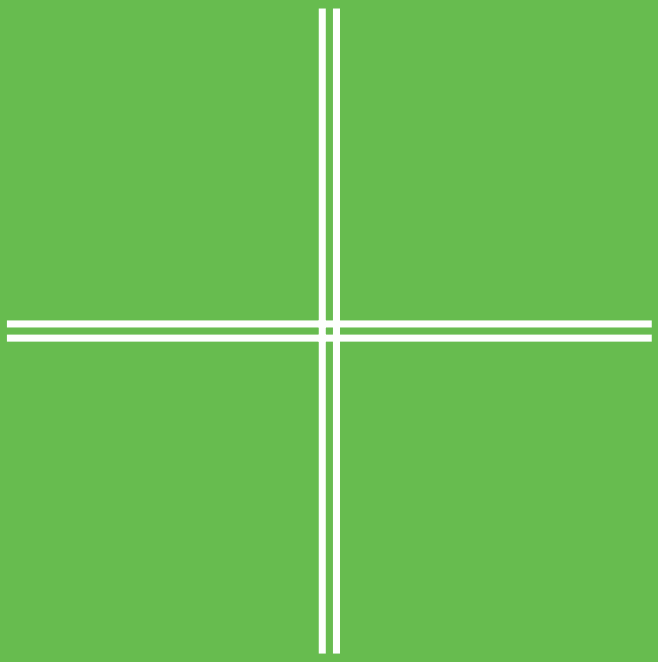
NSW GOVERNMENT | Transport for NSW

Submissions Report

Modification to Showground Station
State Significant Infrastructure Approval (EIS 1)

northwestraillink



Submissions Report

Prepared for

Transport for NSW

26 February 2013

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Reviewed by J. Ardas

Revision History

Revision	Revision Date	Details	Authorised	
			Name/Position	Signature
0	21/01/12	Draft	J.Ardas Project Director	Original signed
1	24/01/13	Draft – for TfNSW review	J.Ardas Project Director	Original signed
2	12/02/13	Final Draft	J.Ardas Project Director	Original signed
3	15/02/13	Final	Julian Ardas Project Director	Original signed
4	26-Feb-2013	Final	Julian Ardas Project Director	

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1.0 Introduction

1.1 The Project

The North West Rail Link (NWRL) Project has been identified by the NSW Government as a key priority railway transport infrastructure project. It is proposed to provide eight new stations and associated services over a 23 kilometre addition to the rail network from Epping to Rouse Hill in north west Sydney. Stations are planned at Cherrybrook, Castle Hill, Showground, Norwest, Bella Vista, Kellyville, Rouse Hill and Cudgegong Road. A stabling facility is proposed beyond Cudgegong Road station site in an area known as Tallawong Road. Bus, pedestrian and cycling access facilities are proposed for all stations, with a total of approximately 4,000 park and ride spaces to be provided at Cherrybrook, Showground, Bella Vista, Kellyville and Cudgegong Road Stations.

Pursuant to Section 115ZI of the EP&A Act, Transport for NSW (TfNSW) is seeking approval from the Minister for Planning and Infrastructure for the modification of the State Significant Infrastructure approval (SSI-5100) granted on 25 September 2012.

The proposed modification is associated with minor changes to Showground Station (Construction Site 6 as identified in the Environmental Impact Statement for Stage 1: Major Civil Construction Works (EIS 1)) and includes:

- Minor change to the location of Showground Station, to the south east and parallel with Carrington Road, and associated modification of the horizontal alignment of the tunnels.
- Vertical alignment changes to accommodate the changed location of Showground Station.
- Change to Showground Station construction site boundary (Site 6).
- Change to the Showground Road and Carrington Road construction access/egress arrangements.

Figure 1-1 shows the proposed modification to the construction site boundary, access/egress arrangements and horizontal alignment.

Public exhibition of the modification report by the Department of Planning and Infrastructure (DP&I) commenced on 31 October 2012 and closed on 3 December 2012. This occurred at the same time as, and parallel to, exhibition of the Environmental Impact Statement 2 for the North West Rail Link Stations, Rail Infrastructure and Systems (EIS 2).

During the above period, consultation was undertaken through a variety of mechanisms both in relation to the Showground Station Modification and the broader EIS 2.

A total of five community information sessions held for EIS 2. These sessions engaged key stakeholders and the community, provided information available in the modification report and provided guidance on the submissions process.

Key stakeholders including nearby residents, users and committee members associated with the Castle Hill Showground and Councillors and officers of The Hills Shire Council were also directly advised of the proposed modification.

During the exhibition period the public was able to submit written comments on the modification proposal. Responses to comments raised during the exhibition period are provided in this Submissions Report.

1.2 Purpose of this Report

This report has been prepared in response to the issues raised in submissions, and presents the following information:

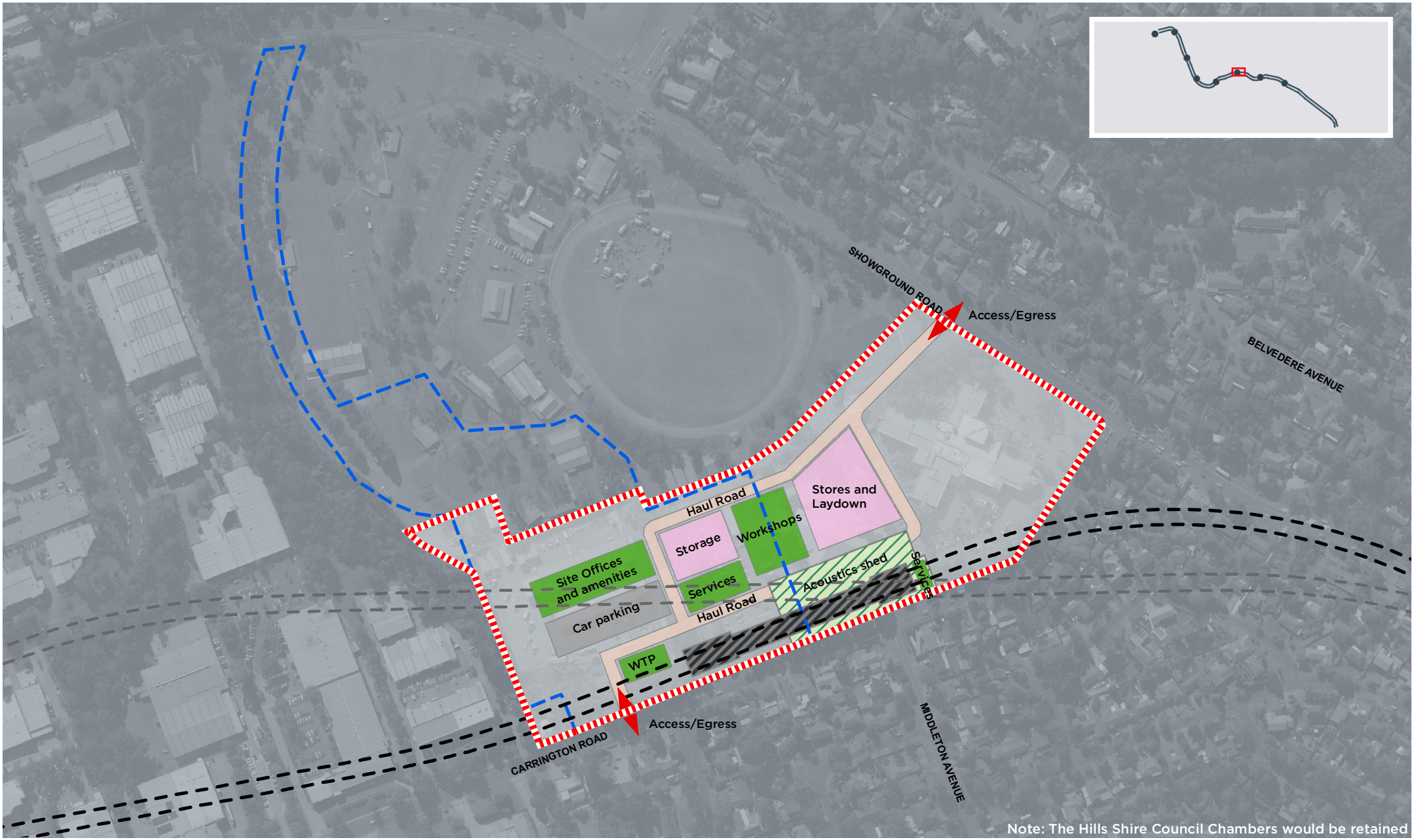
- A number of clarifications are presented in Chapter 2 in relation to noise and grouting works under Cattai Creek.
- Details of the community involvement activities undertaken for the proposed modification (Chapter 3).
- Responses to the submissions received during the public exhibition period (Chapters 4 to 8).
- Revised mitigation measures, resulting from the assessment undertaken for the Modification Report (Chapter 9).

1.3 Next Steps

The DP&I will, on behalf of the Minister for Planning and Infrastructure, review the modification report and this submissions report. Once the DP&I has completed its assessment, a draft assessment report will be prepared for the Director-General of DP&I, which may include recommended conditions of approval.

The assessment report will then be provided to the Minister for Planning and Infrastructure for consideration. The Minister for Planning and Infrastructure may then approve the modification (with any conditions considered appropriate) or refuse to give approval.

The Minister for Planning and Infrastructure's determination and the Director-General's report will be published on DP&I's website immediately following determination with a copy of the submissions report.



Approved SSI alignment (EIS 1) | Modified alignment | Approved SSI construction boundary (EIS 1) | Modified construction boundary

0 25 50 100 m

WTP - Water Treatment Plant

FIGURE 1-1: PROPOSED MODIFICATIONS AT SHOWGROUND STATION

2.0 Clarifications

2.1 Justification for the Modification

The proposed modification supports the Castle Hill Showground and facilities following consultation with the local community about the adjacent NWRL station precinct.

The location of the station and the construction site have been moved to provide better customer outcomes; to reduce impacts on the Castle Hill Showground and in response to the consultation outcomes for EIS1, including community and stakeholder input and comments by agencies including Roads and Maritime Services regarding access arrangements.

The railway station will also be renamed Showground Station, in line with a suggestion by the Castle Hill and Hills District Agricultural Society.

The proposed modification follows The Hills Shire Council's decision in 2012 to move out of the current council administration building to new premises located within the Norwest Business Park. The modification supports:

- Moving the railway station to the south-east, further away from the Showground ring and community facilities to reduce construction impacts;
- Acquiring and demolishing The Hills Centre for the Performing Arts to make way for the new station and possibly using the Hills Shire Council administration building as a project office during construction;
- Changing the location of the heavy vehicle access road;
- Retaining four out of five community facilities that were previously proposed to be demolished. The trotting stables and horse amenities would be relocated/reaccommodated on-site;
- Improved bus interchange and commuter car parking, located closer to the station.

The modification supports a number of significant changes implemented by TfNSW after listening to the community that will deliver improved outcomes during construction and when the NWRL is operational.

The Hills Centre for the Performing Arts would have been impacted during construction of the NWRL under the previous plan for the precinct, although a number of mitigation measures would have been applied.

2.2 Further Information Relating to The Hills Centre for the Performing Arts

Demolition of The Hills Centre for the Performing Arts would result in the loss of a community facility. The Hills Centre for the Performing Arts currently hosts approximately 80 events per year during daytime / evening periods. This is made up of approximately 50 school, 10 dance, 10 cultural and 10 other events (such as seminars / talks). Additionally, there is a regular Sunday Booking for a local church (Christian Outreach Centre) with two services (10am to 12pm and 6pm to 8pm). The church also has office facilities within the centre.

The current capacity of The Hills Centre for the Performing Arts is as follows:

- The main concert theatre has a 1,550 seat capacity
- The Sabemo Studio provides a private function area, 200-300 capacity
- An outdoor amphitheatre is located adjacent to Carrington Road
- The southern foyer area adjoining the main auditorium (approximately 250 seat capacity)

The Hills Shire Council has a number of community venues available for hire that could be used as an alternative to The Hills Centre for the Performing Arts. These include:

- Castle Grand Community Centre (largest room capacity 500)
- Balcombe Heights Estate Thompson Hall (largest room capacity 200)
- Don Moore Community Centre North Rocks (largest room capacity 500)
- Harvey Lowe Pavilion (largest room capacity 350)

- Glenhaven Community Centre (largest room capacity 190)
- Vinegar Hill Memorial Community Centre (seven rooms, largest room capacity 135)
- Wrights Road Community Centre (largest room capacity 180)
- West Pennant Hills Valley Community Centre (largest room capacity 170)
- South Maroota Hall (largest room capacity 150)
- The Hillsong Church convention centre (3,500 seat auditorium and a range of meeting rooms available)

The Christian Outreach Centre and its Empower Church currently leases the facility from The Hills Shire Council. Council had advised the Church it would not extend the lease beyond May, 2013.

Events at the facility are booked until the end of the lease. The NWRL project intends to have acquired the facility by June 2013 after which it will be required for construction of the NWRL. Therefore, no planned events at the centre would be impacted.

It is anticipated that impacts due to the modification and the resultant demolition of The Hills Centre for the Performing Arts would be limited due to the availability of alternative venues in the area. There may, however, be impacts for organisations hosting larger functions as no alternative council venues have as large a capacity as that of The Hills Centre for the Performing Arts.

2.3 Assessment of Non-Key Issues

The Modification Report identifies environmental issues that were considered to warrant further assessment due to the potential for the proposed modification to result in a significant change in environmental impact. The assessment for these key environmental issues was presented in Chapter 6 of the Modification Report. It was concluded that the modification to Showground Station would not give rise to significant changes to European Heritage, Indigenous Heritage, Local Business Impacts, Visual Amenity, Climate Change and Greenhouse Gas Emissions, Air Quality, General Waste Management and Cumulative Impacts. Justification for each environmental issue determined to not be significantly impacted by the modification, is presented in Table 2-1.

Table 2-1 Assessment of Non-Key Issues

Issue	Justification
European Heritage	There will be no additional impacts on European heritage arising from the modification. Mitigation measures approved for Stage 1, presented in Section 7.4 of the Submissions Report for Stage 1 Major Civil Construction Works, remain unchanged.
Indigenous Heritage	There is no Aboriginal archaeological potential in the area of The Hills Council Chambers. The search of the Aboriginal Heritage Information Management System (AHIMS) register undertaken for Stage 1 Major Civil Construction Works (EIS 1) did not identify any previously recorded sites within The Hills Council Chambers grounds and the field survey undertaken for the EIS identified the area as being highly disturbed. The area to the west of the site near Carrington Road proposed for extension crosses into an area of Aboriginal archaeological potential due to its proximity to Cattai creek. However, the site is already heavily disturbed from the construction of a house and associated landscaping. Thus, the area has very low potential for archaeological deposit. The changed construction location for Showground Station will impact ground that is already heavily disturbed from clearance of this area for the showground/works depot to the north and construction of a house and surrounding landscaping to the south. Thus, the area has very low potential for intact archaeological deposit. Mitigation measures approved for Stage 1, presented in Section 7.5 of the Submissions Report for Stage 1 Major Civil Construction Works, remain unchanged.
Local Business Impacts	TfNSW will acquire The Hills Centre for the Performing Arts for the NWRL project after the existing lease arrangements end in May 2013. Mitigation measures approved for Stage 1, presented in Section 7.6 of the Submissions Report for Stage 1 Major Civil Construction Works, remain unchanged.

Visual Amenity	The Station box has been shifted closer to Carrington Road, however views to the construction site hoarding from residents and businesses are almost identical. With appropriate design features it is anticipated that the visual impacts of the construction site, including the proposed acoustic shed, would be substantially similar to the approved project.
Climate Change and Greenhouse Gas	The modification does not result in changes to the assumptions and parameters used in the climate change and greenhouse gas assessment for the approved project.
Air Quality	The same activities would be required to be undertaken in a slightly altered location therefore there would be no additional air quality impacts to those already approved.
Waste Management	Additional construction waste would be generated through the demolition of The Hills Centre for the Performing Arts. Demolition work would be undertaken by licensed demolition contractors and would be controlled and undertaken in stages where possible. This could involve a hazardous materials analysis prior to stripping the buildings and demolition of the main structures. Glass and metal items would be removed prior to the building being demolished using a tracked excavator or other conventional method. Materials such as bricks and tiles, timber, plastic and metals would be separated where practicable and sent to a waste facility with recycling capabilities. All services to the buildings would be made safe and redundant. The volume of demolition waste for the NWRL would not significantly increase as a result of the demolition of The Hills Centre for Performing Arts and TfNSW is committed to targeting 95% beneficial reuse of construction and demolition waste generated by the NWRL project. No changes are required to the Waste Management mitigation measures presented in Section 7.13 of the Submissions Report for Stage 1: Major Civil Construction Works or the conditions of approval for Stage 1.
Cumulative Impacts	The modification would not result in additional cumulative impacts to those approved for Stage 1 Major Civil Construction Works.

2.4 Clarification of Noise Impacts

The noise exceedances are discussed in Section 6.3.3 of the Modification Report and are compared to the impacts resulting from the approved EIS1 project. The predicted exceedances are found to result in a minor overall change in impact from the approved project.

Mitigation measures are proposed in Table 7.1 of the Modification Report to reduce the impact on surrounding receivers during construction, including the childcare centre and Gemhill Cottage (operated by North West Disability Services).

