



FORMAL SUBMISSION OBJECTION TO EIS

Project: Parramatta Light Rail Stage 2 (EIS)

Submission by

Property 1: Joseph Fischer & Joanne Khawaja (Fischer)

Property 2: Roger and Cyndi Khawaja

Address: 32 & 32A Hilder Road, Ermington NSW 2115

Date: 30/11/2022

Overview

Subject: Objection to the location of the current proposed station for Ermington stop at Hilder Road NSW.

Property 1: 32 Hilder Road Ermington NSW

Owners: Joseph Fischer & Joanne Khawaja (Fischer)

Contact details: 0414 550 872

Property 2: 32A Hilder Road Ermington NSW

Owners: Roger Khawaja & Cyndi Khawaja

Contact details: 0405 270 517

- We, as property owners (1&2) were provided with a letter (dated 8th November 2022) identifying our properties as a land use requirement/full acquisition in the proposed Ermington Station design (EIS for the Parramatta Light rail stage 2).
- This submission is to **object** to the draft design plans for a railway stop parallel to our property which will result in full land requirement/acquisition of our properties which in the proposal and design plans will be used for "**green space**".
- We are proposing an amendment to the location of the station and smart urban design that we believe can be achieved to meet the objectives of the plan without the need to acquire our properties and in order to minimise impacts to our community.

Owners Objective

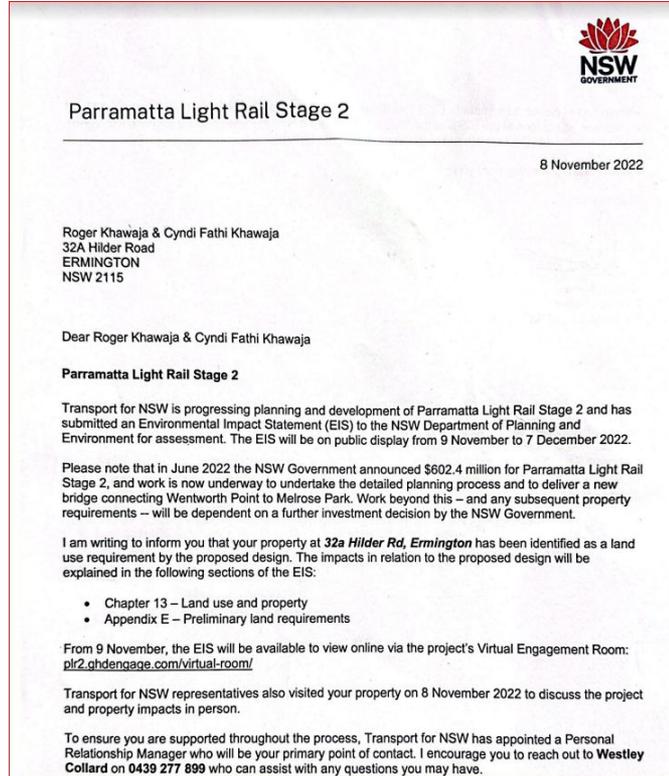
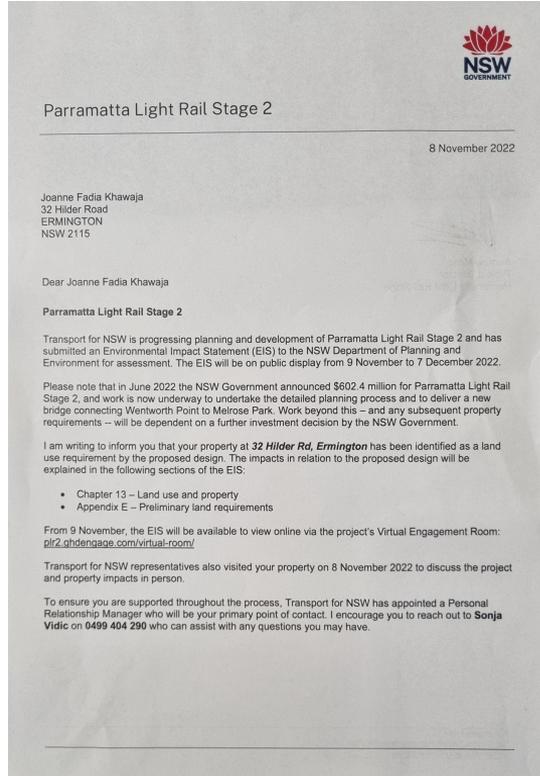


Our objection is based on independent advice from our consultant engineers and designers.

