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3 December, 2012

Director General  
Department of Planning and Infrastructure  
23-33 Bridge Street, Sydney NSW 2000  
GPO Box 39, Sydney NSW 2001

By email

Dear Mr Haddad

**RE: Submission on State Significant Infrastructure Proposal  
North West Rail Link - Stations, Rail Infrastructure and Systems  
(State Significant Infrastructure -5414)**

BP Australia is a supporter of major infrastructure projects such as the North West Rail Link (NWRL) project and welcomes its construction and the potential public benefits it may bring.

It is also important that reasonable measures are taken to cushion the impacts of such proposals on local businesses. This has been recognised in a number of the conditions of consent from the recent NWRL approval and undertakings from applicants Transport for NSW (TNSW). BP has a direct interest in this project due to the fact that the State Significant Infrastructure Modification covered in EIS1 now brings the rail alignment immediately adjacent to BP's Bella Vista site.

As noted in our submission to you dated 18 May 2012 in regard to EIS1, a key concern is the direct effects of the proposal on traffic accessibility to our site. The EIS1 report and the subsequent approval suggested that there is a need for continuing dialogue on this if undertakings are to be delivered. For example the Concept Plan approval condition 3.1(f) required:

*An appropriate and justified level of consultation with relevant stakeholders including a description of how stakeholder input has been considered in decisions on design and/ or mitigation;*

BP has seen little evidence of this dialogue in the lead-up to the preparation of EIS2 or even subsequently which is disappointing. We have had one meeting with TNSW on 8 October 2012. However this meeting was more a "meet and greet" and to let us know the EIS2 was imminent. No new information was forthcoming nor were any responses provided to our previously requested concerns. We do have a meeting with TNSW on 6 December 2012. We expect there will be some further advice forthcoming at this meeting and hopefully an opportunity for input into the relevant scheme design and traffic management plan. We will be making further submissions to the Department after this meeting and see it as procedurally fair that the points raised be considered by the Department given the undertakings previously given.

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A related point of interest is that the accessway which BP may lose with the project (and currently intended as a dedicated construction accessway into the Bella Vista station site) remains currently under private ownership which is shared by BP as part of common property. We would expect of course that there would need to be agreement from BP before this land became available to the project.

BP has gone to significant expense to engage planning and traffic specialists to investigate the potential impacts of the NWRL's EIS 1 proposal on its site (Walsh Consulting and GTA Consultants respectively). We note and appreciate that subsequent to these submissions, the Celebration/Lexington Drive roundabout will remain open during the construction period, and the acoustic assessment in the site vicinity has been redone. But there remains a concern that other matters raised have not been rigorously assessed to date and these matters are seemingly deferred for consideration in later traffic and other management plans. In turn we resubmit the specialists submissions on EIS1 and instruct that given the circumstances they be considered in the current EIS2 assessment once more. Walsh Consulting has also been engaged to review EIS 2 documentation. This submission is also attached and provides more specific details on BP's position in regard to the current application. We do commend these three expert submissions for your consideration and look forward to receiving advice in response to the points raised.

We would look forward to your attention to the above and our accompanying technical submissions and await your considered response.

Yours faithfully

A handwritten signature in black ink, appearing to be 'Joanne Harvey', written in a cursive style.

**Joanne Harvey**  
**Network Development Manager NSW/VIC**