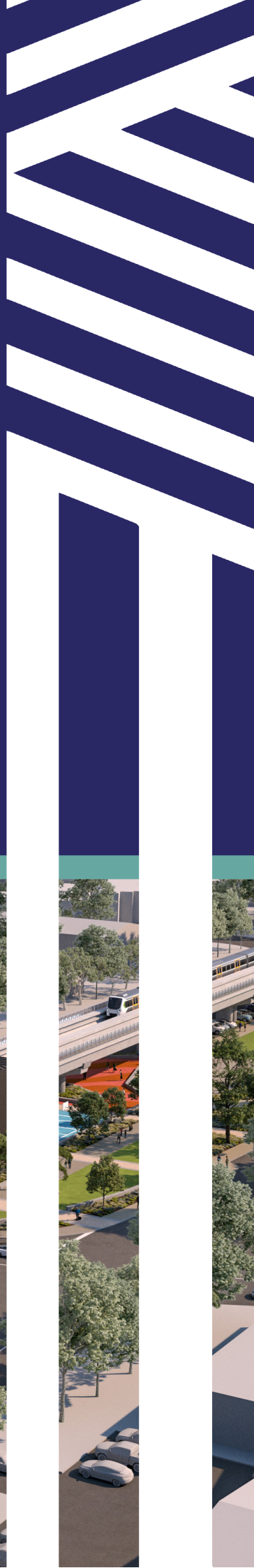


VICTORIA PARK TO CANNING LEVEL CROSSING REMOVAL PROGRAM

DA 1 SUBMISSION – FACT SHEET



ARMADALE LINE UPGRADE ALLIANCE



1. Introduction

This factsheet has been prepared to provide the public with a summary of the key information that has been considered in informing the development of DA1 submission and will be of a high level of interest to the community.

The DA1 submission is for the early enabling and key structural components of the Victoria Park to Canning Level Crossing Removal Project only. Separate development applications will be submitted and advertised in the future for the remaining components of the project. These will include the new train stations, public car parking (park and ride facilities), bus interchange facilities and the new public spaces and facilities below and around the viaduct.

Community members can comment on the DA1 development applications by making a submission during the 14 day public notice period. For advertising dates and details visit:

<https://www.wa.gov.au/organisation/departments-of-planning-lands-and-heritage/metronet-station-development-applications>

2. Development Application Information

- Development Approval (also referred to as Planning Approval) is a legal document that provides permission for a specified use or development to occur on a particular piece of land. It is obtained by submitting a Development Application to the relevant decision-making body.
- In this case, the applicant is Element on behalf of the Armadale Line Upgrade Alliance and the decision making body is the WA Planning Commission.
- Local Governments will receive copies and are expected to make recommendations of the Development Application. They have worked collaboratively with METRONET through planning and design phases in the development of the proposals and designs submitted within it.
- Community members can also comment on the development applications by making a submission during the 14 day public notice period. For advertising dates and details visit: <https://www.wa.gov.au/organisation/departments-of-planning-lands-and-heritage/metronet-station-development-applications>

2.1 Viaduct

- The project will deliver an elevated rail line and rail stations for a section of the Armadale Rail Line commencing to the south east of the existing Miller Street overpass in Victoria Park and extending to the north west of the existing Gerard Street overpass in Cannington.
- In August 2022 it was announced that there would be a further section of elevated rail added to the scope of the project, extending the project into the City of Gosnells, to include a new Beckenham Train Station and the removal of the William Street level crossing. Given the late inclusion of this section of the rail line in the project, the development applications for the project located in the City of Gosnells will follow at a later point in time.
- The project proposes the removal of six level crossings along the Armadale Rail Line including; the Mint Street, Oats Street, Welshpool Road, Hamilton Street, Wharf Street and William Street level crossings.
- The new elevated rail line or viaduct will allow the removal of the level crossings by removing the movement barrier associated with the existing at grade rail line. As a consequence of the elevated rail line, all existing at grade train stations along this part of the line will need to be removed and replaced with new elevated train stations. In addition, the project will result in new public car parking (park and ride facilities), bus interchange facilities and public spaces and facilities below and around the viaduct.

