

**MODIFICATION REQUEST:
North West Rail Link – Major Civil
Construction Works (Showground
Station Modification)
(SSI Mod-5645)**



The proposed modification is associated with changes to Showground Station (Construction Site 6), including:

- changes to the location of Showground Station, to the south east and parallel with Carrington Road, and associated modification of the horizontal alignment of the tunnels;*
- vertical alignment changes to accommodate the changed location of Showground Station;*
- changes to Showground Station construction site boundary; and*
- changes to the Showground Road and Carrington Road construction access / egress arrangements.*

Director-General's
Environmental Assessment Report
Section 115ZI of the
Environmental Planning and Assessment Act 1979

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EXECUTIVE SUMMARY

The North West Rail Link (NWRL) has been identified by the NSW Government as a key priority railway transport infrastructure project. The NWRL alignment stretches 23km from Epping to Rouse Hill, and will consist of two 15.5km underground rail tunnels generally between Epping and Bella Vista and a 4.2km above ground twin track viaduct generally between Bella Vista and Rouse Hill. It will include eight new stations at Cherrybrook, Castle Hill, Hills Centre (Showground), Norwest, Bella Vista, Kellyville, Rouse Hill and Cudgegong Road, and a train stabling facility at Tallawong Road.

The NWRL is being delivered in two stages:

- Stage 1: Major Civil Construction Works, was approved by the Minister for Planning and Infrastructure on 25 September 2012; and
- Stage 2: Stations, Rail Infrastructure and Systems is currently being assessed as a separate application.

Transport for NSW (the Proponent) submitted a request on 25 October 2012, to modify the Stage 1: Major Civil Construction Works to address minor changes associated with the Hills Centre Station. This includes moving the Hills Centre Station slightly to the south-east and parallel with Carrington Road, and associated modification of the horizontal alignment of the tunnels. Subsequent changes to the vertical alignment would also be required, resulting in the tunnel being shallower beneath Cattai Creek. The Modification would also include changes to the Showground Road and Carrington Road construction access / egress arrangements. The station would also be known as Showground Station. The justification for these changes include:

- providing better customer outcomes, including improved bus interchange and commuter car parking located closer to the station; and
- reducing construction impacts on the Castle Hill Showground.

Following an assessment of the Modification, and consideration of 21 submissions received during the public exhibition of the Modification, the Department identified the following key assessment issues:

- noise and vibration;
- land use and community facilities;
- traffic and transport;
- ecology; and
- soils, geotechnical, water and hydrology.

Potential additional impacts have been addressed by the Proponent through a suite of additional environmental mitigation measures, in particular in relation to access arrangements to the construction site, noise mitigation measures for adversely impacted sensitive receivers, and mitigation and management measures associated with potential grouting works at Cattai Creek. The Department acknowledges that residual impacts will occur, but considers that these impacts can be managed to an acceptable level. This is reflected within the recommended conditions of approval, including a requirement to provide additional management measures within the Construction Soil and Water Management Plan.

Consequently, the Department considers that the Modification is justified, and recommends that the Executive Director, Development Assessment Systems and Approvals, as delegate of the Minister for Planning and Infrastructure, approve the modification request subject to the recommended conditions of approval.

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1. BACKGROUND

The NWRL project has been identified by the NSW Government as a key priority railway transport infrastructure project. On 6 May 2008 Concept Plan approval was granted for the western section of the North West Metro (MP 06_0157). This Concept Plan was assessed and approved under Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act). On 1 October 2011, Part 3A of the EP&A Act was repealed. Under clause 5 of Schedule 6A of the EP&A Act, the Concept Plan approval has been transitioned to a State significant infrastructure (SSI) approval under Part 5.1 of the EP&A Act.

The NWRL project is being assessed and delivered through a two stage process with separate applications and approvals. On 25 September 2012, the application for the NWRL Stage 1: Major Civil Construction Works (Stage 1) was approved. Stage 1 includes 16 construction sites along the alignment from which the following will be carried out:

- excavation of tunnels and underground station boxes;
- construction of above ground infrastructure including viaduct spans and bridges; and
- earthworks.

Preparation for construction of the approved NWRL Stage 1 project, including pre-construction / early works activities, has commenced in accordance with the approval. As the design has developed in preparation of construction, and in response to the consultation outcomes for Stage 1, the approved Showground Station site design has been refined. In particular, the location of the Castle Hill Station and the construction site are proposed to be moved to reduce impacts on the Showground. The proposed modification also reflects The Hills Shire Council's decision earlier this year to move out of the council building, and to not renew the lease for the Hills Centre for Performing Arts beyond May 2013, to make way for the new station.

Transport for NSW (the Proponent) is therefore seeking approval for the modification of the NWRL Stage 1: Major Civil Construction Works approval.

2. PROPOSED MODIFICATION

2.1 Modification Description

The proposed modification is associated with changes to Showground Station. The project location, including the modified construction boundary, and modified horizontal alignment is shown in Figure 1. Figure 2 further shows the approved Showground Station construction site footprint and layout.

The modification includes:

- moving the railway station to the south-east, further away from the Showground ring and community facilities to reduce construction impacts;
- acquiring and demolishing the Hills Centre for Performing Arts to make way for the new station and possibly using the Hills Shire Council building as a project office during construction;
- changing the location of the heavy vehicle access road;
- retaining four out of five community facilities previously proposed to be demolished, and relocating the trotting stables and horse amenities on-site; and
- improved bus interchange and commuter car park, located closer to the station.

Figure 1: Proposed modification to the construction site boundary and site layout

