



Your Reference: SSI-5414  
Our Reference: F2006/00716  
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30 November 2012

Dear Diane

**North West Rail Link - State Significant Infrastructure & Systems  
(SSI\_5414)**

Thank you for your letter of 30 October 2012 inviting Council to comment on Stage 2 of the North West Rail Link (NWRL). Council officers have reviewed the documents provided and make the comments below. Please be aware that these comments have not been formally endorsed by Council.

***Impact upon Parramatta Local Government Area (LGA)***

- The NWRL affects land within the Parramatta LGA as it relates to the 'Alignment Tunnel Corridor', generally located between 26 and 28 metres below surface level. It is understood that this alignment has been approved as part of Stage 1 of the NWRL.
- Upon review of the EIS documentation for Stage 2 of the NWRL, it would appear that there are no works included within the Parramatta LGA. However, the Epping Services Facility will be located within several hundred metres and therefore has a potential to impact upon both stakeholders, and the natural and built environments of the Parramatta LGA. In this respect it is requested that appropriate mitigation measures be included during both construction and operation to minimise the impacts of this facility in line with relevant legislation, Australian Standards and other best practice guidelines.

***Traffic & Transport***

- PCC supports the extension of the rail alignment to allow the future Parramatta to Epping Rail Link.
- Consideration should be given to the potential impact on the NWRL of future infrastructure such as potential future F3 Freeway to M2 Motorway link.

- With respect to additional traffic movements during construction of the Epping Services Facility, appropriate mitigation measures shall be put into place with respect to noise and vibration, traffic management, and pedestrian/cyclist safety, particularly at the intersections of Beecroft/Carlingford Roads and Ray/Rawson/Carlingford Roads.
- Car parking for construction workers should be provided on site where possible to minimise on-street car parking impacts within Epping Commercial Centre and surrounding residential areas.

### ***Land Use, Precinct Planning and Built Form***

- Figure 14.1 refers to existing land use and community facilities. It is noted that the area nominated as 'Commercial' within the Parramatta LGA reflects the 'B2 Local Centre Zoning' however; existing residential properties are located within this area.
- Figure 6.49 indicates part of the Epping Service Facility Site being subject to a future Master Plan. Any redevelopment of the site should have regard to the existing and desired built form character of the locality, including existing planning controls included within the Parramatta LGA.
- Figure 6.50 provides an artist's impression of the service facility from Ray Road. However, the facility will be highly visible from Beecroft Road and the Northern Railway Line. Consideration needs to be given to provide adequate landscape screening of the facility from all frontages.
- While Epping Railway Station is existing, opportunity is available to make provision for upgrades to this station as part of the works programme for the NWRL with respect to Place Making. Such improvements could include better access to the Railway Station from Beecroft Road and the commercial centre (west side) and improve public domain interface between the Station/Railway Line and Beecroft Road.
- It is noted that Precinct Planning Working Group referred to in Section 14.5 of the document fails to reference Parramatta City Council as a participating member as it relates to Epping. Council supports continued consultation in this respect.
- Section 14.5.1 refers to the Hornsby Shire Council Epping Town Centre Study. It is noted that this study was undertaken jointly on behalf of Parramatta City Council, Hornsby Shire Council and the Department of Planning and Infrastructure and is known as the 'Epping Town Centre Study'. Parramatta City Council did not formerly adopt the Study. At its meeting of 20 June 2012, Hornsby Shire Council considered a report on Epping Town Centre Study and resolved (in part) that:

1. *Council endorse progression of a planning proposal for Epping Town Centre generally in accordance with the Epping Town Centre Study subject to a review of the following.*
  - a) *Proposed East Epping and Essex Street Heritage Conservation Area boundaries.*
  - b) *Proposed Rosebank Avenue Heritage Conservation Area boundaries and the relationship of the area with the Cliff Road residential precinct.*
  - c) *Boundaries and heights within adjacent residential intensification precincts in response to a review of the draft Heritage Conservation Areas, existing property capitalisation and issues raised in submissions.*
  - d) *Potential heritage and archaeological significance of individual nominated sites.*
  - e) *Consideration of alternate urban form, including building heights and envelopes nominated in landowner submissions for properties within the Town Centre Core.*
  - f) *Acquisition of the Epping Bowling Club.*
  - g) *Short and long term impacts of the North West Rail Link on the Town Centre Core including implications for building heights for properties fronting Beecroft Road.*

The relevant positions of each Council should be noted in referencing the Epping Town centre Study.

