



MINISTER FOR THE ENVIRONMENT;  
LABOUR RELATIONS

Statement No.

000563

STATEMENT THAT A PROPOSAL MAY BE IMPLEMENTED  
(PURSUANT TO THE PROVISIONS OF THE  
ENVIRONMENTAL PROTECTION ACT 1986)

EXTENSION OF THE NORTHERN SUBURBS RAIL TRANSIT SYSTEM  
FROM CURRAMBINE TO BUTLER

**Proposal:** The proposal is to extend the northern suburbs rail transit system from Currambine to Butler, and includes the development of new stations at Hepburn Avenue and Clarkson Avenue; relocation of the Currambine station into the median of the future Mitchell Freeway; and development of the Nowergup railcar storage and servicing depot. The proposal details are documented in schedule 1 of this statement.

**Proponent:** Department of Transport

**Proponent Address:** 2<sup>nd</sup> Floor, 19 Pier Street, East St George's Terrace, Perth WA 6832

**Assessment Number:** 1363

**Report of the Environmental Protection Authority:** Bulletin 1002

The proposal to which the above report of the Environmental Protection Authority relates may be implemented subject to the following environmental conditions and procedures:

*Procedures*

**1 Implementation**

- 1-1 Subject to these conditions and procedures, the proponent shall implement the proposal as documented in schedule 1 of this statement.
- 1-2 Where the proponent seeks to change any aspect of the proposal as documented in schedule 1 of this statement in any way that the Minister for the Environment determines, on advice of the Environmental Protection Authority, is substantial, the proponent shall refer the matter to the Environmental Protection Authority.

08 FEB 2001

Published on

- 1-3 Where the proponent seeks to change any aspect of the proposal as documented in schedule 1 of this statement in any way that the Minister for the Environment determines, on advice of the Environmental Protection Authority, is not substantial, those changes may be effected.

## **2 Proponent**

- 2-1 The proponent for the time being nominated by the Minister for the Environment under section 38(6) or (7) of the Environmental Protection Act 1986 is responsible for the implementation of the proposal until such time as the Minister for the Environment has exercised the Minister's power under section 38(7) of the Act to revoke the nomination of that proponent and nominate another person in respect of the proposal.
- 2-2 Any request for the exercise of that power of the Minister referred to in condition 2-1 shall be accompanied by a copy of this statement endorsed with an undertaking by the proposed replacement proponent to carry out the proposal in accordance with the conditions and procedures set out in the statement.
- 2-3 The proponent shall notify the Department of Environmental Protection of any change of proponent contact name and address within 30 days of such change.

## **3 Commencement**

- 3-1 The proponent shall provide evidence to the Minister for the Environment within five years of the date of this statement that the proposal has been substantially commenced.
- 3-2 Where the proposal has not been substantially commenced within five years of the date of this statement, the approval to implement the proposal as granted in this statement shall lapse and be void. The Minister for the Environment will determine any question as to whether the proposal has been substantially commenced.
- 3-3 The proponent shall make application to the Minister for the Environment for any extension of approval for the substantial commencement of the proposal beyond five years from the date of this statement at least six months prior to the expiration of the five year period referred to in conditions 3-1 and 3-2.
- 3-4 Where the proponent demonstrates to the requirements of the Minister for the Environment on advice of the Environmental Protection Authority that the environmental parameters of the proposal have not changed significantly, then the Minister may grant an extension not exceeding five years for the substantial commencement of the proposal.

## **4 Compliance Auditing**

- 4-1 The proponent shall submit periodic Compliance Reports, in accordance with an audit program prepared in consultation between the proponent and the Department of Environmental Protection.

- 4-2 Unless otherwise specified, the Chief Executive Officer of the Department of Environmental Protection is responsible for assessing compliance with the conditions and procedures contained in this statement and for issuing formal written advice that the requirements have been met.
- 4-3 Where compliance with any condition or procedure is in dispute, the matter will be determined by the Minister for the Environment.

