

Memo

Jarrahdale Railbikes - Clearing Assessment

Prepared For: Jarrahdale Railbikes Group Inc.
Project Name: Clearing Assessment for the proposed Railbike Track
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1. Introduction

The Jarrahdale Railbikes Group Inc. is proposing to create a unique, safe railbike experience on a portion of the disused Jarrahdale rail line, from Buckland Rd to just west of Jubb Rd. 1.5 km from the heart of Jarrahdale. The project is referred to as the Jarrahdale Railbikes.

The Jarrahdale rail line, a private timber railway, initially carried logs from the Jarrahdale timber mill to the Port of Rockingham for export starting in 1872. In 1893, the Western Australian Government Railways (WAGR) South West Railway from Perth to Bunbury was opened, and consequently use of the Jarrahdale rail line dwindled with part of the line removed in 1950. The Jarrahdale to Mundijong line remained in operation until November 1962. This section of railway is still in place and maintained by Arc Infrastructure.

The Jarrahdale Railbikes will be a tourist attraction, providing reliable income source for the Jarrahdale Community Collective and other like-minded voluntary, not for profit groups. It will enable support for other private businesses in and around Jarrahdale, as well as offer opportunities for the youth to be involved. The Shire of Jarrahdale-Serpentine has given their support for this project.



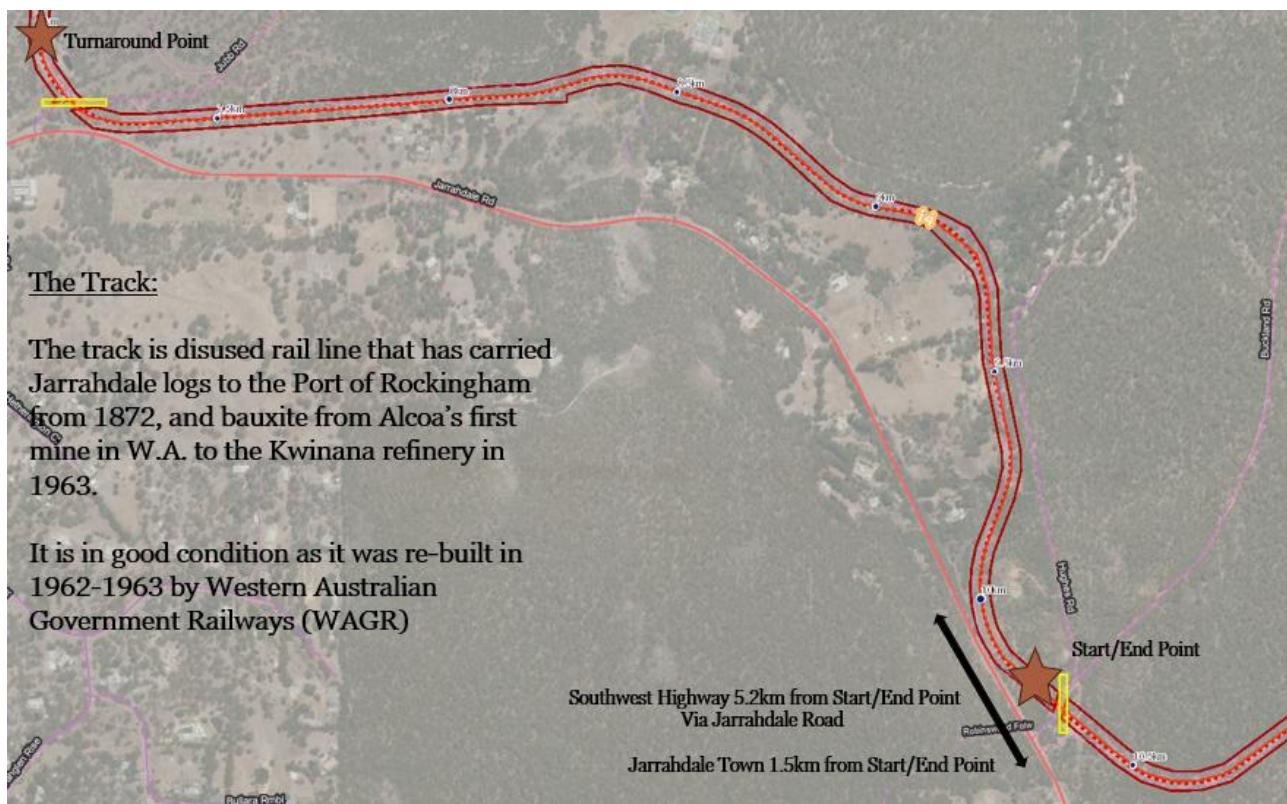


Figure 1: Map of Jarrahdale Rail Line to be used for Railbikes

2. Proposed Clearing

To implement the proposed railbikes and ensure they can be operated safely, clearing of vegetation within the existing railway easement is required.

