

[REDACTED]

[REDACTED]

18 May 2012

Major Projects Assessment,
Department of Planning and Infrastructure,
GPO Box 39,
SYDNEY, NSW 2001.

Attention: Director, Infrastructure Projects
Application No.: SSI-5100

Dear Sir/Madam

[REDACTED] Submission – Environmental Impact Statement North West Rail Link

This letter serves as [REDACTED] submission on the North West Rail Link Environmental Impact Statement (NWRL EIS) released for public comment in April 2012.

Introduction

It is noted that the NWRL EIS is the first of two EIS's being prepared for the project. The first EIS focuses on the major tunnel work and Skytrain structure. A second EIS will be released later in the year and will detail station design, precinct planning and rail operation. [REDACTED] looks forward to making a further submission when the second EIS is released.

[REDACTED] is supportive of the timely provision of the North West Rail Line. The NWRL will have considerable benefits to both the existing and future residents of the north-west sector. With approximately 300,000 people currently calling the north-west home, the savings in journey to work travel times will have significant positive impacts on their day to day living.

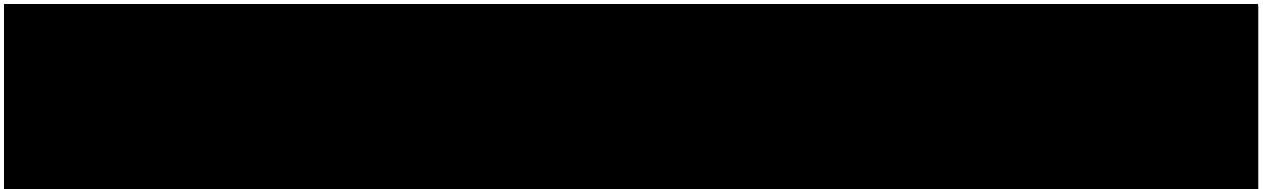
[REDACTED]

[REDACTED]

[REDACTED]

██████████ is part of the broader Alex Avenue Release Area ██████████ in the North West Growth Centre. The Alex Avenue Release Area is 420ha in total and has the capacity to deliver 6,300 new dwellings to accommodate 18,000 residents.

Whilst land ██████████ is currently rural in land use this area will develop for residential land uses in the short term. ██████████ It is therefore likely that the first residents will be living in the area ██████████ during the NWRL construction stages.



██████████ raises concerns on behalf of the future residents regarding being noise receptors during the construction phase and more critically during the on-going operation of the constructed railway stabling facility. Significant noise impacts to adjoining residential land maybe associated with the Tallawong stabling facility in its proposed location.

Tallawong Stabling Facilities

The main area of interest to ██████████ is the proposed development of the Tallawong stabling facilities in the far north west of the proposal. The Tallawong stabling facility will be located in a shallow cutting and will have the capacity to stable 16 eight car train sets with the provision for later expansion to 24 eight car train sets.

██████████ raises concerns regarding noise to nearby residents during construction as well as on-going operational noise impacts. Whilst ██████████ acknowledges that a major infrastructure project of this size will create noise impacts during the long construction phase, measures to mitigate and minimise noise to adjoining residents is crucial.

As previously detailed, whilst land ██████████ currently rural this area will develop for residential land uses in the short term. It is very likely that the area will be developed prior to the commencement of construction works for the railway line and stabling facility.

[REDACTED]

In terms of construction noise, Section 10 Key Issues Table 10.33 *Summary of noise and vibration mitigation measures* proposes that the only measure to mitigate construction noise in and around the Tallawong stabling facility during construction is the standard mitigation measures, as outlined in the Construction Noise and Vibration Study. [REDACTED] requests further consideration is given to more specific measures to mitigate construction noise to the proposed residential areas surrounding the Tallawong stabling facility site.

The second area of concern is the on-going operational noise issues associated with the Tallawong stabling facility. The current EIS is devoid of any detail to measure, manage or mitigate the noise associated with the long term operations associated with the stabling facility. It is noted within the current EIS that issues pertaining to all operational noise associated with the stabling facility will be addressed in the 2nd EIS due for release in the latter half of 2012. On-going operational issues include: noise from day to day work activities; air conditioning units; brake testing; and horn testing.

In terms of on-going operational noise issues, the future horn testing within the Tallawong stabling facility is a major concern given the historical issues associated with other metropolitan stabling yards within built up residential areas. It is hoped that significant consideration is given in the 2nd EIS to measures to be implemented to mitigate any potential noise impacts associated with the on-going stabling facility in this location with particular regard to the potential options for reducing or eliminating the noise impact of horn testing.

Conclusion

[REDACTED] looks forward to on-going consultation, communication and input into this important project. In this respect [REDACTED] would be happy to meet with representatives of NSW Transport and/or the Department of Planning and Infrastructure to further expand on the information contained within this submission. In this respect please contact [REDACTED]

Should you have any queries regarding this matter please do not hesitate to contact me on [REDACTED]

Yours sincerely

[REDACTED]

[REDACTED]