

Environmental Protection Act 1986

Section 41A(3)

STATEMENT OF REASONS

CONSENT TO UNDERTAKE MINOR or PRELIMINARY WORKS

Proposal: METRONET Thornlie-Cockburn Link

Proponent: Public Transport Authority (PTA)
Public Transport Centre, West Parade, Perth
PO Box 8125
PERTH BUSINESS CENTRE 6849

Decision

For the reasons outlined below, I, as a delegate of the Environmental Protection Authority (EPA), have determined to consent to the minor or preliminary works outlined in Schedule 1 attached to this Statement of Reasons.

Background

On 7 June 2018, the PTA referred the proposal for the METRONET Thornlie-Cockburn Link to the Environmental Protection Authority (EPA) under section 38 of the Environmental Protection Act 1986 (EP Act). The proposal includes construction of a 14.5 kilometre (km) new dual railway track within the existing railway and road reserves, to extend the existing Thornlie spur line to Cockburn Central station as well as the duplication of 3km of railway track between Beckenham Junction and Thornlie train Station. The proposal also includes the following:

- Construction of 2 new stations: Ranford Road and Nicholson Road station;
- Modification of two existing stations: Thornlie station and Cockburn Central station; and
- Modifications to one rail bridge, two road bridges and the grade separation of a pedestrian crossing.

The EPA determined to assess the Proposal at the level of level of 'Referral Information' on 27 June 2018 and is yet to publish its assessment report.

In advance of a decision or agreement in relation to whether or not the Proposal may be implemented under section 45 of the EP Act, the Proponent has sought the EPA's consent to undertake minor or preliminary work related to the proposal.

Relevant Statutory and Administrative Provisions

After the EPA decides to assess a proposal, and before a decision or agreement is made under s45 of the EP Act, all persons are prohibited from implementing a proposal, and relevant decision making authorities are prohibiting from making a decision which would allow the proposal to be implemented, except in relation to minor or preliminary works which the EPA has consented may be implemented – see sections 41(4) and 41A(3) of the EP Act.

If the EPA consent to the minor or preliminary works being done, the person proposing to undertake those works may still need to obtain other authorisations from other decision making authorities.

Section 3.5 of the *Environmental Impact Assessment (Part IV Divisions 1 and 2) Procedures Manual 2016* guides what information the EPA requires from a person wanting to undertake minor or preliminary works.

In considering the request for consent, I considered whether the:

- work is associated with the implementation of the proposal
- potential environmental impacts of the work are significant
- work would constitute the irreversible and substantial implementation of the proposal, and
- work is justified.

Materials considered in making this decision

In determining whether to consent to the minor or preliminary works I have considered the following:

1. *Application for minor or preliminary work to undertake services relocation within the Thornlie-Cockburn Link proposal (Assessment No: 2168) area under section 41A (3) of the Environmental Protection Act 1986.* Public Transport Authority, 15 March 2019.

Considerations

1. Proposed works associated with proposal

The existing rail corridor (which coincides with the proposal Development Envelope) contains approximately 50 utility provider assets which will need to be relocated or protected to allow for the proposal to be implemented. The relocation of these services providers were not discussed in the proponent's referral information. However, the relocation of these services is required prior to any major earthworks for the proposal to ensure that the services are not damaged during construction or operation of the proposal.

2. Details of the proposed work

The proposed work includes the relocation of a majority of these assets through boring or horizontal directional drilling beneath the rail corridor. The Thornlie-Cockburn Link project is mostly located within a highly disturbed urban

environment, with some areas containing regionally significant remnant native vegetation or regrowth.

Only those services which will not require clearing of native vegetation or can be relocated or protected without additional significant impacts to the proposal's key environmental factors are the subject of this minor or preliminary works application.

The typical length of the proposed relocation of the selected services is minor in terms of scale and extent (approximately 50 metres in length).

Figure 1 (includes 6 figures across the development envelope) shows the development envelope with locations where the service relocations works are required.

3. Potential Environmental Impacts

Given the small scale and extent of the proposed works, the potential environmental impacts are considered to be minor and manageable.

Any potential environmental impacts of relocating utility assets relate to environmental factors of Terrestrial Environmental Quality and Inland Waters.

