

30 November 2012

Major Projects Assessments
Department of Planning and Infrastructure



Lend Lease GPT (Rouse Hill) Pty Limited

ABN 49 106 393 917
12 Bellcast Road
Rouse Hill NSW 2155
Australia

Telephone (02) 9851 2000
Facsimile (02) 9225 9466

Dear Sir/Madam,

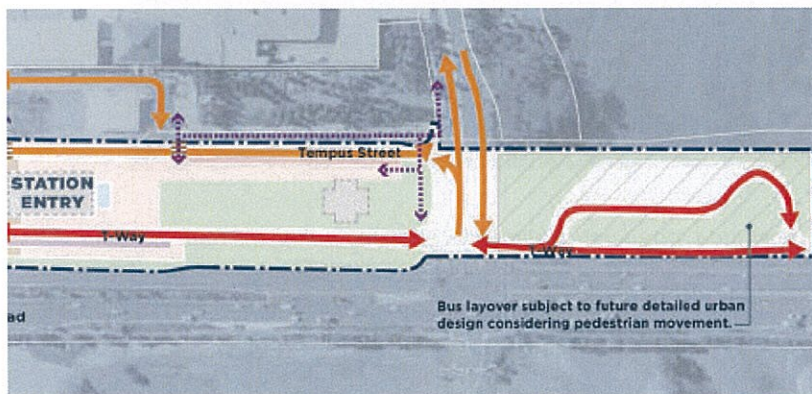
Submission in relation to North West Rail Link – Environmental Impact Statement Stage 2 – Stations, Rail Infrastructure and Systems

This submission is made by Lend Lease GPT (Rouse Hill) Pty Ltd as the developer of The New Rouse Hill residential project, as part of the greater Rouse Hill Regional Centre development. The proposed North West Rail Link corridor runs adjacent to our project boundary between Sanctuary Drive and White Hart Drive.

We object to the proposal as represented in the North West Rail Link EIS currently being exhibited – referred to as EIS2 - until the specific issues raised below are resolved and/or clarified.

1. Project design – bus layover facility design and location south of Rouse Hill Station

The following indicative bus layover is detailed in Figure 6.36 of the EIS.



This design creates an edge almost on the corridor boundary adjacent to Rouse Hill Regional Centre land planned for residential or mixed use development. This outcome has two negative implications that should be addressed in design by generally moving the layover to the west:

- The ability to create through access in the corridor for pedestrians and bike riders is greatly limited by this approach and inconsistent with DGRs 40 and 41. Earlier comments by Transport NSW (commenting on the precinct design for development immediately to the east known as the Central Precinct) requested that strong pedestrian and bike links be established through this area to reinforce sustainable transport outcomes connecting to the future Rouse Hill Station. Furthermore, by locking out pedestrian and bike riding activity, there is a likelihood that a dead activity zone is created in this area inconsistent with crime prevention through design standards



(CPTED has been included as a impact mitigation technique in Table 16.7 of the EIS).

- Location of the layover this close to the corridor boundary limits the ability to place sufficient trees as part of the wider landscape strategy put forward in the EIS to help mitigate visual impacts of the viaduct. Further, the visual impact of the layover facility itself will be a negative outcome for residents adjacent to the facility.

Recommendation: As the bus movements into the layover are only from the north the entry road angle to the layover can be relaxed allowing the main body of the layover to shift west. This design adjustment would allow for sufficient pedestrian and bike thoroughfare together with improved landscape outcomes.

An alternative design is provided as Attachment 1 to this submission. The earlier Transport NSW letter requesting improved pedestrian and bike connection outcomes is also provided as Attachment 2.

2. Noise impacts from operation

We note in Technical Paper 3, Noise and Vibration, that average night time noise levels in some areas will exceed the current average. The noise contours below indicate that some homes in Hedge St, Bellcast Rd and future planned homes in Picket Pl will all have noise levels greater than the current 48 dBA level (BG20 in Table 4.2 of Technical Paper 3).



Recommendation: For night time operation consideration should be given to running the train at slower speeds in the vicinity of Sanctuary Drive to reduce noise to current ambient levels in the areas discussed. Increased height physical noise barriers attached to the viaduct in this area may also play a role in reducing this noise impact.

3. Visual impacts of the viaduct

Chapter 16, Visual Amenity, assesses the visual impact of the viaduct structure on Mungerie House as 'high adverse'. The obvious visual impact of the viaduct on future residential or mixed use buildings planned between Mungerie House and Rouse Hill Station (along the corridor) has not been considered and would be at least moderate adverse if not high adverse.

