



CUMBERLAND
CITY COUNCIL

25 June 2020

Our Reference CS-205
Contact Daniel Cavallo
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Attention: Director, Transport Assessment
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Dear Sir/Madam

**CUMBERLAND CITY COUNCIL SUBMISSION ON THE SYDNEY METRO WEST
ENVIRONMENTAL IMPACT STATEMENT (SSI-10038)**

Cumberland City Council supports the NSW Government's investment in significant new infrastructure projects such as the Sydney Metro West, which is expected to renew urban environments along the metro corridor and significantly increase access of the local population to other parts of the city.

Cumberland City Council appreciates the opportunity to provide feedback on the Sydney Metro West Environmental Impact Statement (the EIS) and acknowledges consultation undertaken to date. Council recommends that this level of proactive ongoing consultation and engagement activities continue during the design, delivery (construction) and operation phases, as indicated in the EIS.

Council acknowledges Sydney Metro's approach to avoiding and minimising impacts as part of project development and design, and through the implementation of construction environmental management documentation such as the Sydney Metro Construction Environmental Management Framework, Construction Noise and Vibration Standard and Construction Traffic Management Framework and specific performance outcomes and mitigation measures identified in the EIS.

Cumberland City Council's submission addresses the suite of documents on exhibition as part of the EIS. It focuses on the key issues of transport and traffic, noise and vibration, and contamination.

Thank you for the opportunity to comment on the EIS, and Council welcomes the opportunity to work collaboratively as a key stakeholder throughout the staged EIS process.

Yours faithfully



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CUMBERLAND CITY COUNCIL SUBMISSION ON THE SYDNEY METRO WEST ENVIRONMENTAL IMPACT STATEMENT (SSI-10038)

HOW SYDNEY METRO WEST WOULD SUPPORT CUMBERLAND 2030

Sydney Metro West will act as a catalyst in supporting Cumberland's vision to become a vibrant and sustainable metropolitan area with a diverse land use mix that supports its residents, visitors and workers by 2030. As identified in the EIS, it would do so by facilitating the renewal of the south Westmead area, and will provide housing opportunities for key workers and students from the Westmead health and education precinct, particularly in the land south of the existing rail corridor.

Sydney Metro West will help create new jobs and improve access to services and local employment hubs such as Westmead and to Greater Sydney. Council envisions the revitalisation of Hawkesbury Road to become the civic, transport, commercial and community heart of Westmead, unifying North and South Westmead. This will be supported by Sydney Metro West through improved transport accessibility to and from Westmead, and enhanced connections across the existing railway line with the station as a focal point. The Westmead metro station is expected to facilitate an integrated transport hub with direct interchange between Sydney Metro and Sydney Trains services and safe, equitable and legible connections with active transport, buses and the future Parramatta Light Rail.

The scale and duration of works to be undertaken at this metro station site as part of Stage 1 construction is expected to create some impacts on the local community, which will require appropriate management and mitigation. These are discussed below.

TRAFFIC AND TRANSPORT

Council acknowledges Sydney Metro's efforts to avoid and minimise potential transport and traffic impacts of Stage 1 through the proposed haulage route that will use Hawkesbury Road to access the M4 Western Motorway to the south. Council acknowledges that this route will minimise the use of local roads, and it is an efficient route to the arterial road network. However, significant impact is expected on the immediate surrounds of Hawkesbury Road, particularly Westmead Public School, due to the altered traffic arrangements. The impact on the safety of students and parents due to increased traffic should be carefully considered and steps taken to address this in a timely and collaborative manner with the school and Council.

Council notes Sydney Metro's consideration of the likely impact on emergency response services (particularly those travelling to and from the Westmead health precinct) due to the closure of Alexandra Avenue and diversion onto Bailey Street and Hassall Street. Council welcomes Sydney Metro's plans to consult emergency services (Ambulance, Fire & Rescue and Police) about the proposed road network changes during construction.

Council also notes that the management of construction traffic will be in accordance with the Sydney Metro Construction Traffic Management Framework and site-specific mitigation measures, which includes measures to manage pedestrian, cyclist and motorist safety around construction sites.

Light and heavy vehicle movements

Council has reviewed the assessment carried out at Westmead, which measured existing traffic levels with the addition of proposed construction traffic and the effects that traffic changes such as temporary road closures and detours would have on the traffic network.

Although the daily and peak light and heavy vehicle movements likely to be generated are identified in the EIS for four phases, further discussion is required on its potential impacts on the local and regional traffic network during the various stages of construction. Further clarification is also required on the anticipated durations of these phases/stages of construction, and how they would overlap.

Active transport network

Council notes the measures identified in the EIS to minimise disruption to the pedestrian network and cycling facilities (such as bicycle racks and lockers), and is satisfied that the measures proposed would ensure any impact to pedestrians and cyclists would be minimised as far as practicable.

