GOVERNMENT OF WESTERN AUSTRALIA

METRONET

BUILDING FOR TOMORROW.

Environment

Minimising environmental and construction impacts is an important focus of the Yanchep Rail Extension project.

Travelling through existing and planned developments, the majority of the 14.5km extension will be in a cutting to reduce noise and improve overall amenity for nearby residents and businesses.

The rail alignment will travel through the Alkimos Parks and Recreation Reserve and Ningana Bushland north of Pipidinny Road. While every effort was made to avoid these areas, including considering alternative alignments, the undulating landscape, tight rail curve (not conforming to strict railway design standards) and impact on existing and future residents meant this was not viable.

In June 2019 the project received State and Commonwealth environmental approval for Part one (Butler Station to north of Pipidinny Road). Part two (north of Pipidinny Road to north of Yanchep Station) was approved by Commonwealth Government on 25 May 2020), after receiving State approval on 14 April 2020.

A detailed impact assessment was undertaken by the project and assessed by the Environmental Protection Authority (EPA). Details of the EPA assessment document and ministerial conditions the project is required to comply with can be found on the EPA website at **epa.wa.gov.au**. Management plans approved by the EPA can be found on the METRONET website at **metronet.wa.gov.au**.

Flora and fauna

As the project footprint is mainly located on an undeveloped site, clearing will be required and has received approval under the *Environmental Protection Act 1986*.

The design has been refined to avoid significant ecological communities where possible and limit the clearing required to safely construct the project. Where significant areas could not be avoided, offset vegetation will be planted.

Before clearing starts, a fauna relocation program will be undertaken by a qualified ecologist. Native animals will be relocated to a nearby suitable habitat, as approved by the Department of Biodiversity, Conservation and Attractions.

To maintain the movement of fauna and habitat through significantly vegetated areas, the project will build:

- a fauna underpass beneath the rail line at the Alkimos Parks and Recreation Reserve
- three 30m-wide, vegetated and fenced fauna bridges, spanning 22m over the rail line within the Ningana Bushland

Environmental controls

There are numerous controls in place throughout the project to minimise impacts and protect the environment. These include:

- monitoring dust, noise and vibration during construction
- engaging with local stakeholders and the community
- marking the clearing boundary by surveyors prior to the start of clearing
- fauna relocation prior to clearing, and fauna spotters present during clearing
- scheduling noisy activities at less sensitive times, when possible
- managing the spread of weeds and/or pathogens
- barricading and signage to clearly outline 'no-go' areas
- adhering to required regulatory legislative approvals and associated conditions
- monitoring, inspections and audits to confirm compliance with approvals and legislation
- environmental training for all personnel, subcontractors and visitors to site.

Controls will be inspected regularly throughout the project duration to ensure their ongoing suitability and effectiveness.

Dust management

Measures to manage dust from cleared areas and stockpiles will include the following:

- disturbed areas and haul roads will be treated with dust suppressants (e.g. water trucks or suppressants) especially in high risk areas and/or on high risk days
- an on-site speed limit of 40km per hour in order to minimise dust spreading in the air
- air quality monitoring will be conducted in accordance with the relevant code, standards, and guidelines
- apply hydromulch or similar soil stabiliser if stockpiles are to remain for extended periods.

Revegetation and landscaping

All areas disturbed by construction that are not part of the permanent infrastructure will be revegetated as part of landscaping.

Landscaping will be designed by a landscape architect to integrate the rail development and station precincts with the surrounding natural areas.

Revegetation and landscaping measures could include the following measures:

- reuse of topsoil from clearing during revegetation and landscaping
- maintenance of the required groundwater hydrology where needed to support existing vegetation and habitats in sensitive areas
- application of mulch to revegetated and landscaped areas to improve vegetation success
- stabilise the rail corridor walls with planting of local species where possible
- retention of vegetation where not impacted by earthworks and not posing a safety risk.

Managing noise, vibration and light

In construction

We are committed to minimising construction noise and vibration along the alignment as much as possible. Measures include using construction techniques and work practices that generate lower noise levels, and limiting noisy works outside normal working hours, where practicable.

Where out of hours works are required, they will be undertaken in accordance with a Noise and Vibration Management Plan approved by the City of Wanneroo, including additional controls and community notification requirements. For more information refer to our Managing Construction Impacts fact sheet.

In operation

The Yanchep Rail Extension will mostly be built in a cutting to minimise impacts on the proposed residential developments nearby. Developers will be required to have appropriate setbacks from the rail reserve, and encouraged to implement 'quiet house design' for homes in the 'first row' facing the rail line.

Ballast matting will be installed under the rail where it is located next to existing and future residential developments to absorb vibrations made by passing trains.

Where required, noise walls will be used in existing residential areas to assist with noise mitigation for residents living near the trainline. The height, materials and location of the noise walls will be confirmed according to noise modeling outcomes.

The principal shared path will be lit by light poles every 30m along the 13.8km path.

Hours of work

Standard working hours are 7am - 7pm Monday to Saturday.

Out of hours works are sometimes required for safety or operational reasons. In these cases, businesses and residents will be notified in advance.

All out of hours works will be in accordance with the Out of Hours Noise and Vibration Management Plan approved by the City of Wanneroo.

MORE INFORMATION

9326 3666
info@metronet.wa.gov.au
metronet.wa.gov.au

twitter.com/metronetperth
facebook.com/perthmetronet
facebook.com/groups/yancheprailextension

GOVERNMENT OF WESTERN AUSTRALIA

Public Transport Authority