



beaumont strata management

5/38 Brookhollow Avenue, Building A, Capital Business Centre
Norwest Business Park, Baulkham Hills NSW 2153
PO Box 7601, Baulkham Hills BC NSW 2153
t: 02 9846 1699 f: 02 9899 3778

15 May 2012

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

Attention: Director, Infrastructure Projects

Dear Sir/Madam,

NORTHWEST RAIL LINK ("NWRL")

We are strata and property managers appointed to a number of properties along the NWRL corridor, which will be affected by the proposed rail line. These properties include:

- 6-8 Old Castle Hill Road, Castle Hill
- 299-301 Old Northern Road, Castle Hill
- 1 Terminus Street, Castle Hill
- 10 Salisbury Road, Castle Hill
- 7 Salisbury Road, Castle Hill
- 5 Salisbury Road, Castle Hill
- 3 Salisbury Road, Castle Hill
- 4 Columbia Cct, Baulkham Hills (Nexus Building)
- 1 Maitland Place, Baulkham Hills (Parkview Business Centre)
- 21 Solent Cct, Baulkham Hills (Norwest Quays)
- 29-31 Solent Circuit, Baulkham Hills (Lakeside Corporate Centre)
- 25 Solent Circuit, Baulkham Hills (Macarthur Point)
- 8 Solent Circuit, Baulkham Hills
- 8-12 Century Circuit, Baulkham Hills (Norwest Central)
- 11-23 Brookhollow Avenue, Baulkham Hills (Hills Corporate Centre)
- 34-46 Brookhollow Avenue, Baulkham Hills (Capital Business Centre)
- 5-7 Meridian Place, Baulkham Hills
- 29-31 Lexington Drive, Bella Vista (Versatile Building)
- 33 Lexington Drive, Bella Vista (Zhen Building)
- 18-22 Lexington Drive, Bella Vista (Sky City)
- 24-34 Lexington Drive, Bella Vista (Lexington Corporate Centre)
- 1 Celebration Drive, Bella Vista (Pinnacle Estate)



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There would be well over 1,000 owners and tenants represented in the above properties. No doubt, some of those will make their own submissions to you however a number have requested we make a submission on their behalf.

We would like to raise several points of concern regarding the NWRL Project and potential impacts to the properties under our management.

PRE-COMMENCEMENT CONCERNS

1. What kind of consultation process with each affected property owner both prior to commencement and after completion of rail link infrastructure will be undertaken?
2. Will a detailed dilapidation report be prepared for all affected buildings along the proposed line? If a property owner sought its own independent dilapidation report would that cost be reimbursed to the property owner?
3. Over what period of time will NWRL accept liability for potential cracking/damage to buildings and will NWRL accept the cost to rectify damage caused to buildings during construction and operation of the rail link?
4. Will NWRL reimburse costs for strata schemes to engage their own structural engineer(s) to assess effects that the NWRL may have on each affected scheme?
5. Will NWRL reimburse additional costs charged by strata/property managers' fees for coordinating and facilitating meetings of owners?

CONSTRUCTION PHASE ISSUES

1. During construction, there will be a lot of dust created. Whilst the sheds are there to limit the spread of the dust, it will be difficult to completely eliminate. Will the affected buildings be cleaned during construction and once construction is completed? We note that windows of buildings in this area are generally cleaned six monthly, but the buildings themselves will also attract dirt and require cleaning.
2. How will contractor parking be managed during the construction phase? All sites in this area are privately owned and parking is at a premium. How will parking within Norwest Business Park, in particular, be managed and maintained during construction?
3. How will the traffic be controlled along Norwest Boulevard and Lexington Drive? Both the roads are extremely busy and trying to narrow these into one lane will cause major traffic issues within Norwest Business Park.
4. With the removal of spoil during excavation/tunnelling, how will the run off be controlled from the road and prevented from entering the Norwest lake?
5. As the railway approaches the station the depth of the rail way will decrease (to 10-12m). Will the properties located near the stations experience more noise and vibrations as a result of the reduced depth?



6. Will trees along Norwest Boulevard be replaced with mature trees after construction has been completed?
7. Many of the buildings within Norwest Business Park were not designed to have a railway underneath. Potential re-development of these sites would be restricted due to the tunnelling under some of the properties. Has any consideration been given to the opportunity cost to owners of those properties?
8. Is the depth of the tunnel adequate to eliminate noise and vibration to buildings when a train passes underneath the buildings?
9. How will this be controlled during construction and after completion?
10. How will noise be controlled during construction and after completion?
11. Can NWRL confirm the depth of tunnels below the natural surface for each affected strata scheme?
12. What arrangements for compensation for collateral issues arising from the rail works such as cleaning, landscaping, car parking, etc. will be in place?

POST CONSTRUCTION ISSUES

1. Will NWRL indemnify property owners for cost of repairs and damage that the affected strata schemes may incur in the future resulting from the rail link?
2. What landscaping is included in the scope of work?
3. How will vibration and noise issues to buildings be addressed?

GENERAL CONCERNS

In the introduction under Table 13.1 of the Impact Report, it is noted that "purpose of the assessment was to identify and provide an assessment of the potential impacts on local business in the immediate vicinity of the Project during the major civil construction works."

Further, under 13.2 Methodology, "It is noted that low rise commercial buildings have not been included in the business surveys." Is it correct to assume that commercial buildings including those managed by our organisation (mentioned above) have not been considered in the impact study? This would seem quite anomalous.

In 13.4.1 Local Business Impact Drivers, under the heading "Negative Sources and Implications" consideration is given to "Reduced quality in operating amenity" and mentions, in particular, noise and vibration having an effect on "employee productivity, interaction with customers and workplace ambience." The conclusion thereunder is "In summary, these negative sources of impacts may have the effect of reducing trade and commerce for existing businesses unless appropriately managed." Can you please advise what consideration to compensation for such businesses is envisaged?

There are also conflicting views as to the potential diminution of property values and potential lost income due to vacancies. Again, what consideration has been given to such owners to compensate them for potential losses?



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We would be grateful if you could provide an update regarding these issues and advise us accordingly.

Should you wish to discuss the above further, please do not hesitate to contact me.

Yours sincerely

A handwritten signature in black ink that reads "Grant Beaumont". The signature is fluid and cursive, with a long horizontal stroke at the end.

GRANT BEAUMONT
Director