The proposed design in the EIS shows the purpose of acquiring our properties was to provide **green space**, however our advice is that the proposed design has sufficient space in the existing corridor to place tracks, infrastructure, green space horizontal to our boundary line without having to acquire our two properties. In the original communication the proposed station location was on River Road which being more centralised would provide access for greater patronage than Hilder Road. We propose the following:

- Re-locate the station to Ken Newman Park (Heysen Ave, Ermington NSW 2115) or River Road (Closer to the Silverwater proposed bridge) to minimise impact on Hilder Road residents - Hilder Road is a small street with many families and children.
- Ken Newman Park (Heysen Ave, Ermington NSW 2115) has ample space and a more centralised space with few residential homes surrounding. This will help minimise noise, light etc for residential homes.
- River Road intersection is more centralised and accessible for the the community. Safety, noise and light will also be minimised for the local community.
- Arrange a meeting and site inspection with key stakeholders such as State Government, TNSW engineers and design team making the key decisions for the Proposed Parramatta Light Rail Stage 2 to discuss a redesign to the plans to eliminate the proposed acquisition of our properties to only be used for “green space”. (See reference page 5.)
- There is ample space in the existing corridor to run the rail line without the acquisition of our properties. The section breakdowns and existing space demonstrate that there is sufficient space and straight line for track and proposed infrastructure & urban design once 30 Hilder Road and 35 River Road is acquired.

TNSW letter of notice



Note: Surrounding neighbours were not notified of the EIS report. They have also indicated that they are not happy with the proposed location of the Ermington Station.

Appendix E - Preliminary land requirement (TNSW)

Reference of properties listed in report as full requirement for stop use.

Property details				Permanent land requirements			Temporary land requirements for construction only	
Ownership	Lot details (Lot/DP unless specified)	Address	Zoning	Existing land use	Proposed future use	Type of requirement (partial/full)	Proposed use during construction	Type of requirement (partial/full)
NSW Govt	B/36566	28a Hilder Rd, Ermington	R2 Low Density Residential	Residential	Track alignment and stop	Partial	-	-
Private	134/36566	30 Hilder Rd, Ermington	R2 Low Density Residential	Residential	Track alignment	Full	-	-
Council	A/36566	31a Hilder Rd, Ermington	RE1 Public Recreation W1 Natural Waterways	Open space (Ken Newman Park)	Track alignment	Partial	Construction compound and activities	Partial
Private	100/1229686	32 Hilder Rd, Ermington	R2 Low Density Residential	Residential	Stop	Full	-	-
Private	101/1229686	32a Hilder Rd, Ermington	R2 Low Density Residential	Residential	Stop	Full	-	-
Private	11/1229563	31 Broadoaks St, Ermington	R2 Low Density Residential	Residential	Road corridor	Full	-	-
Private	1/1247639	4 Boronia St, Ermington	R2 Low Density Residential	Residential	Road corridor	Partial	-	-
NSW Govt	456/16184	6 Boronia St, Ermington	R2 Low Density Residential	Residential	Road corridor	Partial	-	-
Private	12/35502	30 Boronia St, Ermington	R2 Low Density Residential	Residential	Road corridor	Partial	-	-
Private	532/16184	38 Boronia St, Ermington	R2 Low Density Residential	Residential	Road corridor	Partial	-	-
Private	423/16170	45 Boronia St, Ermington	R2 Low Density Residential	Residential	Road corridor	Partial	-	-
NSW Govt	604/16170	66 Boronia St, Ermington	R2 Low Density Residential	Residential	Road corridor	Partial	-	-

Property image

- Image of 32 & 32a Hilder Road Ermington NSW.
- Custom built homes only 3 years old.
- 4-5 years to design and build.
- High end finishes and material used throughout the properties.
- Built to last a lifetime by siblings in order to support each other raising our families.
- **Our forever homes!**

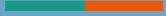


Hilder Road Street parking

- Hilder Road is a **7m wide**
- Images showing limited resident street parking for existing homes and residence in the street.
- Street parking on one side only for a street which has duplex developments
- The stop will affect street parking and increase traffic.

