

Yanchep Rail Link – Part 2

Proposal Content Document

Table 1: General Proposal Content Description

Proposal title	Yanchep Rail Extension – Part 2
Proponent name	Public Transport Authority, Western Australia
Short description	<p>The proposal is to construct and operate a 7.2 kilometre extension to the Joondalup railway line from the future Eglinton Station to the suburb of Yanchep in the City of Wanneroo. The proposal will also include one new intermodal transit station at Yanchep, Principal Shared Path, bridge infrastructure, and construction and access areas.</p> <p>The increase in areas is to accommodate battering to development interface zones, the construction of a drainage basin, the location of a monopole, realignment of pedestrian path and to provide rail corridor access for maintenance and fire and emergency access.</p>

Table 2: Proposal content elements

Proposal element	Location / description	Maximum extent, capacity or range
Physical elements		
Clearing and disturbance for construction of the railway, stations, principal shared path, drainage structures, construction laydown and access, fauna fencing, bridges, noise walls.	Located within the Development Envelope as shown on Figure 1.	<p>Clearing and disturbance of no more than 66.81 ha which includes no more than:</p> <ul style="list-style-type: none"> • 62.21 ha of native vegetation including: <ul style="list-style-type: none"> o 0.05 ha of <i>Melaleuca huegellii</i> – <i>Melaleuca systema</i> shrublands on limestone ridges (Gibson <i>et al.</i> 1994 type 26a) o 9.79 ha of Banksia dominated woodlands of the Swan Coastal Plain IBRA Region • 28.8 ha of Bush Forever site 289. • 61.11 ha of ha of Carnaby's cockatoo foraging habitat, inclusive of 2.1 ha of Carnaby's Cockatoo potential breeding habitat • 46 potential Carnaby's cockatoo potential breeding trees <p>within a 79.89 ha development envelope.</p>

Greenhouse gas emissions	
Construction	
Scope 1	4,319.40
Scope 2	15.70
Scope 3	72,407.73
Operation	
Scope 1	305.53
Scope 2	69,737.17
Scope 3	- 549,645.60
Rehabilitation	
<p>Areas not required following construction or permanent infrastructure (including new embankments), will be rehabilitated. There are limitations however, to the extent of revegetation possible along embankments immediately adjacent to the rail. Therefore, the primary revegetation purpose in these areas will be stabilisation. Revegetation is the preferred method of stabilisation; should batters be of a suitable gradient and material and not required for operational infrastructure purposes, they will be stabilised with planting of locally endemic species where possible and/or bioengineering controls. Species selection will be considerate of creating habitat for Carnaby's Black Cockatoo in areas further than 10 m from the railway.</p> <p>Where slopes are too steep or the material is not suitable for revegetation (e.g. cuttings through limestone) or the area is required for operational infrastructure purposes, other stabilisation methods maybe implemented.</p>	
Commissioning	
<p>Commissioning of infrastructure will be done in coordination with Rail Safety regulatory approval for the commencement of operations and will coincide with the activation and energisation of the rail network.</p>	
Decommissioning	
<p>Removal of all rail and infrastructure as required.</p>	

Other elements which affect extent of effects on the environment

Proposal time	Maximum project life	100 years +
	Construction phase	4 years
	Operations phase	100 years +
	Decommissioning phase	2 years from cessation of operations

**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).*

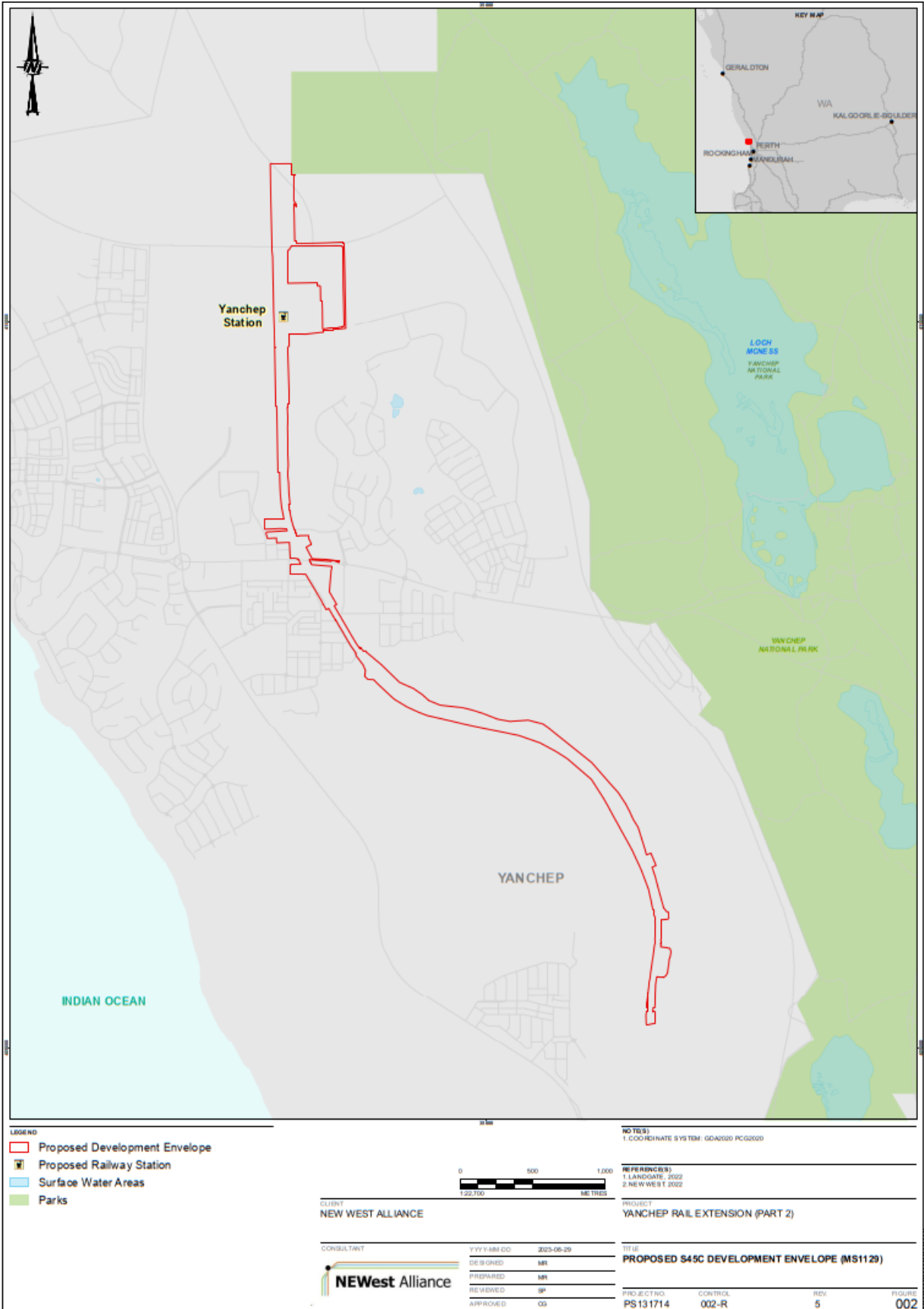


Figure 1: Yanchep Rail Extension Part 2 – Eglinton to Yanchep Development Envelope