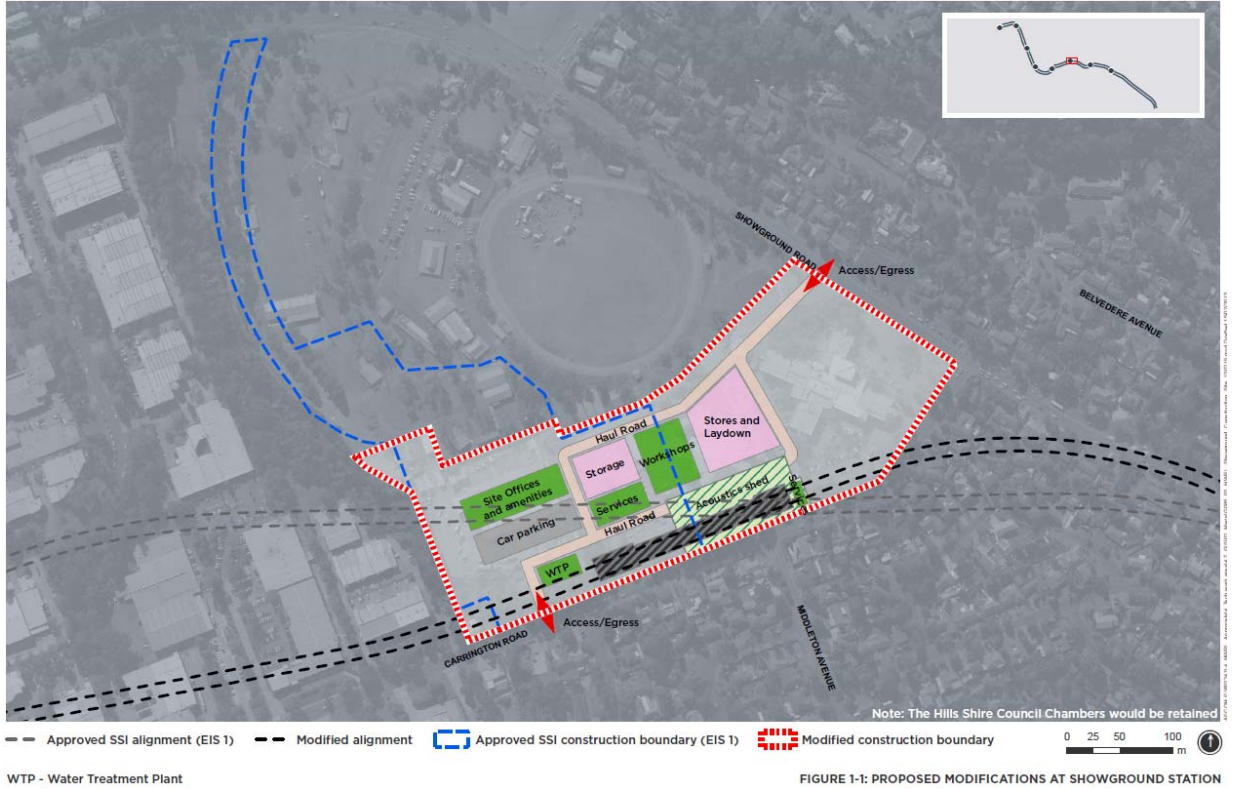
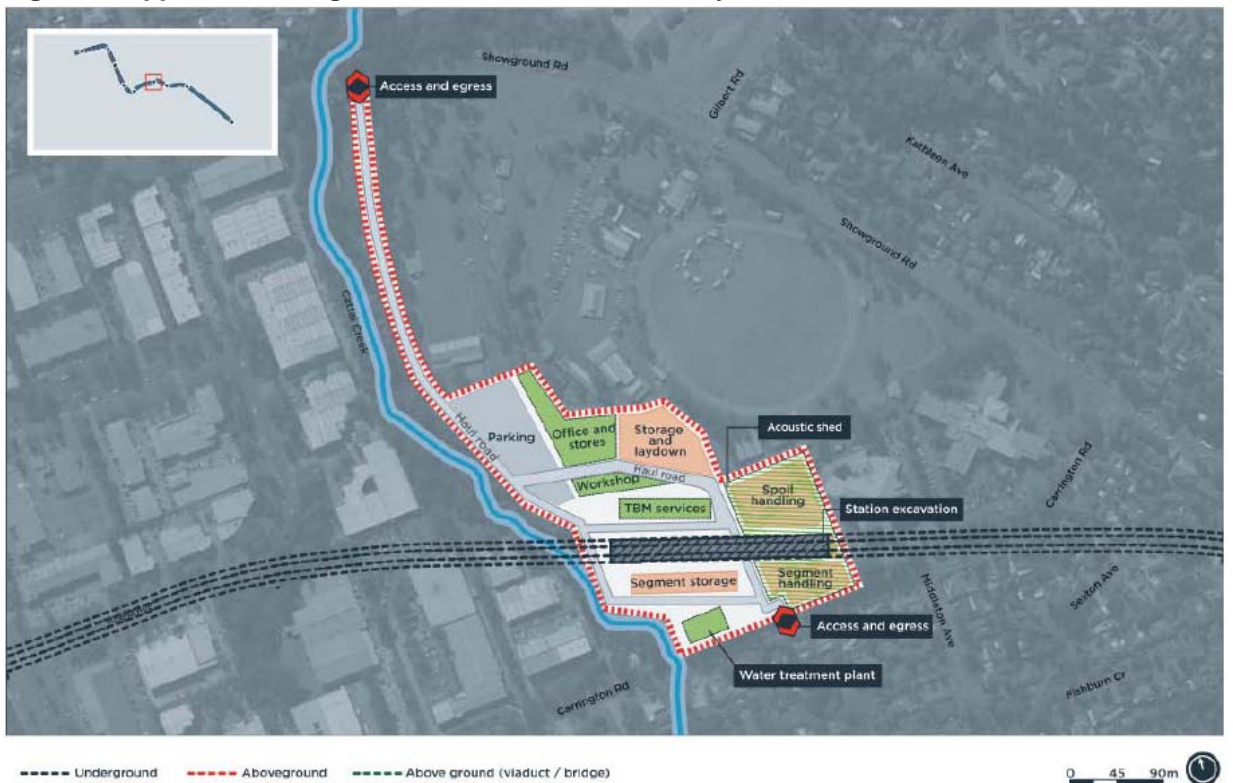


Figure 2: Approved Showground Station construction layout



The key aspects of the proposed modification are listed in Table 1, which provides a summary of the approved components of the Stage 1 approval as they relate to Showground Station and construction site 6, and where modification is sought for individual project components.

Table 1: Summary of approved NWRL project components and proposed modifications

Project component	Proposed modification
<i>Showground Station box</i>	<p>Change to the horizontal alignment of Showground Station – the station would be moved slightly to the south east parallel with Carrington Road, reducing the impacts on the Castle Hill Showground complex.</p> <p>Vertical alignment of the tunnel will be shallower at Showground Station to account for a minor change to the horizontal alignment. If required, grouting would be undertaken to consolidate alluvial sediment above the tunnel alignment, to minimise the potential for water ingress and to increase structural stability of the geology during tunnel boring machine (TBM) tunnelling works.</p>
<i>Showground Station Construction Site</i>	<p>Change in the extent and area of the construction footprint, from 65,000 m² to 85,000m².</p> <p>The Showground Station construction site boundary would be altered as a result of proposed changes to the access and egress arrangements from Showground Road, Carrington Road and within the site boundary.</p> <p>East of the proposed Showground Station box, the construction site boundary would be extended to Showground Road, encompassing the existing Hills Centre for Performing Arts and Hills Shire Council Chambers, which would be acquired by the Proponent.</p> <p>The Hills Centre for Performing Arts would be demolished, and Council Chambers would be used as a site office during construction.</p> <p>The modified construction site boundary would be extended to encompass the residence on the western side of Cattai Creek, which would also be acquired by the Proponent. The modified boundary covers slightly more of the riparian corridor and part of Cattai Creek.</p>
<i>Construction Access / Egress</i>	<p>Change to the Showground Road and Carrington Road construction access / egress locations to minimise impact on the Castle Hill Showground complex.</p> <p>The new Showground Road signalised intersection would be relocated approximately 165m north west of the Showground Road / Carrington Road intersection.</p> <p>To accommodate the altered location of Showground Station and enable excavation of the station box, a new intersection would be located approximately 150m south west of the existing Doran Drive / Carrington Road intersection.</p> <p>The internal construction road arrangement would be altered to allow for the changes to access / egress and the construction site layout.</p> <p>Scope exists to provide public access to and from the Showground precinct via the western side (adjacent to Cattai Creek) and / or the eastern side of the construction site.</p>

The justification for moving the location of the station and the construction site, is that the changed station location would provide better customer outcomes, including improved bus interchange and commuter car parking, and the revised construction site layout would reduce impacts on the Castle Hill Showground. This includes changing the location of the heavy vehicle access road, and retaining four out of five community facilities that were previously proposed to be demolished.

3. STATUTORY CONTEXT

3.1 Modification of the Minister's Approval

Pursuant to Section 115ZI of the EP&A Act, the Proponent is seeking approval from the Minister for Planning and Infrastructure for the modification of the SSI Stage 1 (SSI-5100) approval granted on 25 September 2012. A Section 115ZI modification request is appropriate as the proposed modification is not consistent with the SSI approval, but does not represent a radical transformation of the project.