2.4.1 Nearest Noise Sensitive Receivers – Showground Station Site

Table 2-2 provides a comparison of the distance of sensitive receivers from the station for the approved Stage 1 Hills Centre Station location (refer to Table 10.14 in EIS 1) and the modified Showground Station location.

Table 2-2 Comparison of Distance of Sensitive Receivers from Approved and Modified Station Locations

Receiver Area	Location Relative to Works (m)[1]	
	Modification	Approved Stage 1
A – Commercial adjoining South West	35	35
B – Commercial to the North West	140	35
C – Active Recreation - Castle Hill Showground	5	5
D – Residences - Showground Road North East	40	185
E – Residences - Carrington Road South	30	30
E – Childcare - Carrington Road South	30	30

Note 1: The relative distance to works shown is that from the nearest sensitive receiver to the closest location of construction activity.

Noise impacts identified in the Modification Report have been summarised in Table 2-3 to provide a clear comparison between the approved noise levels and the modified noise levels and quickly identify where impacts have changed as a result of the modification.

Table 2-3 Comparison of Approved and Modified Noise Impacts

	Time of day		NML (dBA)	Approved noise level (EIS1) (dB)		Modified noise level (dB)		Change
Airborne construction noise			**LAeq(15minute)**	**Near**	**Far**	**Near**	**Far**	
A - Commercial adjoining South West	Daytime	Earthworks & site establishment	70	76	53	78	43	Exceedances increased by 2 dB for near receivers but decreased by 10 dB for far receivers.
		Excavation of station box		68	60	60	52	Remains compliant.
		Station box construction		56	43	46	40	Remains compliant.
	Evening (station box construction)		N/A	56	43	46	40	N/A
	Night (TBM support & spoil removal)		N/A	32		36		N/A
B - Commercial adjoining North West	Daytime	Earthworks & site establishment	70	66	48	59	40	Remains compliant.
		Excavation of station box		57	54	53	46	Remains compliant.
		Station box construction		44	38	40	33	Remains compliant.
	Evening		N/A	44	38	40	33	N/A
	Night		N/A	29		30		N/A
C – Active recreation – Castle Hill Showground	Daytime	Earthworks & site establishment	65	87	55	85	45	Exceedances at near receivers reduced by 2 dB. Noise levels at far receivers remain compliant.
		Excavation of station box		60	60	58	51	Remains compliant.
		Station box construction		47	44	45	38	Remains compliant.
	Evening		N/A	47	44	45	38	N/A
	Night		N/A	47		43		N/A

	Time of day		NML (dBA)	Approved noise level (EIS1) (dB)		Modified noise level (dB)		Change
D-Residences Showground Road North East	Daytime	Earthworks & site establishment	64	50	44	70	38	Exceedances of up to 6 dB at near receivers. Noise levels at far receivers remains compliant.
		Excavation of station box		56	50	54	45	Remains compliant.
		Station box construction		39	38	43	33	Remains compliant.
	Evening		53	39	38	43	33	Remains compliant.
	Night		35	31		41		Exceedances of up to 6 dB.
E - Residences Carrington Road South	Daytime	Earthworks & site establishment	64	77	50	81	44	Exceedances at near receivers increased by 4 dB. Noise levels at far receivers remains compliant.
		Excavation of station box		70	69	72	53	Exceedances at near receivers increased by 2 dB. Noise levels at far receivers reduced to compliant levels.
		Station box construction		57	48	62	42	Remains compliant.
	Evening		50	57	48	62	42	Exceedances at near receivers increased by 5 dB. Noise levels at far receivers remain compliant.
	Night		39	42		46		Exceedances increased by 4 dB.
E - Child care centre Carrington Road	Daytime	Earthworks & site establishment	50	-	-	83	42	Exceedances of up to 33 dB at near receivers.
		Excavation of station box		-	N/A	67	57	Exceedances of up to 17 dB at near receivers and 7 dB at far receivers.
		Station box construction		-	N/A	56	44	Exceedances of up to 6 dB at near receivers. Noise levels are compliant at far receivers.
	Evening		N/A	-		56	44	N/A
	Night		N/A	-		41		N/A

	Time of day	NML (dBA)	Approved noise level (EIS1) (dB)	Modified noise level (dB)	Change
On site night-time truck noise		**Sleep disturbance**			
A - Commercial adjoining South West	Night	65	N/A	N/A	N/A
B - Commercial adjoining North West	Night	65	N/A	N/A	Reduced noise impacts due to the relocation of the site access points.
C - Active recreation - Castle Hill Showground	Night	65	N/A	N/A	N/A
D - Residences Showground Road North East	Night	65	60	62	Remains compliant.
E - Residences Carrington Road South	Night	65	58	66	Minor exceedances of the sleep disturbance NML of up to 1 dB. The maximum noise levels are lower than the existing L_{Amax} noise levels in the area and therefore, the risk of sleep disturbance is low.
E - Child care centre Carrington Road	Night	65	N/A	N/A	N/A
Ground-borne Noise Assessment					
A - Commercial adjoining South West			Ground borne construction noise would not be appreciable at the nearest residences during the station box excavation as the major sources will be on the surface and works would be undertaken during daytime periods when ambient noise levels are highest.		No change
B - Commercial adjoining North West					
C – Active recreation – Castle Hill Showground					
D - Residences Showground Road North East					
E - Residences Carrington Road South					
E - Child care centre Carrington Road					

	Time of day	NML (dBA)	Approved noise level (EIS1) (dB)	Modified noise level (dB)	Change
Vibration assessment					
A - Commercial adjoining South West			Vibration levels are anticipated to remain well below the safe vibration levels associated with minor cosmetic building damage.		No change
B - Commercial adjoining North West					
C – Active recreation – Castle Hill Showground					
D - Residences Showground Road North East					
E - Residences Carrington Road South					
E - Child care centre Carrington Road					
Construction traffic noise		**Sleep disturbance**			
A - Commercial adjoining South West	Night	65	-	-	-
B - Commercial adjoining North West	Night	65	-	-	-
C – Active recreation – Castle Hill Showground	Night	65	-	-	-
D-Residences Showground Road North East	Night	65	Exceedances of up to 11 dB	Exceedances of up to 10 dB	Predicted noise level increases (LAeq) would comply with the NSW Road Noise Policy 2 dB allowance above existing road traffic noise.
E - Residences Carrington Road South	Night	65	Exceedances of up to 14 dB	Exceedances of up to 14 dB	
E - Child care centre Carrington Road	Night	65	-	-	-

2.4.2 Further Information Relating to Modified Noise Impacts at Showground Station

In comparison to the layout and activities assessed for the approved project (EIS1), the revised Showground Station site results in some increases and some decreases to noise and vibration impacts to the nearest receivers, compared to the approved project. Overall, the change in noise and vibration impacts as a result of the modified project would be minor. It is acknowledged, however, that exceedances of the daytime noise management level (NML) of up to 17 dBA are likely at Gemhill Cottage (managed by North West Disability Services) and 33 dBA at Carrington Pre-School during the noisiest construction activities at Showground Station. TfNSW has investigated options for additional noise mitigation, including additional noise path control measures and receiver controls. The noise management options that are considered likely to be feasible and reasonable for these receivers are presented in Table 2-4.

Table 2-4 Feasible and Reasonable Noise Management Options

Gemhill Cottage	Carrington Pre-School
Localised increased height of the proposed site perimeter noise barrier- increasing the proposed 3 m noise barrier to 6 m along the construction site boundary adjacent to Gemhill Cottage would be anticipated to give approximately 5 to 10 dB additional noise reduction depending on the location of the works within the site.	Installation of a noise barrier, such as hoarding with transparent extension to 3m), positioned immediately adjacent to the outdoor play area to block direct line of sight from the receiver (lower levels and outdoor areas) to the source. The additional noise reduction would depend on the location of the works within the site, distance to the works and geometry.
Upgraded double glazed units, subject to a detailed property inspection, would be expected to provide up to an additional 20 dB noise reduction.	Upgraded double glazed units, subject to a detailed property inspection, would be expected to provide up to an additional 20 dB noise reduction.
Establishment of suitable coordinated respite periods in consultation with North West Disability Services and other sensitive receivers	Establishment of suitable coordinated respite periods in consultation with Carrington Pre-School and other sensitive receivers

The detailed specification for the above options requires further investigation and would be developed through detailed design and in consultation with North West Disability Services and Carrington Pre-School.

2.5 Surface Water and Hydrology – Clarification on Appropriate Controls

Section 6.6.3 of the Modification Report identifies additional impacts to Cattai Creek that have the potential to occur if appropriate controls are not in place during sediment consolidation works (if required). A new mitigation measure E25 has been developed and is included in Table 7-1 of the Modification Report. This measure outlines the controls that would be put in place should consolidation of sediments (grouting) under Cattai Creek be required and would ensure that impacts to the ecology and water quality of the creek are minimised.

2.6 Additional Mitigation Measures

The Modification Report determined that the mitigation measures detailed in EIS 1 and the Conditions of Approval for the following environmental issues were sufficient to manage the change in impacts resulting from the modification. Therefore additional mitigation measures for these environmental issues were not considered to be required.

- Soils and groundwater
- Land use and community facilities
- Surface water and hydrology
- European heritage
- Indigenous heritage
- Local business impacts
- Visual amenity

- Climate change and greenhouse gas
- Air quality
- Waste management
- Cumulative impacts.

Additional mitigation measures have been developed to manage the potential impacts of the modification on:

- Traffic and transport
- Noise and vibration
- Ecology.

The additional mitigation measures were provided in Chapter 7 of the Modification Report and are replicated in Chapter 9 of this report.

3.0 Consultation Overview

Public exhibition of the modification report commenced on 31 October 2012 and closed on 3 December 2012. This occurred at the same time as, and parallel to, exhibition of EIS 2 for the North West Rail Link Stations, Rail Infrastructure and Systems.

During the above period, consultation was undertaken through a variety of mechanisms both in relation to the Showground Station Modification and the broader EIS 2.

A total of five community information sessions held for EIS 2. These sessions engaged key stakeholders and the community, provided information available in the modification report and provided guidance on the submissions process.

Key stakeholders including nearby residents, users and committee members associated with the Castle Hill Showground and Councillors and officers of The Hills Shire Council were also directly advised of the proposed modification.

The Department of Planning & Infrastructure (DP&I) received submissions on the project during the exhibition period. Responses to issues raised in submissions received during the public exhibition are outlined in Chapters 4 and 5 of this report.

3.1 Consultation Activities

Consultation was undertaken with local councils and other key stakeholders during the assessment of the proposed modifications. The proposed change in location of the Showground Road access came about through consultation with stakeholders, including Roads and Maritime Services (RMS) and The Hills Shire Council, and took into account community and precinct user group feedback received during the exhibition period of EIS 1 for Stage 1: Major Civil Construction Works.

Local councils and Councillors were specifically consulted on potential impacts associated with the modifications. The Hills Shire Council, as a key stakeholder, was consulted and contributed to the decision to move the location of the station and revise the precinct. As well as regular updates, a specific briefing session to The Hills Shire Council officers was held on 16 October 2012.

The main tenant of The Hills Centre for the Performing Arts was consulted on 18 October 2012 when the NWRL project team met with the acting General Manager and representatives from the Christian Outreach Centre and its Empower Church.

Users of the Castle Hill Showground have also been briefed regularly, including regular updates to the Castle Hill and Hills District Agricultural Society. The most recent update was given on 12 November 2012.

As part of ongoing community consultation, the NWRL project team communicated the proposed changes and potential impacts outlined in the modification to local residents and businesses via:

- door knocking sensitive receivers and properties near the station
- letter box drops
- emails
- producing maps and diagrams to explain the changes
- one-on-one meetings with affected stakeholders
- including information about the proposed changes on the project website

A particular focus was those residents, businesses and organisations located closer to the station construction site as a result of the modificaiton, including the childcare centre and Gemhill Cottage (operated by North West Disability Services). Residences along Showground Road near the proposed construction access and those along Carrington Road were also door knocked.

Ongoing consultation will be undertaken with the Castle Hill and District Agricultural Society and other Showground complex user groups including the Budokan Judo Club, Castle Hill Players, Norwest Canine Association, Hawkesbury Harvest, Computer Pals for Seniors and the Country Womens' Association.

A specialised community liaison officer, referred to as a Place Manager, was appointed in October 2011, to liaise with residents, businesses and community organisations. The Place Manager for Showground Station will continue to make contact with directly affected residents and businesses through a variety of means including door-knocking; letters; emails; and visiting residents' groups, schools, sporting clubs, and many others organisations / groups to offer briefings about the project and its potential impacts.

3.2 Ongoing Consultation

Various ongoing communication channels are available for community and stakeholders to contact the project team for more information as the project progresses. These include:

Project freecall number – 1800 019 989

Project email address – info@northwestrail.com.au

The NWRL Community Information Centre (299 Old Northern Road, Castle Hill) opened in July 2011 and is staffed as follows:

- Monday to Friday 10am to 6pm.
- Thursday 10am to 7pm.
- Saturday 10am to 2pm.

The Community Information Centre will continue to provide services as the project progresses, offering the community and stakeholders the opportunity to drop in and speak with project team members and access additional information.

The NWRL project team and its contractors will continue to work in partnership with communities during construction. The priority is to ensure people have an understanding of the proposed works, to minimise and mitigate any community impacts wherever possible and to provide direct points of contact for each of the proposed worksites.

Throughout construction, stakeholders and the community will be kept informed of significant events or changes that might affect individual properties, residences and businesses, including:

- Significant milestones.
- Commencement of works
- Work method changes.
- Changes to traffic conditions and road access arrangements.
- Construction operations that could have a direct impact including noisy works, interruptions to utility services or work outside of normal hours.

4.0 Submissions Received

4.1 Overview

Submissions in response to the public exhibition of the modification report were accepted by the DP&I throughout the public exhibition period (from 31 October 2012 to 3 December 2012). Submissions were accepted by:

- Electronic submission (online) – www.majorprojects.planning.nsw.gov.au
- Email - plan_comment@planning.nsw.gov.au
- Fax - (02) 9228 6355
- Post - Major Projects Assessment
  Department of Planning and Infrastructure
  GPO Box 39, SYDNEY, NSW 2001

A total of 21 submissions were received in response to the modification report. A summary of submissions received is outlined in Table 4-1.

Table 4-1 Summary of submissions received

Submission group type	Number of submissions received
Key Stakeholders	**12**
Government Departments and Agencies	4
Local Council	1
Business/Commercial	3
Community Groups and Organisations	2
Schools	1
Community Submissions	**10**
Total	**21**

4.2 Key stakeholders

Of the 21 total submissions, four were from State government departments or agencies and one was from a local council. Responses to issues raised in key stakeholder submissions are presented in Sections 5.0 to 7.0.

4.3 Community Submissions

Of the 21 total submissions received, ten were from individual community members. Of these submissions, two were form letters (counted each time the form letter was received). Responses to issues raised in community submissions are presented in Section 8.0.

4.4 Submissions Analysis

Issue categories were developed based on previous project consultation and the content of the Modification Report and EIS 1. Each issue category is supported by a series of sub issues to ensure thorough analysis of submissions. Each submission was individually analysed, issues and suggestions raised in each were then summarised and responses developed.

Where out of scope issues were raised in submissions to the Modification Report, for example comments relating to EIS 2, responses have been provided. These responses should be read in conjunction with responses and clarifications provided in the Submissions Report for EIS 2 (in preparation at the time of this report).

Submission authors have not been identified in this report (excluding agencies, councils and key stakeholders). Submission authors have each been assigned a unique identification number referred to in this report as a stakeholder identification number. Letters will be sent to each submission author (where contact details were provided / legible) to advise of their stakeholder identification number and availability of this report. Submission authors that selected to not disclose their contact information (i.e. TfNSW was unable to obtain the information from the DP&I) would not receive a letter.

4.5 Summary of Issues

A total of 134 issues across 9 categories were raised through submissions. A summary of the issues by category is provided in Table 4-2.

Table 4-2 Summary of Categories and Issues Raised in Submissions

Category	Sub-category	Number of Issues Raised
Communication		**8**
	Consultation	8
Construction		**58**
	Air quality	3
	Business impacts	4
	Construction hours	1
	Sites/compounds	2
	Noise and vibration	18
	Spoil and waste management	2
	Traffic and transport	7
	Access	8
	Public safety	5
	Surface water & flooding	7
	Cumulative impacts	1
Design		**10**
	Accessibility	1
	Station/stabling location	4
	Station design	1
	Community facilities	1
	Public safety	1
	Alternatives	2
Environment (operation and Construction)		**15**
	Flora and Fauna	2
	Heritage	5
	Sustainability	3
	Visual Impact	1
	Waterways	1
	Soils and Geology	3
Operation		**21**
	Noise and Vibration	6
	Traffic impacts/volume	2
	Soils and groundwater	2
	Light spill	1
	Traffic Access Route	6
	Public Safety	1
	Maintenance	3

Planning		**6**
	Approval Process	3
	Land Use Planning	3
Project		**2**
	Need For	2
Property		**6**
	Property Acquisition	6
Transport		**8**
	Bus Integration	1
	Parking Availability	5
	Pedestrian and Bicycle Access	1
	Rail Integration	1

5.0 Government Department and Agency Submissions

Department of Primary Industries

NSW Office of Water

Construction – Surface Water and Flooding

1

- **Issue**

NSW Office of Water has no objection to the proposed modification of Showground Station but provided comments relating to the Cattai Creek alluvium consolidation (grouting) works.