Parking on one side only due to driveaways





TNSW PROPOSED DESIGN

Infrastructure, Design and Engineering



Following is list of key findings which demonstrates reasons our properties are not required for acquisition:

- The EIS document and the other typical cross sections, demonstrates numerous examples of the typical cross-sections dimensioned 20m to just under 27m max achieving the functional and desired design outcomes i.e the station width, shared paths and landscaping. Ie: Total width of River Road stop including planting is 26.6 metres.
- Given these examples our properties are not required in these circumstances and the width available for the station, pathways, landscaping as illustrated by Fig 78. in Technical Paper 1 is between 26.6m (total of river road stop) to 30.7m.
- The EIS mentions of minimising impact and acquisition, reference **Chapter 13, Section 13.1.3 How Potential Impacts Have Been Avoided or Minimised**, Dot point 3, “refining the design to reduce potential land requirements and associated need for property acquisition”. Arguably, it could be demonstrated from Technical Paper 1 it is clear property 32 and 32a Hilder St are not required for construction for the stop, shared paths or landscape, as all design requirements can be achieved within the 30.7m corridor as shown and will not detract or place at risk the project not achieving its “Urban Design Vision and objectives” as outlined in Chapter 5 of EIS. (Refer Fig 5.26).
- Additionally the funds saved on the non essential land acquisition of 32 and 32a Hilder St can be better utilised/reallocated to improve urban design outcomes along the Ermington alignment.

Design Render - EIS

Reference image of design concept for the Ermington Corridor from the EIS.

- This diagram demonstrates the design and location of stop. The acquisition of our land is to place “green space” and not required for any infrastructure.
- Our properties are **NOT** required for any infrastructure for the line to run through existing corridor.
- The current width in the corridor has existing services/lines. The line can still run in conjunction with the lines/services ie power lines will need to be relocated underground.
- The stop is placed in the smallest street in Ermington which will affect street parking, security, noise and our families.
- The stop is also close proximity of housing commission and this will increase risk in security.

Chapter 8 – Ermington

8.4 Design place and movement outcomes

8.4.1 River Road stop

Overview

The River Road stop would be located in an existing utilities easement between River Road and Hilder Road, Ermington. The stop would be positioned to provide light rail catchment for the portion of Ermington that lies on the eastern side of the divide Silverwater Road corridor. The project alignment through the stop precinct would be governed by offset requirements to adjacent Sydney Water trunk mains.

Built form

Two stop canopies would be constructed, one on each platform, providing amenity and wayfinding for customers. The scale of stop canopies would integrate with the scale of the surrounding predominantly low-rise residential built form, while their architectural design would minimise visual impacts. Stop infrastructure and elements on platforms would be integrated as much as possible to minimise clutter.

The alignment of the light rail corridor through the stop precinct would be at a level that is above that of existing ground, necessitating a retaining wall on the southern side of the stop, as shown in Figure 78. The wall would be designed with materials and finishes that minimise its visual impact.

Public space

The River Road stop would provide new public space connections between River Road and Hilder Road via the provision of continuous walking and cycling facilities through the stop environment. These facilities would connect with existing footpaths and the planned future cycling route on River Road to provide access south to the Parramatta River foreshore and Parramatta Valley Cycleway.

The River Road stop would also be the main stop for accessing the improved Ken Newman Park (refer Section 8.3.2).

Residual land

Residual land not required for the project would be retained as open space within the stop environment, providing opportunities for landscape design as well as ensuring accessibility and passive surveillance requirements are achieved.

Open space would also allow for the provision of walking and cycling facilities through the stop precinct and additional tree planting for tree canopy cover and shade.

