

25 February 2014

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

Dear Sir / Madam

**Re: SSI 5414 MOD1  
North West Rail Link  
Windsor Road Bridge, Rouse Hill Modification Report**

## **1. Executive summary**

The submission has been prepared in relation to the proposed modification of the Stage 2 State Significant Infrastructure approval (Ref. SSI-5414) granted by the Minister for Planning and Infrastructure under Part 5.1 of the Environmental Planning and Assessment Act, 1979, on 8 May 2013. The proposed modification relates to the crossing of Windsor Road, at Rouse Hill ("Skybridge").

This submission is made by The GPT Group (GPT), owners and managers of Rouse Hill Town Centre - a mixed use Major Centre under the prevailing metropolitan, sub-regional and local government strategic planning hierarchies.

Generally, GPT supports the proposed modification and acknowledges that this amendment will provide for an iconic visual landmark at Rouse Hill Station and the Rouse Hill Town Centre.

Notwithstanding, there are a number of issues that GPT is seeking to be clarified. These matters are divided into 2 categories, being:

1. Changes to Environmental Impact; and
2. Other Matters

These comments should be considered in the context of GPT's earlier submission to EIS 2 dated December 2012.

## **2. Changes to Environmental Impact**

### **a) Section 7.2 Traffic and Transport**

In conjunction with our advisers, Aecom, we have reviewed the submitted documentation in relation to the Skybridge. The documentation submitted, and available, does not provide adequate detail to allow informed comment. To this end, it is GPT's view that further detailed design is required to ensure that the Skybridge design is appropriately overlaid onto the latest intersection design at

this location and that sufficient clearance and flexibility is provided for safe and efficient movements into and out of the Rouse Hill Town Centre and specifically, Rouse Hill Drive.

These specific traffic and transport issues are set out as follows:

- Figure 4 – the new design of the Skybridge with the revised pier location should be overlaid on top on the latest intersection design of Windsor Road / Rouse Hill Drive / Schofields Road to confirm if the piers would be in conflict with the intersection layout and any future changes / expansion of the intersection approaches on Rouse Hill Drive and Windsor Road. The benefits of the reduced impacts on the design of Windsor Road approach should be clearly shown and documented;
- Figure 4 – the new design of the Skybridge with the revised pier location should be overlaid on top on the latest T-way extension and northern bus layover to confirm if the piers would be in conflict with any of these elements
- Figure 4 – the new design of the Skybridge suggests buses north of Rouse Hill Drive will move closer to orchard Rd, this should be overlaid on top of the latest T-way extension and northern bus layover to confirm it works with the work done to date
- Section 7.2 – Approved Impacts, dot point 1: As a result of the work / modelling that have been undertaken by GPT / AECOM for the revised intersection design prepared by RMS, the intersection is performing better without NWRL project and the additional kiss and ride traffic is putting additional pressure on the performance of the intersection.
- Section 7.2 – Approved Impacts, dot point 3: It is unclear which road a triple right turn is proposed for, is it Schofields or Rouse Hill Drive? What does the modelling reflect? Furthermore, the modelling shows that there are no improvements in the performance of the intersection during the AM peak between the 2 scenarios at the Schofields Road intersection.
- RMS have previously identified that a grade separation of Windsor and Schofields Rds is to occur at some future time. Do the new pier locations for the Skybridge contemplate this future grade separation?