3. Assessment

Botanica Consulting Pty Ltd (Botanica) conducted an assessment of the Jarrahdale rail line that extends from Jarrahdale to Mundijong, a section of which has been selected to be used for the Jarrahdale Railbikes (Figure 1). The track is in good condition as it was re-built in 1962-1963 by the WAGR and all operations which used the track ceased in 1998.

Andrea Williams and Jim Williams of Botanica Consulting walked the rail line on two different times in October 2025 to assess the vegetation and fauna habitat that occurs along the track.

The proposed railbike track is in the Northern Jarrah Forest (JAR01) IBRA subregion which is within a schedule one area that encompasses the following IBRA Regions of southwest of Western Australia - Geraldton Sandplains, Swan Coastal Plain, Avon Wheatbelt, Jarrah Forest, Warren, Mallee and Esperance Plains. The southern end of the proposed railbike track is adjacent to the Jarrahdale State Forest.

The Vegetation Condition rating within the track is described as 'Degraded' as the original vegetation structure is severely impacted by disturbance; basic structure no longer apparent; includes areas

that are still vegetated but where the composition and structure are dominated by weeds, or areas where most of the native vegetation has been removed.

3.1. Flora

The proposed railbike track has a well-constructed railway line that has been maintained by the present operator Arc Infrastructure to remain clear of all vegetation on the actual railway line (Figure 2). However, following inspections it was observed that maintenance in some parts of the track has not been occurring. In these locations the following Acacia species, which are alien to Western Australia are thriving. These are *Acacia decurrens*, *Acacia iteaphylla*, *Acacia longifolia* and *Acacia podalyriifolia*. Mixed in with these species is a significant number of other alien (weed) species (Figure 3).

There is a location along the line that *Eucalyptus camaldulensis* saplings have grown through the railway line. This species is not native to the Jarrah Forest and can be invasive (Figure 4). There are very few native species occurring on the edge of the railway line, the majority of which are juveniles and are currently outcompeted by the non-native alien species.

3.2. Fauna

The Jarrahdale area is home to a significant number of native fauna. The railbikes will provide the opportunity for members of the community and tourists alike to learn about these as part of the tour. The Marri (*Corymbia calophylla*) is the dominant upper story on each side of the rail line. There is a significant number of large trees, many with hollows that can support the two species of Cockatoos that are seen along the rail line easement. There are no plans or necessity to remove or trim any of these habitat trees. The Red-tailed Black Cockatoo (*Calyptorhynchus banksia*) is common in the rail line easement along with the Carnaby's Black-Cockatoo (*Zanda latirostris*) that was seen in the area during the assessment. The Western Grey Kangaroo (*Macropus fuliginosus*) is also a frequent visitor to the area. The project will have no significant impact on these species. Reptiles are well represented in the corridor with a King Skink (*Egernia kingii*) and Common Death Adder (*Acanthophis antarcticus*) sighted during the assessment.

The rail line easement forms a corridor for native fauna to egress along. Maintaining the track will ensure the fauna species are able to use this and be present whilst the railbike tours are happening thus making it possible that these species may be sighted from the railbikes.

3.3. Aboriginal Cultural Heritage.

Being on the margin of the Gnaala Karla Booja and Whadjuk territories, the traditional owners used to harmoniously interact for cultural reasons, trade and ceremonies. This is a unique point that should be shared. Too often we hear of violent ownership of land. We offer the opportunity to discuss the peaceful and congeniality of the Jarrahdale First Australians. The Jarrahdale Railbike Group Inc. is

very keen to work with the Traditional Owners to bring this project to be part of the community. There is an opportunity to improve the damage done along this track easement since it was cleared in 1872 and work with Aboriginal rangers on Country.



Figure 2: Railway line clear of vegetation



Figure 3: Overgrown sections of the line dominated by alien Acacia species



Figure 4: Eucalyptus camaldulensis saplings



Figure 5: Common Death Adder in the survey area

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