3.2 Delegated Authority

On 27 February 2013, the Minister for Planning and Infrastructure delegated his powers and functions under section 115ZI of the EP&A Act to the Executive Director, Development Assessment Systems and Approvals, in cases where:

- the relevant local council has not made an objection; and
- a political disclosure statement has not been made; and
- there are less than 25 public submissions in the nature of objections.

As the relevant local council has not made an objection, no political disclosure statements have been made, and only four public submissions in the nature of objections were received, the Executive Director, Development Assessment Systems and Approvals, may determine the modification request under delegated authority.

4. CONSULTATION AND SUBMISSIONS

4.1 Exhibition

The Department publicly exhibited the modification request concurrently with EIS 2, from 14 November 2012 until 3 December 2012 on the Department's website, and at the following exhibition locations:

- Department of Planning and Infrastructure Information Centre;
- Transport for NSW Information Centre;
- Nature Conservation Council;
- Hills Shire Council; and
- Hills Shire Library – Castle Hill Branch.

The Department also advertised the public exhibition in the Hills Shire Times on 13 November 2012, and the Sydney Morning Herald and Daily Telegraph on 14 November 2012, and notified State and local government authorities directly in writing.

The Department received 21 submissions during the exhibition of the modification request, including five submissions from public authorities and 16 submissions from the general public and special interest groups, four of which objected to the modification. A summary of the issues raised in submissions is provided below. The Department has considered the issues raised in submissions in its assessment of the proposed modification, in the following Chapter 5 – Assessment.

4.2 Public Authority Submissions

The Office of Environment and Heritage (OEH) supports the proposed modification noting the reduction in biodiversity impacts in comparison to the approved project.

The Environment Protection Authority (EPA) provided comments and recommendations in relation to the following key issues:

- noise and vibration – no additional conditions of approval are required;
- surface water – surface water quality impacts associated with grouting can be adequately managed through the existing condition of approval C6; and
- groundwater – recommends that the Proponent consult with NOW regarding appropriate grouting methods.

The Hills Shire Council requests that the station known as 'Showground' in the exhibited EIS 2 documentation be renamed as 'Sydney Hills' station. This is not an environmental assessment matter and is not considered further in this report.

The Department of Primary Industries made representations from the following agencies:

- NSW Office of Water (NOW) – has no objection to the proposed modification, but provides comments in relation to the Cattai Creek alluvium consolidation (grouting) works;
- Fisheries NSW – consider the modification will be an improvement on the existing proposal as it substantially reduces the amount of vegetation to be cleared in and on the fringe of the riparian zone of Cattai Creek;
- Crown Lands – advised that part of the proposed heavy vehicle access route is located on Crown Land, and the Proponent will need to obtain approval or arrange purchase under the *Crown Lands Act 1989*; and
- Agriculture NSW – consider that particular attention will need to be given to access and egress for the public and stall holders to the Castle Hill Showground Farmers Market.

Roads and Maritime Services has provided comment regarding relevant conditions for the modified project, regarding construction traffic and access impacts and management, and noted that existing conditions would remain applicable, but also requested the consideration of cumulative impacts.

4.3 Public Submissions

Sixteen submissions were received from the general public. This included submissions from a number of groups including:

- North West Disability Services;
- Budokan Judo Club;
- Castle Hill & Hills District Agricultural Society Inc;
- Castle Hill Players;
- Hawkesbury Harvest; and
- Carrington Pre-School / Kindergarten.

Of the 16 public submissions received, four objected to the proposed modification, one supported the proposed modification, and 11 provided comments. The key issues raised in public submissions are listed in Table 2.

Table 2: Summary of Issues Raised in Public Submissions

Issue	Issue Summary	No of submissions raising issue
<i>Traffic and Access</i>	Concern predominantly raised in relation to operational traffic on local roads and station access, as well as construction related traffic impacts.	12 (75%)
<i>Noise and Vibration</i>	Concern predominantly raised regarding construction and construction traffic noise, as well as ongoing operational noise.	9 (56%)
<i>Land Use and Community Facilities</i>	Concern predominantly raised regarding the loss of the Hills Centre for Performing Arts, and the impacts to the Castle Hill Showground.	6 (37.5%)
<i>Air quality</i>	Concern regarding construction dust issues and asbestos.	4 (25%)

It should also be noted that the submissions raised a number of issues relating to the Stage 2 EIS, in particular operational issues. Consequently, these issues will be considered as part of that assessment. In addition, matters relating to the Stage 1 EIS, such as justification for the project and general construction methodology, are not considered further in this report.

5. ASSESSMENT

A number of changed environmental impacts are associated with the proposed modification. A comparison of the changed impacts during construction of the project, as a result of the modification, is identified in Table 3.

The Department considers that the key environmental assessment issues requiring further consideration are:

- noise and vibration;
- land use and community facilities;
- traffic and transport;
- ecology; and
- soils, geotechnical, water and hydrology.

Table 3 identifies changes in environmental impacts associated with the proposed modification, and modifications resulting in a significant change are discussed in further detail below.

Table 3: Change in environmental impacts associated with the proposed modifications to the staged SSI approval and Stage 1 project approval (TfNSW 2012)

Environmental Category													
Proposed Modification to Approval	<i>Soils and Groundwater</i>	<i>Traffic and Transport</i>	<i>Noise & vibration</i>	<i>Heritage</i>	<i>Local Business Impacts</i>	<i>Land Use and Community Facilities</i>	<i>Ecology</i>	<i>Visual Amenity</i>	<i>Climate Change & Greenhouse Gas</i>	<i>Surface Water and Hydrology</i>	<i>Air Quality</i>	<i>General Waste Management</i>	<i>Cumulative Impacts</i>
<i>Change to the location of the station and horizontal alignment</i>	X	✓	✓	X	X	X	X	X	X	X	X	X	X
<i>Vertical alignment changes</i>	✓	X	✓	X	X	✓	X	X	X	✓	X	X	X
<i>Change to Showground Station construction site boundary</i>	X	✓	✓	X	X	✓	✓	X	X	✓	X	X	X
<i>Change to site access / egress</i>	X	✓	✓	X	X	✓	X	X	X	X	X	X	X

(✓ = significant change, X – no significant change)

5.1 Noise and Vibration

In comparison to the layout and activities assessed for the approved Stage 1 project, the modified Showground Station construction site results in some minor increases and some minor decreases to noise and vibration impacts, dependent on the location of the nearest sensitive receivers. Key matters in relation to noise and vibration impacts include the following:

- predicted noise levels for site establishment and earthworks, excavation and construction at the site indicate moderate to high exceedances of the noise management levels (NMLs) for the daytime period at the nearest sensitive receivers, similar to the approved Stage 1 project;
- predicted noise levels for spoil handling and TBM operations at the site indicate minor exceedances of the NMLs for the night-time period at the nearest sensitive receivers, similar to the approved Stage 1 project; and
- a marginal change in ground-borne construction noise or vibration compared with the approved Stage 1 project.

The nearest sensitive receivers to the approved Showground Station construction site, as shown in Figure 3, are the Hills Centre for Performing Arts adjoining the eastern boundary of the site, the residence adjoining the south west corner of the site, and the Castle Hill Showground complex. Other sensitive receivers include residences located to the south on Carrington Road, and to the north east on Showground Road, as well as a child care centre located on Carrington Road.

The nearest noise sensitive receivers to the modified Showground Station construction site are listed in Table 4 and shown in Figure 4. The Hills Centre for Performing Arts and adjoining residence are proposed to be acquired and demolished as part of the modification. Therefore the nearest sensitive receivers would be residences, including Gemhill Cottage (North West Disability Services) located to the south of the construction site on Carrington Road, and residences to the north east of the site on Showground Road, as well as the childcare centre located adjacent to the construction site on Carrington Road.

