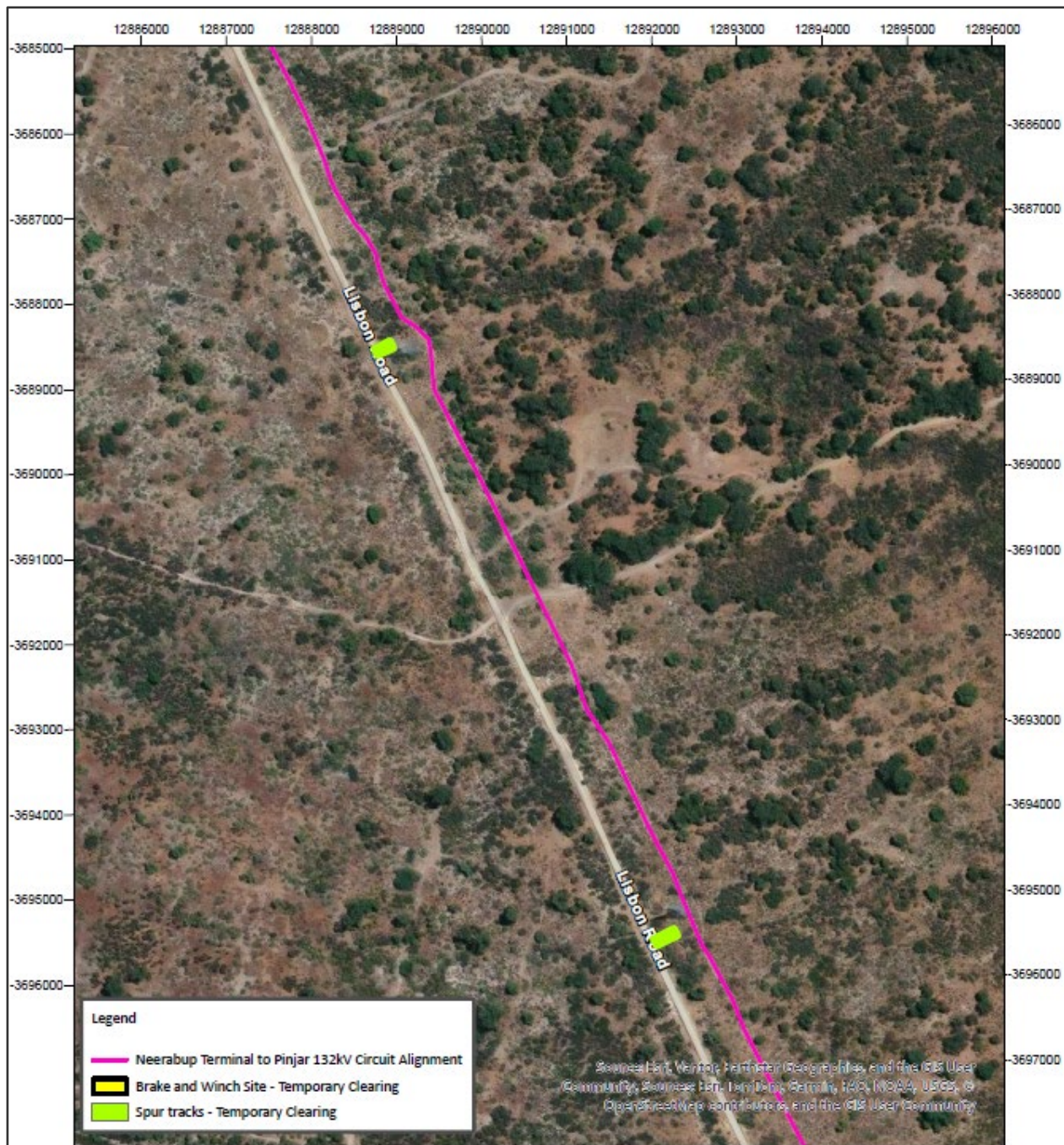
Last updated: 18th June 2026



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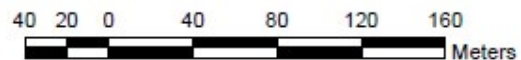