#### *Environmental Conditions*

### **5 Vegetation and Fauna Management Plan - Railway Alignment**

- 5-1 Prior to commencement of site works, the proponent shall prepare, in consultation with conservation groups (including the Quinns Rock Environmental Group), a Vegetation and Fauna Management Plan for the railway alignment to ensure the protection and management of biodiversity in Neerabup National Park that may be affected directly or indirectly by the proposal, to the requirements of the Environmental Protection Authority on advice of the Department of Environmental Protection and the Department of Conservation and Land Management.

This Plan shall include:

- 1 further flora survey work between Burns Beach Road and Hester Avenue to identify populations of Declared Rare Flora or Priority taxa;
  - 2 targeted flora survey for *Acacia benthamii* and *Eucalyptus argutifolia* within Neerabup National Park, and designation of appropriate management measures;
  - 3 provision for revegetation of cleared or degraded areas within and adjacent to the proposed railway alignment;
  - 4 a weed control program,
  - 5 a dieback management plan, including dieback survey within the proposed alignment;
  - 6 a fauna survey for scheduled and priority fauna species, to be undertaken along and adjacent to the proposed alignment to delineate usage of sites within the project area;
  - 7 relocation of individual scheduled and priority fauna if their ranges lie within or overlap the area of the proposed alignment;
  - 8 investigation into the alternatives for facilitation of fauna movement across the alignment;
  - 9 monitoring of fauna movement across the alignment; and
  - 10 allocation of responsibilities and timing for the implementation of the Vegetation and Fauna Management Plan.
- 5-2 Prior to commencement of site works, the proponent shall implement the Vegetation and Fauna Management Plan required by condition 5-1 to the requirements of the Environmental Protection Authority on advice of the Department of Environmental Protection and the Department of Conservation and Land Management.

- 5-3 The proponent shall make the Vegetation and Fauna Management Plan required by condition 5-1 publicly available to the requirements of the Environmental Protection Authority.

## **6 Construction Management Plan - Railway Alignment**

- 6-1 Prior to the finalisation of detailed design plans for the railway, the proponent shall prepare, in consultation with conservation groups (including the Quinns Rock Environmental Group), a Construction Management Plan to ensure the protection and management of biodiversity in Neerabup National Park, to the requirements of the Environmental Protection Authority on advice of the Department of Environmental Protection and the Department of Conservation and Land Management.

This Plan shall include:

- 1 management of drainage incorporating best practice Water-Sensitive Design principles, in consultation with the Water and Rivers Commission, which considers the implications to existing vegetation and groundwater quality from both sumps and altered surface hydrology to minimise potential for waterlogging and infiltration of pollutants to groundwater;
  - 2 investigation for the presence of caves during clearing for construction and management of discovery;
  - 3 investigation for the presence of subterranean fauna within any cave or karst system encountered in areas cleared or cut during construction, and designation of appropriate management measures on advice of the Department of Environmental Protection;
  - 4 the erection of exclusion fencing of the alignment area as designated by the 'extent-of-works' prior to any clearing for construction, paying particular attention to retaining as many mature trees as possible;
  - 5 control of the use of lighting along the alignment to assist in the reduction of rail deaths of nocturnal terrestrial fauna species;
  - 6 compliance with appropriate dust, noise and vibration standards and guidelines during construction; and
  - 7 allocation of responsibilities and timing for implementation.
- 6-2 At the commencement of construction, the proponent shall implement the Construction Management Plan required by condition 6-1, to the requirements of the Environmental Protection Authority on advice of the Department of Environmental Protection and the Department of Conservation and Land Management.
- 6-3 The proponent shall make the Construction Management Plan required by condition 6-1 publicly available to the requirements of the Environmental Protection Authority.