#### **b) Section 7.3 Noise and vibration**

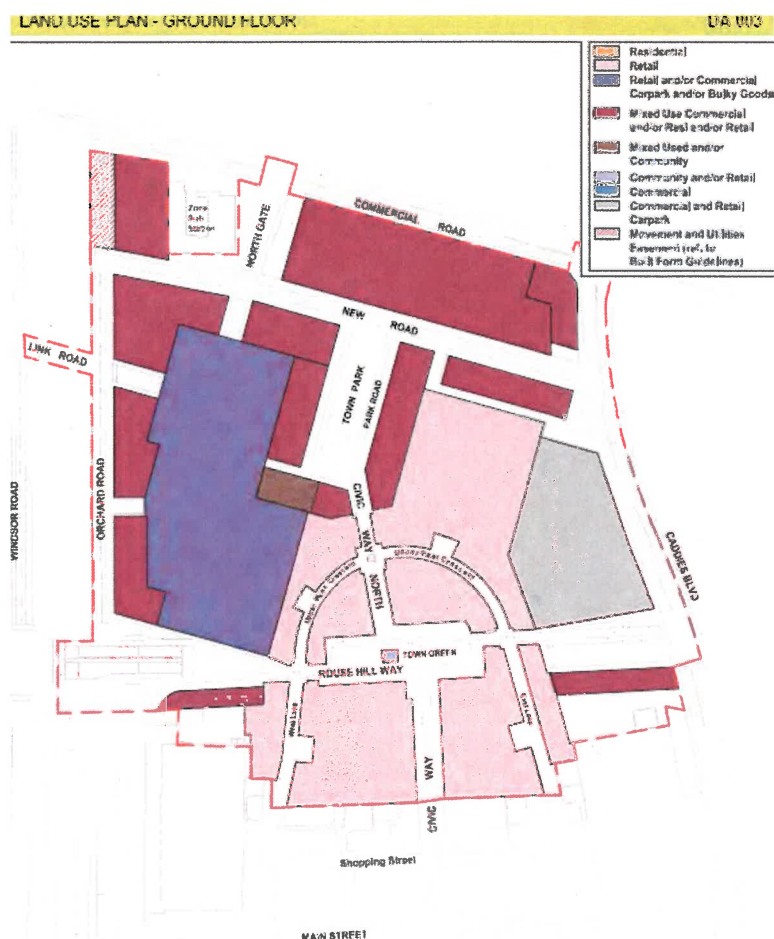
In conjunction with our advisers, Renzo Tonin, we have reviewed the submitted document and raise the following concerns.

GPT raised concerns regarding noise and vibration with the viaduct in their response to EIS 1 and EIS 2. The requests for further clarification have in some cases not yet been addressed. Without this information the same concerns still apply to this modification. In particular, we provide the following extract from “NWRL EIS 2 submission by the GPT Group, December 2012”:

#### “4.6 Impact of Operational noise and vibration

##### Scope of Issue

EIS 2 omits assessment to residential premises located within the RHTC and also future residential uses within mixed use buildings shown in the Northern Precinct DA. These future mixed-use buildings are located along the proposed Orchard Road within the Northern Precinct, as per the following DA drawing currently under assessment by The Hills Shire Council.



Renzo Tonin has identified the following issues with the noise and vibration assessment in EIS 2:

- Whilst the Interim Guidelines for the Assessment of Noise from Rail Infrastructure Projects (IGANRIP) neglects commercial premises, design criteria based on the predicted noise levels need to be provided so that GPT can appropriately design buildings for future rail noise impact. Assessment should consider approved but undeveloped commercial sites between Tempus St and the existing RHTC (Level 2 DA);
- The assessment of ground borne noise does not address receivers in proximity to the surface and viaduct sections of track. Potential impact from ground borne noise is not isolated to rail tunnels;

40. That the Minister requires TfNSW to comply with the recommendations in Renzo Tonin's report regarding operational noise, as follows:

- a) Noise impact at upper levels, not just 4.5m above ground, (i.e. not acoustically shielded by the viaduct), need to be provided to allow assessment of high rise commercial and residential buildings. At source treatment such as rail dampers, can reduce impacts to upper level receivers;
- d) Noise from the Rouse Hill Station must consider all receivers including approved but undeveloped commercial sites between Tempus Street and the existing RHTC (Level 2 Consent). This includes Transit/Market Square;"

The documentation now on exhibition notes that further noise modelling of future noise predictions at the Rouse Hill Town Centre future Northern Precinct have been undertaken in response to concerns raised by the land owner about impacts on future residential development. GPT are not aware of this further modelling. Please provide this information for our review and comment.

