

17<sup>th</sup> May 2012



the new  
**Rouse Hill**

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

**Major Projects Assessments  
Department of Planning and Infrastructure**

Dear Sir/Madam,

**Submission in relation to North West Rail Link – Staged State Significant Infrastructure Modification EIS and Major Civil Construction Works EIS**

**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. We object to the proposal as represented in the North West Rail Link EIS currently being exhibited, referred to as EIS1, until the specific issues raised below are resolved and/or clarified.**

**The proposed North West Rail Link corridor, specifically the area referred to as Site 13 in EIS1, runs adjacent to our project boundary between Sanctuary Drive and White Hart Drive.**

**We refer separately to the impacts from modification of the existing Staged State Significant Infrastructure concept approval and the impacts from Major Civil Construction Works.**

**Impacts from modification of the existing Staged State Significant Infrastructure concept approval (Section 6 of EIS1)**

**1. Increased noise impacts due to Skytrain viaduct design compared to original embankment cutting or cut and cover tunnel design.**

The elevated nature of the Sky Train will create increased noise impacts on residents (current and future) and users of the Mungerie House community facilities. This outcome was demonstrated in the earlier North West Rail concept plan environmental assessment in 2008 where considerably wider noise corridors occurred in the then proposed viaduct section. We note that the modification has been requested without supporting evidence to suggest that noise impacts can be managed appropriately. This is of considerable concern and we request the following accordingly:

- That detailed consultation on operational noise management be carried out with Lend Lease GPT (Rouse Hill) Pty Ltd in respect to The New Rouse Hill residential development (existing and proposed) as it borders the viaduct. That this consultation is carried out before the exhibition of EIS2. We also request that more detailed noise impact drawings are made available as part of the finalisation of EIS1.
- That the viaduct structure be located western most in the corridor as possible (taking advantage of the Old Windsor Rd and T-way road reserve as a buffer while still allowing for efficient connection to the Rouse Hill station location) to minimise the intrusion of noise into The New Rouse Hill area.

**2. Increased visual impacts due to Skytrain viaduct design compared to original embankment cutting or cut and cover tunnel design.**

The elevated nature of the Sky Train will also create increased visual impacts on residents of The New Rouse Hill and users of the Mungerie House community facilities. We note that EIS1 did not provide sufficient drawings to correctly assess the impact of this concept (Figure 7.10 is insufficient in our opinion). The elevation of the deck approaching the Rouse Hill Town Centre appears to be particularly high possibly sitting higher than the built form envisaged adjacent to the corridor. This is of considerable concern and we request the following accordingly:

- That detailed consultation on visual impacts be carried out with Lend Lease GPT (Rouse Hill) Pty Ltd in respect to The New Rouse Hill residential development (existing and proposed). That this consultation is carried out before the exhibition of EIS2. Ideally we would request that more detailed vertical alignment drawings are made available as part of the finalisation of EIS1. We ask that the consultation includes discussion on the design and artwork of any noise attenuation barriers required for the viaduct due to the highly visual nature of these structures.
- As for noise impacts that the viaduct structure be located western most in the corridor as possible (taking advantage of the Old Windsor Rd and T-way reserve as a buffer while still allowing for efficient connection to the Rouse Hill station location) to maximise the opportunity to screen the structure with trees and other landscape measures.

**Impacts from Major Civil Construction Works**

**1. Potential blockage of access to Sanctuary T-way stop**

Section 9.4.11 indicates that T-way bus services will not be interrupted in the construction phases. It is hard to envisage how the 'Sanctuary' T-way stop, adjacent to Site 13, will not be interrupted by the construction process and plan set out. We request the following accordingly:

- That detailed consultation on access to the Sanctuary T-way stop is carried out well prior to construction so that local residents can be advised of new access arrangements.

**2. Negative impact on Mungerie House community precinct**

Section 14 sets out potential impacts on community facilities but does not specifically address impacts on the Mungerie House community facilities (noted in drawing 14.9). We request the following accordingly:

- That detailed consultation on possible impacts to the Mungerie House community facilities is carried out well prior to construction so that any specific impacts on this facility can be identified and managed. These issues may extend to management of the European heritage value and also existence of Cumberland Plain Woodland (Endangered Ecological Community) in this area.

### 3. Negative impact on adjacent land release plans

The construction timeline is noted to be from 2014 to 2016. This timeline coincides with the commercial release of the land area adjacent to the rail corridor. As a result there is considerable risk that major construction activities will impact negatively on land sale prices in the vicinity creating negative economic outcomes for Lend Lease GPT (Rouse Hill) Pty Ltd. This impact is not recognised sufficiently in Section 13 addressing local business impacts. This is of great concern and we request the following accordingly:

- We ask for a coordinated approach to construction programs (NWRL works and adjacent land development works) as required so that both projects can run concurrently as required. NWRL construction and site management methods used between Sanctuary Drive and White Hart Drive should not negatively impact commercial timelines already in place.
- We ask that the hoarding and other fencing/barriers/signage intended for Site 13 be designed and considered in collaboration with Lend Lease GPT (Rouse Hill) Pty Ltd. We request an outcome where positive messaging is included promoting the positive long term outcomes of the project in this prominent location.

### 4. Need to relocate various signage and other structures from the construction zone

The proposed area of Site 13 may take in the location of various promotional signage for The New Rouse Hill project. We request the following accordingly:

- That any signage is removed and replaced at the North West Rail Link project cost to an agreed location outside the construction area.

### Future consultation and project planning to mitigate impacts

We note in Section 5.7 that a tailored approach to mitigate impacts as possible for each site will be developed. This approach is supported and request that we are included in further detailed consultation on how to best mitigate the construction and operation impacts relevant to Site 13. This approach could include many of the issues raised in this submission.

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