## **7 Noise and Vibration Management Plan - Railway Alignment**

- 7-1 Prior to the finalisation of detailed design plans for the railway, the proponent shall prepare a Noise and Vibration Management Plan to ensure that noise and vibration do not adversely impact on existing and future residents in the vicinity of the alignment, to

the requirements of the Environmental Protection Authority on advice of the Department of Environmental Protection.

This Plan shall include:

- 1 predictions of noise levels from trains along the length of the alignment, but focussing primarily on urban areas;
- 2 details of noise management measures to ensure noise levels consistent with current Westrail standards;
- 3 procedures for monitoring the effectiveness of noise management measures once implemented;
- 4 further investigation to determine the potential level of vibration in adjacent urban areas and designation of appropriate controls to comply with AS 2670.2-1990: Evaluation of human exposure to whole-body vibration – Part 2: Continuous and shock-induced vibration in buildings (1 to 80 Hz);
- 5 a complaints response procedure; and
- 6 allocation of responsibilities and timing for implementation.

7-2 The proponent shall implement the Noise and Vibration Management Plan required by condition 7-1 to the requirements of the Environmental Protection Authority on advice of the Department of Environmental Protection.

7-3 The proponent shall make the Noise and Vibration Management Plan required by condition 7-1 publicly available to the requirements of the Environmental Protection Authority.

## **8 Vegetation and Fauna Management Plan - Railcar Depot**

8-1 Prior to commencement of site works, the proponent shall prepare, in consultation with conservation groups (including the Quinns Rock Environmental Group), a Vegetation and Fauna Management Plan for the railcar depot to ensure the protection and management of biodiversity in Neerabup National Park that may be affected directly or indirectly by the proposal, to the requirements of the Environmental Protection Authority on advice of the Department of Environmental Protection and the Department of Conservation and Land Management.

This Plan shall include:

- 1 a comprehensive spring survey for Declared Rare and Priority Flora and designation of appropriate management measures;
- 2 provision for revegetation and rehabilitation of the area and the degraded area of Neerabup National Park adjacent to the railcar depot;
- 3 targeted flora survey for *Acacia benthamii* within Neerabup National Park and designation of appropriate management measures;
- 4 a weed control program;
- 5 dieback management plan, including dieback survey within the alignment;
- 6 fire management plan;

- 7 targeted fauna survey for scheduled and priority fauna species, to be undertaken in the area of the railcar depot and adjacent area to delineate usage of sites within the project area;
  - 8 relocation of individual scheduled and priority fauna if their ranges lie within or overlap the area of the railcar depot;
  - 9 investigation into the alternatives for facilitation of fauna movement across the railcar depot;
  - 10 monitoring of fauna movement across the railcar depot; and
  - 11 allocation of responsibilities and timing for implementation.
- 8-2 Prior to commencement of site works, the proponent shall implement the Vegetation and Fauna Management Plan required by condition 8-1, to the requirements of the Environmental Protection Authority on advice of the Department of Environmental Protection and the Department of Conservation and Land Management.
- 8-3 The proponent shall make the Vegetation and Fauna Management Plan required by condition 8-1 publicly available, to the requirements of the Environmental Protection Authority.

## **9 Construction Management Plan - Railcar Depot**

- 9-1 Prior to finalisation of detailed design plans for the railway alignment and railcar depot, the proponent shall prepare, in consultation with conservation groups (including the Quinns Rock Environmental Group), a Construction Management Plan for the railcar depot to ensure the protection and management of biodiversity in Neerabup National Park that may be affected directly or indirectly by the proposal, to the requirements of the Environmental Protection Authority on advice of the Department of Environmental Protection and the Department of Conservation and Land Management.

