



Major Projects Assessment
Department of Planning and Infrastructure
GPO Box 39
Sydney NSW 2001

Attention: Director, Infrastructure Projects

Dear Sir/Madam,

RE: North West Rail Link Environmental Impact Statement 2

I refer to the exhibition of the second Environmental Impact Statement (EIS2) for the North West Rail Link (NWRL) which relates to the operation of the railway as well as the construction of stations, station precincts, services facilities and the Rouse Hill stabling facility. The Department of Education and Communities has reviewed the exhibition material and provides the following comments for your consideration:

1. Identification of educational sites
EIS2 nominates all educational facilities within 1600 metres of rail elements. The Department appreciates the acknowledgement of these sensitive land uses and is keen to involve each of the school communities in the construction process to manage any construction and operational impacts. It is anticipated that this will involve notification to the school and negotiation of mitigation measures such as timing of works and relocation of sensitive class groups such as students sitting exams.

2. Construction Impacts from the NWRL
The Department acknowledges that noise modelling has been undertaken as a component of EIS2, with an Operational Noise and Vibration Management Plan to be prepared during the detailed design stage. It is important that measures be put in place to mitigate construction and operation noise and that monitoring continue to confirm the measures are successful. It has been noted that the noise barriers that were used during the construction of the M2 were effective, as well as attractive.

The construction impacts of dust and any impact on air quality will also need to be addressed, including mitigation measures and monitoring once construction commences.

It is also noted that the management of traffic and road safety will need to be carefully scrutinised to ensure that existing schools are able to continue to function during the construction phase.

3. Operational Impacts from the NWRL
Once construction is completed, it may be necessary to examine the parking restrictions that are imposed in and around school areas to manage any parking impacts caused by rail commuters. Schools rely upon management which allows for the movement of children and staff at peak periods for start and end of the school day, as well as availability of parking for visitors and parents throughout the day.

The location of any venting stacks from the underground stretches of the NWRL need to be identified and discussed with the school communities that are affected. Communication with the school community through the Parents and Citizens Association should be used to present the potential impacts and respond to any queries.

4. School Operations

The development of the NWRL will require the schools along the route to examine impacts and opportunities that are presented by its operation. These will include:

- The position of existing enrolment boundaries which may need to be amended where a barrier prevents access, or the transport provides an opportunity to use spare capacity.
- Train timetables to align with bell times will promote the NWRL for use by students, staff and community members. The timetable will need to include consultation with the bus timetable for a holistic review of this opportunity.
- Potential for senior or selective school campus sites with the accessibility provided by the NWRL.
- Necessity for schools to review and possibly amend school emergency evaluation location and procedures.

5. Skytrain impact on Kellyville Public School

General comments were provided in point 2 above in regard to noise impacts. The proximity of the sky train route to Kellyville Public School raises potential concern in relation to the noise from both the construction and operation of the railway.

6. Housing development near rail stations

The development of the North West Rail Link will provide the catalyst for new urban development as well as increasing densities in existing localities.

It is noted that the Department is already facing critical capacity issues at facilities in the Northern Sydney Region, with Castle Hill HS and Cherrybrook THS unable to accept any further enrolment now. The construction of the rail stations will trigger the development of housing and increase the demand for educational facilities where capacity is already minimal or non-existent.

It is requested that the Department of Planning and Infrastructure convene and lead a technical working group comprised of agency and local government members to plan for the infrastructure that will be required to service the population of the station precincts.

The North West Rail Link forms a critical component of the Metro Strategy. The Department of Education and Communities recognises there are significant benefits to be gained from its construction. It is essential that suitable measures be implemented to manage construction and operational impacts. It is also essential that the infrastructure demands of the future station precincts be identified and a strategy be developed to meet these demands.

Please contact Catherine Pyne, Regional Asset Planner on 6768 2322 or email Catherine.Pyne@det.nsw.edu.au should you require further information.

Yours sincerely



Tony McCabe
Director, Planning and Delivery

9 December 2012