Table 4: Nearest noise sensitive receivers to the Showground Station construction site

Receiver Area	Distance to works - Stage 1	Distance to works - modification
A – Commercial adjoining South West	35m	35m
B – Commercial to the North West	35m	140m
C – Active Recreation – Castle Hill Showground	5m	5m
D – Residences – Showground Road North East	185m	40m
E – Residences (including Gemhill Cottage) – Carrington Road South	30m	30m
E – Childcare – Carrington Road South	30m	30m

The Proponent has committed, through additional mitigation measures (NV19), that prior to construction, reasonable and feasible measures to minimise gaps in the noise walls and resulting exceedances at some receivers (including the childcare centre and some residences) during construction will be investigated. Measures to be investigated include overlapping of noise wall sections at site access points, or orienting the access points away from (for example) the childcare centre.

Figure 3: Hills Centre Station Site as described in Stage 1 EIS (NWRL Hills Centre Station Noise and Vibration Assessment 2012)



Figure 4: Showground Station construction site revised layout (NWRL Hills Centre Station Noise and Vibration Assessment 2012)



Six submissions raised concern regarding noise and vibration impacts during construction, including adjacent residents, North West Disability Services, Budokan Judo Club, Castle Hill Players, and the Carrington Pre-School / Kindergarten. In particular, construction noise and the effectiveness of the proposed noise wall, as well as construction truck noise causing sleep disturbance. North West Disability Services provides respite accommodation for individuals with an acquired brain injury at a residence directly opposite the proposed Showground Station construction site and falls in the high noise level area. The organisation raised concern about the ongoing ability to ensure that expected noise, vibration, and increased impact from the construction traffic flow can be managed and mitigated.

The EPA notes that the predicted noise and vibration impacts associated with the modification are not substantially different to those predicted in the Stage 1 EIS, and remain highly significant for some receivers. However, the EPA does not consider that any additional conditions of approval are required regarding noise and vibration impacts.

Three submissions also made comment regarding operational noise. These matters are being addressed separately as part of the NWRL Stage 2: Stations, Rail Infrastructure and Systems, which is currently being assessed by the Department.

The Proponent, in the Submissions Report, provided additional information to clarify noise and vibration levels and impacts. In comparison to the layout and activities assessed for the Stage 1 project, the modified Showground Station construction site results in some increases and some decreases to noise and vibration impacts at the nearest receivers to the modified layout. Noise impacts have been summarised in Table 5 to provide a clear comparison between the approved noise levels and the modified noise levels. Overall, the changes are considered to be minor.

The Proponent's response to key issues raised referred to the detailed noise and vibration impact assessment prepared for the Stage 1 project, and mitigation measures and conditions of approval required for the approved Stage 1 project. The Proponent has confirmed that an acoustic shed will be established on the eastern portion of the site to enclose the TBM operations including pre-cast concrete segment production and spoil handling. Acoustic panels will be placed over the remainder of the station box excavation to mitigate construction noise during works outside of standard construction hours. Specific noise impacts, including at the Showground and Pavilion Theatre, and at adjacent residents, would be quantified in more detail during the preparation of the Construction Noise and Vibration Impact Statement for these locations.

The Proponent has acknowledged that exceedances of the daytime NML of up to 17dBA are likely at Gemhill Cottage (North West Disability Services) and 33dBA at Carrington Pre-School during the noisiest construction activities. In response to concerns raised by these receivers, the Proponent has investigated options for additional noise mitigation, including to:

- increase the height of the site perimeter noise barrier, potentially from three metres to six metres, expected to provide approximately 5 to 10dB additional noise reduction, dependent on location of the wall in relation to the sensitive receiver;
- upgrade to double glazed units, subject to detailed property inspection, expected to provide up to an additional 20dB noise reduction; and
- establish suitably coordinated respite periods.

The Proponent confirmed that no change is expected to ground-borne construction noise or vibration levels. Ground-borne construction noise would not be appreciable at the nearest residences during the station box excavation as the major sources will be on the surface and works would be undertaken during daytime periods when ambient noise levels are highest. Vibration levels are anticipated to remain below the safe vibration levels associated with minor cosmetic building damage.

Table 5: Comparison of Approved and Modified Noise Impacts

Receiver Area (refer to Figures 4 and 5)	Airborne Construction Noise (Noise Management Level – NML)	On site night-time truck noise Sleep disturbance NML – 65dBA	Construction traffic noise Sleep disturbance NML – 65dBA
A – Commercial adjoining South West	Daytime NML 70dBA. Exceedances during earthworks and site establishment increased by 2dB at nearest receivers [76 to 78dB].	N/A	N/A
B – Commercial to the North West	Remains compliant.	N/A	N/A
C – Active Recreation – Castle Hill Showground	Daytime NML 65dBA. Exceedances during earthworks and site establishment decreased by 2dB at nearest receivers [87 to 85dB].	N/A	N/A
D – Residences – Showground Road North East	Daytime NML 64dBA / Evening NML 53dBA / Night NML 35dBA. Exceedances during earthworks and site establishment of up to 6dB above NML at nearest receivers (previously below NML). Night time exceedances of up to 6dB above NML (previously below NML).	Remains compliant.	Minor decrease of 1dB [11 to 10dB]. Predicted noise level increases would comply with the NSW Road Noise Policy 2dB allowance above existing road traffic noise.
E – Residences – Carrington Road South	Daytime NML 64dBA / Evening NML 50dBA / Night NML 39dBA. Exceedances during earthworks and site establishment increased by 4dB at nearest receivers [77 to 81dB]. Exceedances during excavation of station box increased by 2dB at nearest receivers [70 to 72dB]. Evening exceedances increased by 5dB at nearest receivers [57 to 62dB]. Night time exceedances increased by 4dB [42 to 46dB].	Minor exceedance of up to 1dB above NML (previously below NML). The maximum noise levels are lower than the existing L_{Amax} noise levels in the area and therefore, the risk of sleep disturbance is low.	Minor decrease of 1dB [11 to 10dB]. Predicted noise level increases would comply with the NSW Road Noise Policy 2dB allowance above existing road traffic noise.
E (previously F) – Childcare – Carrington Road South	Daytime NML 50dBA. Exceedances during earthworks and site establishment of up to 33dB above NML. Exceedances during excavation of station box of up to 17dB above NML. Exceedances during station box construction of up to 6dB above NML. [Note, no previous noise levels provided].	N/A	N/A

The Stage 1 EIS identified that construction noise impacts along the NWRL construction alignment, would be significant, predominately during the daytime where potential noise levels of more than 85dBA are predicted, and also during the evening period where noise exposure for some receivers are predicted to be more than 75dBA.

In its consideration of the Stage 1 project, the Department recognised that it would be difficult to minimise construction noise to levels that achieve the construction noise objective due to the nature and character of the construction works required, that is, linear infrastructure in an urban environment and in close proximity to residential receivers. The Department considered that noise impacts could, however, be minimised as far as possible, through scheduling (including respite periods) and implementation of appropriate mitigation measures. On this basis, the Department incorporated a condition requiring the Proponent to prepare a Construction Noise and Vibration Management Plan, requiring noise mitigation and management measures to be clearly articulated. Specifically, consideration is to be given to key noise generating construction activities, the scheduling of works and respite periods. The objective of the Plan is to minimise noise impacts to the greatest extent practicable.