Terrestrial Environmental Quality

Of the proposed 50 locations, the proponent has identified that 4 sites near the Ranford Road landfill site where the works may have the potential to impact Terrestrial Environmental Quality. Preliminary Site Investigations undertaken for these sites identified the following potential environmental impacts:

- Changes to soil quality;
- Potential disturbance of Acid Sulfate Soils (ASS) due to excavation, dewatering or removal of riverine sediments;
- Contamination of soils from construction activities associated with storage of chemicals and potential spills; and
- Removal of landfill materials.

The proponent will conduct further contaminated site risk assessments as required, with consultation from Department of Water and Environmental Regulation. The proponent is also currently conducting an ASS investigation for the proposal. These results will be used to identify the occurrence of ASS and any specific management actions that may be required to address the above potential impacts.

Inland Waters

Due to the small footprint of the proposed relocation of the assets, ground and surface water are unlikely to be impacted. However, the proponent has identified one section that may intercept the groundwater. This section between Nicholson Road and Ranford road will be relocated through horizontal directional drilling, which may require local dewatering at the location of the entry and exit pits. The potential impacts from dewatering are considered to be localised and temporary.

Further to this, the proponent will prepare and implement a Construction Environmental Management Plan for the proposed works which will include spill and leak response procedures.

In summary, the impacts to Terrestrial Environmental Quality and Inland Waters are considered minor and not significant.

4. Proposed rectification actions

The proponent has advised that once the services are relocated, through boring or horizontal directional drilling beneath the rail corridor, the area will be stabilised in accordance with the operating procedures of the relevant asset providers.

There will be no clearing of native vegetation and as such no rehabilitation is proposed.

The proposed works would not constitute the irreversible and substantial implementation of the proposal.

5. Summary

The works are associated with the METRONET Thornlie-Cockburn Link proposal and is located within the Development Envelope. The relocation of up to 50 services assets is not considered to represent substantial commencement of the METRONET Thornlie-Cockburn Link Project proposal. In the event that the METRONET Thornlie-Cockburn Link project proposal is not approved, the relocated utilities will continue to operate. The works have been adequately justified and will not result in environmental impacts.

Schedule 1

Minor or Preliminary Works

Authorised Work(s)	Location	Authorised extent
<p>The following works are authorised in their entirety:</p> <ol style="list-style-type: none"> 1. Relocation and/or protection of 50 utility provider assets that cross the existing railway corridor within the proposed Thornlie-Cockburn Link project, up until such time as the later of one of the following occurs: <ol style="list-style-type: none"> a. notice issued under s 45(8) of the EP Act; or b. statement issued under s45(5) of the EP Act is final (that is, after period in which to lodge an appeal under s 100(3) has expired, or appeal decision under s109(3), in respect of an appeal lodged under s 100(3), is published). 	<p>Figure 1.</p>	<p>Within the METRONET Thornlie-Cockburn link proposed development envelope shown on Figure 1.</p> <p>Coordinates for Figure 1 are held by Department of Water and Environmental Regulation.</p>

Figure 1- METRONET Thornlie-Cockburn Link Development Envelope - showing locations of minor and preliminary works



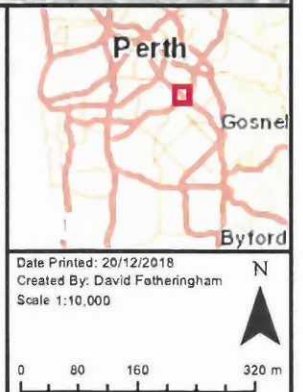
Thornlie Cockburn Link Service Crossings

Legend

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| Development Footprint | Rail Centrelines |
| Service Crossing (Indication Location) | Exi Arm Passenger CL |
| Native Vegetation | Passenger COB CL |
| | Rem Passenger CL |



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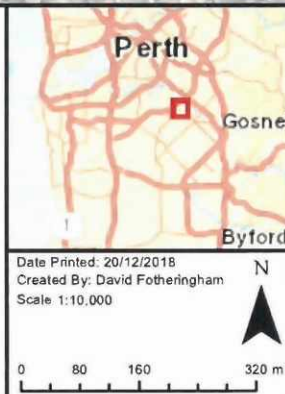
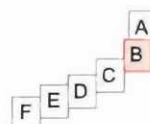
Thornlie Cockburn Link Service Crossings