Further, the visual assessment presented in the EIS below does not correctly represent the impact on Mungerie House as a large number of trees would need to be removed as part of the development. The tree coverage in Figure 16.21 has not been adjusted to allow for this factor indicating a lesser than realistic visual impact.

Figure 16.20 Viaduct from Mungerie House – before development



Figure 16.21 Viaduct from Mungerie House – after development (showing general form and scale of development only)



Table 16.7 of the EIS sets out limited detail on the landscape design strategy to be utilised anywhere along the viaduct section for visual impact mitigation. OPV7 from table 16.7 notes 'This may include the use of dark colours, landform mounding and buffer planting.' This extremely limited level of detail is insufficient to address impacts assessed as moderate adverse to high adverse and as such the EIS is not complete.

Recommendation: A more robust landscape design strategy, including sample methods applied to moderate to high impact areas, should be provided demonstrating that sufficient mitigation is possible within the project budget. A correct assessment of residual visual impacts, and satisfaction cannot be completed without this occurring.

4. Negative land value impact on adjacent land release plans

Chapter 13 of the EIS considers business impacts from the project. We note that no consideration of the land development business operated by Lend Lease GPT (Rouse Hill) Pty Limited was considered as part of the local business survey.

We would submit that the impact on the land development business operated by Lend Lease GPT (Rouse Hill) Pty Limited will be to reduce the revenue from land sales adjacent to the corridor by approximately 10%. Over one hundred and twenty planned dwellings between Sanctuary Drive and White Hart Drive are directly adjacent to the viaduct structure with a total negative financial impact on the sales prices of these dwellings of more than \$3m. This impact is due mainly to the increased negative impacts from a viaduct rail solution compared to cut and cover tunnel solution previously proposed for the North West Rail Link – and that formed the basis for original planning and design of the Rouse Hill Regional Centre.

Recommendation: The negative business impact on Lend Lease GPT (Rouse Hill) Pty Limited needs to be considered as an environmental impact and fair and reasonable mitigation of this impact considered consistent with DGR 45. Financial compensation should be considered as a mitigation measure in this case.

We look forward to your response to these concerns as part of the formal process required to address submissions.

Yours faithfully



Ranisha Clarke
Project Director
The New Rouse Hill
Lend Lease GPT (Rouse Hill) Pty Limited

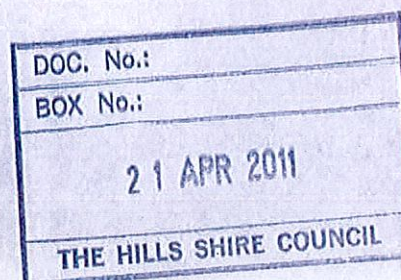
RailCorp Property
PO Box K349
Haymarket NSW 1238
Tel: (02) 8922 4062 Fax: (02) 8922 4890
Email: alexandra.stathakis@railcorp.nsw.gov.au

20 April 2011

The General Manager
Hills Shire Council
PO Box 75
Castle Hill NSW 1765

ATTENTION: Kristine McKenzie

Dear Sir/Madam,



DEVELOPMENT APPLICATION – DA 1210/2011/HB
Lots 8 and 23 DP 27052
Land bounded by Windsor Road and Caddies Creek, Rouse Hill

I refer to Council's letter dated 25 March 2011 regarding the proposed development at the above address.

Rail Corporation New South Wales (RailCorp) has reviewed the proposal and asks that the following issue be addressed in the conditions for this proposed precinct plan.

Access to the proposed Rouse Hill Station

RailCorp believes that the current plans for the Rouse Hill Regional Centre – Central Residential Precinct do not adequately address pedestrian and cycling connections to the proposed Rouse Hill Station.

The current plans in the Design Guidelines include a prominent pedestrian connection from the Precinct to the Rouse Hill Town Centre (Drawing Number 04.1.8); however there is no direct connection from the Precinct to the proposed station or understanding of how patrons from this precinct will access rail services.

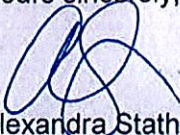
RailCorp believes that the provision of a direct pedestrian and cycling link from the Precinct to the proposed station will greatly increase the likelihood of future residents accessing the station and assist in increasing the use of sustainable modes of transport such as rail, and reducing car dependency.

