

# Template

## Proposal Content Document

**Table 1:** General proposal content description

<b>Proposal title</b>	Byford Rail Extension
<b>Proponent name</b>	Public Transport Authority Western Australia
<b>Short description</b>	The proposal is to construct and operate an 8 kilometre new railway, including dual tracks and associated rail infrastructure, between Armadale and Byford. The proposal includes modification to the existing Armadale station, construction a new Byford station, replacement of a number of existing at-grade line crossings (level crossings) with grade separated crossings, either road over rail or rail over road.

**Table 2:** Proposal content elements based on MS 1183

Proposal element	Location / description	Existing Proposal	Proposed s45c Amendment	Maximum extent, capacity or range
<b>Physical elements</b>				
Railway tracks and associated infrastructure	The new 8 km dual railway track extends the existing electrified rail network at Armadale in a southerly direction using the existing Australind rail corridor (the Corridor) to the new Byford Station, north of Abernethy Road, Byford. Rail modifications will also be required as far as Sherwood Station 1.5 km north of Armadale Station.	Disturbance of up to 80.7 ha in the area shown as Disturbance Footprint contained entirely within a 164.6 ha Development Envelope. This includes the clearing of up to 16.0 ha of native vegetation.	No change in environmental impacts from existing Approved proposal. Minor change in Development Envelope of and Disturbance Footprint to facilitate works.	Disturbance of up to 80.7 ha in the area shown as Disturbance Footprint contained entirely within a 164.6 ha Development Envelope.
Armadale Station (modifications): Modifications to the existing railway station and associated facilities including intermodal rail, bus, 'park and ride', 'kiss and ride' and active mode (walking/cycling) facilities.	Located approximately 500 m south of Armadale Road, Armadale.	Not specified	No change from Approved proposal.	No change from Approved proposal.
Byford Station: New railway station and associated facilities including intermodal rail, bus, 'park and ride', 'kiss and ride' and active mode (walking/cycling) facilities	Located approximately 8 km south of the existing Armadale Station, 400 m north of Abernethy Road, Byford.		No change from Approved proposal.	No change from Approved proposal.

Proposal element	Location / description	Existing Proposal	Proposed s45c Amendment	Maximum extent, capacity or range
Level Crossings: Existing level crossings will be retained, closed or replaced with grade separated crossings, depending on the most appropriate design option. Each crossing will fit entirely within the Development Envelope	Located along the Corridor.		No change from Approved proposal.	No change from Approved proposal.
Wungong Brook Rail Bridge	Rail crossing over Wungong Brook.		No change from Approved proposal.	No change from Approved proposal.
Construction elements				
Construction and access areas	Where practicable the PTA will locate temporary construction areas in areas of existing disturbance. Construction and access areas in and adjacent to the Corridor, entirely within the 164.6 ha Development Envelope.	Disturbance of up to 80.7 ha in the area shown as Disturbance Footprint contained entirely within a 164.6 ha Development Envelope. This includes the clearing of up to 16.0 ha of native vegetation.		Disturbance of up to 80.7 ha in the area shown as Disturbance Footprint contained entirely within a 164.6 ha Development Envelope. This includes the clearing of up to 16.0 ha of native vegetation.
Operational elements				
Rail and Bus Services	The passenger railway will operate as an extension to the existing Perth to Armadale line, extending 8 km to Byford. New rail and bus services are proposed for Byford Station.			The passenger railway will operate within the 80.7 ha Disturbance Footprint.
Proposal elements with greenhouse gas emissions				
Construction elements:				
Scope 1	59,372 tonnes of CO <sub>2</sub> emissions over the life of the construction phase		No change from existing proposal	
Scope 2	None		No change from existing proposal	
Scope 3	None		No change from existing proposal	
Operation elements:				
Scope 1	537,295 tonnes of CO <sub>2</sub> emissions over the life of the operational elements phase (no change from existing proposal)		No change from existing proposal	
Scope 2	None (no change from existing proposal)		No change from existing proposal	
Scope 3	None (no change from existing proposal)		No change from existing proposal	

Proposal element	Location / description	Existing Proposal	Proposed s45c Amendment	Maximum extent, capacity or range
<b>Rehabilitation</b>				
Areas cleared for the Proposal will be revegetated where not required for permanent infrastructure or management access and with consideration for operational safety requirements in line with Guidance Statement 6 – Rehabilitation of Terrestrial Ecosystems (EPA 2006).				
<b>Commissioning</b>				
<i>Not applicable.</i>				
<b>Decommissioning</b>				
<i>Not applicable.</i>				
<b>Other elements which affect extent of effects on the environment</b>				
Proposal time*	Maximum project life	Approximately 120 years		
	Construction phase	Approximately 3 years		
	Operations phase	Approximately 120 years		
	Decommissioning phase	Not applicable		

*\* Proponents should only provide realistic timeframes to avoid unnecessary change to proposal applications at referral (section 38C), assessment (section 43A) or post assessment (section 45C).*