### **Noise and Vibration**

- Noise and Vibration would appear to present the greatest environmental impact at Epping. Of particular concern is the potential for Epping to be impacted by construction noise and vibration, operational ground-borne noise and vibration and operational air-borne noise from the Epping Services Facility.
- In Table 10.9 and corresponding Figure 10.8, the area nominated as 'Area D' is identified as a 'commercial receiver'. It is noted that this is incorrect as the development on the southern corner of Beecroft Road and Carlingford Road comprises an existing mixed use residential and commercial development. Accordingly, the impact upon these existing residential units needs to be considered and should not exceed relevant noise level criteria for 'residential receivers' during construction and operation.
- Mitigation measures must be implemented to minimise noise and vibration impacts upon existing residential and commercial properties

during construction and operation. The following recommendations are made:

- a) Reassess impact on 'Area D' as a 'residential receiver'.
- b) Adoption of recommendations made by SLR Consulting during detailed design phase of the project in order to address noise and vibration impacts.
- c) Setting of performance-based noise and vibration specifications as part of the construction contract.
- d) Development of separate Noise and Vibration Management Plans for both the construction and operational phases of the NWRL.

### ***Soils & Ground Water***

- Impacts from poor soil and sediment control during construction are possible, including a nuisance from dust on surrounding properties and the potential for discharge of sediments to waterways, causing water pollution. The following recommendation is made:
  - a) Development of a Construction Environmental Management Plan which includes mitigation strategies for preventing pollution of air and waterways.

### ***Sustainability***

- Council supports the objectives and development of initiatives and targets under the NWRL Sustainability Strategy, particularly in relation to the adoption of renewable energy technologies and the possibility of achieving 100% non-potable water requirements from non-potable supply. There is no reference to whether the use of sustainable building materials has been considered during construction. The following recommendations are therefore made:
  - a) Development of water quality targets for stormwater runoff and implementation of Water Sensitive Urban Design (WSUD) measures (not just rainwater capture for reuse).
  - b) Consideration of measures to reduce the urban heat island effect and operational energy costs (e.g. landscaping/ shading elements – could be linked to WSUD).
  - c) Use of sustainable building materials (where possible) during construction/ fit out of structures.

## ***Ecology***

- The project will involve the clearing of a small patch of Sydney Turpentine-Ironbark Forest (STIF) at its southern extent at Epping, however it is noted that much of this vegetation is already considered to be in poor condition and that the clearing is unlikely to fragment the STIF community at this location. Devlin's Creek (Lane Cove Catchment) is in the vicinity of Epping and is also considered highly disturbed riparian and aquatic habitat as the creek is mostly concrete or brick lined channel in this area.

Excelsior Creek drains to Parramatta River Catchment, however the Ecological Assessment prepared as part of this EIS states that Excelsior Creek is considered to have no existing aquatic habitat or riparian value. Notwithstanding this, the following recommendations are made:

- a) Investigate and implement opportunities to improve terrestrial and aquatic habitat through undertaking weed control, bush regeneration and implementing WSUD opportunities along the alignment of the NWRL.
- b) Consider the cumulative impact of the loss of existing vegetation the on the broader vegetation corridor.

Should you wish to discuss this matter further, please contact Diane Galea – Project Officer Land Use Planning on 9806 5751.

Yours sincerely



Diane Galea  
**Project Officer - Land Use Planning**