In summary, the Department acknowledged that construction noise is a key concern for the community, over an approximate three year construction period. However, noise impacts associated with such significant infrastructure projects are unavoidable and are required to be managed, rather than completely mitigated. Accordingly, the Department specified the following:

- limiting activities resulting in impulsive or tonal noise emissions (such as rock breaking, rock hammering, sheet piling, pile driving) to between 8:00 am to 5:00 pm, Monday to Friday and 8:00 to 1:00pm Saturday, including respite periods;
- minimising the need for blasting, with any blasting requiring trials to determine site specific blast responses, and limited to two single detonations in any one area on any one day;
- consultation with potentially affected community, religious, and educational institutions, to ensure that noise generating construction works are not timetabled during sensitive periods, unless appropriate other arrangements are made;
- consultation with proponents of other construction works in the vicinity of the project, and take reasonable steps to coordinate works to minimise impacts on, and maximise respite for, affected sensitive receivers;
- requirements to be included in the Construction Noise and Vibration Management Plan to detail how construction noise impacts will be minimised and managed, including limiting truck movements during night time periods; and
- a program for monitoring noise levels and evaluating the efficacy of mitigation measures.

The Department is generally satisfied with the Proponent's identification and assessment of the potential additional impacts caused by the modification, and its additional consideration of reasonable and feasible measures to address exceedances at some receivers, as presented in the Submissions Report. The Department considers that, as the construction activities associated with the modification are generally unchanged from those assessed under the Stage 1 project, notwithstanding in a slightly altered location, conditions E11 to E24, and E46(b) (as summarised above), of the Stage 1 Infrastructure Approval, and the Proponent's additional mitigation measure NV19, adequately provides for the management of additional noise and vibration impacts to adjacent sensitive receivers as a result of the modification to the Showground Station construction site.

5.2 Land Use and Community Facilities

Key changes in construction impacts on land use and community facilities, identified as a result of the modification to the Showground Station construction site, include:

- reduced impacts to the Castle Hill Showground complex through the now limited encroachment of the construction footprint into the complex, with access to the Showground complex maintained throughout construction;
- additional land take as a result of the construction site expansion to the east to Showground Road, including Council Chambers and the Hills Centre for Performing Arts, which would also be demolished;
- acquisition and demolition of an additional residential property in the south west corner of the construction site; and
- closure of the existing pedestrian route from Carrington Road through the Castle Hill Showground to Showground Road during construction, however pedestrian and cyclist access to and from the Showground precinct would be maintained throughout construction.

The Hills Centre for Performing Arts currently hosts approximately 80 events per year during daytime / evening periods. Additionally, there is a regular Sunday booking for a local church with two services, and the church also leases office facilities within the Centre. The Hills Shire Council manages the lease for the Centre, which ends in May 2013. Events at the facility are booked up until the end of the lease period in May 2013. Due to a number of factors, including the relocation of Hills Shire Council administration centre to the Norwest Business Park, Council are not considering extending this lease.

The Proponent has identified that no additional mitigation measures are proposed in relation to potential impacts to land use and community facilities as a result of the Showground Station modification. The Proponent has justified that the change is beneficial due to the significant reduction of impacts to the Castle Hill Showground complex, and measures already proposed for the approved Stage 1 project would be sufficient to manage the change in impacts resulting from the modification.

Three public submissions made comment regarding the loss of the Hills Centre for Performing Arts, suggesting alternative alignments to avoid the need to demolish the Centre, which is the largest and better equipped facility in the area. The Proponent, in the Submissions Report, clarified that the NWRL project intends to have acquired the Hills Centre for Performing Arts by June 2013 following the end of the lease, therefore no planned events at the Centre would be impacted. The Proponent has also identified a number of community venues available for hire in the locality that could be used as an alternative to the Centre, including the Hillsong Church convention centre with a 3,500 seat auditorium.

Three public submissions also made comment regarding disruption to the Castle Hill Showground during construction of the NWRL at the Showground Station construction site. In particular, the following groups raised the following issues:

- Castle Hill & Hills District Agricultural Society – identified that the project would impact on the horse area, Doran Drive entrance, Perimeter Road, parking areas, access and services, and considers that whilst construction is being undertaken, these existing facilities will need to be provided elsewhere on the Showground to enable the show to proceed each year.
- Castle Hill Players Inc – identified the need to provide unhindered access to the Showground during construction, including the Pavilion Theatre.
- Hawkesbury Harvest – identified concerns regarding the Farmers and Fine Food Market during construction, in particular access and egress to ensure that effective customer access is maintained.

Agriculture NSW also considers that to allow the market to continue during construction, particular attention should be given to access and egress for the public and stall holders, so that patrons are not deterred from attending as a result of undue traffic delays.

The Proponent, in the Submissions Report, acknowledges that whilst the potential impacts on the Castle Hill Showground have been substantially reduced, the Showground Station construction site would displace some Showground facilities. The identification and timing of alternative arrangements would therefore be determined in consultation with stakeholders and based on the functional requirements of regular and special events.

The Proponent additionally acknowledges that construction activities would result in access and parking constraints during the Castle Hill Annual Show, Farmers Markets, and other major events. Event based construction Traffic Management Plans would be developed, describing access and parking arrangements, in consultation with event organisers. Ongoing access to the Showground precinct during construction would be available from the new signalised intersection on Showground Road, and also managed through a construction Traffic Management Plan for the Showground Station construction site.

Stage 1 identified that the project would require the temporary and/or permanent acquisition of land for the construction of the NWRL, which would directly and indirectly impact a number of community facilities. In its assessment, the Department considered that where there would be unavoidable impacts to community and council facilities, and that further consultation with key stakeholders would be required with regard to the provision of alternative locations and facilities (where feasible and reasonable) to be utilised during the construction period. Accordingly, the Department incorporated as a condition of approval, the requirement to identify and implement mitigation and management measures prior to the impacts occurring.

The Department is generally satisfied with the Proponent's assessment of the additional potential impacts caused by the modification, and its additional consideration of alternative arrangements for Showground facilities during construction as presented in the Submissions Report. The Department considers that condition E41 of the Stage 1 Infrastructure Approval adequately provides for the management of any additional impacts to land use and community facilities as a result of the modification to the Showground Station. In particular, the requirement to consult with council, community groups and key stakeholders to address construction impacts and agree on feasible and reasonable mitigation and management measures.

The Department has considered the issue of access as a result of the modification at Showground Station, in further detail in the following Section 5.3.

5.3 Traffic and Transport

A key element of the modification is the change to the Showground Road and Carrington Road construction access / egress arrangements, as shown in Figure 5. Key changes include the following:

- access to the site north of Castle Hill Showground (near Cattai Creek) would no longer be required;
- access would be provided via a new Showground Road signalised intersection relocated to approximately 165 metres north west of the Showground Road / Carrington Road intersection;
- to accommodate the altered location of Showground Station and enable excavation of the station box, a new intersection would be located approximately 150 metres south west of the existing Doran Drive / Carrington Road intersection;
- the internal construction road arrangement would be altered to allow for the changes to access / egress and the construction site layout; and
- scope exists to provide public access to and from the Showground precinct via the western side (adjacent to Cattai Creek) of the construction site and/or the eastern side of the site.

Figure 5: Construction access / egress arrangements



Overall, the impacts of the modification during construction on key intersections, buses, pedestrian and cycling access, and parking are generally consistent with those of the approved Stage 1 project.

The performance of most intersections would actually improve compared to the existing environment. Table six provides a comparison of predicted intersection performance of existing, approved and proposed modification intersection arrangements.

