



PCU033924

Blacktown City Council

Growing with Pride

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21 May 2012

Director, Infrastructure Projects
Major Projects Assessment
Department of Planning & Infrastructure
GPO Box 39
SYDNEY, NSW 2001

Department of Planning
Received
22 MAY 2012
Scanning Room

Dear Sir,

North West Rail Link Environmental Impact Statement Stage 1 – Major Civil Construction Works

I refer to your letter dated 3 April 2012 inviting Council to make a written submission on the Environmental Impact Statement Stage 1 (EIS1) for the North West Rail Link (NWRL) project submitted by Transport for NSW.

It is understood that the EIS examines major construction works including tunnelling, underground station excavation and building of the Skytrain, and outlines the potential impacts of these works on the local community and how they will be managed. The EIS also incorporates an assessment of the Staged Infrastructure approval modification application that was submitted to the Department of Planning and Infrastructure (DPI) in December 2011.

Over many years Council has advocated to the NSW Government that construction of the NWRL should begin as a matter of priority to service existing and future communities in the rapidly growing North West Growth Centre. It is very pleasing that Government has listened and is now taking positive steps towards providing this much needed public transport infrastructure for North West Sydney.

With regard to the NWRL project, Council previously provided comments to the DPI on the proposal by Transport for NSW to modify the Staged Infrastructure Approval for the NWRL. In that submission dated 17 January 2012, Council identified a number of possible additional impacts on land in the Blacktown LGA that required further consideration.

It is noted that several of those items have been addressed in EIS1, particularly in relation to proposed additional station locations, relocation of Kellyville Station, Area 20 Precinct alignment modifications and vertical alignment modifications between Bella Vista and Rouse Hill.

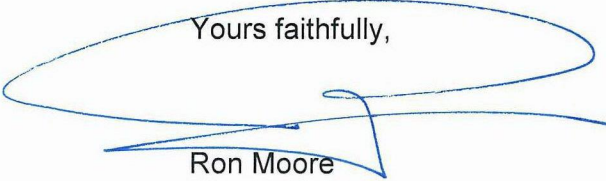
It is understood that other matters raised in that submission, such as particular station design requirements, precinct planning considerations and the like, will be dealt with in

EIS2 at a future date. Council would be pleased to provide further comments on that document at the appropriate time.

In response to the current exhibition of EIS1, Council Officers have reviewed those elements of the project that are likely to impact on land in the Blacktown LGA and have included as **Attachment 1** to this letter comments for your consideration.

Thank you for providing Council with the opportunity to review and comment on EIS1. Should you require clarification or any further information regarding these comments, please contact Council's Manager Strategic and Precinct Planning, Chris Shannon on 9839 6229.

Yours faithfully,



Ron Moore
General Manager

ATTACHMENT 1

SUBMISSION ON THE NORTH WEST RAIL LINK ENVIRONMENTAL IMPACT STATEMENT – STAGE 1

Council's specific comments on the North West Rail Link (NWRL) Environmental Impact Statement – Stage 1 (EIS1) are as detailed below.

Delivering the North West Rail Link

- a) Council strongly supports the Government's initiative to progress the planning and delivery of the NWRL. Such significant investment in public transport infrastructure is vital to service the rapidly expanding Western/North Western Sydney Region, which is predicted to grow by an additional population of 3 million people by 2036. The NWRL will ultimately provide access for future residents of North West Sydney to jobs and services located in strategic centres throughout greater Sydney, including the CBD.

Managing Construction Noise and Vibration

- b) The acoustic assessment identifies a number of potential significant exceedances above the noise management levels for the project. As a result, a variety of mitigation measures are recommended including the installation of acoustic sheds and noise barriers. It is recommended that noise monitoring be carried out to ensure that the proposed mitigation measures have been effective in reducing the noise impacts.