2.2 Trees / Landscaping

- The vision for the project is to create a new city park over 7kms, to bring nature-based play and parklands back to surrounding communities.
- An Arborist's Report has informed the Tree Retention and Planting Strategy, which aims to retain existing trees wherever possible. The Strategy aims to build train stations within a park, under three key principles:
 - Collective: Unifying native trees planted along the entire rail corridor.
 - Connected: Creating sense of place through vegetation planted within defined sections of the corridor

- Specific: Using signifier tree species that reinforce identity and wayfinding, that is unique to specific locations.
- Overarching goals include:
 - increasing canopy cover
 - using specific plantings in each location to complement the unique character of each location within the project area
 - showcasing WA's unique wildflowers
 - immersing self in nature
 - retaining existing mature trees where possible.
- It is unavoidable that some trees will need to be removed as part of the works to ensure safety and constructability compliance.
- Design and construction methods have been adapted to retain as many trees as possible. For example, the project will use gantry cranes, to significantly reduce the project's footprint.
- Trees removed will be replaced, transferred, or repurposed within the project site wherever possible (ie: within nature play areas).
- Local governments have been consulted on the project's Tree Retention and Planting Strategy with consideration of their Urban Forrest Strategies and Tree Registers.
- The project aims to increase the total number of trees within the rail corridor with around 880 new trees to be planted, achieving 30% canopy cover across the whole project site.
- New landscaping will include mature trees, low shrubs, ground covers and lawn.
- Tree species will be chosen in consultation with local governments and local nursery specialists, in the detailed design phase.
- The community has been consulted on landscaping options during the planning and public space design concepts consultation phases.

2.3 Noise Walls

- Noise walls will be erected where required.
- Noise wall design needs to consider security, maintenance and safety requirements, as well as controlling noise emissions and vibration impacts from the rail alignment.
- Typical noise walls for similar projects can range from 1.5m to 4m in height. The corridor width and noise modelling results will be used to determine the height at each location.
- Noise walls will be set in from the corridor to allow for additional screening from planting, and to provide a better barrier of protection between the corridor and residential areas.
- Noise walls will not be located where public open space exists.
- Material chosen to build noise walls will be determined in the detailed design phase.

2.4 Construction / Shutdown

2.4.1 Works

- Major construction works within the 18-month shutdown are due to begin in late 2023. Construction is due to end in mid-2025.

- Planning and preparation are well underway to ensure the works for the elevated rail are completed within the shutdown period.
- While every effort will be made to reduce construction impacts, the community will mostly be impacted by road closures, path diversions, noise, vibration, dust, construction traffic and changes to pedestrian access.
- Early investigation works have been completed and involved:
 - locating all existing services such as water, gas, electricity and telecommunications around the stations
 - geotechnical investigations to better understand the compositions of the ground where infrastructure will be built
 - verifying the ground levels along the corridor through surveying.
- The next stage of works involves enabling works to prepare construction sites for the shutdown period.
- All works follow approved noise and traffic management plans.
- Some works will occur at night and on weekends. Relevant approvals will be sought and affected property owners will be notified before works begin at each stage of the project.
- A range of control measures being used to minimise noise disturbance include:
 - ensuring equipment is well-maintained to reduce noise emissions
 - using vehicles fitted with a low noise reversing croaker, instead of beepers, where possible
 - reducing the number of vehicle movements through careful planning
 - using the quietest equipment reasonably available.

2.4.2 Traffic Impacts

- We are undertaking studies and stakeholder engagement (including with local government authorities) to understand how the traffic will flow when the project is finished, to help inform the treatment options of surrounding intersections (eg: traffic lights, roundabouts) where these are needed.
- We're also investigating ways to calm traffic on streets near the new public space and upgraded stations to ensure these are pedestrian friendly.
- The design of roads and intersections is an important part of the project to ensure that streets are safe and accessible for pedestrians, cyclists, and people with disabilities.

2.4.3 Environmental Impacts

- Minimising environmental impacts is a key focus of the project.
- Every effort is made to avoid, minimise or rehabilitate environmental effects before and during construction.

2.5 Replacement Bus Services

- Planning is well underway to ensure adequate replacement services during the shutdown.

- In March 2022, Transperth conducted a survey of passengers along the Armadale Line. Secondary schools and tertiary providers were also engaged to provide feedback on proposed routes and replacement services for the shutdown.
- This feedback is now being reviewed by the project team as they work towards finalising replacement services.
- More information is expected to become available next year.