Table 6: Comparison of key intersection performance

Location	Existing				Approved (Stage 1)				Proposed modification			
	LOS (am)	DOS (am)	LOS (pm)	DOS (pm)	LOS (am)	DOS (am)	LOS (pm)	DOS (pm)	LOS (am)	DOS (am)	LOS (pm)	DOS (pm)
Carrington Rd / Showground Rd	B	0.88	D	1.00	C	0.79	D	0.96	B	0.73	C	0.84
Gilbert Rd / Showground Rd	D	0.99	B	0.88	C	0.82	B	0.67	C	0.89	C	0.94
Victoria Ave / Carrington Rd	F	0.85	C	0.92	A	0.45	A	0.59	F	0.76	C	0.92
Showground Rd construction access	N/A	N/A	N/A	N/A	B	0.83	B	0.81	B	0.65	A	0.77

LOS – level of service / DOS – degree of saturation

Whilst comparison of the proposed modification to the approved Stage 1 project, shows that the level of service would decrease at Victoria Ave / Carrington Road, comparison of the proposed modification to the existing environment shows the level of service would remain the same. The level of service at all other intersections would remain the same or improve from both the existing environment and the approved Stage 1 project.

To address changes to access at the Showground precinct, the Proponent has provided an additional mitigation measure (T34) which provides for the provision of public access for vehicles, pedestrians and cyclists to and from the Showground precinct via the western side (adjacent to Cattai Creek) of the construction site and / or the eastern side of the site. The location and form of the access facilities would be defined as part of the Construction Traffic Management Plan for the site.

Six submissions, including from adjacent residents, Carrington Pre-School, Budokan Judo Club, Castle Hill & Hills District Agricultural Society, and Castle Hill Players, raised concerns regarding construction traffic and transport impacts, in particular:

- clarification of construction traffic routes within the Showground, and on public roads;
- access issues for Showground users to access Showground facilities (including vehicles, pedestrians and cyclists); and
- parking conflicts between construction personnel, residents, and users of the Showground.

Additionally, as discussed in the previous Section 5.2 – Land Use and Community Facilities, three public submissions also made comment regarding disruption to the Showground during construction, in relation to parking, access and egress, and the continued viable use of the Showground precinct.

RMS considers that a number of conditions stipulated within the Stage 1 Infrastructure Approval continue to be applicable to the modification. RMS further suggests that cumulative impacts be considered as part of the Construction Environmental Management Plan.

Six submissions also made comment regarding operational traffic and access. These matters are being addressed separately as part of the NWRL Stage 2: Stations, Rail Infrastructure and Systems, which is currently being assessed by the Department.

The Proponent, in the Submissions Report, confirmed its intention to consult with RMS in relation to the design and construction of new construction site access and egress points at classified roads, as well as with regards to cumulative impacts, and that all roads will be designed in accordance with the relevant standards and requirements. The Department notes that the RMS will be consulted in preparation of Construction Traffic Management Plans and that the issue of cumulative impacts can be further addressed through this process. Notwithstanding, the Department considers that the issue of cumulative impacts has been adequately considered as part of the approved Stage 1 project, and further in the Stage 2 application.

The Proponent confirmed that construction traffic movements within the construction site layout will be restricted to designated haul roads, and construction worker access to parking will also be restricted to these designated haul roads. Construction traffic access and egress to and from the site will be from a new signalised intersection on Showground Road and a secondary point on Carrington Road.

Access to the Showground precinct during construction would be available from the new signalised intersection on Showground Road. Provision for public access to and from the Showground precinct via the western side (adjacent to Cattai Creek) of the construction site and / or the eastern side of the site would be provided. At this stage, opportunities for safe pedestrian and cyclist access have been identified, however access for vehicles may be constrained by the construction activities and would be subject to further investigation and discussions.

The Proponent acknowledges that construction activities would result in access and parking constraints during the Castle Hill Annual Show, the Farmers Markets, and other major events. However, event based Construction Traffic Management Plans would be developed in advance of each major event describing access and parking arrangements as well as queuing arrangements for ticket kiosks, in consultation with event organisers. Construction activities may be adapted or reduced during major events to facilitate access or additional parking. The suggested use of alternative areas for parking during events, such as Fred Caterson Reserve, is supported.

In its consideration of the Stage 1 project, the Department acknowledged that a major infrastructure project such as the NWRL will have unavoidable traffic and transport impacts during construction, with key impacts centred on construction traffic generation and the implications of increased light and heavy vehicle movements resulting from construction. To ensure the adequate management of these issues, the Department incorporated a comprehensive suite of conditions in relation to the management of traffic impacts, including:

- the establishment of a Traffic and Transport Liaison Group to inform the detailed design of temporary and permanent traffic and transport measures and the ongoing management in relation to construction of the NWRL;
- undertaking further supplementary analyses as required by the Traffic and Transport Liaison Group and where relevant undertake modelling of traffic changes;
- requirements around the loss of parking, including minimising the loss or the provision of alternative parking arrangements;
- address key traffic and transport impacts, including haulage management, and corresponding management measures within the construction environmental management framework, specifically in Construction Traffic Management Plans; and
- provide a Road Dilapidation Report, prior to the construction works commencing and upon completion of construction works.

With the implementation of these conditions during construction of the NWRL, strengthening the Proponent's commitments, the Department considered that unavoidable impacts could be managed to minimise and reduce anticipated negative traffic and transport outcomes during the construction of the NWRL.

Prior to construction site establishment, a Construction Traffic Management Plan and Control Plan will be prepared in consultation with RMS, as well as stakeholders and event organisers as required to manage access and parking arrangements. The Department is generally satisfied with the Proponent's identification and assessment of the potential additional impacts caused by the modification, and its additional consideration of provision of public access to the Showground precinct, as presented in the Submissions Report.

The Department considers that, as the construction activities, including vehicle numbers and type, associated with the modification are generally unchanged from those assessed under the Stage 1 project, notwithstanding in a slightly altered location, that the existing mitigation measures identified in the Stage 1 EIS, and conditions incorporated in the Stage 1 Infrastructure Approval, including conditions C27 to C32, E35 to E40, and E46(c) (as summarised above), provide for mitigation and management of traffic and access related impacts. Additionally, the Proponent's additional mitigation measure (T34), adequately provides for the provision of access to the Showground.

5.4 Ecology

The approved Stage 1 project would clear approximately 3.13 hectares of existing vegetation communities at the Showground Station construction site, as shown in Figure 6. The modified project would clear approximately 2.63 hectares of existing vegetation communities, resulting in an overall reduction in vegetation clearing of 0.5 hectares. This includes no removal of Shale Sandstone Transitional Forest, and decreased impact on the number of hollows within the construction footprint from 33 to one hollow.

Figure 6: Vegetation communities in the vicinity of the approved Stage 1 footprint



However, additional impacts would include:

- an increase (0.07 ha) in the clearing of Sydney Turpentine Ironbark Forest (listed as an EEC under the *Threatened Species Conservation Act 1995*) – the additional vegetation to be cleared is considered to be degraded and in poor condition, therefore the increased impact is not considered to be significant;
- increased clearing (0.21 ha) of planted / exotic vegetation; and
- potential impacts on Groundwater Dependent Ecosystems (GDEs), aquatic and riparian ecology and water quality of Cattai Creek as a result of grouting, including:
 - spillage or leakage of grout into Cattai Creek resulting in an increased pH of creek water, which can cause death to aquatic fauna, and the setting of concrete instream, which can alter the creek hydrology and / or fill gaps between cobble / pebble habitat; and
 - disturbance to riparian vegetation or banks from drilling equipment resulting in the loss of riparian vegetation and decreased bank stability.

