

## [Agenda Report](#)

### **COUNCIL MEETING**

#### **USER INSTRUCTIONS**

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#### **RESOLVED ITEMS ACTION STATEMENT**

Action is required for the following item as per the Council Decision or Resolution Under Delegated Authority.

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#### **ACTION ITEM**

#### **ITEM**

#### **NORTH WEST RAIL LINK - ENVIRONMENTAL IMPACT STATEMENT 1**

A MOTION WAS MOVED BY COUNCILLOR HAY AND SECONDED BY COUNCILLOR DR BYRNE THAT the Recommendation contained in the report be adopted.

THE MOTION WAS PUT AND CARRIED.

#### **RESOLUTION**

This report and the following recommendations form the basis of The Hills Shire Council's response to EIS 1.

##### General

- 1.1 Overall, Council supports the delivery of the NWRL project.
- 1.2 The NWRL Project Delivery team should include a meaningful community reference and liaison group that will help to build collaboration to help manage the inevitable impacts of construction a project of this scale amongst an established community.
- 1.3 The retention of the tunnel stubs to support a future Parramatta to Epping linkage at Epping is supported.
- 1.4 It remains Council's preference for the entire NWRL to be constructed entirely below ground.
- 1.5 It is essential that any construction and operation of a Skytrain ensure sufficient acoustic treatment is provided so as to not cause offensive noise pollution to surrounding areas. Further, the design of the elevated viaduct that supports the Skytrain must incorporate design elements including artistic features, to make the construction more visually attractive to contribute positively to the setting.
- 1.6 The route of the NWRL should be as exhibited in the 2006 growth centres structure plan so as to serve future population north of Windsor road at Box Hill.

##### Soils and Groundwater

- 2.1 Council's LEP maps indicating the extent of the geotechnical assessment area be included in Council's submission and that the geotechnical experts investigate the potential risk to land in that area as a result of the construction and operation of the NWRL.
- 2.2 The mitigation measure of conducting before and after dilapidation surveys of buildings in the vicinity of stations, works and construction sites is supported.

### Construction Traffic

- 3.1 A dilapidation report is to be prepared prior to work commencing to ascertain the current condition of the affected local roads and a form of Contributions Plan must be established to collect contributions which will assist with the cost of maintenance, repair and reconstruction as a result of damage caused by trucks.
- 3.2 Restricted truck access on Council's local roads will be enforced in accordance with weight restrictions within the Shire. The weight restricted routes that are near the station construction precincts include Gilbert Road, Highs Road, Taylor St, Aiken Road, Oakes Road, Jenkins Road, Glenhaven Road, Commercial Road, Withers Road, Hezlett Road, Annangrove Road and Kenthurst Road.
- 3.3 Council also has several sub-arterial roads near the station construction sites that do not have weight restrictions. These roads include Samantha Riley Drive, Green Road, Sanctuary Drive, Carrington Road and Victoria Avenue. These unrestricted sub-arterial roads should not be used for truck movements to and from the station construction areas - Any conditions of consent issued for the construction of the NWRL by the NSW Government should restrict truck access on these roads.
- 3.4 Street lighting issues are likely to arise at each construction site because of the extensive excavations. Interrupted power supply and light pole relocations will occur at various stages and the construction management plans will need to detail how these issues are continuously monitored and resolved. This issue will be critical at Castle Hill and Norwest Stations in particular because of pedestrian movements, and site modifications will be required for street lighting at each area to ensure continued operation.
- 3.5 Traffic volumes along Glenhope Road and Glenridge Avenue will be over their environmental capacity of 250 movements in peak hour, and LATM treatment will be needed along the full length of the connection to Coonara Avenue. Public consultation and funding of any LATM Scheme along Glenhope Road and Glenridge Avenue will be the responsibility of NWRL. The LATM scheme will need to include Parking restrictions in Glenhope Road to control contractors vehicles during construction and these restrictions will remain to control commuter parking.
- 3.6 The West Pennant Hills Bus Link may be needed as an alternative to Castle Hill Road as buses are likely to use Glenhope Road as a major connection between the residential areas and Cherrybrook station. The proposed Bus Link will need to be re-evaluated as part of a general review of bus services integrating with the Station precinct.
- 3.7 Relocation of the Castle Hill bus interchange area is critical because pedestrian access will be restricted through and across the site. Buses, and pedestrian traffic using those buses, will all revert to Old Castle Hill Road resulting in severe congestion. NWRL will need to show how bus and pedestrian traffic will operate in

the temporary location in conjunction with the re-introduction of two way traffic flow along the full length of that road.

- 3.8 A new bus layover area is needed to reduce demand for bus parking – options include unused Castle Towers overflow parking areas, or Council land in Brisbane Road. The State Government must identify where that layover area is, and clearly show how it will operate to reduce traffic issues in Old Castle Hill Road.
- 3.9 The proposed major truck access for The Hills Centre Station station goes direct to Showground Road through the dog show area adjacent to the Cattai Creek bridge. It is unlikely that this proposed access arrangement will be approved on safety grounds because of the steep gradients of Showground Road. A better location is through the Showground upper precinct at the existing signals for Gilbert Road. A fourth leg of this intersection would provide for construction access as well as supporting functions at the Showground during construction of the station.
- 3.10 No truck movements will be permitted onto Carrington Road. Secondary access for contractors is from Carrington Road at Doran Drive. No improvements are proposed but some form of intersection control such as a roundabout or traffic signals will be needed.
- 3.11 Peak travel time access through the Business Park must not be affected by the Norwest Station construction. As a result, four traffic lanes must be available in Norwest Boulevard every work day from 7am to 9am, and 4.30pm to 6.30pm. Brookhollow Avenue must not become a defacto bypass for Norwest Boulevard.
- 3.12 Most truck movements will head to the west along Norwest Boulevard (Old Windsor Road) This will place a further burden on the roundabout at Lexington Avenue which performs at level of service "F" every morning and afternoon. Either a signalized intersection to replace the roundabout is needed (\$8M) or the roundabout itself must be signalized (\$0.3M).
- 3.13 No trucks will be permitted to exit/enter the Business Park except via the eastern end of Norwest Boulevard at Windsor Road, or via Celebration Drive at the western end of the Business Park at Old Windsor Road. None of the local roads leading off Norwest Boulevard will be used for truck traffic.
- 3.14 The Roundabout at the intersection of Lexington Avenue and Celebration Drive will need to be replaced with traffic signals. Celebration Drive will also need to be upgraded to a four lane carriageway between Lexington Avenue and Old Windsor Road and the dual right turn lanes in Old Windsor Road at Celebration Drive will need to be extended.
- 3.15 No truck movements are to be permitted from the construction site along Lexington Avenue or through the residential area to the east.

#### Construction Noise and Vibration

- 4.1 While the criteria used to determine acceptable noise impacts is supported, that criteria predicts that there will be significant noise impacts and more investigation around the major construction sites is required.
- 4.2 Any amendment to construction methodologies and associated mitigation measures should be required to improve or maintain those impacts anticipated by this EIS.

- 4.3 Further background measurements should be undertaken to assure the accuracy of the background noise levels and resultant modelling of the impacts on receivers where the background noise is lower than that modelled.
- 4.4 While it is proposed to “primarily” conduct site establishment works during the daytime, the duration of these works and occasional evening and night time works during this period will inevitably lead to some level of community dissatisfaction and complaints. Further consideration should be given to mitigation measures at individual receiver’s premises to reduce these impacts.
- 4.5 Further consideration and commitment to reducing truck movements to and from constructions sites along Carrington Road and Norwest during the night time hours should be included in the Construction Noise and Vibration Strategy for the project.
- 4.6 In relation to the prediction that on-site truck movements causing awakening reactions (or sleep disturbance) at nearby residences. At each of the underground station sites, including the Bella Vista TBM support site, during night time periods, further consideration of mitigation measures either at the construction site and/or at sensitive or residential receivers to reduce these impacts should be included.
- 4.7 Where blasting is required (presumably as a last resort), in addition to the proposed assessment of the realistic worst-case noise and vibration levels being undertaken and compared with noise and vibration criteria, a comprehensive community information program should be undertaken to advise potential receivers of; the need for the activity, the days and times proposed and the expected noise impacts associated with the activity.
- 4.8 Acoustic treatment should be offered for the dwellings of those residents most affected by the on-going construction noise. Such treatment measures may include additional acoustic insulation of walls and ceilings, installation of double glazing, installation of air conditioning units etc. These measures should be considered particularly around the Hills Centre, Castle Hill & Bella Vista stations. Particular residential receivers of concern include, Carrington Road, Showground Road, residents to the east of Bella Vista Station & Precast Yards including Celebration Drive, Sharrock Avenue.
- 4.9 A commitment to upgrade the acoustic treatment of the acoustic enclosure at the Bella Vista station and pre-cast yard acoustic sheds is required. The modelled impacts on residential receivers for the duration of this project are unreasonably high based on standard acoustic shed construction.
- 4.10 An on-going commitment to complaint management and community liaison is required to manage and resolve future issues.
- 4.11 The construction methodology and proposed mitigation measures for the construction of the viaduct require review. The modelled impact of the construction of the viaduct are unacceptable as the prediction indicates significant exceedance of the NMLs for the entirety of the construction works on the residences described as:
- “Residences East of Old Windsor Road from the North section of Arnold Avenue to the North border of the Celebration Drive shopping centre”;
  - “Residences East of Old Windsor Road and South of Samantha Riley Drive”;
  - “Residences East of Old Windsor Road, between the group of residences North East of Windsor Road/Old Windsor Road junction and Samantha Riley Drive” and

- “Residences East of Windsor Road, between Bellcast Road and Sanctuary Drive”.

### European Heritage

- 5.1 Views to Mungerie House from Windsor Road must also be considered in the design and placement of the viaduct and its piers.
- 5.2 During the detailed design of the viaduct and consideration of view corridors, Transport NSW should consult the Mungerie House Conservation Management Plan (2007) prepared for Lend Lease by Tanner Architects and endorsed by Council as it contains important information regarding view corridors and the setting of Mungerie House.

### Indigenous Heritage

- 6.1 No further recommendation other than those contained in EIS 1.

### Local Business Impacts

- 7.1 The Small Business Commissioner commence a study into the structural adjustment and support required for specific small businesses directly affected by the construction work.
- 7.2 The EIS does not recognise that the national headquarters of IBM Australia is also located in Coonara Avenue. It employs more than 2,000 people, most of whom would drive to work. Therefore increased truck movements and any resulting traffic delays around the construction site could have some impact on those employees travelling to and from work.
- 7.3 A community liaison group to cater and involve business operators in Castle Hill Town Centre should be established to help respond to issues relating to traffic, access and parking during construction.

### Land Use and Community Facilities

- 8.1 Negotiations should also continue with Council and the RSL Sub-Branch with regard to the temporary relocation of the war memorial during construction of the Castle Hill station. Expert technical advice should also be obtained on the feasibility of transplanting the 'lone pine' located adjacent to the war memorial to an alternate site to the satisfaction of Council and the RSL sub-branch. Consideration should also be given to the collection of seeds or cuttings from the 'lone pine' to enable propagation should transplanting of the tree not be considered feasible or is unsuccessful.
- 8.2 Transport NSW should consult with the Hills District Historical Society with regard to the railway heritage and monument within the Arthur Whitting Park and future inclusion of railway heritage into the future station and open space.
- 8.3 Transport NSW must also ensure consultation is carried out with residents and owners, including Kindalin Child Care Centre on The Hills Shire side of Old Castle Hill Road at West Pennant Hills (opposite Cherrybrook station).

### Ecology

- 9.1 Offset sites should be identified and procured prior to works commencing that involve the removal of ecology.
- 9.2 It is requested that specific priority be given to securing offset sites as near to the location of the impact/loss as possible, to assist with the preservation of the specific endemic community of the area and assure that the ecological and amenity benefits of retaining endemic vegetation remain within the Local Government Area.
- 9.3 The management of off-set sites could be secured through the registration of land as Biobank Sites with the Biobank Trust funding the in perpetuity maintenance of the vegetation. This could be achieved without the need to purchase the land, rather the purchase and surrender of credits under the Biobanking scheme.
- 9.4 Three distinct patches of Cumberland Plain vegetation within the Balmoral Road Release area seem particularly appropriate which are 21.6ha, 13.7ha & 6.1ha respectively located on Balmoral Road and Fairway Drive. Additional smaller patches are also mapped within the immediate area. Consideration should be given to securing these sites to offset the loss of vegetation.

#### Visual Amenity

- 10.1 The reflectivity of acoustic sheds and site buildings is an additional measure that should be considered.
- 10.2 If possible, 6m hoarding proposed on Castle Hill Road (Cherrybrook Station) should be reduced in height if it will not reduce the amenity of residents / child care centre on the opposite side of Castle Hill Road.
- 10.3 Due to the visibility of the viaduct it is expected that the detailed design stage will give particular consideration to making the structure interesting and visually appealing is required. The ultimate design is to incorporate measures to reduce its visual impact and where possible use engineering art to decorate, provide visual interests where landscaping cannot be adequately provided.
- 10.4. The possible use of the viaduct structure for advertising is an ongoing concern for Council and should be addressed in EIS2.

#### Climate Change and Greenhouse Gas Emissions

- 11.1 The 20% electricity offset target should be increased.
- 11.2 Further offset options associated with revegetation projects and biodiversity offset requirements should also be included.