Regardless of the timing of the North West Rail Link project, improved links between the residential precinct and the proposed station site will nevertheless provide immediate benefits for users of the bus interchange currently located at the station site.

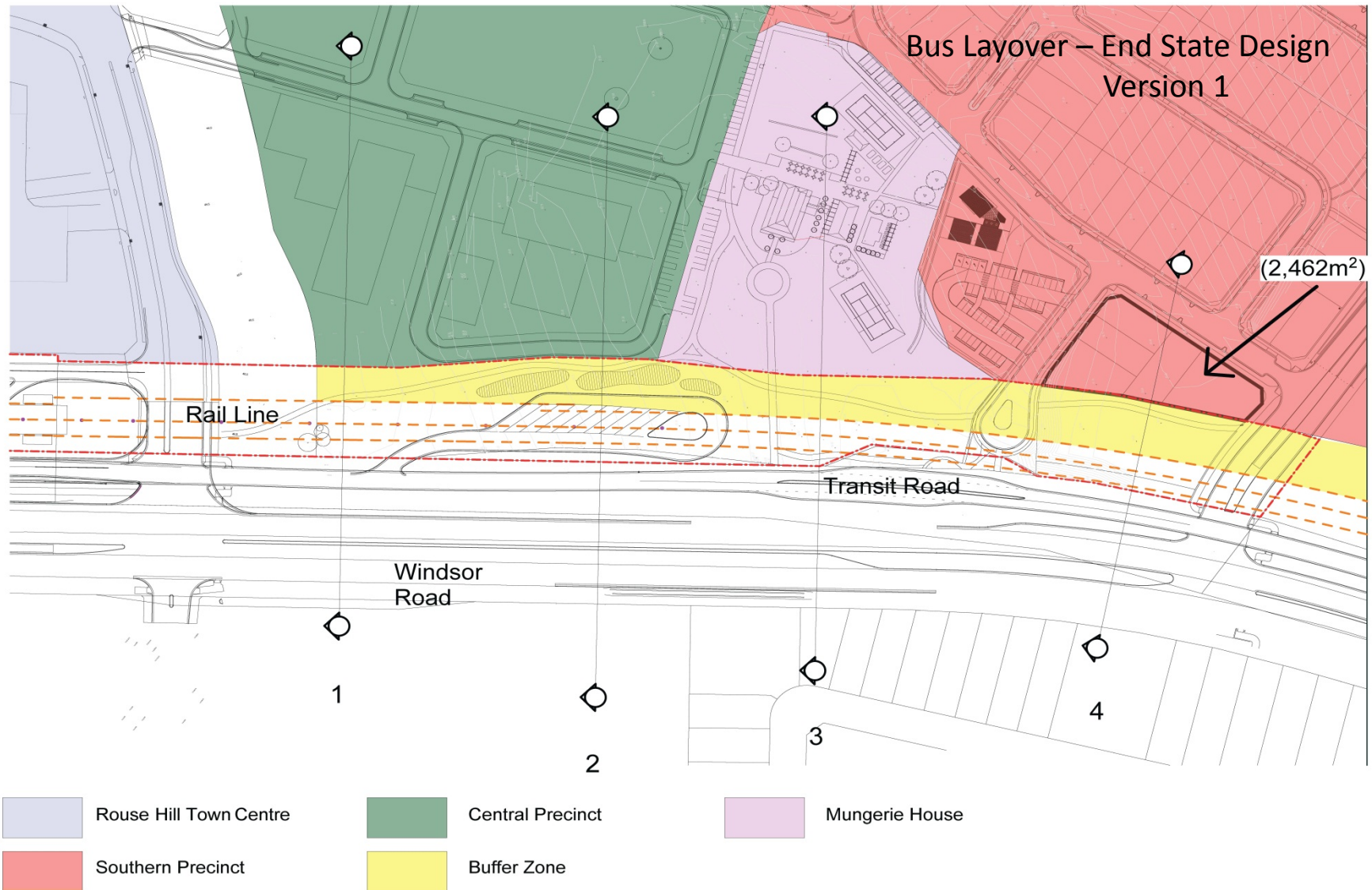
Finally, it is asked that Council forward to RailCorp a copy of the final development consent to enable RailCorp to monitor the Applicant's compliance with rail related conditions of consent.

Thank you for providing RailCorp the opportunity to comment and please contact me if you have any further enquires.