Stops as places

The place created by the River Road stop environment would extend the public space corridor of Ken Newman Park, connecting these places and providing a continuous corridor of public space across this portion of the Ermington neighbourhood.

PARRAMATTA LIGHT RAIL STAGE 2 // DESIGN PLACE AND MOVEMENT REPORT

Current location of 32 & 32A Hilder Road Land. Proposed to be used for grass space.

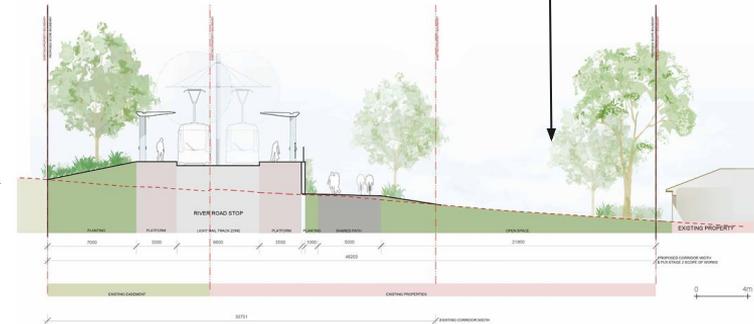


Figure 78: Cross section 09 - River Road Stop (indicative only - subject to design development).

Transport integration

Walking and cycling would be encouraged with the provision of a shared path to the southern side of the stop platforms. This would provide access to the platforms from their ends, as well as regional active transport connections through the stop precinct. Bicycle parking would be integrated into the design.

The River Road stop would also allow for connections to bus routes on Silverwater Road about 100m away (1-2 minutes) and Rydalmere Public School about 300m away (4 minutes).

Visual amenity

The project would result in a moderate magnitude of change at the River Road stop. The visual amenity of the stop environment would be improved through the landscape design, including street trees, understory planting, and high quality stop and pavement fixtures and finishes.

For further information refer to Appendix A (Landscape and Visual Impact Assessment).



Figure 79: Light rail stop integrated with parkland setting, Randwick, Australia (credit: ASPECT Studios).



Figure 80: Shared path adjacent light rail, Randwick, Australia (credit: ASPECT Studios).

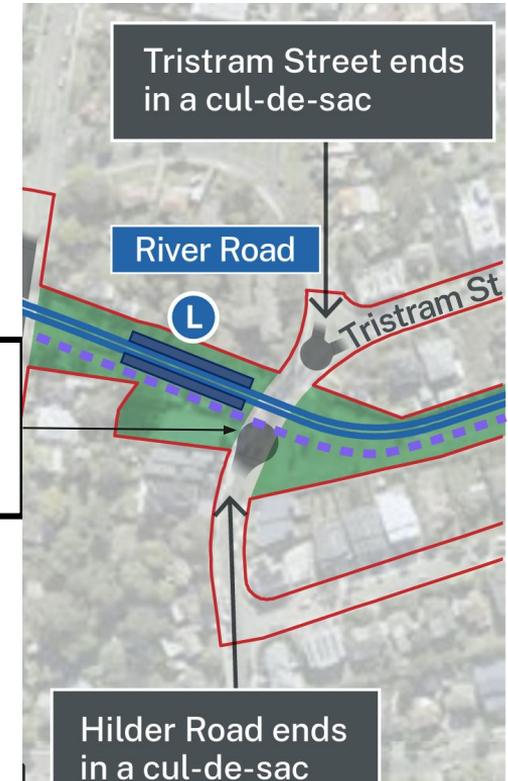
ASPECT Studios

Hilder Road Proposed change - EIS

Reference image of Hilder Road Traffic change.

- This diagram demonstrates the changes to the traffic conditions from the proposed location of the stop.
- The traffic conditions for Hilder Road to change into a cul-de-sac. This part of Hilder road is already narrow with limited parking space for residence.
- The placement of the station will also affect street parking, noise, light and not a centralised space for pick up and drop off zones for consumers using the railway.
- Placement of railway should be placed in a wider street which can accommodate pick up and drop off zones.
- Width of Hilder road **7 metres vs River Road 11.07 metres.**
- Relocate station to Ken Newman Park, Heysen Ave as this is an open green unutilized space. The space is able to be design to include station, pick up and drop off zones and a more centralised space for community without affecting existing homes within our community.

