

30 November 2012



Ms Diane Sarkies  
Senior Planning Officer – Rail  
Infrastructure Projects  
NSW Department of Planning and Infrastructure  
GPO Box 39  
SYDNEY NSW 2001

Your Ref: SSI-5100  
Our Ref: FP50

Dear Ms Sarkies

**North West Rail Link – Notice of Exhibition  
State Significant Infrastructure Modification to Showground Station (SSI-5100)  
State Significant Infrastructure Application – Stations, Rail Infrastructure and  
Systems (SSI-5414)**

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I refer to your letter dated 30 October 2012 inviting Council to make a written submission on the Environmental Impact Statement (EIS2).

Council considered a report on the EIS at its meeting of 27 November 2012 and resolved that the following comments and recommendations be submitted in response to EIS 2 and the modification to the Showground Station.

*Project Description*

- 1.1 *Details of fire fighting, passenger evacuation and rescue arrangements along the entire route of the NWRL be referred to the relevant emergency services (Fire & Rescue NSW, Rural Fire Service, Police Service, Ambulance Service, State Emergency Service) for their consideration and endorsement prior to the commencement of operations.*
- 1.2 *Heavy vehicle access be provided at ground level along the route of the elevated Skytrain for maintenance and emergency vehicle access.*
- 1.3 *A detailed Maintenance Management Plan for all above ground facilities be prepared in consultation with the relevant Councils, to ensure that all structural and landscaped assets are maintained by the NWRL operators to a high standard. Particular attention is to be given to graffiti removal, litter removal, soft and hard landscaping maintenance.*
- 1.4 *Detailed designs of bus interchanges be undertaken in consultation with the relevant bus operators with such designs to include appropriate amenity facilities for bus drivers.*
- 1.5 *The Hills Shire Council requests that the station known as "Showground" in the exhibited EIS 2 documentation be renamed as "Sydney Hills" station.*

## Sustainability

- 2.1 *Expressed under the commitment to leadership in the Sustainability Policy is a commitment to "Explore new benchmarks for the transport infrastructure sector by requiring high standards from our designers, contractors and suppliers".*

*This commitment is the key principle to assure the success of the project in the context of sustainability. Specifications for further work and design parameters must demonstrate innovation and leadership in the pursuit of the best practical sustainability outcome to assure the overall impacts of the project are acceptable in the community and that the benefits of the project are optimised.*

- 2.2 *A number of the initiatives and targets are not yet quantified. Clear targets should be adopted to establish clear performance standards for project deliverables and future contractors' specifications. For example, offsets for electricity needs of 100% of the operation and 20% of the construction phase of the project should be a commitment rather than undertaking to merely explore options.*

## Consultation

- 3.1 *It is recommended that Transport for NSW involve Council through on-going consultation and involvement as part of the further planning for the North West Rail Link and the railway station precincts.*

## Soil and Groundwater

- 4.1 *A post construction monitoring program for ground movement and groundwater levels to be established for land slip area.*
- 4.2 *A process Manual be implemented and kept on-sites at all times for any contaminant spill or accident that may occur.*
- 4.3 *A management plan be implemented for the reuse of captured groundwater.*

## Noise and Vibration

- 6.1 *It is recommended that a cautious approach be taken in deciding where vibration attenuation is not needed. Where there is any doubt about the impact of vibration, apply attenuation measures.*
- 6.2 *The adopted residential trigger or planning goals for night time noise should be 50dB(A) rather than the proposed 55dB(A) in consideration of the area in which the train line is proposed. Further the draft Rail Infrastructure Noise Guideline recommends 50 dB at night for light rail. It provides 55 dB at night for heavy rail which is defined as operating passenger and / or freight trains. No freight trains are proposed. The Industrial noise policy also recommends general planning goals of 45 or 50dB(A) as the maximum for an urban area at night.*
- 6.3 *Continuous welded rail be provided.*
- 6.4 *A schedule of periodic noise monitoring of the operation of the rail line (at least every two years) as noise attenuation methods will largely be reliant upon noise dampeners and noise absorption materials which can perish and wear over time resulting gradual increases in noise levels.*

### European Heritage

- 7.1 Views to Mungerie House from Windsor Road must also be considered in the design and placement of the viaduct and its piers.
- 7.2 During the detailed design of the viaduct and consideration of view corridors, Transport NSW should consult the Mungerie House Conservation Management Plan (2007) prepared for Lend Lease by Tanner Architects and endorsed by Council as it contains important information regarding view corridors and the setting of Mungerie House.

### Local Business Impact

- 9.1 The Small Business Commissioner commence a study into the structural adjustment and support required for specific small businesses directly affected by the construction work.

### Land Use and Community Facilities

- 10.1 It is requested that Transport for NSW work with Council as part of the planning for Key development sites around the future railway stations which may occur prior to the completion of the precinct planning process. On-going consultation is imperative to ensure that any future development at these key sites integrates with the future railway stations and supports the on-going operation of the North West Rail Link.
- 10.2 Negotiations should continue with Council and the Castle Hill RSL Sub Branch regarding the relocation of the war memorial and other historic monuments within Arthur Whitling Park. Transport for NSW should also consult with the Hills District Historical Society with regard to the railway heritage and war memorial monument within the Arthur Whitling Park.
- 10.3 It is requested that Transport for NSW continue to consult Council on the potential implications of the project on the Balmoral Road Release Area.
- 10.4 Transport for NSW should ensure that appropriate consultation is carried out with resident and land owners within the vicinity of the railway corridor and railway station sites that will be affected by the construction and operation of the North West Rail Link.

### Ecology

- 11.1 Offset sites should be identified and procured prior to works commencing that involve the removal of ecology. It is requested that specific priority be given to securing offset sites as near to the location of the impact/loss as possible, to assist with the preservation of the specific endemic community of the area and assure that the ecological and amenity benefits of retaining endemic vegetation remain within the Local Government Area.
- 11.2 Lighting for the skytrain should be designed to minimize light spill.

### Visual Amenity

- 12.1 EIS2 is still silent on the ultimate design of the viaduct, however, it is expected that the detailed design stage will give particular consideration to making the structure interesting and visually appealing. The ultimate design should incorporate measures to reduce the visual impact and where possible use

*engineering art to decorate and provide visual interests where landscaping cannot be adequately provided.*

- 12.2 *The possible use of the viaduct structure for advertising is an ongoing concern for Council.*

*Climate change and Greenhouse Gas*

- 13.1 *Adaptation response be implemented with particular reference to Design specifications for the trains Air conditioning systems and adequate emergency and evacuation procedures should be implemented to adequately address the High (unacceptable) likelihood of heat stress related health impacts on customers associated with failure of train air conditioning units.*
- 13.2 *As many of the adaptation responses relate to active/energy consuming systems, a commitment to green power for the rail project should be made to assure that Climate Change adaptation actions are not contributing to further intensification of the impacts of climate change.*
- 13.3 *The future operator of the rail should be bound to strict GHG emissions targets consistent with the NSW government Sustainability Policy.*

*Surface Water and Flooding*

- 14.1 *All site staff should be engaged through toolbox talks or similar with appropriate training on soil and water management practices.*
- 14.2 *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.*
- 14.3 *An excavation plan should be developed which ensures procedures that threats to human safety and damage to infrastructure are not exacerbated during the construction period'.*

A copy of the Council report and minutes are attached for your information.

If you have any enquiries in relation to this matter please contact me on 9843-0105.

Yours faithfully



**Stewart Seale**  
**MANAGER FORWARD PLANNING**

**Attach:** Council Report and Minutes – 27 November 2012