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CEL North - Neerabup Terminal (NBT) to Pinjar (PJR) 132kV Circuit

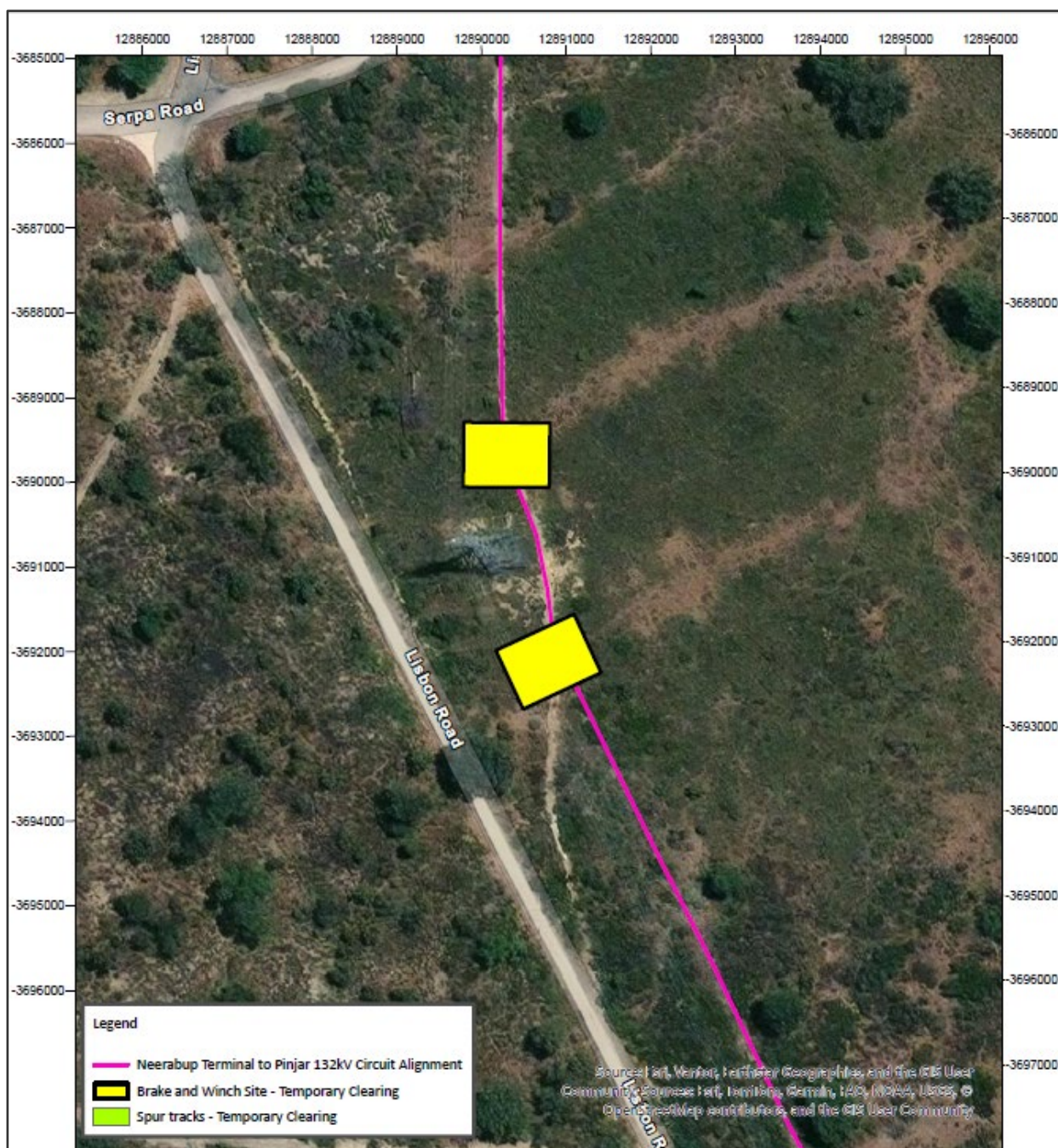
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CEL