

Submission dated 21 May 2012 of [REDACTED]

Concerning the North West Rail Link
Environmental Impact Statement – Major Civil Construction Works
Application Number SSI-5100

Attention: The Director – Infrastructure Projects, Major Projects Assessment
Department of Planning and Infrastructure Sydney
(Email: plan_comment@planning.nsw.gov.au and fax 9228 6355)

[REDACTED]

Brief Statement: Request for Changes to the Proposal for the NWRL

See Request Section at end of this Submission, in summary of the following:

- Change Location of Vehicle Access (Including Heavy Vehicles)
- Change Indicative Configuration of the Balmoral Road Construction Zone
- Change Indicative Configuration of the Memorial Avenue Construction Zone
- Improve Noise / Vibration / Dust and Particle Protection Balmoral Road Construction Zone
- Improve Noise / Vibration / Dust and Particle Protection Memorial Avenue Construction Zone
- Reduce loss of quiet enjoyment, amenity and use of current residence
- Maintain or increase land value and land use, including improve water and sewerage access and facilities to foster future development of the rural area in the near future

Residence

1. We are the registered proprietors and residents of the property known as [REDACTED] (the "[REDACTED] Property").
2. We request that our names be withheld.
3. We have not made a disclosable political donation.
4. We have been residents of the [REDACTED] Property continuously from [REDACTED] having purchased the land prior to then and building our present home.
5. [REDACTED] is aged [REDACTED] years and [REDACTED] is aged [REDACTED] years. [REDACTED] has limited mobility and [REDACTED] has recently suffered [REDACTED] resulting in relatively short term poor mobility. [REDACTED] For ease of reference, we have referred to ourselves in the third person of this Submission, in part to distinguish any individual concerns or issues.
6. [REDACTED]
7. [REDACTED]

Background

8. Due to health difficulties, we have not been able to attend the Community Information sessions arranged by North West Rail Link (“**NWRL**”), but one of our children has been able to attend the Session on Construction Traffic held on Thursday 19 April 2012 and the Community Information Session on Tuesday 8 May 2012.
9. We have received a copy of the Environmental Impact Statement 1 Overview (the “**EIS Overview**”).
10. We have tried to review but have no underlying expertise to readily understand the EIS Overview or the reports referred to therein.
11. Having resided in the area for many years, the transport facilities are very limited, particularly for people with mobility issues or those not having ready access to a private motor vehicle. The traffic congestion from motor vehicles is very high. The time frames in which public transport travels (for example to the City) are very high. This is the case notwithstanding the many and various changes in transport facilities since first we moved here, when Old Windsor Road was not sealed and the Stanhope Dairy had not yet been changed for land use to Parklea Goal, so that the rural character of the area predominated.
12. With family and friends residing in other areas affected by the NWRL, we have tried to obtain a broad overview particularly for the areas from Cherrybrook to Rouse Hill. Additionally, these are the areas where frequently we travel for family, friends and activities.
13. As lay observers, we are generally impressed with the planning and steps being taken for the NWRL. The Community Consultation has been of assistance.

Proposal for Preparation and Construction Works Immediately Adjacent to the Residence

14. The EIS Overview includes some details of the preparation, earthworks and site establishment works (the “**Preliminary Work**”) and proposed Construction Work (the “**Construction Work**”) for the NWRL.
15. We are particularly concerned about the Preliminary Work and the Construction Work proposed adjacent and near to the [REDACTED] Property, being referred to in the EIS Overview as Site 9 the Balmoral Road Construction Zone and Site 10 the Memorial Avenue Construction Zone (the “**Balmoral Road Construction Zone/Memorial Avenue Construction Zone**”).
16. The Balmoral Road Construction Zone and the Memorial Avenue Construction Zone is partly on land acquired by Transport NSW by Transfer (AG708245) dated 21 December 2011 for the consideration of \$23,950,000.00 (the “**Transport NSW Land**”).