The design, management, implementation and certification of any grouting works for the consolidation of the Cattai Creek alluvium should be undertaken by suitably qualified and experienced persons.

- **Response**

Alluvium consolidation works will be designed and undertaken by suitably qualified and experienced persons.

2

- **Issue**

All works should be designed and implemented in accordance with best management practice.

- **Response**

All works would be designed and implemented in accordance with best management practice.

Environment - Waterways

3

- **Issue**

Riparian areas must be rehabilitated upon completion of works so as to maintain or improve the hydrologic, geomorphic and ecological integrity of the waterways.

- **Response**

Riparian areas disturbed during construction would be rehabilitated.

Construction – Surface Water and Flooding

4

- **Issue**

Controlled activities, as described in the *Water Management Act 2000*, undertaken as part of State Significant Infrastructure projects are excluded from the requirement to obtain and hold approvals for controlled activities. However, such activities (works taking place on, in or under waterfront land) should be conducted in accordance with the Office of Water's *Guidelines for Controlled Activities.*

- **Response**

Works on, in or under Cattai Creek would be undertaken consistent with the NSW Office of Water *Guidelines for Controlled Activities.*

Crown Lands

Property – Property Acquisition

5

- **Issue**

The proposed heavy vehicle access route is located partly on Crown Land and the proponent will need to obtain approval or arrange purchase under the *Crown Lands Act 1989*.

- **Response**

TfNSW will acquire land required for construction and operation of the NWRL in accordance with all relevant legislation. Current survey and advice indicates that the land required at the Showground Station construction site is wholly owned by The Hills Shire Council.

Agriculture NSW

Construction – Access

6

- **Issue**

To allow the Castle Hill Showground Farmers Market, run by Hawkesbury Harvest Inc., to continue during construction, particular attention in any approval to the proposed modification will need to be given to access and egress for the public and stall holders (with small trucks). In particular these arrangements should be such that patrons are not deterred from attending through, for example, undue traffic delays.

- **Response**

Access to the Showground precinct during construction would be available from the new signalised intersection on Showground Road.

Provision for stall holders and public access to and from the Showground precinct via the western side (adjacent to Cattai Creek) of the construction site and/or the eastern side of the site would be provided. At this stage, opportunities for safe pedestrian and cyclist access have been identified. However, access for vehicles may be constrained by the construction activities and would be subject to further discussions with the successful contractor.

It is acknowledged that NWRL construction activities would result in access and parking constraints during the Farmers Markets and other major events. However, a Construction Traffic Management Plan would be developed for Farmer Markets describing access and parking arrangements, in consultation with Hawkesbury Harvest Inc. Construction activities may be adapted or reduced during major events to facilitate access or additional parking (for example at the Council Chambers).

Fisheries NSW

Environment (operation and construction) – Flora and Fauna

7

- **Issue**

Fisheries NSW advise that the proposed modification will be an improvement on the existing proposal on the basis that it substantially reduces the amount of vegetation to be cleared in and on the fringe of the riparian zone of Cattai Creek.

- **Response**

Fisheries NSW comment is noted.

Environment Protection Authority

Construction – Noise and Vibration

1

- **Issue**

The EPA notes that predicted noise and vibration impacts associated with the modification are not substantially different to those predicted in the Stage 1 EIS, and remain highly significant for some receivers. The EPA does not consider that any additional conditions of approval are required regarding noise and vibration impacts.

- **Response**

The EPA's comment is noted.

Construction – Surface Water and Flooding

2

- **Issue**

The EPA considers that surface water quality impacts associated with grouting of Cattai Creek can be adequately managed through the existing condition of approval C6, which requires that the proponent complies with Section 120 of the *Protection of the Environment Operations Act 1997* (POEO Act), as well as through the Environment Protection Licence required under the POEO Act.

- **Response**

The EPA's comment is noted.

Environment (operation and construction)– Soils and Geology

3

- **Issue**

The EPA recommends the proponent consult with the NSW Office of Water regarding appropriate grouting methods and materials to minimise groundwater impacts.

- **Response**

A response to the submission from NSW Office of Water is included in this report.

Office of Environment and Heritage

Environment (operation and construction) – Flora and Fauna

4

- **Issue**

OEH supports the proposed modification noting the reduction in biodiversity impacts in comparison to the approved project.

- **Response**

The OEH's comment is noted.

Roads and Maritime Services

Planning – Approval process

1

Issue

RMS has reviewed the Environmental Impact Statement 1 Modification Proposal and notes that a number of conditions stipulated within the Infrastructure Approval (SSI-5100) continue to be applicable to the current Proposal (SSI MOD -5645). These are as follows:

- Schedule C — Environmental Performance: Condition numbers C23 through C30and C32.
- Schedule E — Construction Environmental Management: Condition Numbers E25,E31,E35 through to E37, E39, E40, E45, E46c and E47.

Response

The application of existing conditions of approval is noted.

Construction – Cumulative impacts

2

Issue

Condition E45e should be modified to include the following additional environmental performance issue - (xii) Cumulative Impacts:

"As part of the CEMP, the proponent would consult with RMS to identify all other significant developments occurring in the vicinity of the construction sites and identify environmental impacts to be monitored during construction which have the potential for cumulative effects to occur. Any new impacts identified during construction would be addressed *appropriately to reduce the cumulative effects and reported."*

Response

Consultation with RMS regarding cumulative impacts would primarily be undertaken via the Traffic and Transport Liaison Group required by the Stage 1 condition C28 (and any equivalent condition of approval for Stage 2). The addition of an ambiguous requirement to condition E45e, which requires the Construction Management Plan to address environmental performance issues) is not considered necessary or reasonable.

Construction – Traffic and transport

3

Issue

The design and construction of any new construction sites or permanent vehicle access to any classified road shall be in accordance with Austroads, AS2890.1 — 2004, AS2890.2 - 2002 and RMS's requirements.

Response

TfNSW would consult with RMS in relation to the design and construction of new construction site access and egress points at classified roads. All roads will be designed in accordance with the relevant standards and requirements.

4

- **Issue**

Any proposed road infrastructure works, road restoration works, vehicle accesses or signalised intersections located along the state classified road system, and any new signalised intersections and/or other modifications to existing traffic lights located on the local road system shall be designed to meet RMS's requirements. The design requirements shall be in line with Austroads, RMS supplements and technical directions and other Australian Codes of Practice.

- **Response**

TfNSW would consult with RMS in relation to the design and construction of all road related requirements. All roads will be designed in accordance with the relevant standards and requirements as legislated and agreed to in discussion with RMS.

5

- **Issue**

The certified copies of the civil, structural and traffic light design plans shall be submitted to RMS for consideration and acceptance at the start of the Environmental Impact Statement 2 works.

- **Response**

TfNSW will provide copies of relevant plans as required by RMS.

6.0 Local Council Submission

The Hills Shire Council

Communication - Consultation

1

- **Issue**

Essential that project delivery incorporates engagement activities that allow the community 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 that include key staff would provide a successful model.

- **Response**

TfNSW is committed to ongoing community engagement through detailed design and construction. Refer to the project's Construction Environmental Management Framework (Appendix B of EIS 2) for details of the project's Communication and Consultation Strategy.

2

- **Issue**

It is recommended that Transport for NSW (TfNSW) involves Council through on-going consultation and involvement as part of the further planning for the North West Rail Link (NWRL) and the railway station precincts.

- **Response**

It is noted that this proposed modification to Stage 1 (Major Civil Construction Works) is associated with minor changes to the Showground Station construction site as identified in EIS 1. Issues related to stations, rail infrastructure and systems (including operational issues) will be addressed in the Submissions Report for EIS 2. Notwithstanding, a response is provided below.

TfNSW is committed to the ongoing involvement of The Hills Shire Council (and other Councils) in future planning and design stages.

3

- **Issue**

TfNSW should continue to consult Council on the potential implications of the project on the Balmoral Road Release Area.

- **Response**

It is noted that this proposed modification to Stage 1 (Major Civil Construction Works) is associated with minor changes to the Showground Station construction site as identified in EIS 1. Issues related to stations, rail infrastructure and systems (including operational issues) will be addressed in the Submissions Report for EIS 2. Notwithstanding, a response is provided below.

Any implications for Balmoral Road Release Area will be discussed as part of ongoing consultation with The Hills Shire Council.

4

- **Issue**

TfNSW should ensure that appropriate consultation is carried out with residents and land owners within the vicinity of the railway corridor and railway station sites that will be affected by the construction and operation of the NWRL.

◆ **Response**

TfNSW is committed to ongoing community engagement through detailed design and construction. Refer to the project's Construction Environmental Management Framework (Appendix B of EIS 2) for details of the project's Communication and Consultation Strategy.

Operation – Public safety

5

◆ **Issue**

Details of fire-fighting, passenger evacuation and rescue arrangements along the entire route of the NWRL should be referred to the relevant emergency services (Fire and Rescue NSW, Rural Fire Service, Police Service, Ambulance Service, State Emergency Service) for their consideration and endorsement prior to the commencement of operations.

◆ **Response**

It is noted that this proposed modification to Stage 1 (Major Civil Construction Works) is associated with minor changes to the Showground Station construction site as identified in EIS 1. Issues related to stations, rail infrastructure and systems (including operational issues) will be addressed in the Submissions Report for EIS 2. Notwithstanding, a response is provided below.

Appropriate consultation will be carried out with emergency services through the detailed design and construction of the project.

Operation - Maintenance

6

◆ **Issue**

Heavy vehicle access should be provided at ground level along the route of the elevated skytrain for maintenance and emergency vehicle access.

◆ **Response**

Adequate access for maintenance would be provided for the rail infrastructure along the skytrain route. It is noted that maintenance access may not be required at ground level (therefore avoiding the need for significant heavy vehicle roads. It is also noted that the emergency response strategy allows for passengers to disembark trains onto the viaduct, with emergency egress and access at all stations.

7

◆ **Issue**

A detailed Maintenance Management Plan for all above ground facilities should be prepared in consultation with the relevant Councils, to ensure that all structural and landscaped assets are maintained by the NWRL operators to a high standard. Particular attention is to be given to graffiti and litter removal, and soft and hard landscaping maintenance.

◆ **Response**

Maintenance and management responsibilities and the maintenance regime, for publicly accessible above ground facilities will be determined in consultation with relevant agencies.

8

◆ **Issue**

Operation spoil and waste management mitigation measures are considered satisfactory.

Response

The Hills Shire Council's comment is noted.

Transport – Bus integration

9

Issue

Detailed designs of bus interchanges should be undertaken in consultation with the relevant bus operators with such designs to include appropriate amenity facilities for bus drivers.

Response

It is noted that this proposed modification to Stage 1 (Major Civil Construction Works) is associated with minor changes to the Showground Station construction site as identified in EIS 1. Issues related to stations, rail infrastructure and systems (including operational issues) will be addressed in the Submissions Report for EIS 2. Notwithstanding, a response is provided below.

Detailed design of bus interchanges will be undertaken by TfNSW in consultation with relevant stakeholders including bus operators.

Environment - Sustainability

10

Issue

Expressed under the commitment to leadership in the Sustainability Policy is a commitment to 'explore new benchmarks for the transport infrastructure sector by requiring high standards from our designers, contractors and suppliers'. This commitment is the key principle to assure the success of the project in the context of sustainability. Specifications for further work and design parameters must demonstrate innovation and leadership in the pursuit of the best practical sustainability outcome to assure the overall impacts of the project are acceptable in the community and that the benefits of the project are optimised.

Response

It is noted that this proposed modification to Stage 1 (Major Civil Construction Works) is associated with minor changes to the Showground Station construction site as identified in EIS 1. Issues related to stations, rail infrastructure and systems (including operational issues) will be addressed in the Submissions Report for EIS 2. Notwithstanding, a response is provided below.

TfNSW agrees with The Hills Shire Council's view regarding sustainability. Sustainability principles are being embedded throughout the project's design and contractual documentation.

11

Issue

A number of the sustainability initiatives and targets are not yet quantified. Clear targets should be adopted to establish clear performance standards for project deliverables and future contractors' specifications. For example, offsets for electricity needs of 100% of the operation and 20% of the construction phase of the project should be a commitment rather than undertaking to merely explore options.

Response

Where practical, targets that are currently qualitative will be quantified during the detailed design phase.

12

- **Issue**

A climate change adaptation response should be implemented with particular reference to design specifications for the trains' air conditioning systems and adequate emergency and evacuation procedures should be implemented to adequately address the high (unacceptable) likelihood of heat stress related health impacts on customers associated with failure of train air conditioning units.

As many of the adaptation responses relate to active / energy consuming systems, a commitment to green power for the rail project should be made to assure that Climate Change adaptation actions are not contributing to further intensification of the impacts of climate change.

Similarly the future operator of the rail should be bound to strict greenhouse gas emissions targets consistent with the NSW government Sustainability Policy.

- **Response**

It is noted that this proposed modification to Stage 1 (Major Civil Construction Works) is associated with minor changes to the Showground Station construction site as identified in EIS 1. Issues related to stations, rail infrastructure and systems (including operational issues) will be addressed in the Submissions Report for EIS 2. Notwithstanding, a response is provided below.

Table 17.6 of EIS 2 identifies a number of typical climate change adaptation responses including responses relating to the thermal comfort of passengers and the train's air conditioning systems.

Table 4.2 of EIS 2 provides a commitment to explore options to offset 100% of the electricity needs for the operational phase of the Project.

Environment – Soils and geology

13

- **Issue**

Mitigation measures proposed in EIS 2 for operational impacts for groundwater and construction impacts for soil erosion are considered satisfactory.

- **Response**

It is noted that this proposed modification to Stage 1 (Major Civil Construction Works) is associated with minor changes to the Showground Station construction site as identified in EIS 1. Issues related to stations, rail infrastructure and systems (including operational issues) will be addressed in the Submissions Report for EIS 2. Notwithstanding, a response is provided below.

The Hills Shire Council's comment is noted.

14

- **Issue**

A post construction monitoring program for ground movement should be established for land slip area.

- **Response**

This issue was assessed and approved as part of Stage 1: Major Civil Construction Works.

A range of mitigation measures (SG2-SG 8) were included in EIS 1 that relate to ground settlement above tunnelled areas.

Operation – Traffic impacts / volumes

15

- **Issue**

Mitigation measures proposed in EIS 2 for operational traffic and transport impacts are considered satisfactory.

Response

It is noted that this proposed modification to Stage 1 (Major Civil Construction Works) is associated with minor changes to the Showground Station construction site as identified in EIS 1. Issues related to stations, rail infrastructure and systems (including operational issues) will be addressed in the Submissions Report for EIS 2. Notwithstanding, a response is provided below.

The Hills Shire Council's comment is noted.

Operation – Noise and vibration

16

Issue

With regard to airborne operational noise, it has been assumed that all the noise from the trains will be from the noise of the metal wheels on the metal rails. EIS 2 does not provide consideration of noise from elsewhere from the trains such as squeaks and rattles.

Response

It is noted that this proposed modification to Stage 1 (Major Civil Construction Works) is associated with minor changes to the Showground Station construction site as identified in EIS 1. Issues related to stations, rail infrastructure and systems (including operational issues) will be addressed in the Submissions Report for EIS 2. Notwithstanding, a response is provided below.

The source noise levels used in EIS 2 are based on measurements of all noise during a train passby. While the L_{Aeq} or 'average' noise levels are typically dominated by rolling noise, other short-term higher sounds such as squeaks and rattles are included in the L_{Amax} or 'maximum' noise levels.

17

Issue

It is recommended that a cautious approach be taken in deciding where vibration attenuation is not needed. Where there is any doubt about the impact of vibration, attenuation measures should be applied.

Response

It is noted that this proposed modification to Stage 1 (Major Civil Construction Works) is associated with minor changes to the Showground Station construction site as identified in EIS 1. Issues related to stations, rail infrastructure and systems (including operational issues) will be addressed in the Submissions Report for EIS 2. Notwithstanding, a response is provided below.

The ground-borne noise and vibration modelling process incorporates a +5 dB safety factor to the predictions of ground-borne noise and vibration to accommodate uncertainty such as atypical ground conditions and / or abnormal building construction methods which could lead to higher than anticipated levels.

18

Issue

The adopted residential trigger or planning goals for night time noise should be 50dB(A) rather than the proposed 55dB(A) in consideration of the area in which the train line is proposed. Further the draft Rail Infrastructure Noise Guideline recommends 50dB at night for light rail. It provides 55dB at night for heavy rail which is defined as operating passenger and / or freight trains. No freight trains are proposed. The Industrial Noise Policy also recommends general planning goals of 45 or 50DB(A) as the maximum for an urban area at night.

Response

It is noted that this proposed modification to Stage 1 (Major Civil Construction Works) is associated with minor changes to the Showground Station construction site as identified in EIS 1. Issues related to stations, rail infrastructure and systems (including operational issues) will be addressed in the Submissions Report for EIS 2. Notwithstanding, a response is provided below.