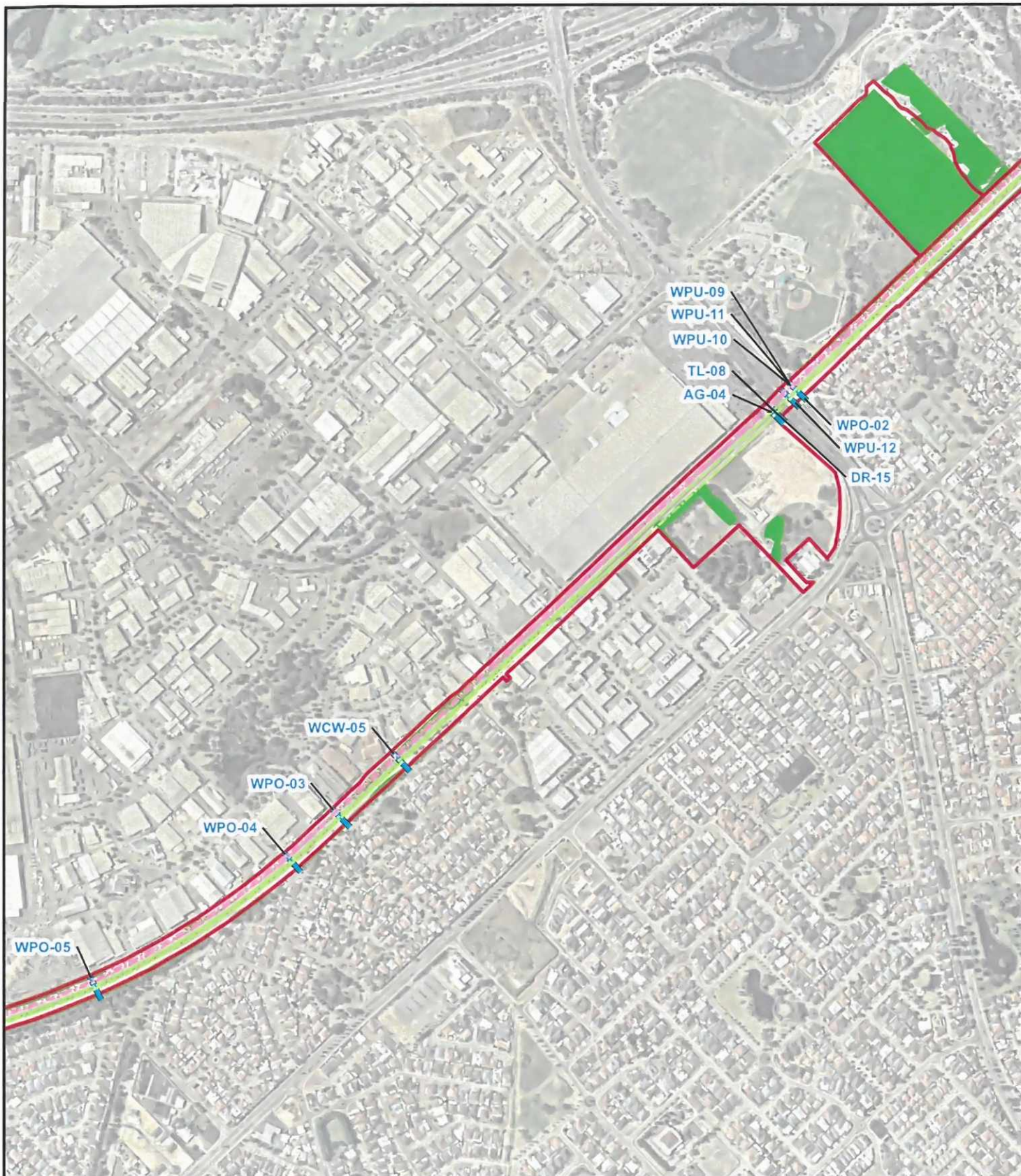
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| ▬ Development Footprint | ▬ Rail Centrelines |
| ● Service Crossing (Indication Location) | ▬ Freight CL |
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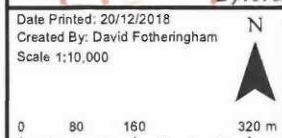
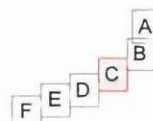
Thornlie Cockburn Link Service Crossings