Geographic Proximity to Preliminary Works and Construction Works

17. [REDACTED] Balmoral Road Construction Zone [REDACTED]
18. [REDACTED] Memorial Avenue Construction Zone [REDACTED], including being identified as the “Residential Adjoining East”, being most affected in the Noise Modelling Scenario with greater than 20dB exceedance or greater than 75 DBA in Table 7.33 (page 79) for Earthworks, Excavation and Construction in the Noise and Vibration Technical Paper for Major Civil Construction Works (Final), part of the basis for the EIS Overview (the “**Predicted Exceeded Noise Level**”).
19. The Preliminary Work and the Construction Works seems to include but is not limited to the works at Bella Vista Station, construction works for which shall impact upon the [REDACTED] Property including by noise, dust and particles and traffic. As noted in paragraph 4.8.1 (page 51/ electronic version page 55) of the

Technical Paper 1 Construction Traffic and Transport Management (Final) (the “**Technical Paper 1**”) presently “...Balmoral Road is a relatively low volume, 70 km/h narrow two lane rural road...”.

20. The location of the [REDACTED] Property retains the quiet rural character held since it was purchased in 1972 and therefore, unlike many other sites in the construction areas for the NWRL, all and any Preliminary Works and Construction Works shall have a significant impact upon the [REDACTED] Property and [REDACTED]. For example, from the various tables in Technical Paper 2 Construction Noise and Vibration (Final) (the “**Technical Paper 2**”), the noise monitoring levels for the [REDACTED] Property are near universally the lowest of all the monitored areas.

21. A description of the intended use of the Balmoral Road Construction Zone is the following extracted from Technical Paper 2 (paragraph 7.9.1, page 76, electronic page 81):

“...**Balmoral Road Pre-cast Yard** The Balmoral Road pre-cast site would be located on the corner of Old Windsor Road and Balmoral Road, to the north of the proposed Bella Vista Station. The site would be utilised to support the adjacent cutting works, and for a concrete batch plant and pre-cast facility. This facility would support the tunnelling component of the project and manufacture the pre-cast concrete ring segments required as part of the TBM works. Pre-cast concrete products would be distributed from the Balmoral Road site to the TBM support sites, namely Bella Vista, Hills Centre and Cherrybrook Stations. Distribution to the Bella Vista Station site would be via internal haul roads. The concrete batch plant and pre-cast facility would be located on the south-eastern corner of the site with a conveyor providing raw materials from the concrete batch plant to the enclosed mixing area. The mixing and associated moulding activities would be required to be undertaken 24 hours a day in order to meet the production requirements and would be located within an acoustic shed...[emphasis added]”

22. A description of the intended use of the Balmoral Road Construction Zone is the following (from Technical Paper 2, paragraph 7.9.1, pages 76-77, electronic pages 81-82):

“...**Memorial Avenue Pre-cast Yard** The Memorial Avenue pre-cast site would be located on the south-eastern corner of Old Windsor Road and Memorial Avenue, extending back to Balmoral Road. The site would be used as a staging point for the construction of the elevated concrete viaduct, and for a second concrete batch plant and pre-cast facility. This would include the storage of pre-cast concrete segments required for construction of the viaduct. Major road works on the bus Transitway (T-way) would also be required. This facility would support the viaduct component of the project and manufacture pre-cast concrete segments for the elevated viaduct. Pre-cast concrete products would be distributed from the Memorial Avenue site to other areas along the viaduct alignment. It is likely that this would occur mostly along haul roads adjacent to the alignment within the project corridor; however there may be a requirement to undertake some of this transportation along the public road network. The concrete batch plant and pre-cast facility would be located on the south-eastern corner of the site with an enclosed conveyor providing raw materials from the concrete batch plant to the enclosed mixing area. The mixing and associated moulding activities would be required to be undertaken 24 hours a day in order to meet the production requirements and would be located within an acoustic shed. ... [emphasis added]”

Temporal Proximity to Preliminary Works and Construction Works

23. The estimated time frame for the Preliminary Work and/or the Construction Work appears to be about 25 months, the longest period of any estimate : see Table 2.2 Excavation / Viaduct Construction Timeframe Estimates of the Technical Paper 1 on page 6 (electronic version page 10).

