

Our Ref: X12292



Major Projects Assessment
Department of Planning & Infrastructure
GPO Box 39,
SYDNEY NSW 2001

3 December, 2012

Attention: Director, Infrastructure Projects

Dear Director General,

North West Rail Link – EIS 2
SSI-5414
Submission by Mulpha FKP P/L for Norwest Business Park

Reference is made to the exhibition of the Environmental Impact Statement no. 2 (EIS) for the North West Rail Link and the opportunity to provide comments on the details of the EIS.

This submission is on behalf of the major land owner and developer of the Norwest Business Park being Mulpha FKP Pty Ltd, trading as Norwest Land. Mulpha and FKP own the Business Park under a joint venture arrangement and have been responsible for the development and management of this significant employment area in Sydney's North West for over 15 years.

Norwest Business Park has been developed as first class employment land for a mix of office buildings, office and warehouses and bulky goods retailing land uses. The Business Park currently accommodates the corporate headquarters for Woolworths, Resmed and a number of other large multi-national firms with currently over 20,000 employees in the Park.

Norwest Business Park accelerated with new development post the construction of the M2 and M7 Motorways providing improved road access from across Sydney to this employment area. It is envisaged that the growth of the Business Park will continue with the provision of public transport with the North West Rail Link providing the much needed rail link to Sydney CBD via Macquarie Park, Chatswood and North Sydney, as part of the global arc of employment areas across the northern suburbs of Sydney.

On behalf of Mulpha FKP we seek to make a submission on the EIS 2 for the North West Rail Link in respect to the impacts on the existing road network during construction, particular issues with Norwest and Bella Vista Stations and future land uses around Stations.

1. Impacts on existing road network during construction

The overall concern during construction is that the existing network is maintained as much as possible to avoid disruptions to the existing businesses, particularly during AM and PM peak periods. It is recognised that the Norwest Station has been moved to avoid the closure of the traffic lanes on Norwest Boulevard but while this is recognised as a significant improvement, the same concerns apply in respect to the potential closure of Brookhollow Ave.

In relation to the Norwest Station the EIS 2, in the chapter on the construction methods, depicts that the intersection of Norwest Boulevard and Brookhollow Ave will be closed during the life of the construction. It is understood that the station box extends under Brookhollow Ave and necessitates the temporary closure during construction, which is identified on page 84 of the EIS 2 as being a closure for between 12 to 15 months.

The closure of Brookhollow Ave for this extended period is a significant issue and will adversely impact on the existing businesses in the area. Brookhollow Ave also provides access to Norwest Post Office and mail distribution centre which is a major public facility serving the Business Park and the surrounding area.

While the eastern end of Brookhollow Ave is accessible, this intersection is commonly congested during AM and PM peak periods and it is considered an unacceptable impact to direct all the Brookhollow traffic via the eastern end for such a long period during construction.

The EIS should consider alternate measures to reduce the closure of the western end of Brookhollow Ave such as:

- **Left in / left out arrangements at the intersection;**
- **Alternate temporary arrangements to provide access to Brookhollow Ave; and**
- **The southern end of the station box being constructed first with road access reinstated as early as possible to provide full access to Brookhollow Ave.**

2. Norwest Station

This station is located in proximity to the local retail centre being the Norwest Shopping Centre and is ideally placed to serve the surrounding commercial area. The main area of concern is the provision of pedestrian access to the station entry.

The EIS 2 refers to the replacement of the Norwest Boulevard and Brookhollow Ave roundabout with a traffic signalised intersection to improve pedestrian safety. This is recognised as an improvement for pedestrian access together with the bus zones that need to be provided on each side of Norwest Boulevard. **The provision for an underground connection to the station should be allowed in any redevelopment plans on either side of Norwest Boulevard.**

3. Bella Vista Station

The Bella Vista station located at the western end of the Business Park at the end of Lexington Drive with the large designated park n' ride facilities would change the planning envisaged for this part of the Business Park. The area is zoned under The Hills Council Local Environmental Plan 2012 as B5 Business Development including large format bulky goods establishments.

The focus for this station precinct is around an extended Lexington Drive with identified sites for future development as part of the master planning. The Bella Vista station plans show a new road parallel to Old Windsor Road that provides access to the station plaza entry. This new road is shown as connecting to Balmoral Road and would act as a major collector road to access the station entrance. The status of this new road being an extension of Lexington Drive is seen as questionable given that this road is not identified in either the Norwest or Balmoral Road Development Control Plans.

This new link road from Balmoral Road would attract a significant volume of traffic and is in a different location than the collector road that was shown in the existing DCP's for the subdivision pattern. The existing collector road runs parallel to Elizabeth Macarthur Creek with a connection to

Celebration Drive and Balmoral Road.

The proposed road as an extension of Lexington Dr would provide undesirable depth for blocks to be redeveloped, as either commercial or residential development in the future. **The extension of Lexington Drive to connect to Balmoral Road is not seen as the best location for the collector road.**

The preferred location is for the planned collector road to connect from Balmoral Road via Celebration Drive to Lexington instead of an extension of Lexington Dr.

4. Future land use around Stations

The Norwest and Bella Vista stations will have the potential to change the land uses in the Business Park with opportunities for high rise office and residential development in the future. **The opportunity to increase the planning controls for building heights and floor space ratios for new developments is encouraged, provided the existing developments within the Business Park are not precluded from the same opportunity for redevelopment.**

The Bella Vista station located at the western end of the Business Park at the end of Lexington Drive has the potential to change the focus the land uses within the Business Park. The current planning caters for a local neighbourhood centre at what is known as Circa development in the Norbrik end of the Business Park. Should the Bella Vista station precinct lead to significant retail development, this may take the focus away from the existing burgeoning commercial centre known as the Circa development. **Concern is expressed that the master plans around the station precincts may have planning implications for the existing commercial centres within the Business Park.**

Mulpha FKP supports the North West Rail Link acknowledging the benefits that it will bring for transport to the region, provided that the planning issues as discussed in this submission are addressed in line with the construction and future development.

Should you have any questions please contact me on 8808 5000 or email via Peter.Lee@brownconsulting.com.au .

Yours sincerely

Brown Consulting (NSW) Pty Ltd



Peter Lee

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Cc Mulpha FKP