This Plan shall include:

- 1 management of drainage incorporating best practice Water-Sensitive Design principles, in consultation with the Water and Rivers Commission, which considers the implications to existing vegetation and groundwater quality from both drainage structures and altered surface hydrology to minimise potential for waterlogging and infiltration of pollutants to groundwater;
- 2 investigation for the presence of caves during clearing for construction and management of discovery;
- 3 investigation for the presence of subterranean fauna within any cave or karst system encountered in areas cleared or cut during construction, and designation of appropriate management measures;
- 4 the erection of exclusion fencing of the area as designated by the 'extent-of-works' prior to any clearing for construction, paying particular attention to retaining as many mature trees as possible;
- 5 compliance with appropriate dust, vibration, light and safety standards and guidelines during construction; and
- 6 allocation of responsibilities and timing for implementation.

- 9-2 At the commencement of construction, the proponent shall implement the Construction Management Plan required by condition 9-1 to the requirements of the Environmental Protection Authority on advice of the Department of Environmental Protection and the Department of Conservation and Land Management.
- 9-3 The proponent shall make the Construction Management Plan required by condition 9-1 publicly available to the requirements of the Environmental Protection Authority.

## **10 Noise and Vibration Management Plan - Railcar Depot**

- 10-1 Prior to finalisation of detailed design plans for the railway and railcar depot, the proponent shall prepare a Noise and Vibration Management Plan to ensure that noise and vibration do not adversely impact on existing and future residents in the vicinity of the railcar depot.

This Plan shall include:

- 1 predictions of noise levels from activities within the railcar depot;
  - 2 impact of the operation of the railcar depot on noise levels;
  - 3 details of noise management measures to ensure noise emissions from:
    - plant other than trains comply with the Environmental Protection (Noise) Regulations (1997); and
    - trains comply with current Westrail standards;
  - 4 procedures for monitoring the effectiveness of noise management measures once implemented;
  - 5 further investigation to determine the potential level of vibration in adjacent urban areas and designation of appropriate controls to comply with AS 2670.2-1990: Evaluation of human exposure to whole-body vibration – Part 2: Continuous and shock-induced vibration in buildings (1 to 80 Hz); and
  - 6 a complaints response procedure.
- 10-2 The proponent shall implement the Noise and Vibration Management Plan required by condition 10-1 to the requirements of the Environmental Protection Authority on advice of the Department of Environmental Protection.
- 10-3 The proponent shall make the Noise and Vibration Management Plan required by condition 10-1 publicly available to the requirements of the Environmental Protection Authority.

## **11 Construction Noise Management Plan**

- 11-1 The proponent shall prepare a Construction Noise Management Plan if work is to be undertaken outside of daylight hours. Noise levels shall comply with AS2436: Guide to Noise Control on Construction, Maintenance and Demolition Sites and the Environmental Protection (Noise) Regulations 1997.

This Plan shall include:

- 1 details of and reasons for construction work outside recommended hours;
- 2 predictions of construction noise levels;
- 3 details of noise control measures to be implemented;
- 4 procedures for on-site monitoring; and
- 5 complaint response procedures.

11-2 At the commencement of construction, the proponent shall implement the Construction Noise Management Plan required by condition 11-1 to the requirements of the Environmental Protection Authority on advice of the Department of Environmental Protection.

11-3 The proponent shall make the Construction Noise Management Plan required by condition 11-1 publicly available to the requirements of the Environmental Protection Authority.



CHERYL EDWARDES (Mrs) MLA  
MINISTER FOR THE ENVIRONMENT

08 FEB 2001



## **Schedule 1**

### **The Proposal (1363)**

This proposal is to extend the northern suburbs rail transit system from Currambine to Butler.

The proposal includes:

- 1 development of two new stations, one at Hepburn Avenue, Greenwood (south of the existing Currambine station) and the other at Neerabup Road, Clarkson;
- 2 relocation of the Currambine station into the median of the future Mitchell Freeway;
- 3 the extension of the railway line into the median of the future Mitchell Freeway to Nowergup;
- 4 the Nowergup railcar storage and servicing depot;
- 5 two railway bridges over Burns Beach Road; and
- 6 earthworks associated with the railway and stations.

### **Figure**

The proposed development is shown in Figure 1 (attached).

