

Appendix P – Other matters required by DoEE for assessment of impacts under the EPBC Act

Additional items requested by the Department of the Environment and Energy in the Environmental Scoping Document are presented in Table 1.

Table 1: Additional items requested in the ESD to support the EPBC Act assessment

Relevant matters	Description
<p>The cost of the proposal (including the basis for any estimations of costs and/or benefits)</p>	<p>The State Budget allocated \$520.2 million to deliver the YRE Project. This cost estimate was based on the project schedule, developed through the METRONET Office with internal and external input from:</p> <ul style="list-style-type: none"> • PTA's Major Projects Unit, which has expertise in delivering major rail infrastructure projects, and procurement options; • environmental and legal representatives in ensuring realistic approval timescales are included in the proposed procurement; • external specialist consultants to provide constructability and staging recommendations. <p>A two-stage procurement options analysis has identified the following transport infrastructure delivery strategy, which provides the best value for money:</p> <ul style="list-style-type: none"> • bundling the main project works the YRE Project with Thornlie-Cockburn Link, into a single Competitive Alliance contract; • using individual Design and Construct contracts to procure appropriate forward works on each site; and • procuring professional services using standard PTA contract processes with the option to include additional projects based on performance.
<p>Expected employment impacts</p>	<p>State Government Employment Impacts</p> <p>METRONET is a job-creating program of works, which will provide local businesses with significant opportunities. To date, the proposal has already generated multiple employment opportunities across the State Government sector, including within the following agencies involved in METRONET:</p> <ul style="list-style-type: none"> • Department of Transport • Public Transport Authority • Department of Planning, Lands and Heritage • Department of Communities • LandCorp • Metropolitan Redevelopment Authority. <p>METRONET Taskforce, chaired by the Minister for Transport; Planning; Lands, oversees the program of projects and includes director generals and chief executives from Government agencies responsible for transport, planning, infrastructure and land development, and revenue policy and collection. Steering Committees focus on key program areas including transport infrastructure, station precincts and value capture. Feeding into these committees is the integrated METRONET Team, which draws specialists from across-Government. The team is responsible for planning and designing projects up to the investment decision. Once in construction and delivery, the team will monitor the project's implementation.</p> <p>The Public Transport Authority's Major Projects Unit will build the rail infrastructure.</p>

Relevant matters	Description
	<p>Nominated agencies, such as LandCorp, Department of Communities or Metropolitan Redevelopment Authority, will prepare the relevant planning schemes and complete detailed structure planning and development where required.</p> <p>Industry Employment Impacts</p> <p>Forward works packages are expected to be delivered through Design and Construct fixed-priced contracts. The main works will be delivered through a Design and Construct Competitive Alliance contract, combining both Thornlie Cockburn Link and YRE Project. This approach provides the best value for money and opportunity for the local market.</p> <p>Forward works will focus on investigations, bulk earthworks, service diversions and site establishment. The main works contract will include the design and construction of all major rail and building work elements.</p> <p>Community Employment Impacts</p> <p>Strategic employment opportunities at the Yanchep of City Centre and delivery of a high-density urban environment characterised by lower car dependency is contingent on the provision of essential supporting infrastructure, such as the extension of passenger rail to Yanchep.</p> <p>In the longer term, there is an opportunity to support the development of local activity centres, including Yanchep and Joondalup in a way that stimulates new employment opportunities, vibrancy, higher density land use and better environmental outcomes. As the proposal helps to stimulate the local economy and attract places of employment to the area, there will be less need to travel to Perth, which will further alleviate congestion in the northern corridor. The proposal will also improve accessibility to employment by providing the local community with access to public transport.</p>
Social amenity/public use of affected areas	<p>METRONET is the Government’s vision to integrate transport and land use planning in Western Australia and provide a framework to support sustainable growth of greater metropolitan Perth over the next 50 to 100 years.</p> <p>More than just a rail infrastructure program of works, METRONET planning goes beyond the station forecourts to shape and support development of communities within the surrounding walkable catchments.</p> <p>The proposal will add significantly to Perth’s public transport network.</p> <p>The proposal will provide a viable alternative to car usage, reduce congestion on the existing and future road network, improve service times for public transport users, and increase mobility to strategic metropolitan centres, including Yanchep and Joondalup.</p> <p>Additionally, the proposal will act as a catalyst for higher-density development, particularly around station sites, and open up business and development opportunities, particularly around Yanchep, on the metropolitan area’s northern urban fringe.</p> <p>The proposal includes:</p> <ul style="list-style-type: none"> • 7.2 km of dual track railway beginning from a future connection with the Northern Suburbs Railway, north of the future Eglinton Station, terminating approximately 900 m north of the future Yanchep Station. • Yanchep Station and associated facilities including intermodal rail, bus, ‘park and ride’, ‘kiss and ride’ and active mode facilities. • A Principal Shared Path along the railway corridor for use by pedestrians and cyclists.