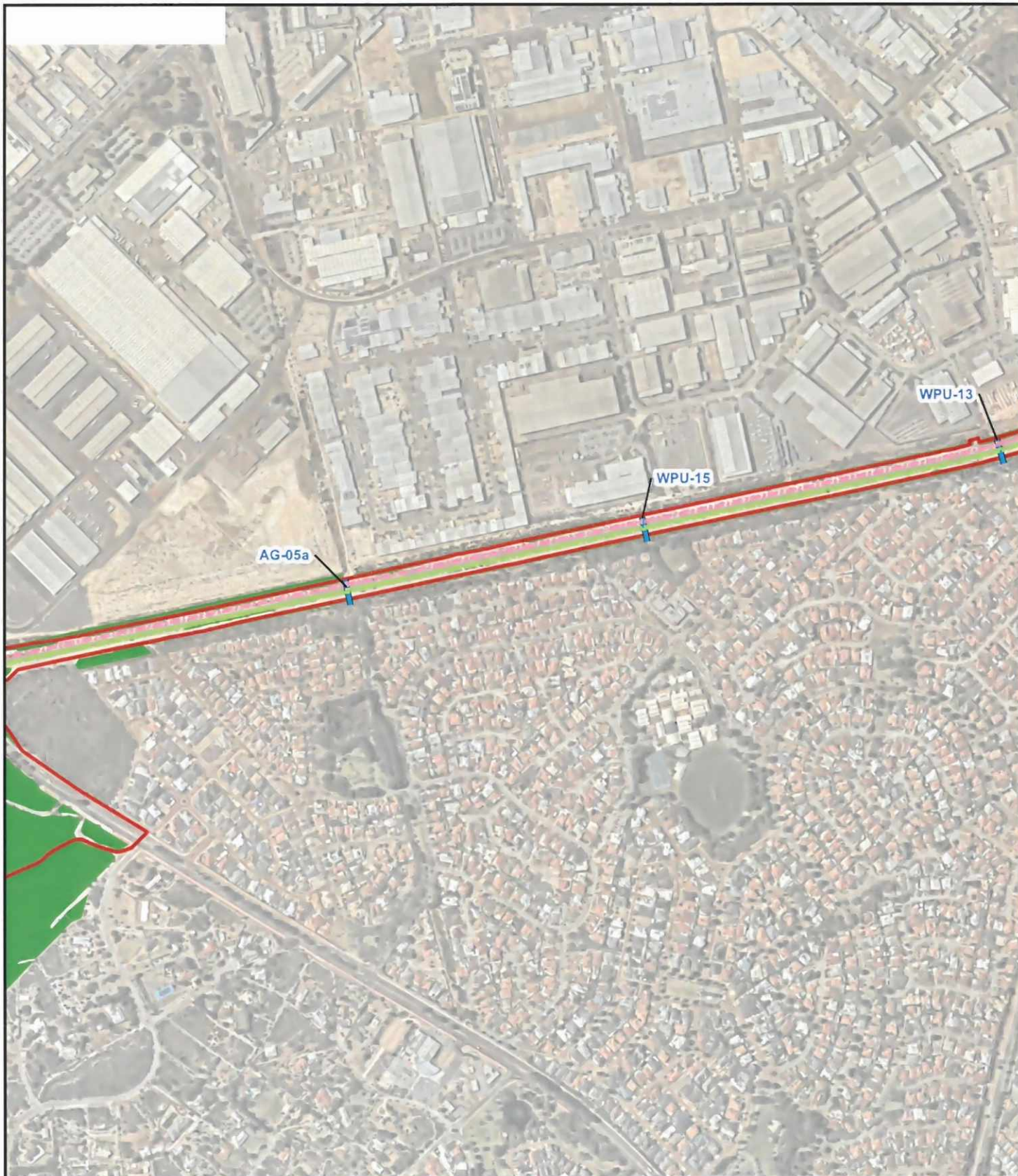


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| Development Footprint | Rail Centrelines |
| Service Crossing (Indication Location) | Freight CL |
| Native Vegetation | Passenger COB CL |





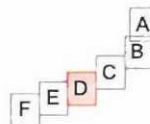
Thornlie Cockburn Link Service Crossings