32 & 32A
Hilder Road
Land



Other objections & considerations

The existing location of Ermington station will also affect the following within the proposed space/corridor.

Street Parking: Hilder Road is a developed street and has duplex housing with large families. The residence have limited car parking spaces currently on the narrow street. With the stop placed in this section it will increase traffic, affect our street parking and change traffic conditions. The station will affect all homes in surrounding streets. No space for pick up and drop off. Residence along the street will all be affected.

Security and Safety: Location of currently station will increase the safety of our community. The placement is in a narrow corridor/street in close proximity of a large housing commission apartment complex. The station placed in this area will increase un-welcomed/unlawful citizens to a street community of young children. Our community is concerned of the behaviour this will invite to our street and security to our families and children.

Noise levels: The stop in this location is surrounded by residential homes and an apartment complex which will be affected by the noise of the stop with light rail arriving/departing every 7 minutes. Relocation of the stop must move to a less residential hub to minimise impact. In addition to noise from Railway, there will be an increase in noise from drop off and pick up zones, people using the lines and waiting in the drop off and pick up zones.

Other objections & considerations



Light: The stop in this location is surrounded by residential homes which will be affected by the light of the stop. Relocation of the stop must move to a less residential hub to minimise light impact to surrounding homes.

Drop off and pick up zones: The stop is location in section of Ermington has already very limited street parking. With the the addition of the proposed stop and of drop off and pick up zones this will impact the street considerably for the existing community. This will increase affect traffic conditions, street parking, traffic, noise and security for the local community and residences.

Reference to 6.2.4.3 Local trip generation The project to attract additional vehicle trips to the local road network associated with kiss-and-ride activity and park-and-ride activity. This would occur generally in the area surrounding light rail stops as no dedicated parking spaces would be provided as part of the project for this purpose. Based on the parking demands outlined in Table 6.13, the local trip generation during the morning and afternoon peak periods are estimated as follows: – Kiss-and-Ride: 60 to 120 movements per hour (based on each space used six times in the hour) – Park-and-Ride: 60 to 70 movements per hour (based on all-day parking). Local trips would be distributed throughout the Ermington road network.



RE-LOCATION OF ERMINGTON STOP

Location Overview



The following lines demonstrates our case in a visual representation. The community and residence of Hilder Road and surrounding streets in Ermington want to see a redesign of the current station location. We propose Ken Newman park (Heysen Avenue) or River Road section as per original proposal/draft location.

Below and following slides demonstrate this will be achievable.

- Highlighting the other 2 options in the existing corridor width meets the requirements for running the lines without affecting our properties.
- Location of the station can be placed at either River road as the street is wider and does run a straight line from South Street. Position stop closer to the new bridge and in a wider street which can accomodate pickup and drop off zones. Or place the station within Ken Newman park, Heysen Avenue as the space also has ample space for the stop and will not affect the residence.
- Safer for the community
- Less noise impact to residence
- Homes on Hilder Road are all new developments.

River Road Possible New Stop Location



River Road Possible New Stop Location

This image demonstrates cross section for bridge. We propose the station is placed at the end of the bridge on River Road.

This intersection will be located on a much larger street.