The applicable guideline for operational rail noise is the *Interim Guideline for the Assessment of Noise from Rail Infrastructure Projects* (IGANRIP). IGANRIP is the current NSW operational rail noise guideline and its use is mandated by the Director General's Requirements for the application. The IGANRIP trigger levels for a new rail line at night are 55 dBA $L_{Aeq(9h)}$.

The *Rail Infrastructure Noise Guideline* (RING) has been released as a draft for consultation but is not applicable to this project. Nevertheless, the RING trigger levels applicable to the NWRL would be the heavy rail trigger levels and the same as the IGANRIP triggers. The RING states that "Heavy rail operates at higher speeds and has a higher carrying capacity than light rail" and " Light rail refers to a passenger transport system that generally operates at a lower speed and capacity than heavy rail, does not use locomotives to haul the carriages and may operate on shared roadways with other road vehicles. These characteristics along with the passenger capacity are generally similar to existing heavy rail passenger trains on the Sydney Network.

With reference to the *Industrial Noise Policy* (INP), Section 1.3 of the INP specifically states that noise from transportation corridors is not dealt with by the INP.

19

- **Issue**

Continuous welded rail should be provided to reduce noise impacts.

- **Response**

It is noted that this proposed modification to Stage 1 (Major Civil Construction Works) is associated with minor changes to the Showground Station construction site as identified in EIS 1. Issues related to stations, rail infrastructure and systems (including operational issues) will be addressed in the Submissions Report for EIS 2. Notwithstanding, a response is provided below.

Continuously welded rail will be provided, consistent with current practice for new rail line construction.

20

- **Issue**

A schedule of periodic noise modelling of the operation of the rail line (at least every two years) is required as noise attenuation methods will largely be reliant upon noise dampeners and noise absorption materials which can perish and wear over time resulting in gradual increases in noise levels.

- **Response**

It is noted that this proposed modification to Stage 1 (Major Civil Construction Works) is associated with minor changes to the Showground Station construction site as identified in EIS 1. Issues related to stations, rail infrastructure and systems (including operational issues) will be addressed in the Submissions Report for EIS 2. Notwithstanding, a response is provided below.

Rail dampers are designed to last for the life of the rail. The durability of absorptive materials varies with different products. The operator will be required to conduct ongoing maintenance as required to maintain performance.

EIS 2 identifies the requirement for noise monitoring to be undertaken after opening to assess compliance. Longer term compliance monitoring would be conducted if required by the Conditions of Approval. This is a matter for consideration by the Department of Planning and Infrastructure.

Environment - Heritage

21

- **Issue**

Views to Mungerie House from Windsor Road must also be considered in the design and placement of the viaduct and its piers.

Response

It is noted that this proposed modification to Stage 1 (Major Civil Construction Works) is associated with minor changes to the Showground Station construction site as identified in EIS 1. Issues related to stations, rail infrastructure and systems (including operational issues) will be addressed in the Submissions Report for EIS 2. Notwithstanding, a response is provided below.

While there are fundamental engineering requirements that will drive the location of the viaduct and pier configuration, the importance of views to and from Mungerie House is acknowledged. There may be some flexibility to adjust pier locations to be sensitive to these views. Landscape treatments in this area would also be focused on minimising the impact of the viaduct on Mungerie House.

Mitigation measures EH10, EH11 and EH12 (refer to Chapter 9 of the Submissions Report for EIS 2) provide specific requirements related to Mungerie House.

22

Issue

During the detailed design for the viaduct and consideration of view corridors, TfNSW 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 views corridors and the setting of Mungerie House.

Response

It is noted that this proposed modification to Stage 1 (Major Civil Construction Works) is associated with minor changes to the Showground Station construction site as identified in EIS 1. Issues related to stations, rail infrastructure and systems (including operational issues) will be addressed in the Submissions Report for EIS 2. Notwithstanding, a response is provided below.

The Conservation Management Plan for Mungerie House will be referred to in the detailed design process together with mitigation measures EH10, EH11 and EH12.

23

Issue

Mitigation measures proposed in EIS 2 for indigenous heritage impacts are considered satisfactory.

Response

It is noted that this proposed modification to Stage 1 (Major Civil Construction Works) is associated with minor changes to the Showground Station construction site as identified in EIS 1. Issues related to stations, rail infrastructure and systems (including operational issues) will be addressed in the Submissions Report for EIS 2. Notwithstanding, a response is provided below.

The Hills Shire Council's comment is noted.

24

Issue

Negotiations should continue with Council and the Castle Hill RSL Sub Branch regarding the relocation of the war memorial and other historic monuments within Arthur Whitling Park. TfNSW should also consult with the Hills District Historical Society with regard to the railway heritage and war memorial monument within the Arthur Whitling Park.

Response

This issue was assessed and approved as part of Stage 1: Major Civil Construction Works.

TfNSW will continue to consult with a range of relevant stakeholders during detailed design, regarding the heritage items in the vicinity of Arthur Whitling Park.

Construction – Business impacts

25

Issue

NSW Small Business Commissioner should be encouraged to assist in the education of business operators with construction issues that may impact their business. Putting in place business continuity strategies now could help them manage the impacts of this major infrastructure project in the future.

Response

Condition of approval E32 for Stage 1: Major Civil Construction Works requires the preparation of Business Management Plans.

Section 4.5 of the Construction Environmental Management Framework (Appendix B of EIS 2) identifies a range of activities that would be undertaken to minimise impacts on businesses. This includes the development of a Business Management Plan by each Principal Construction Contractor. TfNSW has met with the office of the NSW Small Business Commissioner and will continue to liaise with this agency.

26

Issue

Businesses should be encouraged to prepare well in advance for any impacts caused by the construction of the NWRL. Consideration should be given to how staff and customers might be impacted, eg travelling to and from business premises, especially close to construction zones such as Castle Hill, Carrington Road and Norwest Boulevard.

Response

Condition of approval E32 for Stage 1: Major Civil Construction Works requires the preparation of Business Management Plans.

These factors would be considered as part of the measures listed in Section 4.5 of the Construction Environmental Management Framework (Appendix B of EIS 2).

27

Issue

An awareness campaign regarding the Small Biz Connect program, which is delivered in partnership with the University of Western Sydney, could provide comprehensive business continuity education for small businesses affected by the NWRL.

Response

This suggestion is noted, and will be passed onto Principal Construction Contractors for consideration of inclusion in Business Management Plans.

28

Issue

Small Business Commissioner to commence a study into the structural adjustment and support required for specific small businesses directly affected by the construction work.

Response

TfNSW has met with the office of the NSW Small Business Commissioner and will continue to liaise with this agency.

Planning – Land use planning

29

- **Issue**

Offset sites should be identified and procured prior to works commencing that involve the removal of ecology. 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.

- **Response**

The process of securing ecological offsets has commenced with a number of sites being identified. Offset sites will be secured in the Sydney Metropolitan Catchment Management Authority and Hawkesbury Nepean Catchment Management Authority regions.

30

- **Issue**

Request for TfNSW to work with Council as part of the planning for key development sites around the future railway stations which may occur prior to the completion of the precinct planning process. On-going consultation is imperative to ensure that any future development at these key sites integrates with the future railway stations and supports the on-going operation of the NWRL.

- **Response**

It is noted that this proposed modification to Stage 1 (Major Civil Construction Works) is associated with minor changes to the Showground Station construction site as identified in EIS 1. Issues related to stations, rail infrastructure and systems (including operational issues) will be addressed in the Submissions Report for EIS 2. Notwithstanding, a response is provided below.

The Department of Planning and Infrastructure is leading a precinct planning process that will guide planning of the area surrounding proposed stations. Consultation with Councils is a fundamental component of this process.

31

- **Issue**

TfNSW should continue to consult Council on the potential implications of the project on the Balmoral Road Release Area.

- **Response**

It is noted that this proposed modification to Stage 1 (Major Civil Construction Works) is associated with minor changes to the Showground Station construction site as identified in EIS 1. Issues related to stations, rail infrastructure and systems (including operational issues) will be addressed in the Submissions Report for EIS 2. Notwithstanding, a response is provided below.

Any implications for Balmoral Road Release Area will be discussed as part of ongoing consultation with The Hills Shire Council.

Operation – Light spill

32

- **Issue**

Lighting for the skytrain should be designed to minimise light spill.

- **Response**

It is noted that this proposed modification to Stage 1 (Major Civil Construction Works) is associated with minor changes to the Showground Station construction site as identified in EIS 1. Issues related to stations, rail infrastructure and systems (including operational issues) will be addressed in the Submissions Report for EIS 2.

Notwithstanding, a response is provided below.

Light spill from the project, including the skytrain, is dealt with in mitigation measure OpV2 (Table 16.7 of EIS 2).

Construction – Spoil and waste management

33

- **Issue**

Construction spoil and waste management mitigation measures are considered satisfactory.

- **Response**

The Hills Shire Council's comment is noted.

Project – Need for project

34

- **Issue**

The successful completion of the NWRL project will provide a critically important public transport option for existing and future residents of The Hills Shire and the North West Growth Centre.

- **Response**

The Hills Shire Council's comment is noted.

Design – Alternatives

35

- **Issue**

As recommended in EIS 1, Council maintains its position on the entire project being built underground.

- **Response**

The Hills Shire Council's position is noted. The reasons for the alignment being above ground in parts are discussed in the Staged Infrastructure Modification Assessment (Chapter 6 of EIS 1).

Environment – Visual impact

36

- **Issue**

EIS 2 is still silent on the ultimate design of the viaduct, however, it is expected that the detailed design stage will give particular consideration to making the structure interesting and visually appealing. The ultimate design should incorporate measures to reduce the visual impact and where possible use engineering art to decorate and provide visual interests where landscaping cannot be adequately provided.

The possible use of the viaduct for advertising is an ongoing concern for Council.

- **Response**

It is noted that this proposed modification to Stage 1 (Major Civil Construction Works) is associated with minor changes to the Showground Station construction site as identified in EIS 1. Issues related to stations, rail infrastructure and systems (including operational issues) will be addressed in the Submissions Report for EIS 2. Notwithstanding, a response is provided below.

Section 6.20 of EIS 2 includes a number of design principles that will form the basis of detailed design of the viaduct structure. Many of these principles are concerned with the visual quality of the structure.

At this stage, the use of the viaduct for advertising has not been proposed or assessed and therefore does not form part of the SSI project.

Construction – Surface water and flooding

37

- **Issue**

All site staff should be engaged through toolbox talks or similar with appropriate training on soil and water management practices.

- **Response**

Toolbox training of staff in relation to soil and water management would be a fundamental requirement of construction contractors.

38

- **Issue**

A stormwater management plan which identifies the appropriate design standard for flood mitigation based on the duration of construction, proposed activities and flood risks for each construction site should be developed.

- **Response**

NWRL Principal Construction Contractors would develop and implement a Soil and Water Management Plan for their scope of works as required by Section 15.2 of the Construction Environmental Management Framework (Appendix B of EIS 2). In addition, NWRL Principal Construction Contractors would develop and implement progressive erosion and sediment control plans (ESCPs) for all active worksites in accordance with Managing Urban Stormwater: Soils & Construction Volume 1 (Landcom, 2004) (known as the “Blue Book”).

39

- **Issue**

An evacuation plan for flooding events should be developed which includes procedures that ensure threats to human safety and damage to infrastructure are not exacerbated during the construction period.

- **Response**

Appropriate evacuation procedures for construction will be developed in the pre-construction phase of the project.

Design – Station design

40

- **Issue**

The Hills Shire Council requests that the station known as “Showground” in the exhibited EIS 2 documentation be renamed as “Sydney Hills” station.

- **Response**

TfNSW has determined that “Showground” will be used as the working name of this station as it best represents its precise location.

Prior to opening the NWRL, an application would be made to the Geographic Names Board seeking formal approval for each station name (in accordance with the *Geographical Names Act 1966*).

Operation – Soils / groundwater

41

- **Issue**

A post construction monitoring program for groundwater levels should be established for land slip area.

- **Response**

It is noted that this proposed modification to Stage 1 (Major Civil Construction Works) is associated with minor changes to the Showground Station construction site as identified in EIS 1. Issues related to stations, rail infrastructure and systems (including operational issues) will be addressed in the Submissions Report for EIS 2. Notwithstanding, a response is provided below.

Mitigation measures SG17 and SG18 (Table 8.7 of EIS 2) require groundwater to be monitored at appropriate locations along the project alignment.

42

- **Issue**

A management plan should be implemented for the reuse of captured groundwater.

- **Response**

It is noted that this proposed modification to Stage 1 (Major Civil Construction Works) is associated with minor changes to the Showground Station construction site as identified in EIS 1. Issues related to stations, rail infrastructure and systems (including operational issues) will be addressed in the Submissions Report for EIS 2. Notwithstanding, a response is provided below.

Mitigation SG24 (Table 8.7 of EIS 2) identifies that groundwater captured during construction would be used for construction purposes where reasonable and feasible.

Mitigation measure OpSG5 (Table 8.6 of EIS 2) identifies that feasible and reasonable opportunities would be identified for the re-use of captured groundwater during operations.

7.0 Other Key Stakeholder Submissions

Budokan Judo Club

Construction – Access

1

- **Issue**

Groups operating from Castle Hill Showground are concerned the construction of the proposed station will impact the access to the showground. Confirmation is sought that a safe access will be provided to the Showground during the construction phase.

- **Response**

The Construction Environmental Management Framework (refer to Appendix C of the Submissions Report for Stage 1: Major Civil Construction Works) details specific measures to manage access that may be affected by construction. The Submissions Report also identifies specific mitigation measures (T4, T5 and T12).

In addition, a number of mitigation measures have been developed in relation to access during construction (see mitigation measures T4, T5 and T12 in Table 9.25 of EIS 2). In addition, mitigation measure T26 in Table 9.25 of EIS 2 has been specifically developed for Showground Station and states that, alternative access to the Showground would be developed and detailed in a Construction Traffic Management Plan.

Construction – Traffic and transport

2

- **Issue**

Groups operating from Castle Hill Showground are concerned construction of the proposed station will impact the internal roads in the Showground. Calls for construction traffic to be limited to the construction zone only.

- **Response**

Construction traffic movements within the construction site layout will be restricted to designated haul roads (see Figure 1-1).

For construction activities associated with Stations, Rail Infrastructure and Systems, access and internal haul road arrangements at the Showground Station construction site are presented in Figure 7.2 of EIS 2. Construction traffic access and egress to and from the site will be from Showground Road and a new intersection from Carrington Road.

Construction – Sites/compounds

3

- **Issue**

Groups operating from Castle Hill Showground are concerned the construction of the proposed station will impact the Showground. Reassurance is sought that construction personnel parking would be contained within the construction zone.

- **Response**

Construction worker parking within the construction site layout will be restricted to designated haul roads (see Figure 1-1).

For construction activities associated with Stations, Rail Infrastructure and Systems, construction worker parking would be provided within the construction site boundary (see Figure 7.2 of EIS 2). Mitigation measure T10 in Table 9.25 of EIS 2 identifies the consideration of the need for, and provision of, remote parking locations and shuttle bus transfers for construction sites where sufficient parking cannot be provided within site boundaries. Prior to construction site establishment, Construction Traffic Management and Control Plans will be prepared in consultation with RMS. Construction site parking considerations would form a component of these plans.

Construction – Public safety

4

- **Issue**

Groups operating from Castle Hill Showground are concerned the increase to traffic within the internal showground roads will increase the risk to children who may need to negotiate a congested parking situation to access for example the amenities block. Business seeks confirmation that parking required for construction will be accommodated within the construction zone.

- **Response**

The safety of pedestrians is paramount at every construction site. All construction sites would be secured by fencing or hoarding designed to prevent any trespass into construction zones.

As part of the ongoing work with Roads and Maritime Services and local councils, traffic management plans, including schemes to manage pedestrian safety, are being discussed. This includes any necessary adjustments to the locations of access and egress points to and from the construction site as well as parking areas. Sufficient parking for the construction workers at the Showground Station construction site would be provided within the site.

Approximately 200 off-street parking spaces would be lost within the Showground Station precinct during construction. In accordance with mitigation measure T27 (refer to Table 9.25 of EIS 2), alternative car parking would be provided for car spaces lost within the Showground precinct. Alternative parking arrangements would be determined in consultation with The Hills Shire Council and the Castle Hill Show Society regarding location and usage patterns.

5

- **Issue**

Groups operating from Castle Hill Showground seek confirmation that a Showground User Amenity Risk Management Plan will be developed in conjunction with the Castle Hill and Hills District Agricultural Society Inc to address physical security, required infrastructure upgrades, lighting, footpaths etc. within the Showground precinct and that where upgraded infrastructure is required by such plan, such upgrades are included in the construction plan for Showground Station.

- **Response**

The Showground Station Modification Report presented revised mitigation measures relating to amenity and infrastructure associated with the proposed modification to the approved Showground Station. The EIS and Submissions Report for Stage 1 Major Civil Construction Works provided mitigation measures in relation to amenity considerations (including noise, air quality, and visual) to be addressed prior to and during construction. These mitigation measures and management procedures have been endorsed by TfNSW and are reflected in the Construction Environmental Management Framework (refer to Appendix C of the Stage 1 Submissions Report). The Construction Environmental Management Framework is a NWRL project wide framework which sets out the environmental, stakeholder and community management requirements for the construction of the project. It describes the management process which would be implemented by the NWRL Principal Contractors and includes a communication and consultation strategy, which will form the basis of a Stakeholder and Community Involvement Plan to be developed by the NWRL Contractors.