Concerns

24. The concerns we have include but are not limited to the following:

- (a) The Preliminary Work;
- (b) The Construction Work;
- (c) The Preliminary Work and the Construction Work may continue at least for two (2) years, with significant works taking place 24 hours a day;
- (d) noise from either or both the Preliminary Work and the Construction Work;
- (e) vibrations from either or both the Preliminary Work and the Construction Work;
- (f) dust and other particles from either or both the Preliminary Work and the Construction Work;
- (g) traffic from either or both the Preliminary Work and the Construction Work, including increases in volume of traffic, construction workers parked vehicles, and greater difficulty in traversing the quiet access to the [REDACTED] Property;
- (h) impact on the environment from either or both the Preliminary Work and the Construction Work;
- (i) impact upon the health of [REDACTED] from either or both the Preliminary Work and the Construction Work (particularly, noise, dust and other particles, and breathing difficulties);
- (j) impact upon the health of [REDACTED] from either or both the Preliminary Work and the Construction Work (particularly, noise and dust and other particles);
- (k) loss of amenities of the [REDACTED] Property;
- (l) loss of quiet enjoyment of the [REDACTED] Property;
- (m) loss of quality of living for the [REDACTED] Property; and
- (n) loss of value of the [REDACTED] Property.

25. In addition to the above concerns, the Preliminary Work and/or Construction Works seems to include but is not limited to the following concerns:

- (a) Earthmoving works (including bringing in earthmoving vehicles);
- (b) Heavy vehicles and other vehicles (including number, noise and vibration, time of access and egress and increase in traffic congestion);
- (c) the access of heavy vehicles to the Balmoral Road Construction Zone [REDACTED] [REDACTED] (the “**Balmoral Road Construction Zone Access Point – Balmoral Road South**”);
- (d) the access of heavy vehicles to the Memorial Avenue Construction Zone [REDACTED] [REDACTED] (the “**Balmoral Road Construction Zone Access Point – Balmoral Road North**”);
- (e) noise and vibration from vehicles and traffic, again on the basis the existing wholly quiet rural character of the area is fundamentally changed by the increase in noise and vibration;
- (f) the indicative configuration of the site of the Balmoral Road Construction Zone, with increased noise, vibration and other nuisance elements from the location of the storage and laydown area, the batch plant, the haul road and parking areas and acoustic shed and the pre-cast segment storage area (the “**Balmoral Road Construction Zone Configuration**”);
- (g) changes to the Balmoral Road Construction Zone Configuration might assist [REDACTED] but have greater impact upon their neighbours (and this is not intended or desired by [REDACTED]);
- (h) changes to the Balmoral Road Construction Zone Configuration to assist [REDACTED] will include but are not limited to relocating west the access and egress point for vehicles, locating the Acoustic Shed more north and closer and immediately adjacent to Balmoral Road, with a higher degree of shed noise insulation;
- (i) other measures to reduce the impact of noise and vibration and dust and particles from the Balmoral Road Construction Zone, such as acoustic type fencing to an appropriate height;

- (j) other measures to reduce the visual impact of the Balmoral Road Construction Zone, such as acoustic type fencing to an appropriate height;
- (k) the indicative configuration of the site of the Memorial Avenue Construction Zone, with increased noise, vibration and other nuisance elements from the location of the storage and laydown area, the batch plant, the haul road and parking areas and acoustic shed and the pre-cast segment storage area (the “**Memorial Avenue Construction Zone Configuration**”);
- (l) changes to the Memorial Avenue Construction Zone Configuration might assist [REDACTED] but have greater impact upon their neighbours (and this is not intended or desired by [REDACTED]);
- (m) [REDACTED] even if the areas were reconfigured [REDACTED] – see Table 7.3 of Technical Paper 2 (page 75/electronic page 81));
- (n) the Memorial Avenue Construction Zone Configuration has the Bar Bending and Rebar Storage area [REDACTED]
- (o) the intended acoustic shed may assist with reduction of noise and vibration but shall not reduce all noise and vibration (again, particularly considering the existing wholly quiet rural character of the area is fundamentally changed by the increase in noise and vibration);
- (p) the noise level measurements in the Technical Paper 2 have not included any measurements at or near the [REDACTED] Property but, as it is understood)from discussions with the Noise Expert Bree at the Consultation Meeting on 8 May 2012), have been extrapolated from noise sensitive receiver measurements taken some distance away, with the expert base noise level of at least 30dBA imposed
- (q) as noted in Technical Paper 2 relevant to the [REDACTED] Property (in the Discussion section of paragraph 7.9.3, page 78, electronic page 84):