#### **c) Section 7.5 Local Business Impacts**

The submission states that "Local business impacts associated with the modification would be unchanged" and "the iconic qualities of the bridge may offer additional benefits". In response these statements, GPT reiterates the concerns raised in "NWRL EIS 2 submission by the GPT Group, December 2012" "Section 4.7 Local business impacts". The specific issues remain unaddressed and are equally applicable to this modification, as follows:

Request 42 - *"That the Minister require a Signage Strategy to be agreed between TfNSW, RMS and GPT to ensure that appropriate Site/Business Identification Signage, and directional and wayfinding signage is able to be erected on land within the rail corridor and/or road reserve"*

#### **d) Section 7.6 Visual Amenity**

Notwithstanding GPTs general support for the modification the previous requests made in "NWRL EIS 2 submission by the GPT Group, December 2012" "Section 4.5 Visual impact during operation" are reiterated, still require clarification and resolution and as such are relevant to this modification.

Request 38 - *"That the Minister require the detailed design of the station precinct to have regard to the need to retain visibility of the RHTC from Windsor Road, including but not limited to entry points, landmark buildings, and sight lines to major tenant signage. The following specific design elements require careful thought:*

- a. Viaduct design.
- b. Station building design.
- c. Need for and placement of ancillary buildings housing services and 'precinct activation'.
- d. Landscaping.
- e. Signage."

Request 39 – *“That the Minister require a Signage Strategy to be agreed between TfNSW, RMS and GPT to ensure that appropriate Site/Business Identification Signage, and directional and wayfinding signage is able to be erected on land within the rail corridor and/or road reserve.”*

Additionally, we also note that proposed night lighting must address existing and proposed new adjoining residential / commercial developments / buildings within the expanded Rouse Hill Town Centre.

### **3. Other Matters**

#### **Consultation**

We note that the document refers to several sets of consultation with GPT regarding the bridge. GPT is not aware of any such consultation on this specific detailed proposal.

#### **Urban planning**

As has been noted in previous submissions (such as the Area 20 Precinct Plan), pedestrian and cycle access across Windsor Road, to and from Rouse Hill Station, is a key movement that should be catered for in planning for the future community immediately to the west.

#### **Construction Phase Issues**

The report suggests that there will be no change to construction impact. However, this submission notes that the new design will demand a whole different method of construction demanding a different time frame, work platform. Accordingly, a change in impact during construction to the areas surrounding the proposed northern bus layover and the Rouse Hill Northern Precinct is likely. We request that further analysis to support the proposition that there is no change to construction impact be provided to GPT for consideration and further comment.

There are a number of construction phase issues that were raised in “NWRL EIS 2 submission by the GPT Group, December 2012” that still require clarification and resolution. These issues remain relevant to this modification.

The key issues are summarised below:

1. Construction timeframe impacts (Request 11)
2. Impacts of construction noise and vibration (Request 14)
3. Construction traffic impacts (Request 15)
4. Pedestrian and Cyclist impacts (Request 18.)
5. Impacts to local business (Request 22, 23 and 24)
6. Impact of loss of signage and reduced visibility (Request 25, 26 and 27)
7. Movement and establishment of construction workers and site facilities

Details of the above requests can be found in “NWRL EIS 2 submission by the GPT Group, December 2012”.

- NWRL EIS 2 submission by the GPT Group, December 2012
- NWRL EIS 1 submission by the GPT Group, May 2012



These issues continue to be the subject of ongoing reviews via a Working Group Forum and Leadership Group between GPT and NWRL. It should be noted that some issues remain outstanding as a result of needing further detail from the contractor, which to date has not been available.

GPT requests that these issues, as they relate to the bridge modification, be clarified and addressed in conjunction with those applicable to the wider Rouse Hill Station area so that impacts can be clearly understood and appropriate mitigation measures implemented by the North West Rail Link project.

Yours sincerely



David Sleet  
Development Manager