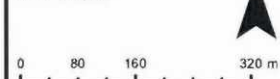
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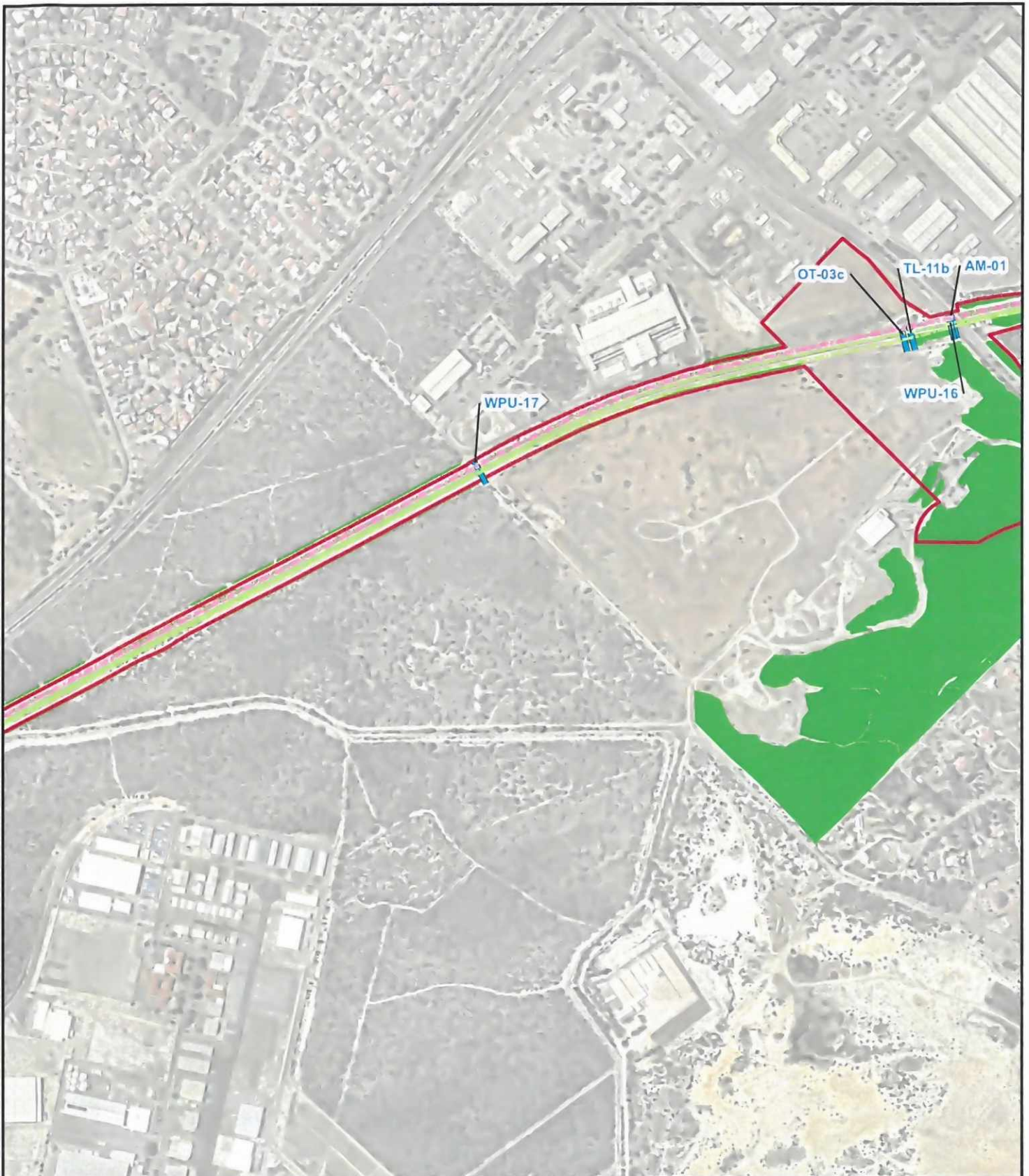
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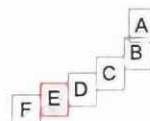
Thornlie Cockburn Link Service Crossings

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Thornlie Cockburn Link Service Crossings

Legend

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