

PCU032990

SUBMISSION

**Planning North West Sydney's future Public Transport Needs
(North West Transport Options)**

Property Owner: Jerry and Emanuela Xerri

Lot number: 1

DP: 213579

Address: 971 Richmond Road Marsden Park



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Background

Marsden Park is located within the North West precinct sector. Bells Creek and Eastern Creek are on the eastern boundary of Marsden Park, South Creek forms its western and northern boundary. The M7 forms the southern boundary of Marsden Park.

Projected employment growth for Marsden Park is expected to be at 15,000 by 2036. The need for a transport corridor will be necessary infrastructure to accommodate the population growth that will be experienced within the area.

Whilst we acknowledge the area will need infrastructure development to occur we object to Option A being implemented in its current form. We are putting a proposal to what we believe should be considered as an alternative to option A.

Option A – North West Transport Proposal

The Cudgegong Road to Schofields and Marsden Park proposed corridor crosses First Ponds Creek, passes through Schofields Road, Boundary Road, Schofields Farm Road and Junction Road. The line will continue to Schofields Railway Station, Schofields Road, Veron Road and Carnavon Road. The proposed corridor continues down South Street, crosses Richmond Road and into the Marsden Park Town Centre.

We object to the proposed corridor passing down South Street.

Alternative recommendation for the proposed transport corridor

The proposed corridor should start as planned “crosses First Ponds Creek, passes through Schofields Road, Boundary Road, Schofields Farm Road and Junction Road. The line will continue to Schofields Railway Station, Schofields Road, Veron Road and Kerry Road” . The alternative option to the proposed corridor should pass at a point in between South Street and Townson Road, it will continue to Richmond Road and cross Richmond Road into the Marsden Park Industrial Precinct then continue to the Marsden Park Town Centre. (Refer to diagram 1)

Why this recommendation?

The movement of the alternative transport corridor on South Street to an area between Townson Road and South Street has many benefits. These benefits include:

- The Marsden Park Industrial Precinct is set to be the largest business park to be built in Sydney. To have a transport hub located within the business park will have many advantages. It is proposed that there will be 70 hectares of commercial land, 40 hectares of bulky goods storage and 206 hectares of industrial land. As a major employment center there certainly will be a need for transport to assist people in travelling to and from work. The Government is regularly pleading with the public to use more public transport and get cars off the road, this is a perfect opportunity for this to occur.
- Stone Cutters Ridge (Colebee) will have 800 homes on completion. The alternative transport corridor will be in close proximity to this subdivision benefiting many families.
- Amount of landowners affected by the proposed corridor will be less. There are larger lots of land which equates to fewer people being affected by land acquisitions.

Current Land Acquisitions in Marsden Park

Most landowners on South Street are currently affected by land acquisitions from the Roads and Maritime Services to allow the widening of South Street/Richmond Road.

To impose yet another land acquisition on these land owners is unfair. First we are affected by the Roads and Maritime Services and now it is proposed that we are affected again by a proposed transport corridor. I am a land owner who has been affected by land acquisition through the Roads and Maritime Service, I am also a land owner who is on the wrong side of South Street and now

potentially affected by the proposed transport corridor as well. This is unjust and unfair to have two acquisitions forced upon us.

Richmond Road Commercial Development

In the Community Update 1 (February 2012) it is clearly stated that there will be a "Commercial development along both sides of Richmond Road and South Street." My property is situated on the Corner of South Street and Richmond Road.

How can a property that is set to be "Commercial development" now be earmarked for a proposed transport corridor? A proposed transport corridor does not fall into the category of commercial and office development.

Emotional Stress and Health Issues

This proposed transport option has caused untold emotional stress, strain and health issues on all of my family. From the community meetings held for the area and documented evidence supporting commercial development, we have gone from having certainty in our future to now a situation of being stalemated for the next 20 years or so.

Conclusion

- Whilst transport will be necessary we do not support the proposed Option A.
- My property has now been potentially put in an uncertain situation concerning zoning of land for the next 30 years. Prior to this unexpected transport option my land was earmarked for commercial development. This is causing significant health issues.
- Realign the proposed transport corridor to pass between South Street and Townson Road and not directly down South Street. Corridor closer to Townson Road will also accommodate current and future residents within the Stone Cutters Ridge subdivision.
- Include Marsden Park Industrial Precinct into the transport corridor and not just the Marsden Park Town Centre. Placement of the corridor between South Street and Townson Road will be nearly opposite the Marsden Park business precinct.
- Majority of landowners on South Street are already affected by land acquisitions – it is unjust and unfair to impose a second acquisition on land.
- Properties within Richmond Road Corridor specifically Vine Street and South Street have been earmarked as commercial on the metro strategy plan – the proposal of Option A does not fit into the proposed zoning.

References:

1. North West Transport Options (March 2012)
2. Community Update 1 for Marsden Park – February 2012
3. Growth Centres Website (www.growthcentres.nsw.gov.au)

Appendices

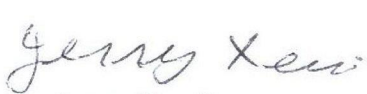
Diagram 1: Cudgegong Road to Schofields and Marsden Park proposed corridor – alternative recommendation shown on diagram

Questions for the NSW Government Planning and Infrastructure

1. How was the proposal of where the corridor will pass for Option A determined?
2. Why is a transport corridor passing through property that is zoned commercial?

cc Kevin Connolly – MP Riverstone
NSW Government Planning and Infrastructure

Signed:



Jerry Xerri

7/4/12



Emanuela Xerri

7/4/12

DIAGRAM 1: CUDDEGONG RD TO SCHOFIELDS • MARSDEN PARK CORRIDOR

Corridor in the Marsden Park area to be refined as part of the precinct planning process.

LEGEND
— = PROPOSED
— = AMENDMENT