Construction – Noise and vibration

6

- **Issue**

Groups operating from Castle Hill Showground are unclear what measures will be put in place to ensure acceptable levels of noise from general construction and construction traffic within the construction zone and that any risk to Showground users is mitigated.

Response

The Showground Station Modification Report presented revised mitigation measures relating to noise and vibration associated with the proposed modification to the approved Showground Station. The EIS and Submissions Report for Stage 1 Major Civil Construction Works provided a suite of mitigation measures in relation to noise and vibration (including a Construction Noise and Vibration Strategy) to be addressed prior to and during construction. These mitigation measures and management procedures have been endorsed by TfNSW and are reflected in the Construction Environmental Management Framework (refer to Appendix C of the Stage 1 Submissions Report).

An assessment of potential noise impacts on sensitive receivers during Stage 2 construction works is presented in section 10.11.7 of EIS 2. The findings of the construction noise impact assessment at Showground Station were that predicted noise levels associated with construction of the station platform supporting structure, station building and car park as well as for the installation of rail systems indicated compliance with noise management levels in the active recreation area of the Castle Hill Showground.

Construction noise mitigation measures are detailed in Table 10.48 of EIS 2.

Noise issues raised by the submissions received for EIS 1 have been considered by TfNSW as documented in the Submissions Report Stage 1 - Major Civil Construction Works Incorporating Preferred Infrastructure Report (TfNSW, July 2012), which was independently assessed by the NSW Department of Planning and Infrastructure as part of its preparation of the Director General's Report. Conditions of Approval for the Major Civil Construction Works were granted by the Minister for Planning and Infrastructure on the 25 September 2012.

Construction – Air quality

7

Issue

Groups operating from Castle Hill Showground are unclear what measures will be put in place to ensure acceptable levels of dust pollution from general construction and construction traffic within the construction zone and that any risk to showground users is mitigated.

Response

The majority of dust generating activities would occur during the major civil construction activities and were addressed in EIS 1. To a lesser extent a number of activities associated with the construction works for Stage 2 have the potential to impact on dust generation, including minor earthworks and minor spoil storage and transport. The potential impacts of dust resulting from Stage 2 construction works were presented in section 19.1.7 of EIS 2. Impacts would be temporary and are expected to be minor with the implementation of mitigation measures as outlined in section 19.1.8 of EIS 2.

Dust issues raised by the submissions received for EIS 1 have been considered by TfNSW as documented in the Submissions Report Stage 1 - Major Civil Construction Works Incorporating Preferred Infrastructure Report (TfNSW, July 2012), which was independently assessed by the NSW Department of Planning and Infrastructure as part of its preparation of the Director General's Report. Conditions of Approval for the Major Civil Construction Works were granted by the Minister for Planning and Infrastructure on the 25 September 2012.

Operation – Traffic impacts/volumes

8

Issue

Concerns regarding increased traffic flow through the internal roads of the showground. Current conditions / facilities are not designed for increased traffic flow and overflow parking would increase risk to Showground users.

Calls for a traffic management plan to be developed for internal roads within the showground that takes into account increased traffic flow in the Doran Drive / station precinct. Where necessary upgrade of roads will be required to cater for such anticipated traffic flows.

- **Response**

It is noted that this proposed modification to Stage 1 (Major Civil Construction Works) is associated with minor changes to the Showground Station construction site as identified in EIS 1. Issues related to stations, rail infrastructure and systems (including operational issues) will be addressed in the Submissions Report for EIS 2. Notwithstanding, a response is provided below.

Doran Drive would be upgraded to accommodate station traffic and will provide traffic access to the Showground area. Increased traffic on the internal Showground roads is not expected as a result of the new station, as station approach and departure routes for buses and cars would be via Doran Drive and the new road linking Doran Drive and Showground Road.

Showground Station would provide commuter parking for 600 cars and demand for this parking would be greatest on weekdays. These parking facilities would be available for use by those accessing the Showground facilities on weekends when commuter demands would be significantly lower.

Construction Traffic Management Plans and Traffic Control Plans will be prepared in consultation with RMS and other relevant stakeholders. Construction site parking considerations would form a component of these plans.

Planning – Approval process

9

- **Issue**

Given the recent changes to the Showground Station location, the EIS 2 document may not reflect all the necessary detail in terms of construction zone configuration or site and community access to provide a full evaluation. Therefore as any new details come to light, stakeholders will need to be notified and invited to comment.

- **Response**

The EIS 2 assessment at Showground Station has been undertaken for the construction and operation of the station (including the precinct), rail infrastructure and systems.

To address the changes to the Showground Station location and construction site, a modification was sought for the Stage 1: Major Civil Construction Works approval granted on 25 September 2012. The modification documentation provides the necessary detail in terms of the proposed major civil construction works.

The Showground Station Modification Report presented revised mitigation measures relating to amenity and infrastructure associated with the proposed modification to the approved Showground Station. The EIS and Submissions Report for Stage 1 Major Civil Construction Works provided mitigation measures in relation to amenity considerations (including noise, air quality, and visual) to be addressed prior to and during construction. These mitigation measures and management procedures have been endorsed by TfNSW and are reflected in the Construction Environmental Management Framework (Appendix B of EIS 2). The Construction Environmental Management Framework is a NWRL project wide framework which sets out the environmental, stakeholder and community management requirements for the construction of the project. It describes the management process which would be implemented by the NWRL Principal Construction Contractors and includes a communication and consultation strategy, which will form the basis of a Stakeholder and Community Involvement Plan to be developed by the NWRL Contractors.

Carrington Pre-School Kindergarten

Construction – Noise and vibration

1

- **Issue**

From the modification of EIS 1, the Carrington Pre-School Kindergarten is now located directly opposite the proposed Showground construction site. Concerns raised regarding construction noise and vibration impacts from the initial works.

Response

A detailed assessment of the potential noise and vibration impacts associated with the modified Stage 1 construction of the Showground Station site has been undertaken, including specific consideration of noise at the childcare centre on Carrington Road (classified as a sensitive receiver). Results of the construction noise impact assessment are presented again in section 2.4.

The results indicate that exceedances of the daytime noise management level (NML) of up to 33dBA are likely at Carrington Pre-School during the noisiest construction activities at Showground Station.

TfNSW has investigated options for additional noise mitigation, including additional noise path control measures and receiver controls (Table 2-4).

For the construction of Stations, Rail infrastructure and Systems, a detailed assessment of the potential noise and vibration impacts associated with the Stage 2 construction of the Showground Station site has been undertaken, including specific consideration of noise at the childcare centre on Carrington Road (classified as a sensitive receiver). Results of the construction noise impact assessment at Showground Station are presented in section 10.11.7 of EIS 2.

The results indicate that :

- A noise exceedance of between 10 dB to 20 dB would occur at the childcare centre on Carrington Road as a result of construction works – station platform supporting structure, station building construction and car park construction.
- A minor noise exceedance of up to 10 dB would occur at the childcare centre on Carrington Road South as a result of construction works – installation of rail systems equipment.

Table 10.48 of EIS 2 identifies mitigation measures to manage potential noise impacts to the childcare centre.

Construction – Traffic and transport

2

Issue

Concerns regarding increased traffic movements of both cars and heavy vehicles to service the Showground construction site.

Response

A range of options were considered for the management of traffic and access at the Showground Station site during construction. The proposed access and egress location are at a new signalised intersection on Showground Road and a secondary point on Carrington Road.

The construction traffic analysis in Table 6.2 of the Modification Report shows the existing intersections would continue to operate at an acceptable level of service during construction.

For the construction of Stations, Rail infrastructure and Systems, the construction traffic analysis in Table 9.16 of EIS 2 shows the existing intersections would continue to operate at an acceptable level of service during construction.

Measures to mitigate detrimental traffic and access impacts have been developed and are listed in Table 9.25 of EIS 2.

Construction – Air quality

3

Issue

Concerns regarding air pollution impacts on Carrington Pre-School Kindergarten from construction of the proposed Showground Station.

Response

Air quality emissions from the Stage 1 construction works are assessed in section 19.1 of EIS 1. Section 7.1 of the Submissions Report for EIS 1 identifies a range of mitigation measures to minimise the potential air quality impacts.

For the construction of Stations, Rail infrastructure and Systems, air quality emissions from the proposed Stage 2 construction works are assessed in section 19.1.7 of EIS 2. Table 19.4 of EIS 2 identified a range of mitigation measures to minimise the potential air quality impacts.

Design – Accessibility

4

- **Issue**

Concerns that increased traffic volumes and pedestrian activity on Carrington Road will result in accessibility issues to the Carrington Pre-School Kindergarten (located on Carrington Road). Suggestion to open up Ashford Avenue at Carrington Road to allow for alternative access into the Kindergarten.

- **Response**

It is noted that this proposed modification to Stage 1 (Major Civil Construction Works) is associated with minor changes to the Showground Station construction site as identified in EIS 1. Issues related to stations, rail infrastructure and systems (including operational issues) will be addressed in the Submissions Report for EIS 2. Notwithstanding, a response is provided below.

The proposed access and egress location are at a new signalised intersection on Showground Road and a secondary point on Carrington Road. The construction traffic analysis in Table 9.16 of EIS 2 shows the existing intersections would continue to operate at an acceptable level of service during construction.

In relation to operational traffic, the analysis in Table 9.6 of EIS 2 shows deterioration in the level of service at some intersections around Showground Station. This indicated that conversion of these intersections from a roundabout to traffic signals would be required subject to RMS approval.

Measures to mitigate detrimental traffic and access impacts have been developed and are listed in Table 9.24 and Table 9.25 of EIS 2 for operations and construction respectively.

Operation – Noise and vibration

5

- **Issue**

Noise and vibration concerns as a result of increased traffic volumes on Carrington Road.

- **Response**

It is noted that this proposed modification to Stage 1 (Major Civil Construction Works) is associated with minor changes to the Showground Station construction site as identified in EIS 1. Issues related to stations, rail infrastructure and systems (including operational issues) will be addressed in the Submissions Report for EIS 2. Notwithstanding, a response is provided below.

A operational road traffic noise assessment has been undertaken and is presented in section 10.9.5 of EIS 2.

The results indicate that the predicted increase in road traffic noise levels in the vicinity of Carrington Road is less than 2 dB at all receivers. This complies with the relevant criteria.

Property – Property acquisition

6

- **Issue**

To minimise impacts on the Carrington Pre-School Kindergarten, suggestion to: rezone the Kindergarten to commercial to redevelop the area into retail or relocate the Kindergarten altogether to a nearby area (incorporated in or around the proposed Showground Station).

- **Response**

Chapter 7 of the Modification to Showground Station Report describes the proposed mitigation measures.

Rezoning of land is outside the scope of the NWRL and would be required to be implemented by the local council.

Castle Hill and Hills District Agricultural Society Inc

Property – Property Acquisition

1

- **Issue**

Detailed property adjustment plans are expected to be provided to allow formal agreement to be reached on alterations to the Showground. Alternative accommodation should be provided prior to the dismantling of any of the existing facilities.

- **Response**

Whilst the potential impacts on the Castle Hill Showground have been substantially reduced in response to stakeholder submissions, it is acknowledged that the Showground Station construction site and precinct would displace some Showground facilities. The following arrangements would be progressed with the Castle Hill & Hills District Agricultural Society:

Facility identified	Proposed actions	Other mitigation measures during construction
Trotting Stables (32)	Relocate within the Showground precinct. However, the area identified may not be practicable and alternatives would need to be considered.	Relocation to occur prior to substantial construction subject to the resolution of alternative arrangements and any additional statutory approvals required.
Amenities block (15)	Relocation to the area identified is not considered practicable due to proximity to the construction site and difficulty connecting to water and sewerage. Investigations for upgrading existing facilities, such as Amenities Block 12 would need to be considered.	Alternative arrangements to be in place in time to meet the needs of significant activities that rely on these facilities.
Danny Scott Stables (27)	This facility would not be directly affected. Access would be maintained via the perimeter road.	The construction site would be secured with a construction hoarding.
Milton Evans Stables (26)	This facility would not be directly affected. Access would be maintained via the perimeter road.	The construction site would be secured with a construction hoarding.
Competitors' car and float parking (Hills Centre car park and area around building 15)	This area would not be available once the precinct is complete.	Parking issues during construction are addressed separately.
Ticket Kiosks (and area) on Doran Drive	This important function will need to be relocated and requires further discussion.	Alternative arrangements to be in place in time to meet the needs of significant activities that rely on these facilities.
Perimeter Road (behind stables 26 & 27)	This access arrangement would be maintained.	This access arrangement would be maintained.
Services (power, water, etc)	Provision of services would not be altered.	Any temporary interruptions would be managed in consultation with affected parties.

The timing of alternative arrangements would be determined in consultation with stakeholders and based on the functional requirements of regular and special events. It is noted that resolution of alternative arrangements may not be fully progressed prior to the dismantling of the Trotting Stables (32) and Amenities Block (15).

2

- **Issue**

Alternatives will need to be provided for the Showground access roads and facilities (services eg lighting, power etc, access, parking areas for customers / buses / horse floats, the perimeter road behind the stables, Doran Drive entrance, horse area) which will be lost during construction to allow the show to proceed. Relocation requests should be discussed with representatives.

- **Response**

Access to the Showground precinct during construction would be available from the new signalised intersection on Showground Road.

Provision for public access to and from the Showground Station precinct via the western side (adjacent to Cattai Creek) of the construction site and / or the eastern side of the site would be provided. At this stage, opportunities for safe pedestrian and cyclist access have been identified. However, access for vehicles may be constrained by the construction activities and would be subject to further discussions with the successful construction contractor.

It is acknowledged that NWRL construction activities would result in access and parking constraints during the Castle Hill Annual Show and other major events. However, event based Construction Traffic Management Plans would be developed in advance of each major event describing access and parking arrangements, in consultation with event organisers. Construction activities may be adapted or reduced during major events to facilitate access or additional parking (for example at the Council Chambers).

3

- **Issue**

The proposed Showground boundary, along New Street 'A' (Haul Road) shown on the construction site plan indicates additional impact on the horse parking area to that shown on the Showground Station layout. Final cadastral boundaries and lease agreements need to be completed with the Lands Department prior to completion of the works.

- **Response**

TfNSW will acquire land required for construction and operation of the NWRL in accordance with relevant legislation.

4

- **Issue 4**

Compensation for loss of parking at the Showground could take the form of relocating the Committee Rooms closer to the main ring which would allow better utilisation of that area along the Showground Road frontage. This could be achieved by removing and replacing the Committee Rooms to the fenced off area next to the covered grandstand. This building could include a second level to house the announcer's box above. This would replace the structure that was removed by Council in the 1990s. The area along the perimeter road could then be built up with a retaining wall and fencing to provide horse competitor access to that side of the arena.

- **Response 4**

Relocation of the Committee Rooms is not considered reasonable. This facility would not be impacted by construction.

Construction – Public Safety

5

- **Issue**

The Danny Scott Stables (27) and The Milton Evans Stables (26) are not physically affected by the boundary shown in EIS 2. This boundary will need to be fenced, to provide security between the showground and the new street. This would then prevent access to the stables and require major modification and / or relocation.

- **Response**

All construction sites would be secured by fencing or hoarding designed to prevent any trespass into construction zones.

6

- **Issue**

There is a significant problem with theft and vandalism after show hours at the Showground. This is addressed by our use of security and police. Consideration should be given to additional policing required for construction site security during the Show.

- **Response 6**

All construction sites would be secured by fencing or hoarding designed to prevent any trespass into construction zones. Additionally, during tunnel boring activities, Showground Station construction site would be used 24 hours per day, seven days per week, thereby having construction staff present at all times which would minimise safety and security issues.

Construction – Spoil and Waste Management

7

- **Issue**

The Showground amenities block, toilet block and stables will need reconnection to the sewerage system along with water and electricity (power) connections. The current system is inadequate for current use. The impact of the greater number of construction personnel using the existing system will have a substantial impact, as it does during our annual show and on most weeks due to increased 5 nights a week usage of the arena.

- **Response**

The construction of the NWRL would not increase use of the sewerage system as adequate temporary construction worker facilities would be provided. It is noted that The Hills Centre for the Performing Arts would be disconnected from the sewerage system.

Water and sewerage connections would be provided as part of the new rail station.

Construction – Access

8

- **Issue**

The only vehicle entrance at showtime at the Showground is via Doran Drive where there are two ticket kiosks. It operates as ‘in’ only with 3 lanes for traffic to queue. The relocation of the kiosks and queuing area whilst construction is undertaken and also following completion, requires further consideration and preparation of construction traffic management plans and further discussions.

- **Response**

Access to the Showground precinct during construction would be available from the new signalised intersection on Showground Road.

It is acknowledged that NWRL construction activities would result in access and parking constraints during the Castle Hill Annual Show and other major events. However, event based Construction Traffic Management Plans would be developed in advance of each major event describing access and parking arrangements as well as queuing arrangements for ticket kiosks, in consultation with event organisers. Construction activities may be adapted or reduced during major events to facilitate access or additional parking (for example at the Council Chambers).

9

- **Issue**

Access to the Showground during construction has been suggested via the haul road (New Street 'A') off Showground Road. An alternative access, referred to in the Modification Report for the Showground Station, is on the western side of the site off Carrington Road adjacent to Cattai Creek. This option would alleviate the mix of showground traffic and the heavy traffic from the construction site. This location would approximate the proposed road for the Carpark.