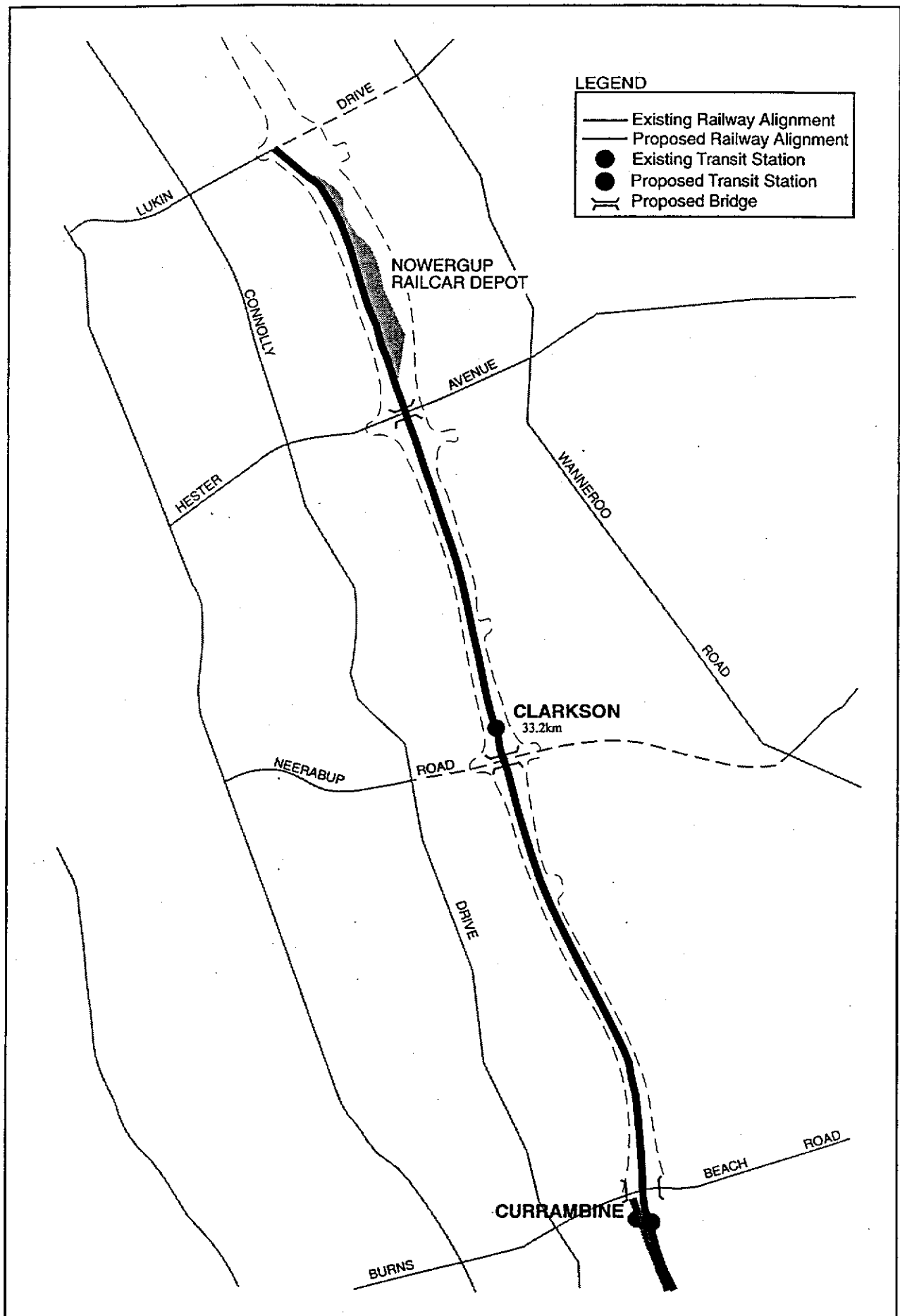


Figure 1. Northern Suburbs Transit System.