Whilst the overall impact of grouting on GDE's are considered to be negligible, as there would be minimal disturbance to the alluvial aquifer and to the water table, as a result of the potential for additional impacts, the Proponent has proposed a number of additional mitigation measures, including:

- E23 – conduct a pre-disturbance river health assessment to provide for comparison after rehabilitation;
- E24 – undertake pressure testing prior to grouting works to determine the correct grouting application to avoid surface penetration; and
- E25 – implement specific environmental measures should grouting works be required, including:
 - monitor creek water for pH changes before, during, and after grouting;
 - avoid the use of grout containing chemical acrylics or polyurethane compounds;
 - where feasible, drilling rigs would be set up on existing hardstand surfaces to avoid impacts on riparian vegetation and creek bank stability; and
 - incorporate measures into the environmental management framework for the site, where required, to manage the potential for grout leaking through the bedrock and alluvium into Cattai Creek.

No public submissions made comment regarding ecological impacts. The NOW made a submission identifying that works should be designed and implemented in accordance with best management practice. In particular, riparian areas must be rehabilitated upon completion of works so as to maintain or improve the hydrologic, geomorphic and ecological integrity of the waterways. The Proponent, in the Submissions Report, confirmed that riparian areas disturbed during construction would be rehabilitated.

In its consideration of the Stage 1 project, the Department acknowledged that impacts on native vegetation (including EECs) and threatened flora and fauna would be unavoidable, and that the project would result in adverse ecological impacts, including negative and temporary effects on riparian zones and upon GDEs during the construction phase.

The Department considers that, as clearing requirements for the modification are slightly lower than those assessed under the Stage 1 project, the conditions required for the Stage 1 Infrastructure Approval provides adequate management measures to ensure that impacts to ecology as a result of the changes to the footprint at the Showground Station construction site, are appropriately considered. This includes the implementation of an Ecological Monitoring Program, requirements for the management of riparian and aquatic ecology, and preparation of a Biodiversity Offset Package.

The Department notes the additional potential impacts which may occur as a result of grouting works in the vicinity of Cattai Creek, and considers that the Proponent has adequately considered these impacts by incorporating additional mitigation and management measures specifically relating to grouting works. To further ensure that any additional impacts as a result of grouting activities are managed, the Department has recommended an additional requirement to condition of approval E46(d) – Construction Soil and Water Management Plan, requiring that relevant recommendations informed by the outcome of the Proponent's mitigation measure E25 (additional environmental management measures), be incorporated into the Management Plan.

The Department is generally satisfied with the Proponent's assessment of changed ecological impacts at the Showground Station construction site as a result of the modification, and considers that with the implementation of the existing conditions of approval and additional specific mitigation measures for Cattai Creek, there will not be significant additional impact to ecology.

5.5 Soils, Geotechnical, Water and Hydrology

Modifications to the Showground Station construction site would result in generally similar impacts during construction, as the Stage 1 approved project. The potential flood risks, impacts due to erosion and sedimentation, potential ground movement, and impacts on water quality would be largely similar. Proposed construction activities potentially leading to the release of potentially harmful chemicals and other substances into the downstream waterbodies would also have largely similar potential impacts.

Key changes in construction impacts identified as a result of the modification include:

- the construction site boundary extending east to Showground Road into an area of moderate potential for soil salinity;
- the vertical alignment of the tunnels would be raised to approximately five metres depth from the crown of the tunnel beneath Cattai Creek and in closer proximity to lower stability geology, potentially requiring stabilisation / treatment (grouting) of the alluvium under Cattai Creek prior to tunnelling;
- additional impacts on Cattai Creek due to proposed construction measures to manage seepage of water into the tunnel, in particular, the proposed changes in vertical alignment would increase the risk of water and / or sediment seepage into the tunnel during construction, and if required, grouting works have the potential to result in leaching of grout into the creek, resulting in adverse impacts on water quality; and
- in the event that grout leaches into the creek, remedial measures to remove the grout would be required, including temporary bunding of the creek, which may have adverse impacts on flood behaviour, however bunding would be short term and low level and so adverse flood impacts would be manageable.

The Proponent has identified that no additional mitigation measures are proposed for potential soil, geotechnical, water and hydrology impacts, which are considered to be largely neutral, as measures already proposed for the approved Stage 1 project would be sufficient to manage the change in impacts resulting from the modification.

The Proponent has, however, proposed additional (ecological) mitigation measures to manage the potential impacts of grouting should this be required (see previous Section 5.4 for summary and discussion of ecological mitigation measures).

No public submissions made comment regarding soils, water or hydrology issues. The Hills Shire Council identified that a stormwater management plan which identifies the appropriate design standard for flood mitigation based on the duration of construction, proposed activities and flood risks for each construction site should be developed.

The EPA considers that surface water quality impacts associated with grouting can be adequately managed through the existing condition of approval C6, which requires that the Proponent comply with section 120 of the *Protection of the Environmental Operations Act 1997* (relating to the pollution of waters), as well as through the Environmental Protection Licence. The EPA recommends the Proponent consult with the NOW regarding appropriate grouting methods and materials to minimise groundwater impacts.

The NOW considers that all works taking place in, on or under waterfront land should be conducted in accordance with the Office of Water's *Guidelines for Controlled Activities*. Additionally, the design, management, implementation and certification of any grouting works for the consolidation of the Cattai Creek alluvium should be undertaken by suitably qualified and experienced persons.

The Proponent, in the Submissions Report, noted and acknowledged the requirements and guidelines referred to by the EPA and NOW, and confirmed that alluvium consolidation works will be designed and undertaken by suitably qualified and experienced persons, and in accordance with best management practice. Additionally, a Soil and Water Management Plan would be

required, as well as progressive erosion and sediment control plans for all active worksites. This Plan is required to be prepared in consultation with NOW.

The Proponent has identified that further geotechnical investigation will be undertaken to determine the need for grouting of alluvial sediments under Cattai Creek. The mitigation measures detailed in the Stage 1 EIS, the Stage 1 Infrastructure Approval, and the additional (ecological) mitigation measures provided within the modification application, regarding the proposed grouting, would assist in maintaining the stability around Cattai Creek. These additional measures would also ensure that residual impacts to soils, groundwater and water quality of the creek are minimised.

The Stage 1 EIS identified that ground movement may occur as a result of tunnelling, excavating, groundwater drawdown and tunnel failure, and that ground movement caused by temporary or permanent wall movements may occur at the Showground Station construction site. The Proponent committed to closely monitor creeks during tunnel excavation, as well as undertaking supplementary ground treatment (such as stabilisation) where necessary to manage factors such as high stress conditions. The Department considered that the potential impacts could be effectively managed, and recommended a range of conditions, including requirements to consider settlement, and impacts to third party property and structures.

The Department notes that the underground works required in association with the modification are generally unchanged from those assessed under the broader Stage 1 project, with the exception of potential grouting works, and notwithstanding in a slightly altered location. The Department therefore considers that the existing requirements, as well as the additional (ecological) mitigation measures and condition amendment regarding the potential grouting around Cattai Creek, are sufficiently comprehensive to address soil and water impacts at the Showground Station construction site.

The Proponent, for the Stage 1 project, undertook a surface water and hydrology study, focussing on the potential flooding impacts to major civil and construction works on major waterway catchments, including Cattai Creek. In its assessment of the Stage 1 project, the Department acknowledged that construction would require careful management to prevent flooding and water quality issues. The Department subsequently required a number of conditions addressing flooding, watercourse crossings, and water quality monitoring and management. The Department considers that, as the construction activities associated with the modification are generally unchanged from those assessed under the Stage 1 project, notwithstanding for a slightly altered footprint, the conditions required for the approved Stage 1 project provide for adequate management measures to ensure that changed or additional surface water and hydrology matters are appropriately considered.