“...**Discussion** The preliminary findings of the construction noise impact assessment at the Bella Vista and Pre-cast Yard sites [which include the Balmoral Road Construction Zone and the Memorial Avenue Construction Zone] indicate:

- The predicted noise levels for site establishment indicate high exceedances of the NMLs for construction at nearest residences adjacent to the eastern side of the three sites [which includes the [REDACTED] Residence]. These exceedances are 10 dB to 20 dB at Areas B and C and more than 20 dB at Area A. There are minor exceedances at the residences to the west and the adjoining commercial Area D of up to 10 dB.
- During excavation of the station box an exceedance of up to 10 dB at Area B, up to between 10 and 20 dB at Area C and up to 1 dB at Area G.
- During station box construction compliance with the NMLs is predicted.
- For the daytime TBM support and spoil handling and pre-cast yard operation there is a minor exceedance of up to 1 dB at Area C and compliance elsewhere.
- For the night-time TBM support and spoil handling, the predicted noise levels, indicate minor exceedances of up to 10 dB at Area A and Area B. These are a result of the conveyors (enclosed) between the elevated concrete batch plant and adjacent (enclosed) concrete mixing and mounding areas. Mitigation by way of an improved conveyor enclosure and increasing the shed noise insulation will reduce these exceedances. There are minor exceedances of up to 3 dB at Areas C, G and H, and these are primarily due to noise from the acoustic shed at the TBM spoil site and spoil truck movements. Potential mitigation is to provide a moderate increase in the normal noise insulation provided by the standard construction acoustic enclosure.
- Where receivers are “highly noise affected” (i.e. where the predicted noise level exceeds 75 dBA) or the NMLs are exceeded by more than 20 dB, the proponent may need to implement respite periods and liaise with the community as outlined in Table 6.1. The CNVS would be implemented to manage the potential noise impacts. At Bella Vista this is anticipated to occur during earthworks... [emphasis added]”.

- (r) it is not known what steps may be taken relevant to the [REDACTED] Property arising from the NWRL’s *Construction Noise and Vibration Strategy* [CNVS], referred to above, but it is submitted such steps will have to be extraordinary to overcome the works contemplated for the Balmoral Road Construction Zone

and the Memorial Avenue Construction Zone as they impact upon the [REDACTED] Residence and therefore perhaps beyond those contemplated by "...all feasible and reasonable work practices...";

- (s) changes to the Memorial Avenue Construction Zone Configuration to assist [REDACTED] will include but are not limited to:
- relocating west the access and egress point for vehicles;
 - locating the Acoustic Shed more north and closer and immediately adjacent to Memorial Avenue or west towards Old Windsor Road, with a higher degree of shed noise insulation;
 - creating a larger acoustic shed;
 - relocating the offices further south, closer to Balmoral Road (but with suitable noise and visual protection);
 - relocating the Bar Bending and rebar storage away from the closest residence [REDACTED] [REDACTED];
 - relocating the Gantry Crane away from the closest residence [REDACTED] [REDACTED] and
 - moving the sand and aggregate storage away from any residence [REDACTED] [REDACTED] so that dust and particles will not transport by wind or other;
- (t) other measures to reduce the impact of noise and vibration and dust and particles from the Memorial Avenue Construction Zone, such as acoustic type fencing to an appropriate height;
- (u) other measures to reduce the visual impact of the Memorial Avenue Construction Zone, such as acoustic type fencing to an appropriate height;
- (v) impact upon surface water and hydrology, particularly relevant for [REDACTED] [REDACTED] [REDACTED] Elizabeth Macarthur Creek – see for example, Technical Paper 6 Surface Water and Hydrology (Final) (the "**Technical Paper 6**") and particularly at paragraph 4.1.6 (page 29) where it is noted:
- "...The catchment draining to Elizabeth Macarthur Creek between Celebration Drive and Samantha Riley Drive is currently largely undeveloped [REDACTED] [REDACTED]. However, significant urbanisation is currently underway and ongoing as part of the North West Growth Centres [REDACTED] [REDACTED] [REDACTED]. A particular area of future development is the Balmoral Release area [REDACTED] [REDACTED] [REDACTED]....[emphasis added]"; and
- (w) the impact on the environment is not known, but [REDACTED] very much enjoy the rural landscape, including animals (particularly birdlife and reptiles – spend much enjoyable time feeding and watching the animals, their daily activities and seasonal lifecycles, including offspring and feeding times).