Relevant matters	Description
<p>Public concerns / details of any public and stakeholder consultation activities including outcomes.</p>	<p>The YRE Project will address key public transport concerns in the area by:</p> <ul style="list-style-type: none"> • Meeting forecast population-driven increases in travel demand • Alleviating urban congestion • Providing efficient travel times for those accessing jobs, services and amenities • Increasing reach and frequency of bus services in the area • Providing access to the greater Perth passenger rail and bus network • Providing alternative, sustainable transport options, as shared paths connect the stations to surrounding residential and employment areas. <p>Key environmental issues identified for the proposal include:</p> <ul style="list-style-type: none"> • Clearing of native vegetation • Clearing of conservation significant vegetation, including: <ul style="list-style-type: none"> • Banksia Woodlands of the Swan Coastal Plain (TEC, subset of PEC) • <i>Melaleuca huegellii</i> – <i>M. acerosa</i> shrublands on limestone ridges (TEC) • Northern Spearwood shrublands and woodlands (PEC) • Tuart (<i>Eucalyptus gomphocephala</i>) woodlands of the Swan Coastal Plain (PEC) • Loss of conservation significant flora • Clearing of Bush Forever site 289 (Ningana Bushland) • Fragmentation of local east-west regional ecological link and Bush Forever Site 289 (Ningana Bushland) • Loss of fauna habitat due to clearing • Fragmentation of fauna habitat and loss of ecological connectivity • Loss of black cockatoo breeding and foraging habitat • Potential direct and indirect impact on subterranean fauna and/or habitat • Potential direct and indirect loss or alteration of parabolic dune formations and/or alteration of dune stability leading to dune erosion, blowouts or sand deposition • Noise and vibration disturbance to nearby sensitive receptors from proposal construction and railway and station operation. <p>METRONET and the PTA will continue to work closely with the EPA Services Unit and other State and Commonwealth environmental agencies to adequately identify, assess, avoid, manage, rehabilitate and offset the environmental values of the area impacted by the proposal.</p> <p>Refer to Table 3-2 in the ERD for details for any public and stakeholder consultation activities including outcomes.</p>
<p>Cultural and traditional activities in or relating to the affected area</p>	<p>Two Aboriginal Heritage Surveys were conducted in 2017 (R. & E. O'Connor 2017a; Error! Reference source not found.Appendix M) and (R. & E. O'Connor 2017b; Error! Reference source not found.Appendix N) to identify potential Aboriginal heritage values in the development envelope that may be of significance to the Whadjuk people, the traditional owners of the area. A desktop search of the Department of Aboriginal Affairs Aboriginal Heritage Inquiry System, conducted as part of the 2017 Aboriginal heritage survey, identified a number of registered Aboriginal sites in proximity to (at a distance of less than 5 km), but outside of, the development envelope. There were no registered Aboriginal sites located within the development envelope. No Aboriginal sites were identified during the site survey undertaken for the proposal.</p> <p>There are no State Heritage Places located within the development envelope, based on a search of the Heritage Council of Western Australia's database.</p>