

## COMMENTS PURSUANT TO E.I.S 1 – NORTH WEST RAIL LINK

These comments by the applicant supports the majority aspects of the E.I.S 1 save the allocation of the railway stations and having regard to the following proposal [ major in form] at Rogans Hill NSW 2154 for the disadvantaged, disabled and carers providing extensive facilities.

### 1. Aims and Objectives

Pursuant to the Constitution of the Charitable Public Company formed for this particular project the course and aims and objectives is to:

Create a much needed development that is wholly and solely for the benefit of the disadvantaged, disabled and their carers in an integrated and inclusive manner whereby a sustainable income stream is derived from the various major facilities proposed within the subject site

### 2. Location

[REDACTED]

### 3. Site Area                      34.8ha

[REDACTED]

### 4. Amended Zoning                      4E

Final rezoning stages The Hills Shire [THS]

### 5. Development Estimates

In the order of \$2.1 billion including provision for a future railway station at Rogans Hill [\$100m] Estimate prepared by well respected quantity surveying firm.

### 6. Formal Status Granted

Stamp Duty exempt by office of State Revenue [OSR] to all existing land holdings proposed within the subject site, excluding Rogans Hill Reservoir

### 7. Permission Given

The Civil Aviation Authority [CASA] has issued written consent for the project to erect a structure to a max height of 304.8m AHD wherein the intended facility is to provide observations decks as a major tourist attraction.

### 8. Formal Status Sought

An updated and amended application seeking formal status pursuant to Land Acquisition Charitable Institutions Act 1946 and Compulsory Just Compensation Act 1991 has been sought by the charitable institution for further consideration.

### 9. Funding

All funding needs to be obtained by the nominated charitable institution and as required for the following stages:

Land Acquisition & Marketing Site Preparation Works.

Various Stages Development/Construction

Marketing Off Plan

Initial Operating costs after completion.

Such funds to be raised by way of public subscriptions, advances from major financial institutions – banks, super funds, private funds. It is suggested that the lead funder take a 'piece of the pie' in any securitised approach.

It is intended to raise funds by way of issue of Charitable Bonds and or Government Bonds together with Tax Relief incentives through the granting of a Deductible Gift Recipient [DGR] status to be granted by the Australian Tax Office [ATO]

#### **10. Joint Venture**

The charitable anticipates a joint venture with the NSW Government and it will be required to underwrite same.

State and federal governments will also be approached to provide appropriate grants that may also include underwriting by the federal government particularly in relation to the pending Disability Scheme. Private enterprise may also be approached to participate in this venture

All stages to be pre-sold from plan prior to construction and or advancement to a further stage. It is anticipated the proposal from inception may take 5-7 years to complete with an additional period to become fully operational.

#### **11. The Proposed Development**

The intent is to develop a total Strata Community Title concept for all forms of accommodation including commercial, community, government, semi government services such as Emergency, Fire, Police, , Ambulance and Disabled agencies. Such development proposal to provide residential units and affordable housing [variable high rise] for some 6000 people including hospital facilities and respite care with extensive medical facilities including a separate 300 bed nursing homes one for senior , the other for younger generations yet with the ability to interact

##### **Nursing Homes**

A proposed home for the disadvantaged, disabled, carers and traumatised persons including transitional accommodation and an early intervention centre. It is proposed that seniors will reside on the western wing with the younger generations to the eastern wing.

##### **Disabled Athletes Village**

Part of the concept is to become the home of the Disabled Athletes of Australia, i.e. hostel village for athletes while using the **Indoor Sports Area** for training. The village also offers appropriate recreational facilities.

##### **Indoor Sports Arena**

It is envisaged the arena including the Olympic Pool [topped] will also be used commercially for large functions and live entertainment, giving the nor-west of Sydney it's own major venue for large gatherings.