North - Neerabup Terminal (NBT) to Pinjar (PJR) 132kV Circuit

Last updated: 18th June 2026

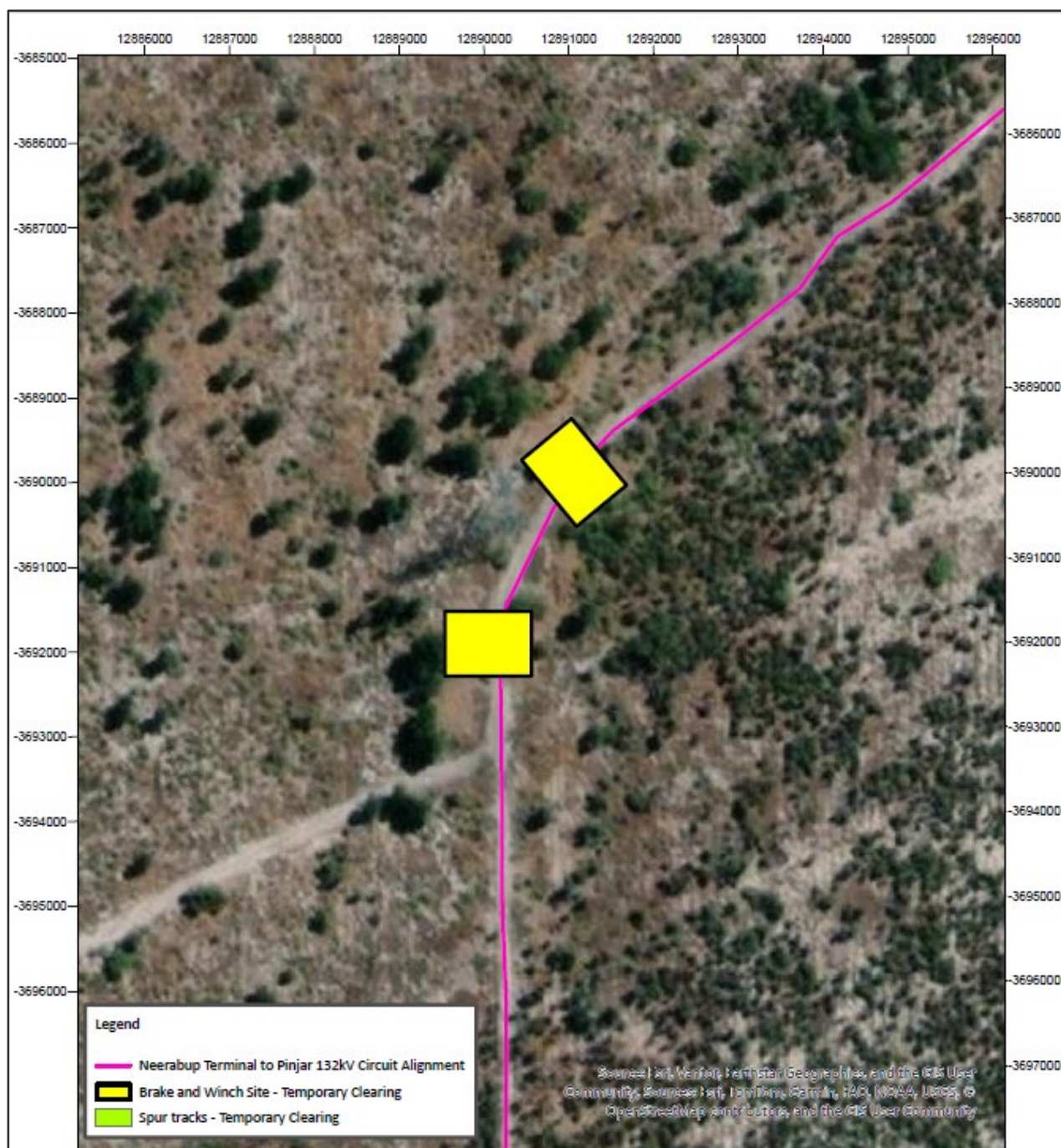
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