- **Response**

Access to the Showground precinct during construction would be available from the new signalised intersection on Showground Road.

Provision for public access to and from the Showground precinct via the western side (adjacent to Cattai Creek) of the construction site and / or the eastern side of the site would be provided. At this stage, opportunities for safe pedestrian and cyclist access have been identified. However, access for vehicles may be constrained by the construction activities and would be subject to further discussions with the successful construction contractor.

10

- **Issue**

During the Show and for other major events on the Showground access is in Doran Drive off Carrington Road and egress left only onto Showground Road. This arrangement is still required at Showtime to retain a separate egress. This exit could be along the road between the Carpark and Cattai Creek on the western side of the site off Carrington Road, as referred to in the Modification Report for the Showground Station. The entrance could be along the haul road off Showground Road with restrictions on the use by construction traffic during these events.

- **Response**

Access to the Showground precinct during construction would be available from the new signalised intersection on Showground Road.

Provision for public access to and from the Showground precinct via the western side (adjacent to Cattai Creek) of the construction site and / or the eastern side of the site would be provided. At this stage, opportunities for safe pedestrian and cyclist access have been identified. However, access for vehicles may be constrained by the construction activities and would be subject to further discussions with the successful construction contractor.

It is acknowledged that NWRL construction activities would result in access and parking constraints during the Castle Hill Annual Show and other major events. However, event based Construction Traffic Management Plans would be developed in advance of each major event describing access and parking arrangements, in consultation with event organisers. Construction activities may be adapted or reduced during major events to facilitate access or additional parking (for example at the Council Chambers).

Operation – Traffic Access Route

11

- **Issue**

The perimeter road around the Showground is required for the show and other major events held on the showground. It is required to provide access for emergency services such as an ambulance, police and fire services. Currently shown in EIS 2, this access will not be possible between the stables (buildings 26 & 27) and "New Street A".

- **Response**

A new intersection at "New Street A" and Doran Drive will provide access to the Showground perimeter road. Access to the stable buildings (26 and 27) will be maintained.

12

- **Issue**

A separate entrance (only) to the Showground along Doran Drive or New Street A and egress along the carpark road adjacent to Cattai Creek would be required once NWRL is completed. Following completion of the project, an access around the horse area will also need to be redesigned to take the horse and float parking that will be lost from The Hills Centre carpark (which the Society still has some claim of ownership) that is currently used. This would need the perimeter road to be maintained.

- **Response**

TfNSW would redirect the perimeter road to the north of the car park to allow perimeter road access to the cattle and donkey ring, horticulture pavilion and cattle bus pavilion.

Transport – Pedestrian and Bicycle Access

13

- **Issue**

There will be approximately 400 car spaces removed at the Showground in the areas adjacent to the Hills Centre parking, the area around the Stables, and the area lost with the building of the haul road. The area available for parking of buses and horse floats will be more than halved. The loss of parking areas will force the Society to possibly restrict parking to officials and exhibitors only during the Show. This would force show patrons to park elsewhere. The Society requests compensation for the loss of parking during the construction stage. This could take the form of a bus shuttle from alternative parking areas within the vicinity.

- **Response**

It is acknowledged that NWRL construction activities would result in access and parking constraints during the Castle Hill Annual Show and other major events. However, event based Construction Traffic Management Plans would be developed in advance of each major event describing access and parking arrangements, in consultation with event organisers. Construction activities may be adapted or reduced during major events to facilitate access or additional parking (for example at the Council Chambers).

The suggested use of alternative areas for parking during events, such as Fred Caterson Reserve, is supported. Assistance in the form of funding for a shuttle bus would be considered prior to individual events.

Transport – Parking and Availability

14

- **Issue**

As there will be no room for visitor parking on the showground during the annual Show period, the area opposite the pedestrian gate on Showground Road and adjacent to the Tennis Courts on Gilbert Road, should be set aside for visitor parking. Parking is required for approximately 800 – 1000 cars at any one time. It may be necessary to park cars in other locations of the Fred Caterson Reserve and this would necessitate the operation of a shuttle bus and cancelling of activities at these venues during showtime to allow sufficient car parking space. The cost of the shuttle bus to be paid by the Rail Construction authority. Consideration will need to be given to find additional parking space for horse floats over and above what will remain available on the showground.

- **Response**

The suggested use of alternative areas for parking during events, such as Fred Caterson Reserve, is supported. Assistance in the form of funding for a shuttle bus would be considered prior to individual events.

Design – Public Safety

15

- **Issue**

Security of the showground precinct will require an appropriate fence (eg similar to security fences for schools) from Showground Road to Cattai Creek following the construction of New Street 'A'.

- **Response**

All construction sites would be secured by fencing or hoarding designed to prevent any trespass into construction zones. Additionally, during tunnel boring activities, Showground Station construction site would be used 24 hours per day, seven days per week, thereby having construction staff present at all times which would minimise safety and security issues.

During operation, "New Road A" would be a public road and fencing is not proposed.

Environment – Heritage

16

- **Issue**

Discussions are currently being undertaken for a possible memorial site at the entrance to the Showground off New Street 'A'.

- **Response**

Noted. Should further details be made available, TfNSW can discuss any issues or opportunities.

Communication – Consultation

17

- **Issue**

The way the department has listened to and implemented community suggestions is to be commended. The Society is delighted that our suggestion of Showground Station was accepted. We also appreciate the keeping of Doran Drive as it holds local significance for both the Hills Shire Council and the Castle Hill & Hills District Agricultural Society.

- **Response**

Castle Hill & Hills District Agricultural Society's comment is noted.

Castle Hill Players Inc.

Design – Station/stabling location

1

- **Issue**

The plan for Showground Station as outlined in the EIS 2 is to be commended for its minimisation of adverse impact on the Castle Hill Showground, and The Pavilion Theatre in particular.

- **Response**

Castle Hill Players' comment is noted.

2

- **Issue**

The increased number of road access points and the relocation of Showground Station adjacent to Carrington Avenue are positive aspects.

- **Response**

Castle Hill Players' comment is noted.

Project – Need for

3

- **Issue**

Castle Hill Players believes the current plan for Showground Station will provide an asset to the area and will be of long term benefit to the Castle Hill Showground itself, provided all necessary steps are taken to provide for the current and future users and attendees of The Pavilion Theatre and other Showground functions.

- **Response**

Castle Hill Players' comment is noted.

Construction - Access

4

- **Issue**

Castle Hill Players is concerned about the provision of unhindered access to the Showground during construction. It is absolutely vital that a satisfactory plan is made as soon as possible for access to the Showground once Doran Drive is closed.

- **Response**

Access to the Showground precinct during construction would be available from the new signalised intersection on Showground Road.

Provision for public access to and from the Showground precinct via the western side (adjacent to Cattai Creek) of the construction site and / or the eastern side of the site would be provided. At this stage, opportunities for safe pedestrian and cyclist access have been identified. However, access for vehicles may be constrained by the construction activities and would be subject to further discussions with the successful construction contractor.

The NWRL construction site will be fully fenced to prevent unauthorised access / egress from the construction site.

5

- **Issue**

Castle Hill Players supports the new entrance via Showground Road. The group expects this will be the route (shared with construction traffic) by which all Showground users will access the Showground until Doran Drive is reopened. If the new Carrington Road entrance near Cattai Creek could be completed first and continued into the lower part of the Showground prior to tunnelling, this could provide access for Showground users.

- **Response**

Provision for public access to and from the Showground precinct via the western side (adjacent to Cattai Creek) of the construction site and / or the eastern side of the site would be provided. At this stage, access for vehicles to and from the Showground may be constrained by the construction activities and would be subject to further discussions with the successful construction contractor and considered during the development of the detailed construction program.

Construction – Noise and vibration

6

- **Issue**

Castle Hill Players is concerned about noise from trucks and construction. There is no mention of noise impacts on the theatre in EIS 2. Noise is a major issue to theatre performances and Castle Hill Players would like a clear explanation of the exposure to construction and truck noise. The Pavilion Theatre is an old building and not sound proofed. Performances are usually in the evenings, but there are some weekend day time performances.

- **Response**

The Pavilion Theatre would be considered an 'other sensitive receiver'. The theatre itself would not be considered an active recreation area, although EIS 1 and EIS 2 apply this classification to the Showground as a whole. The Noise Management Levels (NMLs) for the Pavilion Theatre would be determined considering its usage. The Construction Noise and Vibration Strategy refers to the maximum internal noise levels in AS2107, which would be 30 dBA for drama theatres. The external NML of 50 dBA applies assuming windows and doors can remain closed during performances.

The noise impacts on the theatre would be quantified in more detail during the preparation of the Construction Noise and Vibration Impact Statement at this location. No exceedances of the vibration goals are anticipated.

The theatre is over 200 metres from the construction site. During Stage 1 construction (assessed as part of EIS 1) minor exceedances of the NMLs (<10 dB) are possible during the initial earthworks and site establishment period (restricted to daytime hours). Compliance with the evening NMLs would be expected as an acoustic shed is proposed at this location to mitigate night-time and evening noise to nearby residential receivers. Noise from heavy vehicle movements transporting spoil may be noticeable in the evening and at other times but would not be louder than noise from existing heavy vehicles on Showground Road.

Due to the distance of the theatre from the works and the alignment, compliance with the NMLs would be expected for the Stage 2 construction works and during operation.

Construction – Traffic and transport

7

- **Issue**

Castle Hill Players is concerned about the potential for construction workers' parking competing with general public parking around Showground facilities (such as The Pavilion Theatre). Castle Hill Players would appreciate efforts to keep all construction traffic, including the parking of workers' vehicles, well away from Showground parking areas and buildings especially. During busy periods parking is already difficult around the Pavilion Theatre with competition from other Showground users. We have a large number of older patrons and close parking to our theatre assists their continuing attendance.

- **Response**

Construction worker parking would be provided within the construction site boundary. Prior to construction site establishment, Construction Traffic Management and Control Plans would be prepared in consultation with RMS. Construction site parking considerations would form a component of these plans.

Hawkesbury Harvest

Construction – Access

1

- **Issue**

Concerns regarding business impacts relating to site access for customers.

- **Response**

Construction Traffic Management Plans would be developed in consultation with stakeholders and event organisers to manage access and parking arrangements.

Mitigation measures have been developed to manage access during construction (see mitigation measures T4, T5 and T12 in Table 9.25 of EIS 2). In addition, mitigation measure T26 in Table 9.25 of EIS 2 has been specifically developed for Showground Station. The location and form of the access facilities would be defined as part of the Construction Traffic Management Plan for the site.

Communication – Consultation

2

- **Issue**

Request for further consultation relating to access and egress to the Showground.

- **Response**

Stakeholder and community involvement is an integral component of the construction and operation of the NWRL.

Consultation issues related to the Major Civil Construction Works presented in EIS 1 were addressed as part of the Submissions Report (Preferred Infrastructure Report) for EIS 1 – Major Civil Construction Works and were independently assessed by the NSW Department of Planning and Infrastructure as part of their preparation of the Director General's Report. Conditions of Approval for the Major Civil Construction Works were granted by the Minister for Planning and Infrastructure on 25 September 2012. Conditions of Approval related to utilities and services which are of particular relevance include Conditions D 1 to D 6.

Mitigation measures have been developed in relation to access during construction (see mitigation measures T4, T5 and T12 in Table 9.25 of EIS 2). Mitigation measure T26 in Table 9.25 of EIS 2 has been specifically developed for Showground Station and states that alternative access to the Showground would be developed and detailed in a Construction Traffic Management Plan.

North West Disability Services

Construction – Noise and Vibration

1

- **Issue**

Concern regarding noise, vibration and traffic flow impacts on Gemhill Cottage (respite accommodation) during construction, particularly individuals with a disability who require sleep during daytime and nighttime in bedrooms at the front of the house.

- **Response**

A detailed assessment of the potential noise and vibration impacts associated with the modified Stage 1 construction of the Showground Station site has been undertaken, including specific consideration of noise at Gemhill Cottage on Carrington Road (classified as a sensitive receiver). Results of the construction noise impact assessment are presented again in section 2.4.

TfNSW has investigated options for additional noise mitigation, including additional noise path control measures and receiver controls (Table 2-4).

For the construction of Stations, Rail infrastructure and Systems, a detailed assessment of the potential noise and vibration impacts associated with the Stage 2 construction of the Showground Station site has been undertaken, including specific consideration of noise at Gemhill Cottage on Carrington Road (classified as a sensitive receiver). Results of the Stage 2 construction noise impact assessment at Showground Station are presented in section 10.11.7 of EIS 2.

Table 10.48 of EIS 2 identifies mitigation measures to manage potential noise impacts to Gemhill Cottage.

8.0 Community Submissions

Chary

Design – Station Location

1

- **Issue**

Concerned about the demolition of The Hills Centre and suggests that the new station be located between The Hills Centre and either Carrington Street, the current depot or the new road connecting Doran Drive and Showground Road.

- **Response**

The Showground Station construction site boundary has been altered as a result of proposed changes to the station excavation. Access and egress arrangements have been improved from Showground Road, Carrington Road and within the site boundary (refer to Section 4.1.4 of the Modification Report). The new location of the station excavation would require the demolition of The Hills Centre for Performing Arts.

Even if a station location was preferred further to the east, where the Council Chambers are currently located, the construction and excavation works would be constrained by Showground Road, necessitating demolition of both the Chambers and The Hills Centre for Performing Arts.

The location of the station and the construction site have been moved to provide a better customer and transport product; to reduce impacts on the Showground, including in response to the consultation outcomes for EIS1, particularly the comments by Roads and Maritime Services regarding access arrangements.

The proposed modification follows The Hills Shire Council's decision earlier this year to move out of the current council building to a new location within the Norwest Business Park. The modification supports:

- Moving the railway station to the south-east, further away from the Showground ring and community facilities to reduce construction impacts;
- Acquiring and demolishing The Hills Centre for the Performing Arts to make way for the new station and possibly using the Hills Shire Council building as a project office during construction;
- Changing the location of the heavy vehicle access road following feedback;
- Retaining four out of five community facilities previously proposed to be demolished. The trotting stables and horse amenities will be relocated on-site;
- Improved bus interchange and commuter car parking, located closer to the station.

The modification supports a number of significant changes implemented by TfNSW after listening to the community and stakeholders that will deliver the best outcome during construction and when the North West Rail Link is operational.

The Hills Centre for the Performing Arts would have been impacted during construction of the North West Rail Link under the previous plan for the precinct and the council had separately decided to not renew the lease beyond May 2013.

Construction – Traffic and transport

2

- **Issue**

Concern that the corner of Middleton Avenue and Partridge Avenue will be blocked.

- **Response**

Traffic modelling for the major civil construction works was undertaken for the Middleton Avenue/Carrington Road Intersection. The modelling showed that during the morning peak, the intersection currently operates at a Level of Service B, with spare capacity and minimal queuing on Middleton Avenue on the approach to Carrington Road. The changes to traffic conditions during the major civil construction works for Showground Station would result in no change to the Level of Service of the intersection. There would also be minor reductions in queue length and average queuing delay on Middleton Avenue compared to existing conditions.

During the evening peak, the intersection currently operates at a Level of Service C, with spare capacity and minimal queuing on Middleton Avenue on the approach to Carrington Road. The changes to traffic conditions during the major civil construction works for Showground Station would improve the Level of Service of the intersection during the evening peak (LoS B). There would also be minor reductions in queue length and average queuing delay on Middleton Avenue compared to existing conditions.

Therefore queues extending from the Middleton Avenue/Carrington Road intersection to the Middleton Avenue/Partridge Avenue intersection are not expected during major civil construction works for Showground Station.

Day

Design - Alternatives

1

- **Issue**

Fully support the new modification over the original design on the basis that it is much more resident friendly for the area.

- **Response**

Noted

Farrer and Consandine

Transport – Rail Integration

1

- **Issue**

Frequency of connecting trains at Chatswood to ensure frequent services from The Hills to the city. Currently trains on the North Shore line do not run every five minutes as proposed for the NWRL to provide efficient connecting services. Concerns over decreased efficiency of the service and lack to appeal to commuters due to this connection.

- **Response**

It is noted that this proposed modification to Stage 1 (Major Civil Construction Works) is associated with minor changes to the Showground Station construction site as identified in EIS 1. Issues related to stations, rail infrastructure and systems (including operational issues) will be addressed in the Submissions Report for EIS 2. Notwithstanding, a response is provided below.

The future rail network strategy was announced by the NSW Government in June 2012 as *"Sydney's Rail Future"*. The Sydney's Rail Future document and the Long Term Transport Master Plan issued in December 2012 explains how network capacity issues will be addressed in the short term and long term.

At Chatswood customers would be able to interchange (cross the platform) with the existing rail network. Train services would be organised to ensure customer interchange waiting time is minimised. It is expected there would a train every three minutes from Chatswood to the city during peak times. Regular services to / from the city in the off peak would be provided. The North Shore service would be increased, up to 20 trains per hour during the peak.

Transport – Parking availability (street/park & ride)

2

- **Issue**

Concern over adequacy of car parking provision. Requests additional information related to the parking spaces to passenger ratio and the percentage of commuters expected to drive to the station.

