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29 November 2012

Dianne Sarkies
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Major Projects Assessment
Department of Planning and Infrastructure
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SYDNEY NSW 2001



Dear Madam,

North West Rail Link Environmental Impact Statement Stage 2 – Stations, Rail Infrastructure and Systems

I refer to your letter dated 30 October 2012 inviting Council to make a written submission on the Environmental Impact Statement Stage 2 (EIS2) for the North West Rail Link (NWRL) project submitted by Transport for NSW.

It is understood that EIS2 represents the environmental impact assessment for Stage 2: Stations, Rail Infrastructure and Systems. In particular, EIS2 examines the operation of the railway as well as the construction of those elements of the NWRL not addressed by Stage 1 (EIS1).

Council is strongly supportive of the State Government's planning and delivery of the NWRL. Such significant investment in public transport infrastructure is vital to service the rapidly expanding North West Region of Sydney. The NWRL will ultimately provide access for current and future residents of North West Sydney to jobs and services located in strategic centres throughout greater Sydney, including the Sydney CBD. In addition, the NWRL will support jobs by improving business connectivity, including within and to an extended Global Economic Corridor to encompass Blacktown, Rouse Hill, Norwest and Castle Hill, as well as Macquarie Park, Chatswood, North Sydney and the Sydney CBD.

Council is also pleased to be advised that EIS1 of the NWRL, which examined major construction works, including tunnelling, underground station excavation and building of the skytrain and outlined the potential impact of these works on the local community and how they will be managed, was approved on 25 September 2012.

In response to the current exhibition of EIS2, Council Officers have reviewed those elements of the project that are likely to impact on land in the Blacktown Local Government Area (LGA) and have included in **Attachment 1** to this letter comments for your consideration.

Thank you for providing Council with the opportunity to review and comment on EIS2. Should you require clarification or any further information regarding this matter, please contact Council's Manager Strategic and Precinct Planning, Chris Shannon on 9839 6229.

Yours faithfully,

Glennys James
Director City Strategy and Development

Per 

**BLACKTOWN CITY COUNCIL SUBMISSION
NORTH WEST RAIL LINK
ENVIRONMENTAL IMPACT STATEMENT – STAGE 2**

Stormwater/Flooding issues

- a) The relocation of Cudgegong Road will need to incorporate access to the existing properties on the east side, particularly given the proposed Endeavour Zone Substation. The ownership of the proposed landscape area will need to be resolved (Figure 6.39).
- b) The location of the Tallawong Road Stabling Yard will need to be coordinated with the proposed Schofields Road extension and upgrade, particularly at the Schofields Road – Hambledon Road intersection. Stormwater detention is to service the entire site to attenuate post-development flows to no higher than pre-development flows for the full range of ARI from 1 in 1-year to 1 in 100-year (Figure 6.43).
- c) Figure 18.6 shows some encroachment of the Tallawong Road stabling yards into the existing First Ponds Creek extents. The detail design is to ensure no adverse impacts on the existing flooding conditions, including flood storage.
- d) Regarding Section 18.5.2, Precinct Planning for the Riverstone East Precinct has not commenced. Therefore, the proposed strategy for stormwater management in this Precinct is not known. If the NWRL project was to rely on a future regional detention strategy, then financial contributions to that scheme should be included as part of the project costs. However, given the uncertainty on timing and the need to ensure no impact on drainage lines, full on-site detention as part of the project is expected to be the most practical outcome for the Tallawong Road stabling yard site draining to First Ponds Creek.
- e) Appropriate stormwater quality and Water Sensitive Urban Design (WSUD) measures are to be implemented in the detailed design, generally as outlined in the EIS. These measures should be located within the project footprint.

Traffic Management

- f) Access to the Windsor Road Viaduct construction site for heavy vehicles is proposed via two access points, Windsor Road and Schofields Road. However, at the Schofields Road access point, all vehicle movement is proposed. The EIS indicates that heavy vehicles should follow the arterial road network. Consequently, it is suggested that movements at this access point be limited to right in and left out only such that the amenity of the local road network is not compromised.

- g) The alternative access proposed for inbound and outbound heavy vehicles at the Tallawong Stabling Facility is along Schofields Road west of the facility (left in, right out). In keeping with the comment above, it is suggested that consideration be given to the removal of the proposed alternative arrangement.
- h) A number of local road upgrades and signalisation of intersections have been proposed as part of EIS2. Council requests that detailed design of works as proposed by the EIS2 be made available to Council for review and comment.
- i) It is noted that the EIS2 comments on the likely upgrade of the Samantha Riley Drive/Newbury Avenue/Old Windsor Road intersection by provision of an additional right turning lane on Newbury Avenue and a through lane in each direction on Old Windsor Road. Council supports this initiative and reiterates the need for the upgrade as Council records indicate (supplementing the EIS2 Assessment) that the existing performance of this intersection is inadequate.
- j) As part of the development of the Cudgegong Road Station, the EIS2 proposes the establishment of a local road system parallel to the rail line and connecting Cudgegong Road and Tallawong Road. However, it is noted that to date, Council has not been advised of this arrangement in detail. Further comments will be provided once details of the local roads are provided to Council.

Managing Construction Noise and Vibration

- k) The noise and vibration assessment identifies a number of exceedances above the noise management levels are predicted for the project. In particular, a number of properties in Kilbenny Street and Farrier Way, Kellyville Ridge, and Bentwood Terrace, Stanhope Gardens are predicted to have minor or marginal exceedances above the noise trigger levels for the future scenario.

In this regard, the noise mitigation options identified in EIS2 (including optimisation of the detailed design of the viaduct and/or the addition of absorptive materials on the viaduct deck, proposed noise barriers and rail dampers), are considered satisfactory. Notwithstanding this, noise monitoring should be carried out to ensure that the proposed mitigation measures have been effective in reducing noise impacts.

- l) For the Train Stabling Facility at Tallawong Road, exceedances of the noise criterion are predicted for both the at-opening scenario and for the future scenario for adverse weather conditions.

As such, noise monitoring should be carried out to ensure that the proposed mitigation measures have been effective in reducing noise impacts.

Open Space and Recreation

- m) Any impact on open space provision and quality, notably within and around the Area 20 Precinct of the North West Growth Centre, needs to be resolved in

accordance with the Department of Planning and Infrastructure's engaged community and open space needs assessment.

Pedestrian Access to Bella Vista and Kellyville Stations

- n) Council is pleased to note that pedestrian bridges are proposed to provide pedestrian access to Bella Vista and Kellyville Stations. For both Bella Vista and Kellyville Stations, a pedestrian bridge is proposed over Old Windsor Road, as indicated on Figure 6.27 and 6.28 (Bella Vista), 6.31 and 6.32 (Kellyville). The proposed pedestrian bridge at Cudgegong Road Station will also assist in facilitating pedestrian movement from the car park to the station.
- o) 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 Contribution Plan for adjacent residential precincts.

Visual Amenity

- p) EIS2 indicates a number of visual impacts as a result of the project. In particular, the proposed pedestrian bridges at Old Windsor Road at both Bella Vista and Kellyville Stations to facilitate pedestrian access across Old Windsor Road. Whilst Council supports the provision of lighting around the station, it is requested the lighting be provided along the pedestrian bridge to improve visibility at night.