Mitigation Requirements

26. [REDACTED] submit that the quite enjoyment and amenity of the [REDACTED] Property cannot be sustained during the Preliminary Work and/or Construction Works.
27. [REDACTED] submit that some mitigation steps and changes to the Preliminary Work and/or Construction Works may be of assistance, but will not resolve all concerns that they have.

Occupation of Balmoral Road Residence and Future Development

28. [REDACTED] submit in contrast to some other (for example more urban areas) land use for sections of the NWRL, at and following the Preliminary Work and/or Construction Works the land use, quiet enjoyment and amenity of the [REDACTED] Property shall never be the same.
29. [REDACTED] wish to continue to reside and/or enjoy or have others enjoy [REDACTED] Property, notwithstanding the Preliminary Work and/or Construction Works. They have endeavoured to look at alternatives, including sale or leasing of the [REDACTED] Property but this has not occurred.

30. If the [REDACTED] Property was not occupied during the period of the Preliminary Work and/or Construction Works, this will significantly reduce any requirements for compensation, mitigation or changes to the Preliminary Work and/or Construction Works as set out in the EIS and related papers. Development of the area as a less rural, more urban land use could be undertaken, and undertaken at about the same time as the Preliminary Work and/or Construction Works.
31. It is understood from discussions with NWRL representatives at the Community Information Session on Tuesday 8 May 2012 that the land the site of the Preliminary Work and/or Construction Works, being the Transport NSW Land is intended to be utilised and “developed” quickly after the said works are finished.

Future Water Connection – Future Water Pipes from old Windsor Road

32. It is further understood from discussions with NWRL representatives at the Community Information Session on Tuesday 8 May 2012 that NWRL is holding discussions with Sydney Water including concerning access to water for the concrete batching plants part of the Construction Works, with water intended to be sources from pipes located at or parallel to Old Windsor Road, [REDACTED] [REDACTED] [REDACTED]
33. Private developers for land further east on Balmoral Road (at 9 Balmoral Road, Kellyville) are being required by Sydney Water to tender for and pay for pipes for water sources similarly from Old Windsor Road, (rather than previously indicated sources east of 9 Balmoral Road, Kellyville) a distance of about 800 metres and including the topography down into the hollow and Elizabeth Macarthur Creek and again back up the hill to 9 Balmoral Road, Kellyville.
34. Any private developers of the [REDACTED] Property as it is understood will also be required to source water access from this same Old Windsor Road source and unless and until that water access is arranged, no development can occur of the [REDACTED] Property and [REDACTED] are not in a position to sell same at appropriate market value (for example comparable to the market value for the purchase in December 2011 of the Transport NSW Land next door).

Future Sewer Connection – Existing Sewer Pipes

35. Similarly any sewerage connection is necessary for any future development of the [REDACTED] Property, however it is understood that although not connected at present (the [REDACTED] Property still being on a septic tank system) the large sewer pipe below ground through part of the [REDACTED] Property built more than a decade ago is intended to service the area and will only need access connections when time is appropriate.

Requests

I. Changes to the Proposal for Preparation and Construction Works - Balmoral Road Construction Zone and Memorial Avenue Construction Zone

A. Change Location of Vehicle Access (Including Heavy Vehicles)

36. Move the Balmoral Road Construction Zone Access Point – Balmoral Road South further west towards Old Windsor Road.
37. Move the Balmoral Road Construction Zone Access Point – Balmoral Road North further west towards Old Windsor Road, away from the residence of the [REDACTED] Property.
38. The impact on [REDACTED] and their residence and quality of living from the vehicle access being maintained so close to the [REDACTED] Residence will be considerable. Any claim or entitlement to compensation or restoration or similar by [REDACTED] will similarly be considerable and ought be minimised by NWRL.

