

**NSROC submission relating to:**

**Parramatta Rail Link – EIS**

At its meeting held on 4th May 2000, the Northern Sydney Regional Organisation of Councils considered a report on the Environmental Impact Statement for the Parramatta-Chatswood Rail Link.

Following consideration of the report, NSROC resolved to submit the following comments in response to the Environmental Impact Statement:

1. That the construction of the Parramatta-Chatswood Rail Link as outlined in the EIS is supported in principle.
2. That the appropriate planning process for the project be through a Regional Environmental Plan rather than the proposal for a State Environmental Planning Policy.
3. That the construction of any crossing of the Lane Cove River should be subject of further public exhibition to allow for comment and assessment of the impact of the proposed crossing on the Lane Cove National Park.
4. That active working relationships be formed with each respective Council on the design of the taxi/bus/pedestrian/kiss'n'ride facilities servicing each station to ensure that the provision of these services meets the needs of each local area.
5. That the exact nature of these working relationships be developed in conjunction with the respective Councils.
6. That there be provision made in the design and operation of the stations for the safety and security of patrons.
7. That prior to any use of local roads for construction, traffic plans are to be submitted for approval to the respective Councils. These are to be in the

form of Environmental Management Plans, which will incorporate appropriate Traffic Management Plans, Truck Route Plans and Noise Abatement Measures, etc.

8. That traffic management studies be immediately undertaken around each station to ensure the adequate circulation of traffic around the stations and to address the problems arising in the surrounding street network from the increased traffic generation.
9. That funding be provided for the installation of any traffic management measures identified in these studies.
10. That a review of the bus system and services between Parramatta and Chatswood begin immediately with the objective of restructuring the services to be fully integrated with the rail operation. This review to include circulating mini-bus operations, local feeder operations, rapid bus transit ways and the relocation/introduction/expansion of existing interchanges.
11. That Councils do generally support the concept of commuter parking stations at those stations which have traffic management studies completed to ensure the appropriate measures are taken to cope with associated peak hour traffic impacts.
12. That commuter parking stations are endorsed at Carlingford and Delhi Road Stations.
13. That the EPA act to its powers to fulfill its responsibility and instruct DUAP to apply the appropriate conditions to protect the environment. Such conditions should include but not be limited to:
  - Noise and vibration during construction, and from the operation of the rail system,
  - Management of contaminated and sulphate soil,
  - Stormwater and soil management, sediment and erosion control, (including excavation and tunneling stockpiling, soil transport, re-vegetation).

- Management of litter, construction wastes, refueling, and other wastewater pollution issues.
  - Dust emission in demolition/construction.
14. That all items which are acknowledged to be of heritage significance are to be preserved.
  15. That there be an integrated approach to Land Use and Infrastructure planning around the stations.
  16. That task force be established between Councils, DUAP and DoT to ensure sound urban design, infrastructure provision, planning and economic issues are addressed.
  17. That funding be made available to Councils for completing land use, infrastructure and economic studies around the new stations to prepare new Planning instruments.

NSROC requests that these comments be taken into consideration in the assessment of the Environmental Impact Statement.