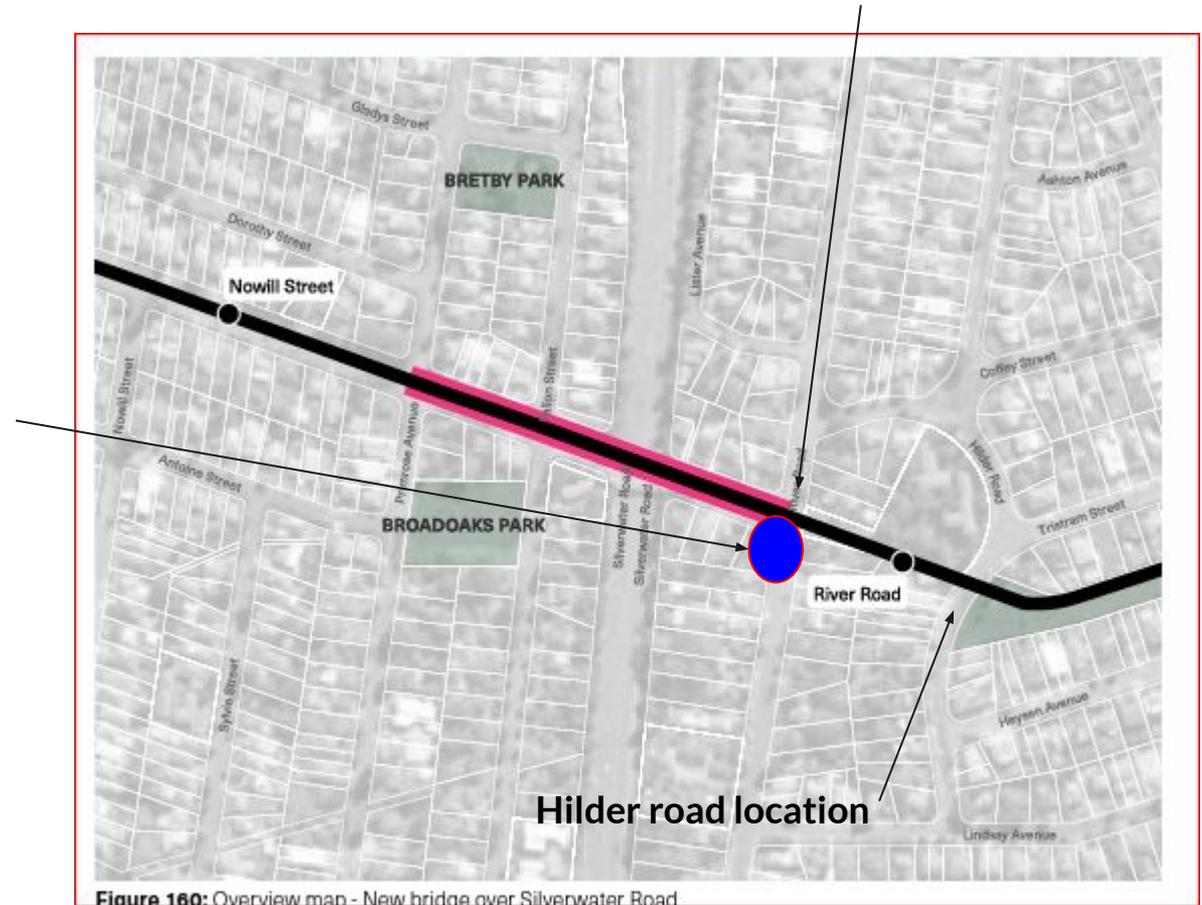
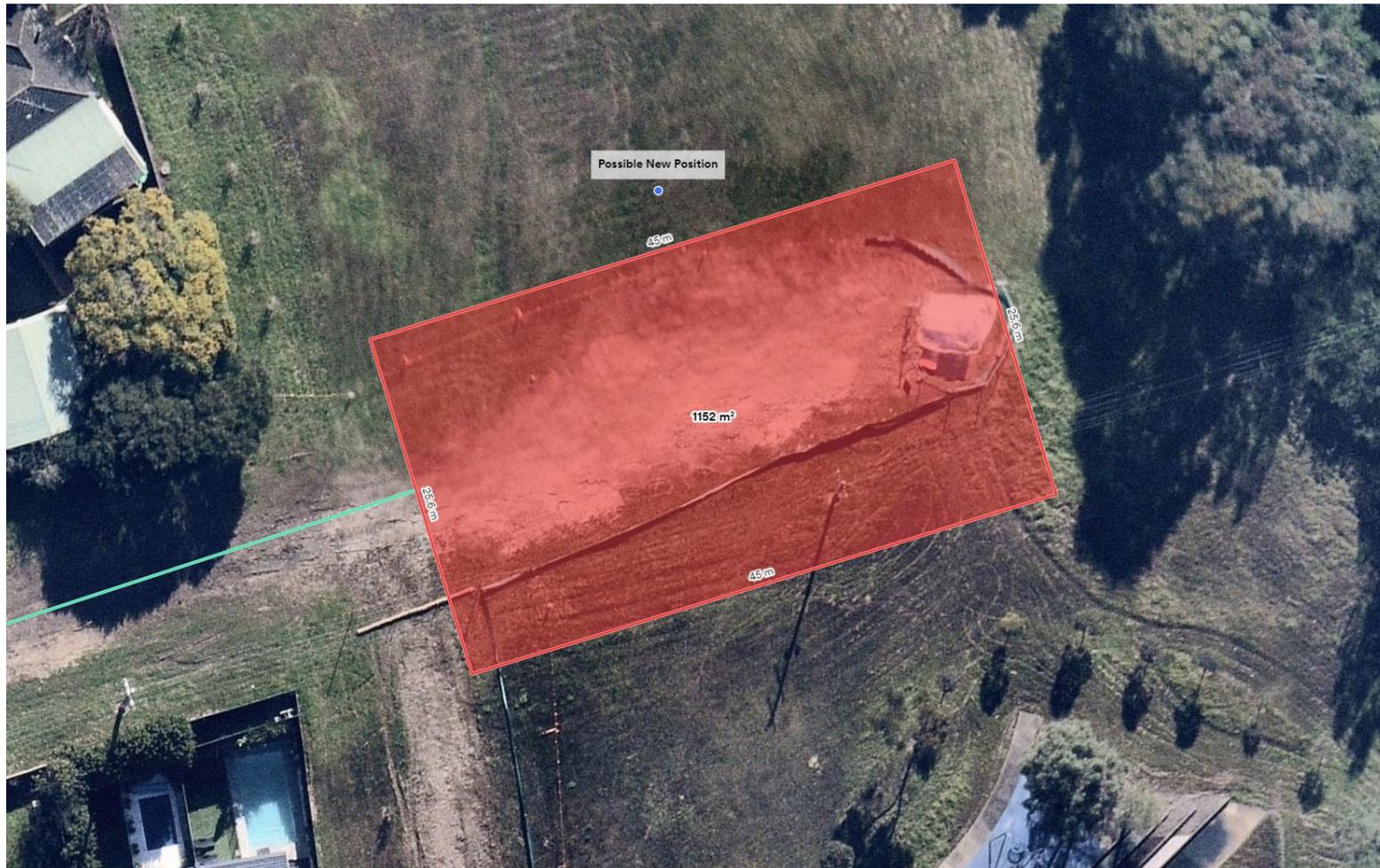