Public transport services

The EIS notes there would be minimal impacts on rail services. Within the context of Stage 1 construction works, the potential impacts to bus services such as increase in travel time due to additional construction vehicles on the road network, re-routing of busses, and relocation of bus stops, would in-principle be considered to be acceptable. These should be reviewed, however, during detailed construction planning.

Road network performance

Council acknowledges Sydney Metro's efforts to minimise potential impacts to the road network performance and is supportive of measures such as the reduction of vehicle movements in network peak periods and during school drop off and pick up periods. As identified in the EIS and can be expected in a project of this scale, both temporary and permanent impacts on the surrounding road network are expected due to Stage 1 construction works. These are discussed below.

Council has reviewed the traffic modelling carried out for the anticipated performance of key intersections in the year 2023 with and without Stage 1, for the temporary road network arrangement. Improvements are noted at some intersections; it is noted, however, that some intersections would experience a reduced level of service, being the Hawkesbury Road/Priddle Street, Hawkesbury Road/Amos Street, and the Bailey Street/Hassall Street intersections. It is recommended that Sydney Metro continue ongoing discussions with Transport for NSW and Council towards identifying potential measures to reduce the level of congestion at these intersections.

The EIS notes that after the station excavation and tunnelling works have been completed, Alexandra Avenue would be permanently realigned to form a new intersection at Hawkesbury Road with Grand Avenue. Council has reviewed the traffic modelling carried out for the anticipated performance of key intersections in the year 2023 with and without Stage 1, for this permanent road network arrangement. It is noted that an improvement in intersection performance is expected at several intersections. Some intersections, however, would experience a reduced level of service.

The intersection at Hawkesbury Road/Priddle Street is expected to experience a reduction in level of service during the morning and evening peak hour from A to B and A to C, respectively. Similarly, the intersection at Bridge Road/Grand Avenue would experience a reduction in level of service during the morning peak hour from B to C. As these intersections would still operate with spare capacity, Council considers this to be acceptable.

The intersection at Alexandra Avenue/Bridge Road, however, is expected to experience a reduction in level of service during the morning and evening peak hour from B to C and E to F respectively. Although this intersection would still operate with spare capacity in the morning peak, significant congestion is expected during the evening peak.

The EIS notes that the impact in the evening peak at the Alexandra Avenue/Bridge intersection is due to additional vehicles travelling along Grand Avenue, and the Grand Avenue/Bridge Road intersection accommodating a higher number of vehicles with increased queue lengths on most approaches. This would result in congestion on the westbound approach of the adjacent Alexandra Avenue/Bridge Road intersection.

The EIS does not, however, identify any measures to minimise or mitigate the reduced level of service at the Alexandra Avenue/ Bridge Road intersection nor include an assessment of available options and the expected effect of the measures proposed. Council therefore recommends Sydney Metro consult with Council and relevant parts of Transport for NSW in a timely manner, as noted in the EIS, to identify appropriate measures to mitigate the impacts at this intersection.

Council also recommends that reviews take place during detailed construction planning and ongoing monitoring be undertaken during the various stages of Stage 1 works to ensure any identified and unforeseen traffic and transport impacts are addressed in a timely manner.

NOISE AND VIBRATION

Council has reviewed the assessment carried out to predict how potential temporary noise and vibration impacts for the proposed construction activities at Westmead and associated with the proposed tunnel alignment would compare with existing background or guideline levels.

Council recommends that extensive community consultation is undertaken throughout the various stages of this project to ensure all potentially impacted residents are informed about what is happening (e.g. when certain noisy night works are undertaken) so they can be

prepared or request additional mitigation/compensation from the developer. It is also recommended that a complaint hotline is made available to residents 24 hours a day, 7 days a week, to maintain community trust and investigate any unforeseen impacts if they arise.

As per the Interim Construction Noise Guideline, where construction works are planned to extend over more than two consecutive nights, Council recommends that an assessment of sleep disturbance impacts should be completed. Council also recommends that alternative accommodation should be an option for the worst-affected residential receivers during noise-intensive night works throughout the development. A similar approach was taken by Ferrovial/York Civil during the Northern Beaches Hospital construction and the associated night works for road upgrades.

Ongoing acoustic and vibration monitoring should be undertaken at each stage of the proposed Stage 1 development to ensure compliance with the Noise and Vibration Technical Paper.

CONTAMINATION

Based on the current information available to the consultant, Council is satisfied with the submitted Contamination Report (Tech Paper 8) in its form as a Preliminary Site Investigation and that it complies with the requirements of the Standard Secretary's Environmental Assessment Requirements (SEARs) so far. It is expected that any further detailed investigations/remedial actions will be undertaken in compliance with the recommendations of this report as well as all other relevant NSW contamination guidelines written or endorsed by the NSW Environment Protection Authority.