Construction Traffic Management

- c) The focus of EIS1 is on tunnelling works and construction of the elevated Skytrain structure. None of these works fall within the Blacktown LGA boundary. However, it is noted that the EIS nominates two construction sites within Blacktown as follows:
 - Windsor Road Viaduct to Cudgegong Road
 - Tallawong Stabling Facility
- d) Access to the sites is proposed from Cudgegong Road, Tallawong Road and Schofields Road. The provision of two access points to each site is considered adequate with appropriate controls to manage truck movements in and out of the site.
- e) The EIS indicates that the Tallawong Stabling Facility will be the main generator of construction traffic. As such, extra care is needed to manage truck movements at this site.
- f) The EIS also indicates that heavy vehicles should follow the arterial road network – ie. Schofields Road and Windsor Road, noting that Schofields Road west of the construction sites does not provide direct connectivity to the arterial road network. In this regard, Council supports the heavy vehicle routes identified in the EIS.

Surface Water Run-off and Flooding

- g) Council has some concerns with regard to surface water and flooding conditions in Second Ponds Creek as a result of proposed construction works. In particular, the

EIS Technical Paper 6 indicates that the Stage 1 works could increase the 100 year ARI flood levels by up to 0.9m immediately upstream of the proposed bridge using a haul road at 0.5m typically above existing ground levels. The impact of this on the adjoining property has not been addressed and proposed mitigation measures or compensation arrangements will need to be included in the project application assessment.

- h) The EIS also indicates that the Stage 2 impacts would be in the order of 0.48m in the 100 year ARI flood level. This will impact design planning levels for adjoining land development requiring additional fill. This increase in design flood levels would need to be approved by the trunk drainage authority which is Sydney Water for Second Ponds Creek.
- i) The proposed works should be configured to minimise adverse flooding, water quality and riparian impacts. Furthermore, the current Stage 1 works should be configured to suit the proposed Stage 2 works to minimise rework and associated impacts with additional construction program.
- j) It is not possible to comment at this stage on whether the corridor includes sufficient space for the proposed Stage 2 operation phase including stations, commuter car parking etc. in terms of water quality treatment and quantity management as no modelling or description of these measures is presented in EIS1. Stage 2 water quality and quantity management should be consistent with Growth Centres Development Code and DCP requirements.

Work Sites

- k) It is noted that Construction Site 13 is proposed to be located adjacent to an original section of Old Windsor Road (now part of the T-way running north of Samantha Riley Drive, Kellyville) that is listed on the State Heritage Register. Although the EIS comments that this section of the T-way and eucalyptus trees would be located outside of the construction zone, there is potential for the project to impact on this State heritage listed item, both during construction and in the long run as a result of the visual impact of the rail viaduct adjacent to it. Special precautions should be taken during construction to ensure that there are not lasting adverse impacts on the heritage listed section of roadway.

Cudgegong Road and Tallawong Road Bridges

- l) The EIS indicates that Cudgegong Road and Tallawong Road will ultimately pass over the rail line in the vicinity of Construction Site 17, just east of the future station and stabling facility. These bridges should be constructed as part of the NWRL project at no cost to Council or the community as part of any Section 94 Contributions Plan for adjacent residential release precincts.
- m) With respect to the Tallawong Road bridge, consideration should be given to realigning the carriageway and intersection at Schofields Road to match up with the existing roundabout at Ridgeline Drive, The Ponds.

Building the Skytrain and Other Aboveground Works

- n) The proposal to provide up to 4km of the NWRL as an elevated viaduct has the potential to result in a poor visual aesthetic for nearby properties, unless careful consideration is given to the design and treatment of the viaduct structure. In particular, it is recommended that anti-graffiti measures be applied to the finishes of

the concrete pylons, and that public art features be used to soften or improve the appearance of the track/structure.

- o) Furthermore, it should be a condition of approval that no advertising signs be permitted in, on or over the Skytrain structure and land beneath. Only directional signs, traffic signs/signals and those ancillary to the use of the structure as a railway corridor and public art should be permitted in this area.

Pedestrian Access to Bella Vista and Kellyville Stations

- p) Given that both the Bella Vista and Kellyville Stations are proposed to be elevated structures, consideration and planning should be directed towards ensuring access is readily available for residents/commuters from the western side of Old Windsor Road. In particular, further detail in relation to the locations of any future pedestrian overpasses needs to be provided to ensure that the impacts of such are minimal on surrounding properties and any requirements for land acquisitions are identified and met at an early stage.