Figure 160: Overview map - New bridge over Silverwater Road

Ken Newman park - Heysen Avenue - Park Possible Stop Location



Ken Newman park - Heysen Avenue - Possible Stop Location

Ken Newman Park is un-used by local residence. All residence take children to the park by the river as it has amenities, cafe etc. By placing the station in this space and smart urban design this location can be a great centralised space to place the Ermington stop.

Chapter 13 – Bridges

13.5 New bridge in Ken Newman Park

13.5.1 Overview

The project's alignment through Ken Newman Park would require the construction of a new bridge facilitating the light rail's alignment across the existing small creek in the eastern portion of the park.

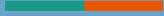
Ken Newman Park is a highly valued public open space with a playground, native vegetation, a wetland, numerous footpaths and significant views to the south over the Sydney Basin. The steep topography of the valley and major Sydney Water trunk mains present major constraints to the light rail alignment. The light rail alignment, bridge design and structures would integrate with the park, provide functional spaces and add value to the park for the community.

The alignment would utilise maximum light rail grades to pass through Ken Newman Park, mostly on embankment and retaining walls. A short bridge would be required to carry the light rail and active transport route over the steeper sections of the valley and creek line on the eastern side of the park. The new bridge would be required to span 18 metres over the existing creek. Several alignment options and bridge arrangements were developed and tested.