- **Response**

It is noted that this proposed modification to Stage 1 (Major Civil Construction Works) is associated with minor changes to the Showground Station construction site as identified in EIS 1. Issues related to stations, rail infrastructure and systems (including operational issues) will be addressed in the Submissions Report for EIS 2. Notwithstanding, a response is provided below.

The project includes the provision of 4,000 commuter parking sites at five selected stations, including Showground Station. The provision of parking must be balanced between the expected demand, site constraints, urban design considerations, precinct planning and surrounding land uses.

Design – Community Facilities

3

- **Issue**

Concern regarding the loss of the Hills Centre which is a unique community facility within the area. Questions why the Council Chambers cannot be demolished to make way for the station instead and the Hills Centre maintained.

- **Response**

Both The Hills Centre for the Performing Arts and the Council Chambers will be acquired for the station site to allow for efficient functioning and layout to reduce other potential impacts to the Showground. Due to their layout, it is not viable to retain The Hills Centre for the Performing Arts in favour of the Council Chambers, as it would result in fragmentation of the Showground Station site. The provision of a new performing arts centre is outside the scope of the NWRL project and would need to be undertaken by The Hills Shire Council. A range of other cultural and community facilities exist across the Local Government Area.

Heiler

Construction – Noise and Vibration

1

- **Issue**

Further details requested about the acoustics shed to be located at Showground Station construction site, including further information on construction materials and effectiveness of the shed in reducing noise impacts on sensitive receivers on Carrington Road.

- **Response**

Showground Station has been identified as a TBM support site with negligible existing barriers between the proposed construction site and noise sensitive receivers. Therefore an acoustic shed would be established on the eastern portion of the site to enclose the TBM operations including pre-cast concrete segment production and spoil handling. Acoustic panels would be placed over the remainder of the station box excavation to mitigate construction noise during works outside of standard construction hours.

It is anticipated that the construction noise barriers would result in the following reductions in noise levels:

- Hoarding indicative height ~ 3 m (minor barrier) - 5 dB to 10 dB reduction
- Hoarding indicative height ~ 6 m (moderate barrier) - 10 dB to 15 dB reduction
- Acoustic shed or enclosure (major barrier) - 15 dB to 25 dB reduction.

Site perimeter hoarding is likely to be constructed of solid timber. These (hoarding) noise barriers are effective for receivers at or near ground level (e.g. single storey dwellings). It noted the use of noise barriers, and in particular site enclosures, is often not feasible prior to completion of the demolition phase of the works.

The final details of mitigation measures in instances where noise criteria are exceeded, such as the location and materials to be used for acoustic sheds, would be developed further during the detailed construction planning phase. The acoustic sheds would be designed to reduce noise impacts as far as feasible and reasonable.

2

- **Issue**

Concerned about night-time truck noise from construction traffic using Showground Road and Carrington Road. Suggest that construction traffic be directed through the industrial area to reduce night time impacts on Carrington Road residents.

- **Response**

The proposed construction access points are adequate to manage heavy vehicles. The establishment of an alternative access involving additional environmental impacts and significant engineering works to cross Cattai Creek is not considered appropriate.

Heavy vehicle routes presented in the Modification Report are based on detailed traffic generation information for the proposed construction site. Traffic noise levels have been predicted for residential receivers located on the proposed access and egress routes to and from the Showground Station site. The assessment demonstrated compliance with the 2 dB allowance for LA_{eq} noise emissions from truck movements. The maximum noise emissions from heavy vehicles on public roads would be similar to existing heavy vehicle noise levels on Showground Road.

Construction – Air Quality

3

- **Issue**

Concern regarding impacts to health resulting from dust generation during excavation and loading of materials, over the extended construction period.

- **Response**

Air quality was addressed as part of EIS 1 – Major Civil Construction Works which was independently assessed by the NSW Department of Planning and Infrastructure as part of its preparation of the Director General's Report. Conditions of Approval for the Major Civil Construction Works were granted by the Minister for Planning and Infrastructure on 25 September 2012.

Measures to mitigate dust emissions resulting from construction activities have been addressed in Section 19.1 of EIS 1 and Chapter 7 of the EIS 1 Submissions Report to a level that is unlikely to impact the health or amenity of residents. It is noted that dust generated during the construction works can largely be controlled through mitigation measures, which are routinely adopted during similar construction projects. It is anticipated that upon adoption of these mitigation measures, the dust impacts on surrounding residents would be minimal.

All construction sites would be surrounded by hoardings which would help confine dust to the construction area. Appropriate mitigation measures would be implemented to minimise dust emissions from spoil stockpiling, such as the installation of water spray systems. Dust management measures would be implemented to reduce dust emissions from heavy vehicles required to load and unload the significant volumes of spoil. An air quality and dust monitoring program would be undertaken to monitor and further mitigate these impacts as required during the construction works.

Proposed dust and air quality mitigation and management measures are presented in Table 7.12 and Appendix C of the Submissions Report for Stage 1: Major Civil Construction Works.

Transport – Parking Availability

4

- **Issue**

Concern regarding parking in residential streets during the construction phase as currently events at The Hills Centre and Showground result in local streets (Middleton, Ashford, Partridge, Dawes, Fishburn, and Sexton)becoming blocked with non-residents parking. Parking for construction staff is noted but further information is requested on ensuring workers use these designated parking areas.

- **Response**

It is noted that prior to substantial construction site establishment for all construction sites associated with the NWRL, the proponent would prepare and submit Construction Traffic Management and Control Plans to RMS for approval. Construction site parking considerations would form a component of these plans. Consultation would occur with The Hills Shire Council during the preparation of the plans.

In addition, mitigation measure T10 (refer to Table 7.2 of the Submissions Report for Stage 1: Major Civil Construction Works) states “The need for, and provision of, alternative remote parking locations and shuttle bus transfers for daytime and night time construction staff would be considered for all construction sites during detailed construction planning.”

In combination, these measures would limit the impact of construction works on parking capacity around the Showground Station construction site.

Millar

Transport – Parking Availability

- **Issue 1**

Initially supported the NWRL on the understanding access would be from Showground Road, however there is now concern regarding the access point to Showground Station being from Carrington Road, and the potential to cause overspill of commuter parking into the neighbouring residential streets and potential impacts on resident parking and access, school bus movements, obstruction of kerbside recycling and garbage collections.

- **Response 1**

Parking for construction workers would be provided within the construction site boundary. Prior to construction site establishment, Construction Traffic Management and Control Plans will be prepared in consultation with RMS. Construction site parking considerations would form a component of these plans.

It is noted that this proposed modification to Stage 1 (Major Civil Construction Works) is associated with minor changes to the Showground Station construction site as identified in EIS 1. Issues related to stations, rail infrastructure and systems (including operational issues) will be addressed in the Submissions Report for EIS 2. Notwithstanding, a response is provided below.

Operational access and commuter parking arrangements for Showground Station are described in EIS 2 (refer to Section 6.11). Showground Station has been designed as a park-and-ride station, including a three-level park and ride facility with capacity for approximately 600 cars, three new streets providing access to commuter parking and the station precinct, and the upgrade and extension of existing roads. The new access road off Carrington Road to the west of the Ashford Avenue intersection would provide access to the park and ride car park.

Six hundred free of charge car parking spaces will be provided. This number has been determined based on considerations of anticipated demand, land uses and road network constraints. Notwithstanding, there may still be a degree of commuter parking on local streets surrounding the stations. A travel demand management approach to station precinct design aims to reduce car based trips to and from the station through the provision of attractive alternatives to driving to the station, i.e. good pedestrian and cycling links, adequate bike parking at stations and frequent and direct bus services from the surrounding residential areas. TfNSW would continue to investigate options with local councils to ensure that, should parking on-street occur, it does not adversely impact on local residents and businesses. However, as occurs elsewhere in Sydney, local councils implement any measures considered necessary to limit on-street parking by commuters.

Preliminary modelling was undertaken for the left in left out Station access/Carrington Road intersection. The modelling predicts that the access would cater for the 2021 background growth traffic and the NWRL associated traffic, operating at a Level of Service A and with extra capacity.

Steele

Transport – Parking Availability

1

- **Issue**

Initially supported the NWRL on the understanding access would be from Showground Road, however there is now concern regarding the access point to Showground Station being from Carrington Road. The currently quiet road free of commuter parking would be impacted by issues resulting from inevitable overspill of commuter car parking into the neighbouring streets including disruption, noise issues, problems for residents and buses accessing streets, and obstruction of kerbside recycling and garbage collections.

- **Response**

Parking for construction workers would be provided within the construction site boundary.

It is noted that this proposed modification to Stage 1 (Major Civil Construction Works) is associated with minor changes to the Showground Station construction site as identified in EIS 1. Issues related to stations, rail infrastructure and systems (including operational issues) will be addressed in the Submissions Report for EIS 2. Notwithstanding, a response is provided below.

Operational access and commuter parking arrangements for Showground Station are described in EIS 2 (refer to Section 6.11). Showground Station has been designed as a park-and-ride station, including a three-level park and ride facility with capacity for approximately 600 cars, three new streets providing access to commuter parking and the station precinct, and the upgrade and extension of existing roads. The new access road off Carrington Road to the west of the Ashford Avenue intersection would provide access to the park and ride car park.

Six hundred free of charge car parking spaces will be provided. This number has been determined based on considerations of anticipated demand, land uses and road network constraints. Notwithstanding, there may still be a degree of commuter parking on local streets surrounding the stations. A travel demand management approach to station precinct design aims to reduce car based trips to and from the station through the provision of attractive alternatives to driving to the station, ie. good pedestrian and cycling links, adequate bike parking at stations and frequent and direct bus services from the surrounding residential areas. TfNSW would continue to investigate options with local councils to ensure that, should parking on-street occur, it does not adversely impact on local residents and businesses. However, as occurs elsewhere in Sydney, local councils implement any measures considered necessary to limit on-street parking by commuters.

Preliminary modelling was undertaken for the left in left out Station access/Carrington Road intersection. The modelling predicts that the access would cater for the 2021 background growth traffic and the NWRL associated traffic, operating at a Level of Service A and with extra capacity.

Walder

Design – Station Location

1

- **Issue**

Concerned about the demolition of The Hills Centre for the Performing Arts and suggests that the new station be relocated to enable The Hills Centre to be retained.

Response

The Showground Station construction site boundary has been altered as a result of proposed changes to the station excavation. Access and egress arrangements have been improved from Showground Road, Carrington Road and within the site boundary (refer to Section 4.1.4 of the Modification Report). The new location of the station excavation would require the demolition of The Hills Centre for the Performing Arts.

Even if a station location was preferred further to the east, where the Council Chambers are currently located, the construction and excavation works would be constrained by Showground Road, necessitating demolition of both the Chambers and The Hills Centre for the Performing Arts.

The location of the station and the construction site have been moved to reduce impacts on the Showground, including in response to the consultation outcomes for EIS1, particularly the comments by Roads and Maritime Services regarding access arrangements.

The proposed modification follows The Hills Shire Council's previous decision to move out of the council building.

The modification supports:

- Moving the railway station to the south-east, further away from the Showground ring and community facilities to reduce construction impacts;
- Acquiring and demolishing The Hills Centre for the Performing Arts to make way for the new station and possibly using the Hills Shire Council building as a project office during construction;
- Changing the location of the heavy vehicle access road following feedback;
- Retaining four out of five community facilities previously proposed to be demolished. The trotting stables and horse amenities will be relocated on-site;
- Improved bus interchange and commuter car parking, located closer to the station.

The modification supports a number of significant changes implemented by TfNSW after listening to the community and stakeholders that will deliver the best outcome during construction and when the North West Rail Link is operational.

Hackett

Operation – Traffic Access Route

1

Issue

Concerned patrons who live in and around Green Road/Kings Road will have to walk all the way up Showground Road to Carrington Road and then walk back down Carrington Road to access the station, potentially encouraging patrons to use their car for the whole or part of their journey to the station and requiring additional parking. Suggest that a simple pathway somewhere near Cattai Creek would largely eliminate this problem. Concerned that the current approach is not the best environmental solution.

Response

It is noted that this proposed modification to Stage 1 (Major Civil Construction Works) is associated with minor changes to the Showground Station construction site as identified in EIS 1. Issues related to stations, rail infrastructure and systems (including operational issues) will be addressed in the Submissions Report for EIS 2. Notwithstanding, a response is provided below.

While pedestrian access would be provided primarily from Carrington Road, a range of local connections would also be accommodated. A new access road would be provided parallel and to the north of Carrington Road, providing a link between Doran Drive and Showground Road. The existing pedestrian route from Carrington Road through the Castle Hill Showground to Showground Road would be closed during construction, however the precinct would provide good connectivity during operation to provide pedestrian access to the station precinct. Indicative vehicle and pedestrian movements for the Showground Station precinct are provided in Figure 6.20 of EIS 2. Traffic and access arrangements during operation of the NWRL are described in Chapter 9 of EIS 2.

Name Withheld (Form 13)

Construction – Noise and vibration

1

- **Issue**

No current noise logger located in a residential setting in Area E of the plan. This is significant as the station excavation/cutting has moved much closer, from the original plan. Further the modified plan has located the acoustic shed closer to the residences on Carrington Road. Additionally, the “new shed” per plan does not cover the entire station. In particular according to diagrams per EIS modification areas of residential are open to noise. Concern that this will have an impact with noise directed towards our property.

- **Response**

The noise logger located amongst the works (BG08) recorded noise where the works would be occurring. Results obtained from this monitor were used in the noise assessment to determine background noise levels. Although the station excavation would be closer to residences on Carrington Road compared to the approved EIS 1 layout, modeled noise emissions at this location have not changed significantly, therefore no additional impacts would be experienced at Carrington Road. During the construction period, noise levels would be regularly monitored in accordance with the approval conditions for the project.

The acoustic shed would be established on the eastern portion of the site to enclose the TBM operations including pre-cast concrete segment and spoil handling. Noise intensive works would be restricted to the daytime wherever possible, and all feasible and reasonable noise mitigation measures would be implemented as described in EIS 1, the Construction Noise and Vibration Strategy and the Modification Report. Acoustic panels would be placed over the remainder of the station box excavation during works outside of standard construction hours.

The acoustic shed has been positioned to effectively alleviate noise impacts for nighttime works which would only take place within the shed confines. It would be impractical for the shed to cover the entire station area.

2

- **Issue**

Request that a logger for noise be sited on submission source property for the full construction phase of the project.

- **Response**

The Construction Environmental Management Framework (refer to Appendix C of the Submissions Report for Stage 1: Major Civil Construction Works) details the Construction Noise and Vibration Management Plan which would include measures for noise monitoring, as specified in the Construction Noise and Vibration Strategy (CNVS) and the Environment Protection Licence (EPL).

The CNVS requires that attended noise measurements are to be undertaken within a period of 14 days of equipment arriving on site, to confirm that the operating noise levels of all plant items comply with the maximum levels described in the CNVS. The attended measurements are to be repeated on a three-monthly basis to ensure that noise from individual plant items are still within the acceptable noise range. Attended measurements will also be undertaken in response to a large number of or sustained complaints about noise or vibration.

Attended measurements are also to be undertaken within a period of 14 days from the commencement of construction activities to confirm that the noise and vibration levels in the adjacent community are consistent with the predicted levels and approval and/or licence conditions. These attended measurements must be undertaken at the most exposed receivers. For construction sites with a duration of greater than three months, the attended measurements in the community are to be repeated on a three-monthly basis as part of the audit cycle to ensure that noise and vibration levels remain consistent with the predicted levels and the approval and/or licence conditions. Where out of hours works are required, the attended measurements must be undertaken at the time intervals described in the out of hours assessment, approval and/or licence conditions.

Compliance record would be kept by the NWRL Principal Construction Contractors which would include noise monitoring results and appropriate NMLs. Should exceedences of the NMLs be recorded, investigation of feasible and reasonable measures to rectify the noise impacts would be investigated and implemented.

3

- **Issue**

Request noise walls be erected for the construction phase on the excavation side of Carrington Road between Doran Drive and beyond Middleton Avenue towards the bend in Carrington Road at developers cost.

- **Response**

Three metre high noise barriers (site hoardings) have been planned to be constructed around the perimeter of the construction site. The final design for noise barriers along Carrington Road will be investigated during the detailed design and would ensure that impacts to residents are mitigated effectively.

4

- **Issue**

The location of the “rock breaker” is not clearly defined, and due to the relocating of the acoustic shed closer to our residential property, vibration may be physically felt.

- **Response**

Whilst rock breaking activities may be perceptible and the closest sensitive receivers, ground-borne vibration levels are anticipated to remain well below the safe vibration levels associated with minor cosmetic building damage.

The proposed modification would result in a marginal change in ground-borne construction vibration from both tunnel boring activities (with marginally higher impacts than the approved project) and station box excavation (with no change in the predicted ground borne noise and vibration levels at the nearest receivers as a result of the modification).

The receivers nearest the eastern end of the station box in the approved project that were previously affected remain affected. While more receivers would be affected, as a result of the change in orientation of the station box to run parallel with Carrington Road, no receiver would experience a greater level of vibration than the worst case identified in the approved project.

Further assessment would be undertaken of the potential ground-borne noise and vibration impacts associated with work train operations within the tunnels. This study would form part of the Construction Noise and Vibration Management Plan (CNVMP) and include an assessment of feasible and reasonable mitigation measures.

