

# Minutes



Purpose of Meeting		Planning Focus Meeting	
Project	North West Rail Link	Project No	EN01994
Prepared By	Jenny Bailey	Phone No	02 9928 2228
Place of Meeting	100 Christie Street PO Box 164 St Leonards NSW Australia 1590	Date	19 December 2005
Present	Mike Young (Dept of Planning)	James Farrington (Hornsby Shire Council)	
	Rodney Lindsell (Dept of Planning)	Rob Scott (Blacktown City Council)	
	Sally Nunnerley (Dept of Planning)	Rudi Svarc (Blacktown City Council)	
	Amar Saini (Dept of Planning)	Rachel Cumming (Hawkesbury City Council)	
	Rodd Staples (RailCorp)	Robert Moore (Integral Energy)	
	Rex Gunton (RailCorp)	Martin Halliday (TIDC)	
	Naomi Fiegel (RailCorp)	David Gainsford (TIDC)	
	Andrew Barnett (RailCorp)	Kirsten Lennon (TIDC)	
	Mark Ozinga (RTA)	Alison Jackson (TIDC)	
	James Goodwin (Dept of Environment and Conservation)	Ross Jones (SKM)	
	Catherine Barlow (Ministry of Transport)	Jenny Bailey (SKM)	
Apologies	Simon Kinchington (Baulkham Hills Shire Council)	Rhonda Sternback (RailCorp)	
		Martin Nichols (RTA)	
	Andrew King (Baulkham Hills Shire Council)	Charles Wiafe (RTA)	
Distribution	Elizabeth Kinkade (Dept of Planning)	Derek Stellar (Dept of Environment and Conservation)	
	Andrew Abbey (Managing Sydney's Urban Growth)	John Hart (RTA)	
	David Pitney (Managing Sydney's Urban Growth)	Bernard Choongo (Hornsby Shire Council)	
		Deirdre McCue (TIDC)	
	Robert Black (Growth Centres Commission)	Shelley Peng (TIDC)	



### 1) General

The meeting followed the agenda at Attachment A.

### 2) Planning and Approvals Context

Mike Young from the Department of Planning (DoP) provided an explanation of the planning and approvals context under Part 3A of the EP&A Act. He explained that projects fall within Part 3A if they are identified in the Major Projects SEPP or a Ministerial Order. These projects must contain at least some areas that would be permissible with consent under local environmental plans. Part 3A approvals also exempt certain approvals / permits that would otherwise apply.

TIDC is proposing to submit a project application for a concept plan for the proposed North West Rail Link to the DoP. Accompanying this application will be:

- A preliminary assessment, which highlights the key environmental issues and appropriate management or mitigation measures;
- A description of the alternative routes; and
- The justification for the project.

The DoP will then consult the relevant agencies and request comments on the proposal, which will be considered during the preparation of the Director-General's Environmental Assessment requirements. These requirements will shape the Environmental Assessment (EA). Once the EA has been submitted, DoP will ask the agencies to comment on the adequacy of the assessment. Following this, the Minister for Planning will determine the concept plan for the project and if it is approved will outline what further environmental assessment and approvals are required.

David Gainsford (TIDC) provided a context for the project with information on need and justification.

Ross Jones (SKM) provided a description of the project along with a summary of the project development work that has been carried out. The presentation slides can be seen at Attachment B.

### 3) Questions and Answers

*Q: Are the heritage items identified on the constraints maps from local or state heritage registers?*

A: All registers were searched. Those items in the vicinity of the route are of local significance, with the exception of Old Windsor Road, which is listed on the State Heritage Register.

*Q: The proposal will generate a considerable amount of spoil? Where will this be taken?*

A: That has not yet been determined. Waste management will be further assessed in the subsequent studies.

*Q: Will there be capacity enhancements between Beecroft and Cheltenham Stations?*

A: Yes, two new tracks will be constructed within the existing railway corridor.



