



Submission For:

**North West Rail Link
Environmental Impact Statement 2
Application Number SSI-5414**

Submitted by:



Baulkham Hills NSW 2153

Name to be withheld from publication

[REDACTED]

29 November, 2012

Attention: Director, Infrastructure Projects
Major Projects Assessment
Department of Planning and Infrastructure
GPO Box 39
SYDNEY NSW 2001

Dear Sir / Madam,

Re: North West Rail Link – EIS 2 - Application Number SSI-5414

[REDACTED] is a rapidly growing Christian church with over 25,000 people attending services across its various campuses in Australia. [REDACTED]

[REDACTED], are positioned to significantly benefit from the proposed North West Rail Link.

[REDACTED] supports the proposal to construct the North West Rail Link. We do however submit the following points for consideration.

1. Use of High Attenuation Track

[REDACTED] facility possesses studio grade recording equipment for the audio-visual recording of all services for broadcast internationally. Any noise or vibration impact would have significant detrimental effect on our church services, college lectures, TV ministry, worship album recordings and other related activities.

We suggest that the measures utilised to determine acceptable noise and vibration criteria be in line with those used for a commercial TV and/or digital sound recording facility.

We therefore ask that as a ***minimum*** consideration, the High Attenuation Tracks be utilised in the vicinity of [REDACTED]. This would also provide added benefit to the local residents.

2. Traffic Management and Pedestrian Access

While we support the signalisation of the intersection of Norwest Boulevard / Brookhollow Ave / Century Circuit, we believe that there will be constant disruption to the flow of traffic if provision is not made for a pedestrian underpass or footbridge over Norwest Boulevard at the time the station opens.

[REDACTED]

[REDACTED]

Significant pedestrian traffic will be generated from the Market Town Shopping Centre and the [REDACTED] located across the road from the proposed Norwest Station. Consequently a pedestrian crossing at the lights will impact traffic flow constantly. We therefore believe measures beyond a signalled crossing are necessary.

In addition, the church's peak attendance is on weekends and the traffic lights need to be timed appropriately to take into account the large volumes of cars and buses that enter and exit the [REDACTED] site. We are happy to provide a detailed brief of our requirements as we approach the completion of the signalisation of the intersection.

3. Shared Car Parking

In Section 9.5.5 "Norwest Station" of the Environmental Impact Statement 2, it states that:

"Consideration has been given to opportunities for shared car parking with existing facilities located in the vicinity to the proposed Norwest Station. In the case of a rail facility which has its peak utilisation during weekdays between the hours of 6am and 7pm, non-conflicting candidate land uses include churches, cinemas..."

[REDACTED] has, at its Norwest facility, car parking in excess of 1200 spaces. Its peak usage is predominantly on Saturday evenings after 6pm and all day Sundays. During weekdays, the majority of these car spaces are vacant. We would like the opportunity to discuss how a shared car park facility could be utilised for the benefit of all stakeholders. It is our belief that if a car park is not provided for use near the Norwest Station, the surrounding road network will become the default car park of choice.

We thank you for the opportunity to present our comments as they relate to the Second Environmental Impact Statement (EIS2) and look forward to continued dialogue on the matters raised.

Please note, in the interests of privacy we do not wish our name to be made available on the Department's website or circulated publicly.

Should you have any queries, please do not hesitate to contact me on [REDACTED] or via email to [REDACTED]

[REDACTED]

[REDACTED]