The Stage 1 EIS identified the potential for soil salinity for areas around Caddies Creek, First Ponds Creek and Second Ponds Creek. In its assessment, the Department considered that further detailed soil salinity assessment would be required to be undertaken to ensure the development and implementation of appropriate mitigation and management measures. Accordingly, the Department incorporated as a condition of approval, the requirement to prepare a Soil Salinity Report in consultation with OEH and NOW, with recommendations to be incorporated into the Construction Soil and Water Management Plan. The Department considers that these requirements are adequate to consider any additional soil salinity impacts at the Showground Station construction site, including Cattai Creek.

5.6 Other Issues

The Proponent has advised that the modification would not give rise to significant changes to European and / or Indigenous heritage, local business impacts, visual amenity, climate change and greenhouse gas emissions, air quality, general waste management, and cumulative impacts.

Three public submissions raised concern regarding air quality impacts as a result of the generation of dust during construction, including the Budokan Judo Club and the Carrington Pre-School / Kindergarten. One submission also raised concern regarding the exposure of Asbestos dust during construction activities.

The Proponent, in the Submissions Report, provided further consideration of these issues, and responded to issues raised in submissions, and further determined that these matters would not be significantly impacted by the Showground Station modification. In summary:

- European Heritage – No additional impacts.
- Indigenous Heritage – No Aboriginal archaeological potential in the area of the Hills Council Chambers. The area to the west of the site near Carrington Road crosses into an area of Aboriginal archaeological potential due to its proximity to Cattai Creek. However, the site has very low potential for archaeological deposit as the site is already heavily disturbed.
- Local Business Impacts – The Hills Centre for Performing Arts is the only impacted business. This issue has been previously addressed in Section 5.2.
- Visual Amenity – Views to the construction site hoarding from residents and businesses are almost identical.
- Climate Change and Greenhouse Gas – No changes in assumptions and parameters from the Stage 1 project.
- Air Quality – No additional air quality impacts. Standard work practices regarding asbestos will be adopted to ensure worker and public safety.
- Waste Management – Additional construction waste would be generated through the demolition of the Hills Centre for Performing Arts. However, the overall volume of demolition waste for the NWRL project would not significantly increase as a result of the demolition of the Centre.
- Cumulative Impacts – No additional cumulative impacts.

In its consideration of the Stage 1 project, the Department undertook an assessment of key issues associated with the project, including Local Business Impacts, and other issues, including: Historic and Aboriginal heritage, visual amenity, air quality, waste generation, and climate change and greenhouse gases. The Department considered that the impacts of the project could be appropriately mitigated or managed to acceptable levels.

The conditions of approval for the Stage 1 project include specific environmental performance and construction environmental management conditions for air quality, visual impact, heritage impacts, and property and business impacts. The conditions of approval also require construction environmental management planning, including the requirement for a Construction Environmental Management Plan, a Construction Heritage Management Plan, and a Construction Air Quality Management Plan.

The Department considers that, as the construction activities associated with the modification are generally unchanged from those assessed under the Stage 1 project, notwithstanding the slightly altered footprint, the existing Stage 1 Infrastructure Approval adequately provides for the management of any additional minor impacts that may occur as a result of the Showground Station modification.

6. RECOMMENDATION

The proposed modification confirms the realignment of the NWRL and station footprint at Showground Station. The Department considers that the modification is justified on the basis of its reduced impact on the Castle Hill Showground during construction, by retaining four out of five community facilities that were previously proposed to be demolished. Improved bus interchange and commuter car parking, located closer to the station, would also be a beneficial result of the modification.

Following a detailed assessment of the Proponent's Modification Application and Submissions Report, and the submissions received from agencies, council and the public during the exhibition of the modification, the Department is satisfied that any additional impacts associated with the modification can be appropriately mitigated or managed to acceptable levels.

The recommended conditions of approval for the modification provide for the additional consideration of potential impacts associated with the potential requirement for grouting works at Cattai Creek, which will be managed as part of the Construction Soil and Water Quality Management Plan.

The Department believes that the modified approval would ensure that construction impacts on the surrounding environment are managed to acceptable levels. Consequently, the Department recommends that the Executive Director, Development Assessment Systems and Approvals approve the modification request subject to the recommended conditions of approval.

Prepared by:
Diane Sarkies
Senior Planner, Energy

Reviewed by:



Glenn Snow
Manager, Rail and Ports

Recommended by:



Felicity Greenway
A/Director, Infrastructure Projects

Approved by:

Chris Wilson
Executive Director
Development Assessment Systems and Approvals

APPENDIX A MODIFICATION REQUEST

See the Department's website at www.majorprojects.planning.nsw.gov.au.

APPENDIX B SUBMISSIONS

See the Department's website at www.majorprojects.planning.nsw.gov.au.

APPENDIX C RECOMMENDED MODIFYING INSTRUMENT

Modification of Minister's Approval

Section 115Z1 of the *Environmental Planning & Assessment Act 1979*

As delegate of the Minister for Planning and Infrastructure under delegation executed on 27 February 2013, I approve the modification of the project application referred to in schedule 1, subject to the conditions in schedule 2.

Executive Director
Development Assessment Systems and Approvals

Sydney

2013

SCHEDULE 1

Project Approval:

SSI-5100 granted by the Minister for Planning and Infrastructure on 25 September 2012

For the following:

Major civil construction works for the North West Rail Link, including:

- a) two 15.5 kilometre rail tunnels between Epping and Bella Vista, linking directly into the Epping to Chatswood Rail Line tunnel;
- b) excavation works for underground railway station construction; and
- c) above ground construction, including 4.2 kilometre Skytrain viaduct structure between Bella Vista and Rouse Hill and a stabling facility.

Modification:

SSI Mod-5645: modification associated with changes to Showground Station (Construction Site 6), including:

- change to the location of Showground Station, to the south east and parallel with Carrington Road, and associated modification of the horizontal alignment of the tunnels;
- vertical alignment changes to accommodate the changed location of Showground Station; and
- change to Showground Station construction site boundary (Site 6).

SCHEDULE 2 CONDITIONS

1. Replacing existing requirement B1 with new requirement B1 as follows:
 - B1 The Proponent shall carry out the SSI generally in accordance with:
 - a. SSI Application SSI-5100;
 - b. *North West Rail Link: Environmental Impact Statement – Stage 1-Major Civil Construction Works*, dated 26 March 2012;
 - c. *Submissions Report, Stage 1 – Major Civil Construction Works, Incorporating Preferred Infrastructure Report*, dated July 2012;
 - d. Modification application SSI Mod-5645;
 - e. *Modification to Showground Station, State Significant Infrastructure Approval (SSI-5100)*, dated 22 October 2012;
 - f. *Submissions Report – Modification to Showground Station, State Significant Infrastructure Approval (EIS 1)*, dated 15 February 2013; and
 - g. conditions of this approval.
2. Replacing existing requirement B2 with new requirement B2 as follows:
 - B2 In the event of an inconsistency between:
 - a. the conditions of this approval and any document listed from condition B1(a) to B1(f) inclusive, the conditions of this approval shall prevail to the extent of the inconsistency; and
 - b. any document listed from condition B1(a) to B1(f) inclusive, and any other document listed from condition B1(a) to B1(f) inclusive, the most recent document shall prevail to the extent of the inconsistency.
3. Insert the following requirement within condition E46(d), following requirement E46(d)(iv), and the renumbering of subsequent requirements:
 - (v) management measures for grouting works in the vicinity of waterway crossings, in particular Cattai Creek;