*Q: Will hard or soft tunnelling be undertaken?*

A: Hard rock tunnelling.

*Q: The North West Rail Link would be located in close proximity to the North West Transitways. What are the anticipated impacts on the transitway?*

A: A 40m wide corridor for the North West Rail Link and a 20m wide corridor for the North West Transitway would be located adjacent to Old Windsor Road. These corridors would be completely separate and the two modes of transport would overlap at the Burns Road and Rouse Hill interchanges.

*Q: Is the extension of the North West Rail Link from Rouse Hill to Vineyard part of this project?*

A: Not at this stage. The NSW Government has asked TIDC to proceed with a Part 3A concept plan application for the Epping to Rouse Hill section for submission to DoP mid 2006. TIDC will investigate further the alternatives for extending the rail link to the Richmond Line.

*Q: Will the stabling facility be located aboveground or below ground? How does it affect the extension?*

A: Subject to further investigations, the stabling facility would be located below the natural ground level in a cutting. The design will need to ensure that it does not preclude a future extension, ie. the tracks would be used as the main lines for any extension.

*Q: Has any land been acquired?*

A: Not yet – however, some areas of land have been identified for future planning purposes eg. Area 20 of the North West Growth Centre and a construction site within the Balmoral Road Release Area.

*Q: When would construction commence?*

A: The most recent Government announcement anticipates construction will commence in 2012, however, the Government may decide to start construction earlier.

*Q: How deep will the tunnel be?*

A: The depth of the tunnel varies across the project.

#### **4) Issues and Comments**

##### *Integral Energy*

- Impacts on existing transmission lines eg. the 132kV line which crosses the identified construction site within the Balmoral Road Release Area.
- Minister Sartor indicated to Integral Energy his preference for the co-location of facilities/services through to Vineyard. Hence, Integral Energy needs to know where the preferred route to the Richmond Line would be located, to facilitate this co-location.



*Blacktown City Council*

- Opposed to stabling facility being located above ground.
- Concerned about traffic impacts along haulage routes.
- Council has a keen interest in urban design treatments and would like to be involved in subsequent stages of the design development.

*Hornsby Shire Council*

- Concerned about the tunnel portal at the Main North Line, as this is a heritage conservation area.
- Concerned about impacts on sub-divisions around Franklin Road, particularly with respect to commuter parking and integration of landuse and transport design.
- Construction traffic management and number of truck movements.
- Impacts on heritage items and mitigation measures to manage impacts.
- Impacts on threatened species and Endangered Ecological Communities.

*Hawkesbury City Council*

- Co-ordination between agencies to ensure Council is kept informed about the project, particularly with respect to corridor reservation for the extension.
- Consistency with the Growth Centre SEPP.

*Department of Environment and Conservation*

- Implementation of environmental protection measures eg for threatened species and heritage.
- Maximise reuse of spoil.
- Impacts from regenerated noise.
- Integration of land use and transport planning.

*Department of Planning (Transport Planning)*

- Master plans have been prepared for the Castle Hill Town Centre, Rouse Hill Town Centre and Balmoral Road Release Area. The proposal, at this stage, appears to be consistent with these plans.
- Access and parking, particularly at Franklin Road.
- Assessment of the sections of the alignment which have changed since previous environmental assessment.
- Visual impact assessment of elevated sections of Railway.



- Cumulative impacts of the adjacent corridors at Old Windsor Road for the different modes of transport and the barriers that they might create.

#### *RTA*

- Impacts of construction traffic.
- Plans for staged construction across Windsor Road to stabling yard.
- Access to Burns Road Station.
- Assessment of any potential impacts on the F3 to M2 alignment.
- Grade separated interchanges may be constructed at Schofields Road / Windsor Road, Burns Road / Old Windsor Road and Windsor Road / Old Windsor Road which need to be looked at in relation to the design.