Following a multi-criteria analysis process, an alignment was selected to cross Spurway Street at grade and minimise impacts to residential properties. Crossing Spurway Street at grade, the light rail enters a cutting along Boronia Street until Trumble Avenue due to the existing steep grades of the street. Spans of the bridge were maximised, while limiting the structural depth in order to improve the connections and sight lines below the bridge for park users.



Figure 163: Overview map - New bridge in Ken Newman Park.



OUR FAMILY



Family profiles

- 32 Hilder Road Ermington is a family of four. Joseph, Joanne, Xavier (8 years old) and Noan (5 years old)
- 32A Hilder Road Ermington is a family of seven. Roger and Cyndi Khawaja, James (9 Years old), Mark (7 Years old), Mathew (6 Years old), Nathan (3 Years old) and Mary (2 months)

Joanne and Roger are siblings and built this custom duplex in order for our families to be side by side in order to help each with raising of their children, support network. We don't have any family support and rely on each other to help with the raising of our children.

We have placed all our life savings into the building of this duplex which took years of planning, two years to seek council approvals, and four years to complete the build. (During this time we had to live with parents as we couldn't afford to rent a property. This duplex is not a project built home and was custom built to last a lifetime using the best materials to ensure the house was a forever home.



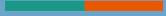
Financial impact

The thought of acquisition and demolition of our home will have a major impact on our families is stressful and unimaginable. We are unable to afford to purchase a property to the same level of finish, size of land, lifestyle in the area.

Our life savings went into the build of our homes and no amount of money will be sufficient for the acquisition of our properties. With the current climate, inflation and shortages of homes our young family will lose everything and will not be able to get back into the market within the same community.

“Market value” will not be sufficient for the value of our properties. It’s not comparable to the amount of money, time we invested into the build and the extra we’ve included since living in the space.

Neighbours & Community: Our children are involved in the local community, soccer clubs, schools, churches and local businesses. Both our families have great relationships with all our neighbors and all our children are great friends. This is affecting all parties and communities.



STAKEHOLDER COMMUNICATION

Communications | Correspondence



To date the following have been informed of our case.

- TNSW - EIS Portal
- TNSW - Sonja Vidic
- TNSW - Lead Engineer Craig
- Jerome Laxale, Labour Member of Bennelong
- Councillor Donna Davis, Lord Mayor, City of Parramatta (Epping Ward)
- Dr Geoff Lee, Minister of Correction, Parliament
- Minister for Transport, Hon David Elliot MP
- Jo Haylen, Shadow Minister



Geoff Lee MP
Member for Parramatta
Minister for Corrections



Ms Joanne Khawaja
32 Hilder Rd
ERMINGTON NSW 2115

Sent by email: jo@jfkco.com.au

Dear Ms Khawaja

Thank you for contacting my office regarding your concerns about the recent notification that Transport for NSW is proposing to acquire your property for Stage 2 of the Parramatta Light Rail.

I have written on your behalf to the office of the Hon David Elliott MP, Minister for Transport and Minister for Veterans and asked them to consider the issues you have raised, including why there is any need to acquire your property for the route proposed and to request that a meeting is held onsite with the appropriate designers and engineers to discuss your concerns further.

Please be advised that a response may take several weeks to complete.

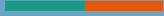
Once again, I thank you for taking the time to contact this office and for bringing your concerns to my attention.

Yours sincerely

Dr Geoff Lee MP
State Member for Parramatta

14 November 2022

SC/GL112022



NEXT STEPS



Objectives of our submission

We seek your written support and advocacy in pursuing the proposed next steps set out below.

Proposed next steps

- TNSW to arrange a meeting and site inspection with key stakeholders, engineers and design team making the key decisions for the Project to discuss the site and proposed acquisition of our Properties. Objective is to work collaboratively with the team in order to find a solution which will work for both parties and eliminate the acquisition of our properties.
- Relocation of the proposed station in Ermington corridor.

THANK YOU

Contact: Joanne Fischer (Khawaja)

Mobile: 0414 550 872

Email: jfkhawaja@gmail.com