Environment

While the Thornlie-Cockburn Link is located in existing rail corridors, a number of important environmental concerns have been, and will continue to be, carefully considered as part of the project.

Flora management

The existing rail corridor has been largely cleared of native vegetation and is maintained as an active freight rail corridor. However, some clearing will be required for the Thornlie-Cockburn Link, which will require approval under the Environmental Protection Act 1986.

Animal management

During construction, any areas marked for clearing will be inspected for animals to be relocated beforehand. Relocation by a verified specialist will be timed, where practicable, to prevent coinciding with the main nesting/breeding season of fauna species – usually spring and summer.
Noise, vibration and light

Investigation and planning is already underway to ensure introducing the passenger lines means noise and vibration levels are no worse, and where possible are better than existing levels experienced within the community.

Predicting noise and vibration is a complex science that takes a number of inputs to create a model for the project. For this project, the inputs included:

- Onsite noise monitoring results conducted for two weeks in June 2017;
- Noise monitoring results of similar noise sources expected when the project will be completed, such as existing passenger trains in Victoria Park;
- Data on existing soil conditions and structures (buildings, bridges, walls) in the project area; and
- Early rail design.

Based on early designs, an initial operational noise and vibration assessment has recommended a combination of up to four-metre high noise walls in certain locations and anti-vibration ballast matting under both the freight and passenger lines.

This will continue to be reviewed and updated as the designs progress when the contractor is appointed.

Lighting of the principal-shared path and station areas will be directed away from residential properties as much as possible and will be assessed during the final design stages.

Aboriginal Heritage

Duplicating the rail bridge over the Canning River will occur within an identified Aboriginal heritage site.

While the impact is expected to be minimal, recognising the importance of this site to the Whadjuk people, relevant approvals have been sought. Specialist Aboriginal monitoring personnel will also be engaged during the initial ground work at this location to further ensure there are no heritage sites or artefacts located within these areas.

About the project

METRONET’s Thornlie-Cockburn Link duplicates three kilometres of track between Beckenham and Thornlie stations, relocates 11 kilometres of freight rail, builds 14.5 kilometres of new passenger rail between Thornlie and Cockburn stations and two new stations at Nicholson Road and Ranford Road. The project is the catalyst for medium to long term redevelopment in the area.