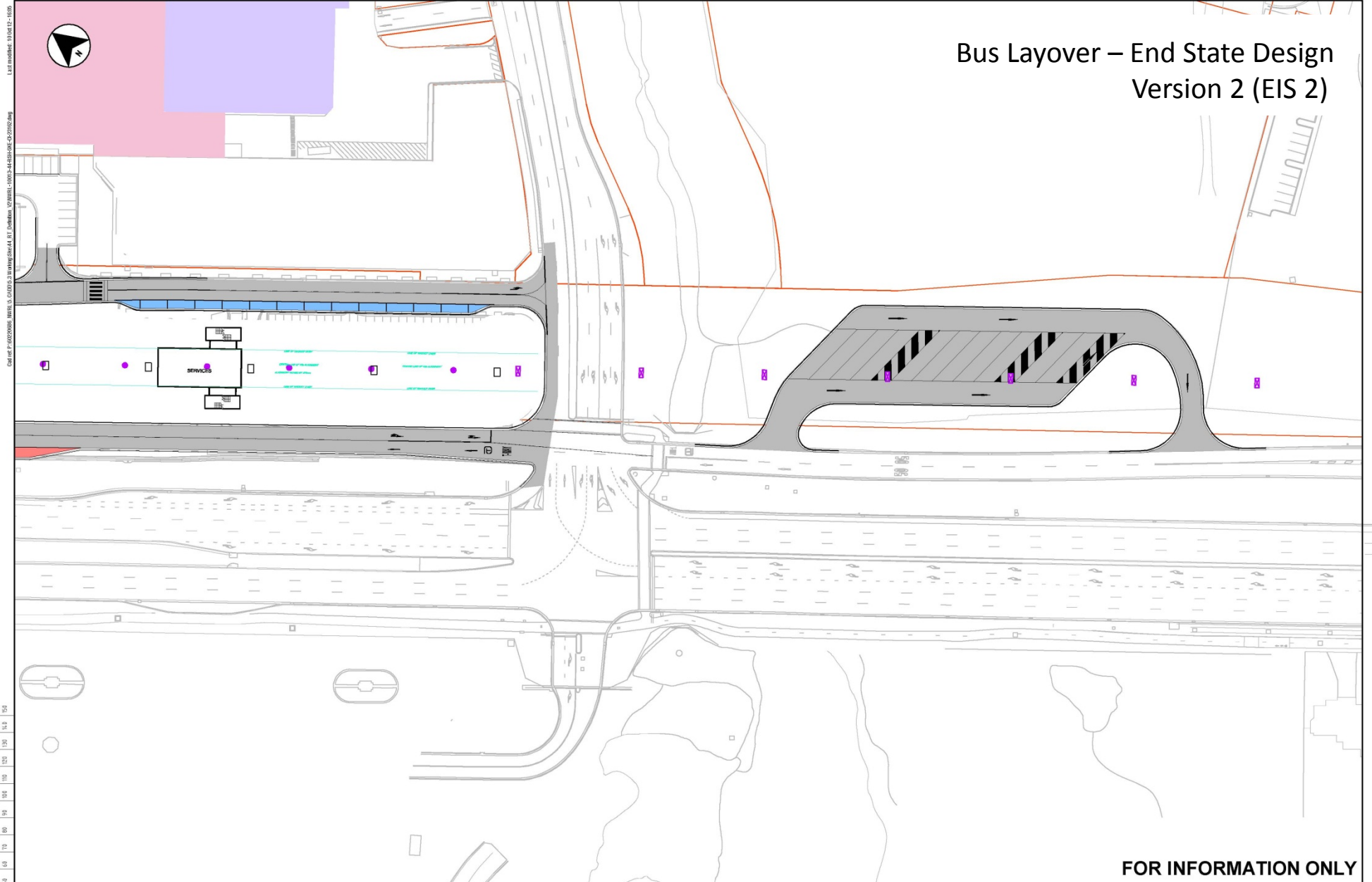
Yours sincerely,



Alexandra Stathakis
Assistant Town Planner
RailCorp Property



Bus Layover – End State Design Version 2 (EIS 2)



FOR INFORMATION ONLY

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									AECOM COX		DRAWN C. VAVOULAS		CIVIL ROUSE HILL	
									GRIMSHAW PARSONS BRINCKERHOFF		DESIGN CHECKED J. MCKENROTT			
					5 0 5 15m				NSW GOVERNMENT Transport for NSW		DATE		DOCUMENT NO.	
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Bus Layover – End State Designs (Overlay)

Reduced direct pedestrian and cycling link to station

Reduced screening opportunities

FOR INFORMATION ONLY

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