

THE HILLS SHIRE COUNCIL

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11 September 2014

Director - Infrastructure Projects
NSW Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Our Ref:

Dear Sir/Madam

NorthConnex Environmental Impact Statement

Reference is made to the recent public exhibition of the Environmental Impact Statement (EIS) for the NorthConnex project linking the Hills M2 Motorway at West Pennant Hills to the M1 Pacific Motorway at Wahroonga.

A report on the EIS was included on the Agenda for the Ordinary meeting of Council on 9th September 2014.

After considering the report, Council resolved:

Traffic

- 1. The NorthConnex project should consider longer term options for intermediate access between the Hills M2 Motorway and the M1 Pacific Motorway.*
- 2. The use of Aiken Road, Oakes Road and Eaton Road/Karloon Road as a proposed inbound heavy vehicle access route from the north into the southern interchange construction site is totally unacceptable. Alternate routes need to be identified that restrict inbound access to the site off Pennant Hills Road or the Hills M2 Motorway.*
- 3. A copy of the Construction Traffic Management Plan (CTMP) be provided to all affected Councils for review prior to approval.*

Noise

- 4. A copy of the Construction Noise and Vibration Management Plan (CNVP) be provided to all affected Councils for review prior to approval.*
- 5. The detailed design stage of ventilation facilities, jet fans, substations and motorway control centre be certified by an acoustic consultant as meeting the project specific noise criteria.*

6. *A post commencement acoustic assessment be carried out to verify the findings of modelling and/or identify any further acoustic treatment required to protect the acoustic amenity of the neighbourhood around the southern interchange facility.*

Air Quality

7. *The proponent evaluate the relocation of the southern ventilation stack to a suitable site within the south-western corner of the Pennant Hills Golf Course, by modelling the air quality impacts from that site to enable comparisons with the proposal in the EIS to locate the ventilation stack within facilities at the southern end of the motorway control centre. Should air quality benefits be identified as a result of the evaluation, the southern ventilation stack be relocated to the Pennant Hills Golf Course.*

Urban Design, Landscape Character and Visual Amenity

8. *Where practicable, advanced tree species should be planted prior to the operational occupation of the southern interchange facility and motorway control centre and particularly where there is an interface with residential properties on Eaton and Karloon Roads and where the site adjoins Hillside Place and Gum Grove Place.*

Surface Water

9. *The EIS has not adequately considered the impacts on flood prone land and overland flowpaths for the waterways and catchments in the vicinity of the Hills M2 Motorway as it relates to the proposed widening works and any stormwater infrastructure upgrades. Further information is required in order to satisfy Council's concerns about these potential impacts.*
10. *Any design carried out for alterations to the existing drainage structures and culverts associated with the Hills M2 Motorway widening works and any connection into Council's existing stormwater system needs to be undertaken with a complete understanding of the local flood regime, the receiving stormwater system's capacity and the associated flood hazard and impacts to the local community affected. Flood impacts to the local community as a result of the proposed works should be reduced or at least not exacerbated.*

Where there will be a negative impact on the performance and capacity of Council's existing stormwater system arising from the project, it must be upgraded by the project.

Other Matters

11. *Following its lease to Council by the RMS for construction of a commuter carpark, an alternate site be found for the proposed Windsor Road construction compound.*
12. *All relevant emergency services be consulted on the proposed fire fighting, evacuation and rescue arrangements during the detailed design phase of the project.*
13. *It is essential that the project delivery incorporates engagement activities that allow the community and other key stakeholders such as the affected Councils to be involved in the project's actual delivery. This will help manage the impacts on residents by providing an opportunity for them to influence and feel part of the project. Community liaison or reference groups similar to other recent major infrastructure projects such as the Westlink M7 Motorway, Hills M2 Motorway widening and North West Rail Link all provide successful models.*

14. *At the conclusion of the project the RMS should dedicate any existing parcels of land still in its ownership that are located on carriageway and footway areas on Pennant Hills Road around the southern interchange facility, as public road.*
15. *Maintenance of the native vegetation rehabilitation areas should occur for a period of at least five years following construction, to ensure weeds are controlled and native plants are surviving and thriving in these areas.*
16. *A detailed economic impact assessment incorporating proposed mitigation measures relating to the Carmen Drive neighbourhood centre during the construction and operational phases of the project be provided for consideration by Council.'*

A full copy of Council's report is attached for your information. However it should be noted that the resolution of Council is different to the recommendation in the report.

If you would like to discuss this matter further, please do not hesitate to contact the Manager – Community Planning and Special Infrastructure Projects Mr Michael Lathlean on 9843 0205.

Yours faithfully



Dave Walker

GENERAL MANAGER

CC: