1. Introduction

1.1 Background

On 16 September 2004, the Minister for Transport Services directed the Transport Infrastructure Development Corporation (TIDC) to undertake works associated with the Rail Clearways Program. The Rail Clearways Program addresses issues of reliability and passenger growth on the Sydney metropolitan rail network. Separation of rail routes as part of the Rail Clearways Program would ensure that an incident on one train line would have only a limited effect on the other lines on the CityRail network, thus reducing congestion and delays currently experienced. The 'untangling' of the metropolitan rail network would also ensure simpler timetables and provide capacity for future growth in patronage.

As part of this Program, TIDC proposes to duplicate part of the existing Richmond Branch Line by constructing an additional track between Quakers Hill and Vineyard stations ('the Quakers Hill to Vineyard Duplication' or 'the Project'). The Project includes associated works at Schofields, Riverstone and Vineyard stations, including new stations, bus interchanges and car parking at Schofields and Vineyard stations, and improved provision for pedestrians and cyclists. The Project would be constructed in two stages:

- Stage 1 would deliver an additional track between Quakers Hill and the new Schofields Station (including construction of a new Schofields Station, construction of a pedestrian footbridge at the existing Schofields Station and removal of the existing Schofields Station and pedestrian level crossing).
- Stage 2 would deliver an additional track between the new Schofields Station and Vineyard Station (including the construction of a new Vineyard Station, upgrade to Riverstone Station, reconstruction of the Westminster Street overbridge and removal of the existing Vineyard Station).

An overview of Stages 1 and 2 of the Quakers Hill to Vineyard Duplication project is shown in Figure 1-1.

The construction of Stage 1 is proposed to commence in 2009 and is anticipated to take approximately 24 months to complete, pending project approval. Stage 2 has been deferred to align with growth in the North West Growth Centre (NWGC). The *Quakers Hill to Vineyard Duplication Environmental Assessment* (the 'Environmental Assessment'; PB 2009) sought approval for both stages of the Project.

The Environmental Assessment was prepared to seek Project Approval from the Minister for Planning under Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act); and for that purpose, to demonstrate that the Director-General's requirements (DGRs) had been satisfied. The Environmental Assessment was publically exhibited for a period of 34 days (approximately four weeks) between 29 April 2009 and 1 June 2009 in accordance with Section 75H(3) of the EP&A Act. During this period, submissions were invited from anyone with an interest in the Project, including members of the community and government stakeholders (refer Chapter 2). These submissions have been considered and are addressed in the Submissions Report (this report). The purpose of this report is outlined in Section 1.2.

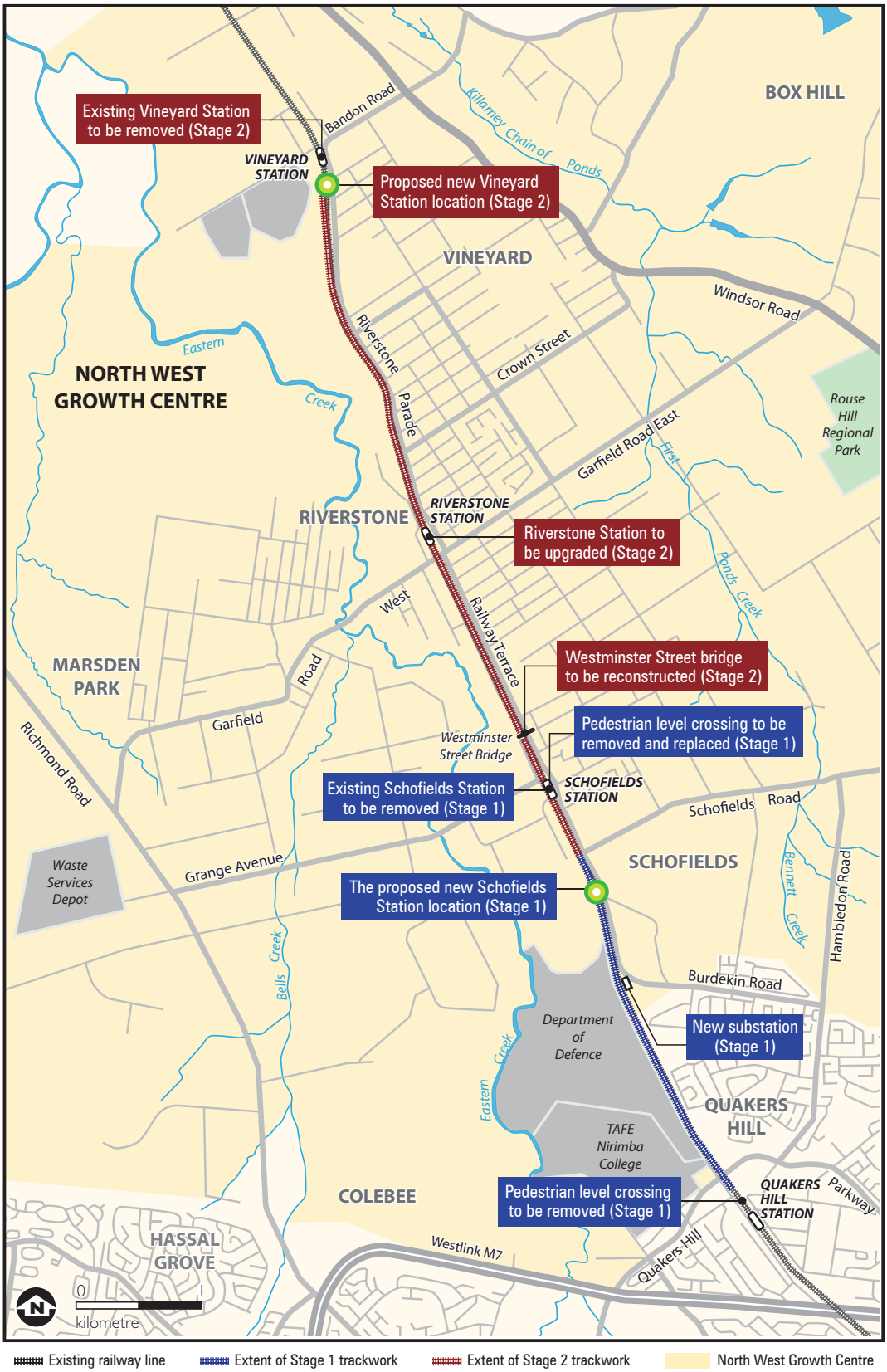

Figure 1-1 **Overview of Stages 1 and 2 of the Quakers Hill to Vineyard Duplication Project**

1.2 Purpose of this report

This Submissions Report documents and considers the submissions received on the Environmental Assessment and outlines TIDC's response to them, as required under Section 75H(6) of the EP&A Act. The Submissions Report also provides an overview of the Environmental Assessment (refer Section 1.3), consultation activities undertaken during the preparation and public exhibition of the Environmental Assessment (refer Chapter 2), a summary of the key non-government and government issues raised (refer Chapter 3) as well as details of additional investigations and project modifications that have been made since the exhibition of the Environmental Assessment (refer Chapters 4 and 5, respectively). This Submissions Report also documents a revised Statement of Commitments (SoCs), which reflect the key issues raised in the submissions received.

1.3 Overview of the Environmental Assessment

The following sections present a summary of the Environmental Assessment that was prepared for the Quakers Hill to Vineyard Duplication Project. For more detailed information on the Project needs, benefits and impacts, the reader is referred to Chapters 5, 8 and 9 of the Environmental Assessment, respectively.

1.3.1 Needs and benefits

The Richmond Branch Line comprises mostly single sections of track between Quakers Hill and Richmond, which restricts the ability to run more services as trains travelling in one direction have to wait for trains travelling in the opposite direction to pass. The Richmond Branch Line is centrally located within the NWGC, an area of land designated for release to accommodate Sydney's new housing. The Richmond Branch Line's strategic location provides an opportunity to support sustainable land release through the provision of additional rail services to the region.

The Project, therefore, is an essential component of the development of the NWGC in providing efficient and reliable public transport for the expected population increase associated with the planned development. The Project is a significant feature of the North West Structure Plan, which aims to develop transit-oriented development on either side of the existing Richmond Branch Line. The Project represents a 'whole-of-government' approach to facilitate the improvements to the rail infrastructure, which will meet the future needs of the NWGC.

The Project would support the Strategies and Land Release Branch's ability to create opportunities for the substantial land use changes proposed for the NWGC by improving regional transport links to the planned precincts, particularly the Alex Avenue, Riverstone, Riverstone West and Schofields precincts.

The Strategies and Land Release Branch (formerly the Growth Centres Commission) has planned to concentrate high density development within the Alex Avenue and Riverstone precincts in the vicinity of the Richmond Branch Line, with distinct town centres located adjacent to the relocated train stations at Schofields and Vineyard. The Riverstone West precinct has been planned to locate a business centre adjacent to Riverstone Station to maximise the opportunity for the use of public transport by the Riverstone West workforce.

Improved train service frequency made possible by the Project would meet the future predicted increases in patronage to/from the NWGC.

Specifically, the Project is needed to:

- Increase service frequency for the existing and future populations of the area (increased demand for rail services are expected as a result of predicted growth in patronage, substantial population increases as a result of the development of the NWGC, and a mode shift from private vehicles to rail transport).
- Address increased demand for rail services and transport facilities as a result of the proposed development of the NWGC.
- Improve accessibility at stations through design of easy access provisions, including lifts.
- Provide for car parking, kiss-and-ride facilities and a bus interchange at the new Schofields and Vineyard stations.
- Improve the ability of operations to recover during disruptions through reducing the extent of single track sections on the Richmond Branch Line.
- Improve the capacity, service reliability and reduce bottlenecks on the Richmond Branch Line.
- Reduce service delays on other rail lines on the CityRail network.

The Project is anticipated to provide the following key regional benefits:

- Increase service frequency on the Richmond Branch Line for the existing and future populations of the NWGC.
- Improve accessibility to train stations through the development of bus interchange, car parking, taxi and kiss-and-ride facilities at the new Schofields and Vineyard stations.
- Improve access to existing and future employment, educational and cultural facilities.
- Reduce the increase in road congestion/pressure on state and regional roads (such as Garfield Road, Riverstone Parade and Railway Terrace) that is anticipated to occur as a result of the development of the NWGC (development of the NWGC will generate additional traffic on the road network that is expected to be in excess of any reductions in traffic provided by the Project).
- Aid the Strategies and Land Release Branch to facilitate sustainable land release by improving the existing mass transit corridor early during the development of the NWGC, to serve the planned regional centre; thereby making higher density development within the region more attractive and viable.
- Reduce motor vehicle costs (fuel and operating costs) due to potentially less reliance on cars, particularly as fuel costs rise and private vehicle transport becomes increasingly more expensive.
- Reduce negative externalities associated with motor vehicle use, such as accidents, noise/air pollution, greenhouse gas emissions and energy consumption, due to the anticipated reduction in the mode share of car usage.
- Reduced net travel times for car, bus and rail commuters.

1.3.2 Summary of the Project

The components that form Stages 1 and 2 of the Project are shown in Figure 1-1 and are outlined in the following sections.

Stage 1

Stage 1 of the Project would comprise:

- duplication of the existing single section of track between Quakers Hill Station and the new Schofields Station (including the construction of associated overhead wiring and other associated rail infrastructure)
- construction of a new station, car park and bus interchange facility at Schofields, located approximately 800 metres to the south-east of the existing Schofields Station
- removal of the existing Schofields Station following commissioning of the new Schofields Station
- replacement of the existing pedestrian level crossing at Schofields with a new footbridge with ramps, which would be constructed at the site of the existing Schofields Station
- removal of the existing pedestrian level crossing north of Quakers Hill Station
- construction of a new substation near the corner of Burdekin Road and Railway Parade, adjacent to the eastern boundary of the rail corridor.

Stage 2

Stage 2 of the Project would comprise:

- duplication of the existing single section of track between the new Schofields Station and Vineyard Station (including the construction of associated overhead wiring and other associated rail infrastructure)
- an upgrade of Riverstone Station, including the regrading of the existing platforms and the provision of a covered footbridge at the southern end of the station
- construction of a new station, car park and bus interchange facility at Vineyard, located approximately 250 metres south-east of the existing Vineyard Station
- removal of the existing Vineyard Station
- reconstruction of the Westminster Street overbridge comprising a single span approximately 27 metres in length, which would accommodate two traffic lanes and two pedestrian footways.

1.3.3 Overview of the likely impacts and benefits of the Project

The key potential construction and operational impacts that would occur if the Project was to proceed would include:

- land use and property
- traffic and transport
- socio-economic
- noise and vibration
- non-Indigenous heritage

- flora and fauna
- water quality and hydrology
- Indigenous heritage.

These impacts are discussed in detail in Chapter 8 of the Environmental Assessment. A summary of the abovementioned key potential environmental impacts, and proposed measures to mitigate these impacts, is provided in Table 1-1. These have been updated (where relevant) to reflect the modifications to the Project design as described in Chapter 5 of this report. Potential benefits that are expected to be associated with the Project are also summarised in Table 1-1.

It is expected that the impacts identified in Table 1-1 would be manageable, given the commitments to environmental protection and management made by TIDC (refer Chapter 6).

Table 1-1 Key potential impacts and benefits of the Quakers Hill to Vineyard Duplication

Key issue	Identified key potential impacts/benefits	Key management commitments
Land use and property	Permanent impacts on directly affected properties and land uses acquired (or partially acquired) for permanent infrastructure, such as new stations, car parks and track.	▪ Acquisition of land in accordance with the requirements of the *Land Acquisition (Just Terms Compensation) Act 1991*. ▪ Ongoing consultation with the community and agencies responsible for future precinct planning in the NWGC.
Traffic and transport	Construction phase impacts include: ▪ The temporary closure of up to 10 parking spaces in the Riverstone Station commuter car park. ▪ The temporary removal of 25 car parking spaces at the existing Schofields Station commuter car park during the construction of the Schofields pedestrian footbridge. ▪ Increased heavy vehicle movements, particularly on Garfield Road East and Vernon Road. ▪ Increased light vehicle movements on Bridge Street. ▪ Full and partial closures of the Westminster Street overbridge. Operational phase impacts include: ▪ Improvements to rail services and improved accessibility at the rail stations. ▪ An opportunity for public transport to be more attractive to the community by providing more frequent rail services and allowing for the greater integration of other modes of transport.	▪ Construction impacts to be managed through the preparation of traffic management plans (including impacts to Bridge Street). ▪ Any temporary loss of formalised commuter car parking at Riverstone Station would be offset at a ratio of at least one to one. ▪ Any loss of commuter car parking at the existing Schofields Station commuter car park prior to the commissioning of the new Schofields Station would be offset at a ratio of at least one to one. ▪ Restriction of heavy vehicles to the construction routes identified, except where approval is granted by the relevant roads authority. ▪ The use of Bridge Street by heavy vehicles would be limited through the use of Vernon Road and the establishment of a construction access road on private property between Vernon Road and new Schofields Station (where possible).

Key issue	Identified key potential impacts/benefits	Key management commitments
		▪ All of the stations would remain open to rail operations during construction with the exception being during possessions when buses would replace trains. ▪ Decommissioning and removal of the existing Schofields Station and existing Vineyard Station would only occur following transfer of operations to the new stations. ▪ Completion of the footbridges would be undertaken prior to the closure of the pedestrian level crossings at Quakers Hill, Schofields and Riverstone. It should be noted that the Quakers Hill footbridge will be delivered by RailCorp as part of the Easy Access Upgrade Project at Quakers Hill Station, removing the need for the provision of a separate footbridge in the same location as part of this Project (refer Section 5.1.3). It should also be noted that the RTA will be responsible for closing the pedestrian level crossing at Riverstone. ▪ The level crossing at Quakers Hill would not be closed prior to RailCorp delivering the pedestrian footbridge at Quakers Hill Station as part of RailCorp's Easy Access Upgrade of this station. ▪ Provision of a shared pedestrian/cyclist user path between the existing and new Schofields stations, designed in accordance with Crime Prevention Through Environmental Design (CPTED) principles.
Socio-economic	The potential socio-economic impacts and benefits of the Project include: ▪ Increased distance to the relocated Schofields and Vineyard stations for some existing residents upon relocation of the stations. ▪ Potential viability impacts to the existing businesses at the existing Schofields Station. ▪ Changes to land use as a result of land acquisition. ▪ Improved disabled access to the stations at Schofields, Riverstone and Vineyard.	▪ Ongoing community consultation during the pre-construction and construction phases of the Project. ▪ Ongoing consultation with the Strategies and Land Release Branch during the detailed design to ensure that the Project does not preclude the precinct plans for the NWGC. ▪ Prior to opening the new Schofields Station, a Schofields Station Transition Plan would be developed in coordination with the Ministry of Transport (MoT), Strategies and Land Release Branch (Department of Planning)

Key issue	Identified key potential impacts/benefits	Key management commitments
	▪ Improved access to public transport allowing better links to employment, education, services and social infrastructure in new and existing areas. ▪ An affordable alternative to private vehicle use and the opportunity to reduce car reliance as a result of the improved rail system.	and RailCorp, in consultation with the community and Blacktown City Council to ensure that there would be minimal disruption to commuters. ▪ Ongoing consultation with MoT regarding bus routes for the NWGC. ▪ Provision of a shared user path between the existing and the new Schofields stations. This path would be designed in accordance with CPTED principles. ▪ Provision of vehicle and pedestrian access to the western side of the new Schofields Station, reducing the distance to be travelled to the station for some community members.
Noise and vibration	Construction of the Project may result in exceedances of the noise goals specified in the *Environmental Noise Control Manual* (Environment Protection Authority 1994) at some locations, depending on the activity proposed. Construction vibration levels at residential receivers are predicted to comply with building damage criteria, but may still be perceptible by some people. During operation, noise levels are predicted to exceed the trigger levels at the following locations: *Quakers Hill Preschool (located on the corner of Pearce and Lalor roads)* ▪ Exceedance of the overall $L_{Aeq(1hour\text{-}internal)}$ trigger level of 45 dBA predicted for 2023. *Manorhouse Boulevard, Quakers Hill* ▪ Exceedance of the overall $L_{Aeq(15\ hour)}$ trigger of 65 dBA at eight residential receivers with a corresponding increase of more than 2 dBA predicted for 2023. ▪ Exceedance of the L_{Amax} trigger of 85 dBA at all residential receivers that face directly onto the rail corridor predicted for 2023. However, the L_{Amax} noise levels are not predicted to increase by 3 dBA or more as a result of the Project. *Bridge Street and Tain Place, Schofields* ▪ Exceedance of the L_{Amax} trigger of 85 dBA at six residential receivers with a corresponding increase of	▪ Construction activities would be undertaken between the hours of 7 am to 6 pm Monday to Friday, 8 am to 1 pm Saturday and no work on Sundays or public holidays, except as otherwise approved in the Environmental Protection Licence for the Project, TIDC's *Construction Noise Strategy (Rail Projects)*, or as agreed with relevant authorities. ▪ Residents would receive advance notification of noisy works throughout the construction of the Project. ▪ Construction noise would be managed through mitigation measures documented in the Construction Environmental Management Plan and Environmental Control Maps that would be prepared for the Project. This plan would be prepared in accordance with TIDC's (2007) *Construction Noise Strategy (Rail Projects)*. ▪ Provision of acoustic mitigation at locations where noise levels are predicted to exceed the trigger levels documented in the Department of Environment and Climate Change's (DECCs 2007) *Interim Guideline for the Assessment of Noise from Rail Infrastructure Projects* (IGANRIP), where reasonable and feasible and in accordance with IGANRIP. ▪ TIDC would undertake ongoing

Key issue	Identified key potential impacts/benefits	Key management commitments
	more than 3 dBA predicted for 2013 and 2023.	consultation with the Strategies and Land Release Branch and Blacktown City Council to reduce potential noise and vibration impacts on the future environment by appropriate land use zoning of surrounding areas during precinct planning in accordance with the requirements of State Environmental Planning Policy (Infrastructure) 2007 (Infrastructure SEPP) and the Department of Planning's (2008) *Development near rail corridors and busy roads – interim guideline*.
Heritage – non-Indigenous	Impacts to Riverstone Station and Yard Group from the proposed station upgrade and footbridge. Indirect impacts are expected to affect the aesthetic qualities and integrity of the Riverstone Station and Yard Group, but would not significantly impact the heritage qualities of the station. Impacts on the heritage value of the Quakers Hill to Vineyard rail corridor.	▪ Archival recording of the Riverstone Station Complex and the rail line between Quakers Hill and Vineyard, including all structural and landscape components. ▪ If any unidentified heritage items are discovered during construction, works would cease within the location of the find and the NSW Heritage Branch of the Department of Planning would be consulted. ▪ Erection of interpretive signage at Riverstone Station, including information on the history of the station complex, as well as the heritage significance of the Richmond Branch Line.
Flora and fauna	Ongoing design investigations for the Project have resulted in an overall 0.27 hectare reduction in native vegetation clearance as detailed in the Environmental Assessment (previous total 4.60 hectares). This reduction comprises 0.08 hectares of Alluvial Woodland and 0.19 hectares of Shale Plains Woodland that does not require clearing. The total clearance of native vegetation would be 4.33 hectares, which would include approximately 1.15 hectares of *Environment Planning and Biodiversity Conservation Act 1999* (EPBC Act), listed Cumberland Plain Woodland and approximately 260m^2 *Pultenaea parviflora* habitat. Neither of these impacts is considered significant. The new Vineyard Station car park would require the removal of approximately 0.97 hectares of Shale Gravel Transition Forest (comprising 0.44 hectares for phase 1 of Vineyard car park and 0.53 hectares for phase 2 of Vineyard car park). The establishment of a 3 metre wide utility	▪ Identifying and excluding access to sensitive areas adjacent to construction sites as 'no go areas'. ▪ Revegetation of disturbed areas. ▪ Weed management of noxious and environmental weeds. ▪ Further assessment to determine the exact location for the Phase 2 car park at Vineyard Station in consultation with the Strategies and Land Release Branch and DECC will occur, as referenced in submissions received from both of these agencies. ▪ A vegetation replacement package would be developed for the 0.09 hectares of native vegetation that is located outside the NWGC and the biodiversity certified area (comprising 0.08 hectares of Alluvial Woodlands and 0.01 hectares of Shale Plains Woodland). This package would be developed with consideration to

Key issue	Identified key potential impacts/benefits	Key management commitments
	corridor on the eastern side of the rail corridor between Quakers Hill Parkway and Manorhouse Boulevard would require the clearing of 0.08 hectares of Alluvial Woodlands and 0.01 hectares of Shale Plains Woodland from an area that is outside the NWGC, and thus not accredited with biodiversity certification under the *State Environmental Planning Policy (Growth Centres) 2007* (Growth Centres SEPP).	offsets prescribed for non-certified areas under the Biodiversity Certification in consultation with the Department of Planning and DECC.
Water quality and hydrology	Water quality may be impacted by the pollution of stormwater run-off with sediments, fuels and other hazardous materials from construction sites, and/or the uncovering of saline and/or contaminated groundwater, and its subsequent disposal. Some existing culverts would be replaced or upgraded as part of the Project. At the local scale, the changes to culvert crossings will have the largest potential impact to the local surface water system.	▪ Preparation of site specific Erosion and Sediment Control Plan for each section of the Project site to manage risks of erosion and subsequent sediment deposition. ▪ Storage of hazardous materials and dangerous goods in a bunded, roofed area that is not at risk of being flooded during extreme weather events. ▪ Installation of appropriate stormwater treatment measures, identified during detailed Project design. ▪ Further assessment of flooding conditions to confirm initial investigations and the need to replace/augment existing culverts.
Indigenous heritage	Construction of the Project would directly impact seven Aboriginal heritage items, comprising six isolated finds, and one artefact scatter. Construction of the Project would also directly impact ten areas of Potential Archaeological Deposit (PAD). The Project would impact on the full extent of PAD S2 and PAD V1. All other PADs would be partially impacted by the Project. The Project is likely to encounter undisturbed and/or partially disturbed archaeological deposits within these areas of PAD. One area of high heritage constraint (identified as PAD QVP) would be partly impacted by the construction of the Project in areas up to 15 metres from the rail corridor.	▪ During detailed design, consideration would be given to further reducing the area of impact to PAD QVP as an area of high heritage constraint. Any Indigenous objects found in the disturbance area would be salvaged and/or conserved. ▪ If any previously unidentified Aboriginal artefacts are discovered, works would cease within the location of the find and DECC would be contacted. ▪ Registered Indigenous stakeholders would be consulted/involved in the salvage, conservation and management of Indigenous cultural heritage on the site. ▪ Continued consultation with Aboriginal stakeholder groups during further archaeological investigations.

1.3.4 Conclusions of the Environmental Assessment

The Project has a strong justification for proceeding, considering the significant regional transport, social and economic benefits that it would produce in a key growth area of Sydney. The Project forms part of the Rail Clearways Program, which aims to improve the capacity and reliability of the CityRail network and meet predicted passenger growth on the Sydney metropolitan rail network. The adverse consequences of not proceeding with the Project would be significant in the long-term in terms of the capacity of the rail network and road network congestion, poor accessibility and potentially unsustainable land release and development.

The Project is expected to have significant environmental, social and economic benefits for the North West region of Sydney as well as the wider metropolitan area. Notwithstanding this, some adverse impacts, including some significant impacts, are unavoidable due to the nature of the Project. Noise, visual and social impacts are expected to reduce in the long-term as the area is developed and land use planning integrates with the Project. Other direct impacts of the Project, such as biodiversity and land use/property impacts, also need to be considered in the context of the wider development planned for the NWGC.

Various measures and commitments are recommended to avoid, remedy and manage the identified impacts associated with construction and operation of the Project, which would be incorporated in the construction and operational environmental management plans, as the design for the Project is developed further. This is reflected in the SoCs for the Project (refer Chapter 6).

Provided that the measures and commitments specified in Chapters 8 and 9 of the Environmental Assessment are applied during the construction and operational phases of the Project, the Quakers Hill to Vineyard Duplication could proceed without resulting in significant adverse impacts.

1.4 The determination process

The Project has been assessed and will be determined in accordance with Part 3A of the EP&A Act. The determination process under Part 3A is illustrated in Figure 1-2, and summarised as follows:

- Following the lodgement of this Submissions Report with the Department of Planning, the Director-General of the Department of Planning will prepare an Assessment Report for the Project (under Section 75I of the EP&A Act).
- The Assessment Report, including a copy of the Environmental Assessment, this Submissions Report and any advice provided by public authorities, will be submitted by the Director-General to the Minister for Planning for the purpose of the Minister's consideration as to whether to grant approval under Part 3A of the EP&A Act.
- The Minister for Planning's determination of the Project and the Assessment Report will be published on the Department of Planning's website.

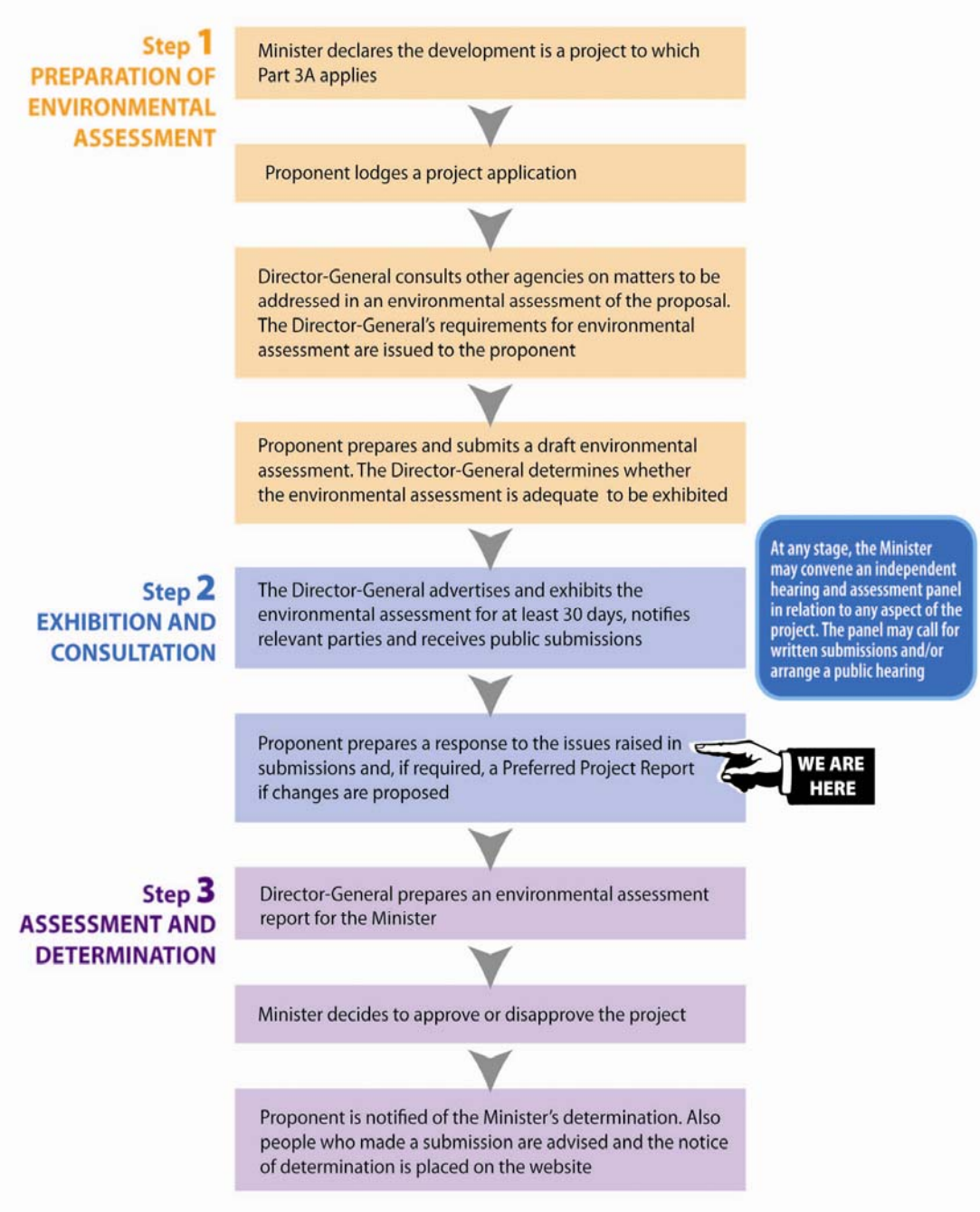

Figure 1-2 Planning approval process for the Project

1.5 Structure of this report

The structure and content of the Submissions Report is summarised in Table 1-2.

Table 1-2 Structure and content of the Submissions Report

Chapter/Appendix	Description
Chapter 1 – Introduction	Outlines the background and need for the Project, the purpose of the report and summarises the key findings of the Environmental Assessment. This chapter also provides an outline of the determination process for the Project.
Chapter 2 – Consultation	Documents the consultation that was undertaken by TIDC during the preparation and public exhibition of the Environmental Assessment, and the process used to manage submissions received on the Project. This chapter also provides an overview of consultation activities that TIDC would undertake if Project Approval is granted.
Chapter 3 – Consideration of submissions	Provides an overview of the total number of submissions received, the key types of issues raised and a summary of frequently raised issues. This chapter also provides TIDC's response to frequently raised issues.
Chapter 4 – Additional investigations	Provides a summary of the additional investigations that have been undertaken since the exhibition of the Environmental Assessment. Clarifications to the Environmental Assessment are also provided in response to feedback from the community during the exhibition period.
Chapter 5 – Modifications to the Project	Provides a description and justification of any proposed modifications to the Project since the exhibition of the Environmental Assessment.
Chapter 6 – Revised Statement of Commitments	This Chapter provides the final SoCs that TIDC will commit to during the pre-construction, construction and operational phases of the Project to manage the impacts identified in the Environmental Assessment, and subsequent issues raised during the preparation of the Submissions Report.
Chapter 7 – Conclusions and next steps	Presents the conclusions of the report and documents the form of approval requested in accordance with the provisions of Part 3A of the EP&A Act.
Appendix A – Project Update newsletter	Provides a copy of the Project Update newsletter that was distributed to the stakeholders and the community to provide notification of the public exhibition of the Environmental Assessment and forthcoming community information sessions.
Appendix B – Project advertisements	Provides a copy of the advertisements that were published in local newspapers to inform the community about the exhibition of the Environmental Assessment.
Appendix C – Non-government submissions	Provides a summary of the issues raised in non-government submissions and TIDC's response to these issues.
Appendix D – Government agency submissions	Provides a summary of the issues raised in Government agency submissions and TIDC's response to these issues.
Appendix E – Addendum to the Flora and Fauna Assessment	An addendum to the *Quakers Hill to Vineyard Duplication Biodiversity Assessment* (refer Technical Paper 5 in Volume 2 of the EA), which provides an assessment of the modifications to the Project, as described in Chapter 5.
Appendix F – Addendum to the Noise and Vibration Assessment	An addendum to the *Quakers Hill to Vineyard Duplication Noise and Vibration Assessment Construction and Operations* (refer Technical Paper 2 in Volume 2 of the Environmental Assessment), which provides a more detailed assessment of the potential noise impacts from the operation of the bus interchanges and associated car parking facilities and the new Schofields and Vineyard Stations.