5

- **Issue**

Request that a vibration logger be sited at submission source property for the full construction phase of the project.

- **Response**

Attended vibration monitoring would be undertaken at the nearest commercial building during high vibration activities to ensure vibration levels remain below safe limits. As the nearest commercial building is closer to the works than the nearest residential building, impacts to the surrounding area would not be incurred as long as compliance at the nearest point is achieved.

Additionally, buildings that are potentially at risk of threshold or cosmetic damage from construction vibration would be identified by the construction contractor(s) prior to the commencement of construction works. These locations may require building condition surveys to be conducted before the commencement of construction activities and after construction is completed (to be defined by the CNVS). Consultation with property owners would be undertaken where there is potential for impact or where undertaking building condition surveys is needed.

6

- **Issue**

Request for recordable loggers to have their data readings accessed and downloaded onto a public website monthly.

- **Response**

The results of any monitoring undertaken as an anticipated requirement of the EPL will be published on the Principal Contractor's, or a project specific, website within 14 days of obtaining the results.

7

- **Issue**

Request that the door and truck entrance to the acoustic shed be sited in the opposite direction away from residences in Carrington Road so that the entrance faces the Showground ring.

Also that the exceedances be minimised by designing the site layout and access to minimise gaps in the noise walls e.g. by overlapping noise wall sections at site access points (as per last paragraph p20, 6.3.2). The first EIS showed an inner and outer shed, the new diagrams don't show this. We request that this be addressed.

- **Response**

The main truck entrance to the acoustic shed is currently located on the eastern side of the acoustic shed, facing in a north east direction towards Showground Road due to practicality in truck manoeuvers and site constraints with regards to space and layout. It is proposed that the main heavy vehicle access would occur through the Showground Road access. This access would provide for all movements with the principal heavy vehicle movements being right in and left out of the site. The Carrington Road access would carry significantly less traffic and only occasional heavy vehicle movements. The Carrington Road access point would be a priority controlled construction access.

Options to alter the entry point so that access is gained directly facing onto the Showground ring would be investigated during the detailed design but constraints including space required for stores and laydown and turning spaces for the trucks to exit the acoustic shed may cause the option to be unviable. Additionally, trucks entering through one entrance would exit through the other thereby reducing many of the benefits of the change in configuration. Due to practicality constraints, the need for separate entry and exit points cannot be changed.

A new mitigation measure NV19 has been proposed relating to noise impacts to Carrington Road. Prior to construction, reasonable and feasible measures to minimise gaps in the noise walls and resulting exceedances at some receivers during construction would be investigated. Measures to be investigated include overlapping of noise wall sections at site access points, or orienting the access points away from the most affected sensitive receivers.

8

- **Issue**

The aspect of fan ventilation for the tunneling and the respective noise of such fans, and their operation do not appear to be addressed, or guesstimated in the EIS.

- **Response**

A comprehensive noise assessment was undertaken for the Major Civil Construction Works. Section 7.2.1 of Technical Paper 2 (Construction Noise and Vibration) within EIS 1 describes potential noise impacts associated with construction plant and equipment, including the operation of generators (which may be used to power fans).

Noise attenuation measures would be implemented where reasonable and feasible on tunnel ventilation equipment and other items of fixed plant (eg pumps, water treatment plant, diesel generators) that would be required to operate on a 24 hour per day, seven day per week basis in support of the underground works (eg ventilation fan enclosures and silencers, and additional enclosures and silencers for diesel generating equipment). At each site the combined L_{Aeq} noise from the operation of this equipment would aim to not exceed the rating background level at nearest residential receivers.

Construction – Construction Hours

9

Issue

Request that a lockable gate be sited at the entrance of Carrington Road and Doran Drive to ensure that the operator and contractors keep to the stated hours of operation. Request that this gate would be opened no earlier than 6:30am and closed at 6pm daily during the project construction period. We are aware that truck drivers may have difficulty finding or accessing the site and will access the site in whatever way they can. This will prevent "lost" truck drivers exceeding the NML, or creating a sleep disturbance.

Response

Entry into the construction site would be controlled at all times. Approval has been granted to undertake tunneling and tunnel support activities 24 hours, seven days per week. EIS 1 presented a number of mitigation measures to manage the 24 hour works, specifically the development of a Construction Noise and Vibration Strategy detailing the management approach of out of hours works. A Traffic Management Plan would also be developed for the site and provided to truck drivers to ensure they are aware of how to access the site.

Construction – Public Safety

10

Issue

Due to the serious health problems relating to asbestos dust exposure, request that the site be fully cleaned and remediated according to the current protocols, and that these be applied and adhered to during the construction of the car park.

Response

Asbestos has been identified as potentially occurring within isolated pockets at the Showground Station site and as such standard work practices regarding asbestos will be adopted to ensure worker and public safety. Work will be carried out in accordance with relevant best practice guidelines and legislation:

- *NSW Occupational Health & Safety Act 2000.*
- *NSW Occupational Health & Safety Regulation 2001.*
- *Code of Practice for the Safe Removal of Asbestos 2nd edition* (NOHSC, 2005).
- *Code of Practice for the Management and Control of Asbestos in Workplaces* (NOHSC, 2005).
- *NSW Protection of the Environment Operations (Waste) Regulation 2005*: 'Section 42 Special Requirements Relating to Asbestos Waste'.
- *AS2601:1991 Demolition of Structures*.

Following these guidelines and legislation will ensure that asbestos is managed in the most appropriate manner. An asbestos survey would be undertaken of buildings that would be demolished as part of the NWRL construction works. The survey would be conducted by a suitably qualified person.

Operation – Traffic Access Route

11

Issue

The EIS 2 has suggested a new road be located somewhere opposite the childcare centre to access the car park. Request that there be an inability to turn right into the car park (median barrier) when travelling in a westerly direction along Carrington Road. Cars travelling in this direction must access the parking through the lights at Doran Drive.

Response

It is noted that this proposed modification to Stage 1 (Major Civil Construction Works) is associated with minor changes to the Showground Station construction site as identified in EIS 1. Issues related to stations, rail infrastructure and systems (including operational issues) will be addressed in the Submissions Report for EIS 2.

Notwithstanding, a response is provided below.

A new access road off Carrington Road to the west of the Ashford Avenue intersection would provide access to the commuter parking. The road would have one entry and one exit lane at Carrington Road. At this stage it is proposed that access to this road would be left in, left out, therefore not allowing right turn access for vehicles travelling in a westerly direction along Carrington Road. The new signalised intersection at Carrington Road/Doran Drive would provide right turn access to the station precinct for kiss and ride vehicles and to access to the commuter car park.

12

- **Issue**

Request that cars entering the new road can only turn left both entering from and exiting into Carrington Road.

- **Response**

It is noted that this proposed modification to Stage 1 (Major Civil Construction Works) is associated with minor changes to the Showground Station construction site as identified in EIS 1. Issues related to stations, rail infrastructure and systems (including operational issues) will be addressed in the Submissions Report for EIS 2. Notwithstanding, a response is provided below.

At this stage it is proposed that access to this road would be left in, left out, therefore not allowing right turn access for vehicles travelling in a westerly direction along Carrington Road. The new signalised intersection at Carrington Road/Doran Drive would provide right turn access to the station precinct for kiss and ride vehicles and to access to the commuter car park.

13

- **Issue**

Respondent requests the new signalised intersection at the Doran Drive and Carrington Road intersection have a permanent switch or similar to allow them to control legal (green light) entry and exit from our driveway to and from all directions, i.e. including travelling from Doran Drive into their property and the reverse direction.

- **Response**

It is noted that this proposed modification to Stage 1 (Major Civil Construction Works) is associated with minor changes to the Showground Station construction site as identified in EIS 1. Issues related to stations, rail infrastructure and systems (including operational issues) will be addressed in the Submissions Report for EIS 2. Notwithstanding, a response is provided below.

It is not possible to allow private control of traffic signals. Design of the intersection would be in accordance with RMS and Australian Standards to ensure minimal disruptions to property access and maintenance of the flow of traffic within the area.

Communication – Consultation

14

- **Issue**

Request notification in the week prior to commencing of the TBM operation.

- **Response**

This matter was addressed in the Stage 1 Major Civil Construction Works EIS and as part of the Submissions Report (Preferred Infrastructure Report) for EIS 1 – Major Civil Construction Works which was independently assessed by the DP&I as part of its preparation of the Director General's Report. Conditions of Approval for the Major Civil Construction Works were granted by the Minister for Planning and Infrastructure on the 25th September 2012. Affected residents and businesses would be notified of the tunnel boring machine works.

15

Issue

Request that prior to construction commencing, a contact is given should any problems occur.

Response

The project team and its contractors would continue to work in partnership with communities during construction. The priority is to ensure people have an understanding of the proposed works and the points of contact for each of the proposed worksites.

Throughout construction, stakeholders and the community would be kept informed of significant events or changes that might affect individual properties, including:

- Significant milestones, including the commencement of construction.
- Changes to traffic conditions and road or property access arrangements.
- Construction operations that could have a direct impact on residents, including noisy works, interruptions to utility services or work outside of normal hours.

Existing points of contact for information and complaints would remain in place for the duration of construction including:

- A dedicated NWRL telephone line staffed during construction hours, email address and website.
- Place Managers who will work as part of the contractors' team and provide a direct point of contact for the most directly affected stakeholders.
- NWRL Community Information Centre as a point for the community to gain access to information about the project during delivery.

Place Managers will continue to act as the key point of contact between the project and the community. Their contact details will be available at all construction sites as well as via the project website (www.northwestrail.com.au).

Planning – Approvals Process

16

Issue

Once an EIS is approved, which state government body is responsible to ensure that the operator undertakes compliance of the granted EIS?

Response

As the proponent, TfNSW will be responsible to ensure compliance with the EIS approval conditions. Additionally, the Department of Planning and Infrastructure and the EPA will have a role in ensuring compliance through Conditions of Approval and the Environment Protection Licence/s respectively.

Construction – Noise and vibration

17

Issue

If NML exceedences or other problems unacceptable to respondents/residents occur during the construction phase the respondent requests that whatever is causing the problem be stopped until rectified to a level acceptable by them.

Response

A noise monitoring program would be undertaken to monitor and further mitigate impacts to sensitive receivers as required during the construction works, as detailed in the Construction Environmental Management Framework (refer to Appendix C of the Submissions Report for Stage 1:Major Civil Construction Works). During construction, noise and vibration impacts would be managed in accordance with the Construction Noise and Vibration Strategy (CNVS).

In addition to the mitigation measures which would be implemented across all construction sites, a number of additional measures would be implemented where exceedances of the noise and vibration management levels remain. The form of the additional mitigation measures is dependent on the residual exceedance after all reasonable and feasible mitigation measures have been exhausted. The additional mitigation measures include additional consultation, attended monitoring, respite offers and, in situations with appreciable impacts during night time periods, offers of alternative accommodation.

During construction, a phone number will be provided for residents to call in the event that impacts are perceived to be unacceptable. All complaints received directly by community relations personnel will require a verbal acknowledgement within 2 hours. All enquiries will require a verbal response (confirming actions to be undertaken) within 24 hours during standard construction hours, or on the next working day during out of hours work (unless the enquirer agrees otherwise).

Project team members will be available 24 hours per day during construction to ensure complaints are managed by experienced personnel to facilitate swift resolution. This may include a directive to stop work in the event that the impacts are found to be above those predicted or required by the project approval documentation.

18

- **Issue**

Will there be ongoing checks throughout the construction phase?

- **Response**

The Construction Environmental Management Framework (refer to Appendix C of the Submissions Report for Stage 1:Major Civil Construction Works) details the Construction Noise and Vibration Management Plan which would include measures for noise monitoring, as specified in the Construction Noise and Vibration Strategy (CNVS) and the Environment Protection Licence (EPL).

The Construction Environmental Management Framework (refer to Appendix C of the Submissions Report for Stage 1: Major Civil Construction Works details the Construction Noise and Vibration Management Plan which would include measures for noise monitoring, as specified in the CNVS and the EPL.

The CNVS requires that attended noise measurements are to be undertaken within a period of 14 days of equipment arriving on site, to confirm that the operating noise levels of all plant items comply with the maximum levels described in the CNVS. The attended measurements are to be repeated on a three-monthly basis to ensure that noise from individual plant items are still within the acceptable noise range. Attended measurements will also be undertaken in response to a large number of or sustained complaints about noise or vibration.

Attended measurements are also to be undertaken within a period of 14 days from the commencement of construction activities to confirm that the noise and vibration levels in the adjacent community are consistent with the predicted levels and approval and/or licence conditions. These attended measurements must be undertaken at the most exposed receivers. For construction sites with a duration of greater than three months, the attended measurements in the community are to be repeated on a three-monthly basis as part of the audit cycle to ensure that noise and vibration levels remain consistent with the predicted levels and the approval and/or licence conditions. Where out of hours works are required, the attended measurements must be undertaken at the time intervals described in the out of hours assessment, approval and/or licence conditions.

Compliance records would be kept by the NWRL Principal Construction Contractors which would include noise monitoring results and appropriate NMLs. Should exceedences of the NMLs be recorded, investigation of feasible and reasonable measures to rectify the noise impacts would be investigated and implemented.

19

- **Issue**

What is the process, should an onsite logger record instances or series of events that exceed the before project guesstimations?

- **Response**

Compliance records would be kept by the NWRL Principal Construction Contractors which would include noise monitoring results and appropriate NMLs. Should exceedences of the NMLs be recorded, investigation of feasible and reasonable measures to rectify the noise impacts would be investigated and implemented.

During construction, a phone number will be provided for residents to call in the event that impacts are perceived to be unacceptable. All complaints received directly by community relations personnel will require a verbal acknowledgement within 2 hours. All enquiries will require a verbal response (confirming actions to be undertaken) within 24 hours during standard construction hours, or on the next working day during out of hours work (unless the enquirer agrees otherwise).

Project team members will be available 24 hours per day during construction to ensure complaints are managed by experienced personnel to facilitate swift resolution. This may include a directive to stop work in the event that the impacts are found to be above those predicted or required by the project approval documentation.

Name Withheld (Form 14)

Construction – Sites/compounds

1

- **Issue**

Concern over the impact that construction at the site will have on rental returns for investment properties within close proximity. Length of construction is a consideration in the respondent forming the opinion that the construction period at the modified station location would cause their investment property to be less appealing to prospective tenants.

- **Response**

Potential impacts during construction are acknowledged and therefore a significant range of mitigation measures has been proposed.

Based on experience around other rail stations within Sydney and elsewhere, the proximity to a rail station would be anticipated to have a positive impact on property prices and therefore rental returns over the long-term.

9.0 Revised Mitigation Measures

The following mitigation measures, identified in the Modification to Showground Station report (October 2012), remain relevant and unchanged.

Table 9-1 Showground Station Modification Mitigation Measures

No.	Mitigation Measure	Applicable to*
Construction		
T34	Provision of public access for vehicles, pedestrians and cyclists to and from the Showground precinct via the western side (adjacent to Cattai Creek) of the construction site and/or the eastern side of the site. The location and form of the access facilities would be defined as part of the Construction Traffic Management Plan for the site.	Showground Station
NV19	Prior to construction, investigate reasonable and feasible measures to minimise gaps in the noise walls and resulting exceedances at some receivers (including the childcare centre and some residences) during construction. Measures to be investigated include overlapping of noise wall sections at site access points, or orienting the access points away from (for example) the childcare centre.	Showground Station
E23	Conduct pre-disturbance river health assessment (e.g. macroinvertebrate surveys) to provide comparison after rehabilitation. This should include a site within the impacted area and an upstream survey site as a control point for general catchment disturbances.	Showground Station
E24	Prior to grouting works, undertake pressure testing to determine correct grouting application (viscosity and applied pressure) to avoid surface penetration.	Showground Station
E25	Should grouting works be required, environmental management measures would include: - Monitor creek water for pH changes before, during, and after grouting. - Avoid the use of grout containing chemical acrylics or polyurethane compounds. - Where feasible, drilling rigs would be set up on existing hardstand surfaces (outside Cattai Creek riparian channel), to avoid impacts on riparian vegetation and creek bank stability. - In order to manage the potential for grout leaking through the bedrock and alluvium into Cattai Creek, the following would be incorporated into the environmental management framework for the site works (where required): • Real time monitoring of water quality during grouting; • Provision of adequate sand bags to isolate grout within the channel; • Diversion of flow above the site; • Adequate provision on site of a suitable equipment to remove grout from the creek and a neutral pH solution to dilute any leakage; and • Rehabilitation of the disturbed section of creek following treatment.	Showground Station

10.0 Conclusion

All issues raised during the public exhibition period have been considered and addressed in this Submissions Report. It is concluded that identified potential impacts from the proposed modification can be appropriately managed through the implementation of specific mitigation measures and commitments outlined in the Modification Report and the measures presented in this report (Chapter 9) and described in more detail in the responses to submissions. The findings of the environmental assessment presented in the Modification Report and the detail provided in this Submissions Report, confirm that the proposed modification has a strong justification for proceeding.

TfNSW will continue to work in close collaboration with local residents and stakeholders throughout the duration of the project.

TfNSW seeks approval of the proposed modification to Showground Station under Section 115ZI of the *Environmental Planning and Assessment Act 1979*.