##### **International Tourist Attraction**

Will take the form of a Function Tower with observation decks, [remember the height of the location] restaurants etc., overlooking the entire city of Sydney and environs , north south and west to the Blue Mountains.

It is intended that function area will be provided at each level [350m2] providing for many and varied function forms.

## 12. Other Attractions

The complex will also include the world's largest **Grevillia Gardens** approx. 10ha Community Parks and extended level walking area, notwithstanding the contour levels.

A **Meeting Pavilion** [ market form] **Bus and Rail Interchange** public spaces and open air **Concert Areas** for day use.

An **International Hotel** and budget style **Hotel/Motel** style accommodation each with 350 beds capacity to include **Conference** and **Seminar** facilities. A neighbourhood service **shopping centre** and **Medical Centre** is also anticipated.

## 13. A Key Issue

Direct Park & Ride facilities to a proposed railway station at Rogans Hill including community and emergency services is considered to be a key element within the NWRL.

Utilisation of tourist attractions envisaged together with the other facilities proposed to this concept more than justify the provision of a railway station at Rogans Hill that can also provide extensive car and bus parking areas. International tourist at this location can also derive all the benefits that are to be had to the inner city areas which in is itself beneficial to the local community.

## 14. Traffic Flows and Other Movements at Rogans Hill

The 'T' intersection at Rogans Hill is a designated tourist drive and the existing traffic flows at any given peak period is at a standstill. Traffic movements as personally experienced in any direction at this point can add 10-20 minutes or more to a journey at peak period.

### Possible Solution

At this point there is a natural knoll [180m AHD] and would justify the lowering of the existing road pattern obviating the need for traffic lights, provide minimal interference to any adjoining roads. This could then create an overhead roundabout serving all points of the compass and relieve pressure on Castle Hill shopping precinct utilised as a 'Set Down & Pick Up' area, a bus interchange together with site visitors directly connected to Rogans Hill [NWRL] Station will greatly assist the pedestrian flow to the rail link.

## 15. Major Infrastructure Requirements

Provision of alternate and additional water supply – Rogans Hill Reservoir – to have various sized holding tanks developed elsewhere within the subject site allowing for mini hydro power supplies if applicable.

Provision for extensive 'green ratings' – Solar Systems – to all building forms on the site. Grey water treatment plants for garden use connected to lake and ponded areas.

The Rogans Hill concept will necessitate building over existing roads and will also require peripheral road systems to the subject site. This will ease congestion by having control installations to various ingress and egress points within the concept.

It is felt that future consideration should be given to the provision of a promenade to ONR between the subject site and the Castle Hill Precinct for both pedestrian and perhaps in the future later use of a light rail system, providing other viewing forms to the Sydney Basin and Blue Mountains. This link between Castle Hill & Rogans Hill could in the future extend to The Hills Centre.

#### **16. Productivity Commission**

This body is also aware of this concept and some aspects have been supported in their findings.

#### **17. The Subject Site**

This site is unique in its location, its ability to overcome the constraints and provide amenities not normally able to be provided collectively at the one location. It is considered that the foregoing supports the need for the inclusion of a railway station at Rogans Hill that would favourably impact on such a development outlined.

It follows that further consideration needs to be given in relation to the EIS North West Rail Link and in particular consideration of a railway station prior to its finalisation and construction of major civil works.

The following comments and or objections and considerations are now raised:

- A      There is insufficient Park & Ride facilities at Castle Hill and it would appear such provision has been deliberately overlooked due to site constraints within the Castle Hill precinct. Future Park & Ride may be considered at Castle Mall to be redeveloped in the future by the owners QIC with direct connection from Castle Hill station to a parking facility. It would appear that a most desirable location that was not considered previously is a Park & Ride facility at Rogans Hill with shuttle services to Castle Hill and Cherrybrook in the event that a Rogans Hill station is still shown to be of no interest.
- B      The project team at NWRL may also consider additional Park & Ride facilities at The Hills Centre as traffic movements across The Hills Shire would be of a disruptive nature if solely reliant upon the transport mode anticipated. Shuttle buses may not have been considered to the extent required supporting The Hills Centre.
- C      Castle Hill Station and its near surrounds should cater for increased density housing that includes more open space and social interaction with pedestrians. It would appear that this aspect is not evident from what is now considered an 'important railway station.' Further without consideration of additional Park & Ride facilities ie. Rogans Hill perhaps Castle Hill and The Hills Centre will only serve as an impost on the existing parking facilities to an already underserved car parking facility now provided by both the Castle Towers and Castle Mall complexes during peak periods. This would lead to creating a parking fee system already found to be unsuitable in other car parks at shopping complexes located close to public transport.
- D      With the existing and proposed traffic movements for vehicles including public transport congestion will prevail even more so during peak periods in

the Castle Hill shopping areas. This aspect from the writers perspective makes Rogans Hill most attractive.

- E In the writers view the continued mixture of cars with public transport modes within the Castle Hill precinct that also involves pedestrian movement is a recipe for gridlock.  
It is felt that a Park & Ride installation at Rogans Hill should prevail as an important part of the solution.

#### **18. Proposed Gradient**

The proposed gradient either side of the Cherrybrook station appears to be steeper than anticipated and may require rolling stock that can satisfy such a gradient. Also IT IS NOTED THAT THE Cherrybrook station has the ability to be open cut [7-10m depth]. This in turn allow retrieval of both TBMs and excavated material proposed in both directions at Cherrybrook to be beneficial it is assumed in cost and movement of material from borings.

However it is reasonable to consider a greater depth at the Cherrybrook precinct lesser gradient could be undertaken in both directions. An additional railway station can then be provided at Rogans Hill or in the alternate Cherrybrook becomes superfluous and is only utilised for excavation needs.

#### **19. The Overburden**

The subject site has enough existing semi cleared area – say 10ha – to stockpile substantial excavated material by short haul [.5 to .8km]. The Cherrybrook site could then contribute to additional Park & Ride facilities if required and/or provide a shuttle service to both Rogans Hill and Castle Hill.

#### **20. The Cavern Crossover**

A railway station at Rogans Hill may also be considered for the provision of a cavern crossover in lieu of a Castle Hill station.

#### **21 Suitability of Rogans Hill**

On closer examination of the contours prevailing to the subject site [Rogans Hill] the average contour level dissecting the NWR Corridor is at 160m AHD having its lowest point at 120m AHD providing a depth of 40m, however this means that;

- a] if the distance of travel to the surface is kept to a min. of 30-35m rise, as can be achieved, commuters can be admirably catered for discharge at the Rogans Hill site.
- b] Furthermore access [even slightly inclined] can be provided to an extensive on site parking area at Rogans Hill. Access can also be provided to the Anglican Retirement Village directly opposite the subject site. Discussions are to hand as to support by the ARV for this concept.
- c] The Park & Ride system [Rogans Hill] with an overhead roundabout form having a shuttle bus service is considered to better satisfy traffic movements from Dural/Cherrybrook areas and beyond as well as locations west of Castle Hill and Rogans Hill. It would also service the Telfer Road area to and beyond the extensive valley area between Heights Road and the Castle Hill commercial centre.

- d] A scale model exists which easily depicts the above descriptions. It demonstrated effectively the 90m diameter bus and vehicle roundabout and set down section overhead to the 'T' intersection at CHR and ONR.

22 **Time Travel between Stations**

Frequency as to station modes would be a little shorter when compared with the existing distances between Macquarie Park and Macquarie University stations, Rogans Hill being only .8km from either Castle Hill or Cherrybrook. In the event that the Cherrybrook station was replaced with a station at Rogans Hill the travel time between Castle Hill and Rogans Hill is albeit short time would be made up having a longer time of travel between Rogans Hill and Epping as well as a lesser incline to negotiate.