#### *Ministry of Transport*

- Pedestrian access to new bus routes (noise barriers and other structures may impede access).
- Spoil removal and impacts on bus transitway.
- Safety around stations.
- Provision of commuter parking at stations and the impacts this may have on bus patronage.

#### *RailCorp*

- Benefits of the proposal need to be highlighted, particularly the improved access to employment centres and education facilities and the benefits to existing rail lines with respect to capacity exceedances.
- The North West Rail Link would be designed as part of the RailCorp network and it is anticipated that it would operate under the existing Environment Protection Licence.

#### *Department of Planning (Assessments Branch)*

- Key concerns for the community are likely to be noise and vibration.
- Need to outline consequences of not proceeding.
- Need to develop potential options for spoil disposal/reuse and haulage routes.
- Access to stations and commuter parking are key issues.
- Need to demonstrate robustness of patronage forecasts.
- Need further consultation with agencies and the community.

# Attachment A - Agenda



## Purpose of Meeting **Planning Focus Meeting**

<b>Project</b>	North West Rail Link	<b>Project No</b>	EN01994
<b>Prepared By</b>	Ross Jones	<b>Phone No</b>	02 9928 2130
<b>Place of Meeting</b>	Sinclair Knight Merz Level 3, 100 Christie Street St Leonards NSW	<b>Date/Time</b>	19 December 2005 10am – 1pm

<b>Participants</b>	Mike Young	Department of Planning (Assessments Branch)
	Rodney Lindsell	Department of Planning (Transport Strategy Division)
	Sally Nunnerley	Department of Planning (Transport Strategy Division)
	Amar Saini	Department of Planning (Sydney Region West)
	Elizabeth Kinkade	Department of Planning (Sydney Region East)
	Andrew Abbey	Department of Planning (Managing Sydney's Urban Growth)
	David Pitney	Department of Planning (Managing Sydney's Urban Growth)
	Robert Black	Growth Centres Commission
	Rodd Staples	RailCorp
	Rex Gunton	RailCorp
	Naomi Fiegel	RailCorp
	Rhonda Sternbeck	RailCorp
	Andrew Barnett	RailCorp
	Martin Nichols	RTA
	John Hart	RTA
	Charles Wiafe	RTA
	James Goodwin	Department of Environment and Conservation (Metropolitan Infrastructure)
	Catherine Barlow	Ministry of Transport
	James Farrington	Hornsby Shire Council (Strategic Planning)
	Bernard Choongo	Hornsby Shire Council (Transport Planning)
	Rob Scott	Blacktown City Council (Strategic Planning)
	Rudi Svarc	Blacktown City Council (Transport Planning)
	Andrew King	Baulkham Hills Shire Council (Transport Planning)
	Robert Moore	Integral Energy
	Martin Halliday	TIDC



	David Gainsford	TIDC
	Kirsten Lennon	TIDC
	Deirdre McCue	TIDC
	Alison Jackson	TIDC
	Shelley Peng	TIDC
	Ross Jones	SKM
	Jenny Bailey	SKM
<b>Apologies</b>	Simon Kinchington	Baulkham Hills Shire Council (Forward Planning)

Program	Item for Discussion	Presenter
10:00 – 10:05am	Introduction and Agenda	Mike Young (Department of Planning)
10:05 – 10:15am	Planning and Approvals Context	Mike Young (Department of Planning)
10:15 – 10:25am	TIDC's Role and Proposal Approach	David Gainsford (TIDC)
10:25 – 10:45am	Overview of the Proposal	Ross Jones (SKM)
10.45 – 11.05am	Key Environmental Issues	Ross Jones (SKM)
11:05 – 11:50am	Authority Comments - Discussion of Study Issues	All
11:50 – 11:55am	The Next Steps	Ross Jones (SKM), Mike Young (Department of Planning)
11:55 – 12:00pm	Close	Ross Jones (SKM)
	<i>Lunch</i>	