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[REDACTED]

39. It is understood the Roads and Maritime Authority prefers vehicle access to be further away from Old Windsor Road to reduce the possibility of vehicles (and particularly heavy vehicles) waiting in line on Old Windsor Road at the Balmoral Road intersection, as noted in paragraph 4.7.3 (page 48/electronic page 52) of the Technical Paper 1 that appears to not be a significant issue given the acknowledged low levels of traffic volumes on Balmoral Road, including the following:

“...A secondary access would be provided off Balmoral Road although this would be restricted to right in/left out. The intersection of Balmoral Road at Old Windsor Road is controlled by traffic signals as it crosses the T-way and is restricted to left in/left out onto Old Windsor Road. Low traffic volumes on Balmoral Road mean that there would be minimal delay for vehicles turning in to, and out of, the site access...”

B. Change Indicative Configuration of the Balmoral Road Construction Zone

40. It is understood that a tender process is being undertaken by NWRL and therefore the Balmoral Road Construction Zone Configuration is only indicative.
41. Changes to the Balmoral Road Construction Zone Configuration might assist [REDACTED] but have greater impact upon their neighbours (and this is not intended or desired by [REDACTED]).
42. Relocating the Acoustic Shed more north and closer and immediately adjacent to Balmoral Road.
43. Other measures to reduce the impact of noise and vibration and dust and particles from the Balmoral Road Construction Zone, such as acoustic type fencing to an appropriate height.
44. Other measures to reduce the visual impact of the Balmoral Road Construction Zone, such as acoustic type fencing to an appropriate height.

C. Change Indicative Configuration of the Memorial Avenue Construction Zone

45. It is understood that a tender process is being undertaken by NWRL and therefore the Memorial Avenue Construction Zone Configuration is only indicative.
46. Changes to the Memorial Avenue Construction Zone Configuration might assist [REDACTED] but have greater impact upon their neighbours (and this is not intended or desired by [REDACTED]).
47. Relocating west the access and egress point for vehicles.
48. Locating the Acoustic Shed more north and closer and immediately adjacent to Memorial Avenue or west towards Old Windsor Road, with a higher degree of shed noise insulation.
49. Creating a larger acoustic shed.
50. Relocating the offices further south, closer to Balmoral Road (but with suitable noise and visual protection).

51. Relocating the Bar Bending and rebar storage away from the closest residence [REDACTED]
[REDACTED]
52. Relocating the Gantry Crane away from the closest residence [REDACTED] [REDACTED] [REDACTED]
53. Moving the sand and aggregate storage away from any residence [REDACTED] [REDACTED]
[REDACTED] so that dust and particles will not transport by wind or other.
54. Other measures to reduce the impact of noise and vibration and dust and particles from the Balmoral Road Construction Zone, such as acoustic type fencing to an appropriate height.
55. Other measures to reduce the visual impact of the Memorial Avenue Construction Zone, such as acoustic type fencing to an appropriate height.
- D. Improve Noise / Vibration / Dust and Particle Protection Balmoral Road Construction Zone and Memorial Avenue Construction Zone
56. Any measures to reduce the impact of noise and vibration and dust and particles from the Balmoral Road Construction Zone and the Memorial Avenue Construction Zone, such as acoustic type fencing to an appropriate height.
57. Relocating [REDACTED] from their [REDACTED] Property during periods of excessive noise, vibration, dust and other particles.
58. Appropriate compensation for [REDACTED] for their [REDACTED] Property concerning periods of excessive noise, vibration, dust and other particles, loss of quiet enjoyment and amenity and nuisance.

II. Maintain or increase land value and land use, including improve water and sewerage access and facilities to foster future development of the rural area in the near future

59. Whilst reserving their position as appropriate [REDACTED] at their time of life have enjoyed the use of their [REDACTED] Property and see that changes to the use of the adjoining properties comes with the proposals for the NWRL.
60. Rather than cause issues they wish to quietly continue their lives without impact from the NWRL, if possible.
61. The sale of their land to NWRL it is understood is not likely, particularly as the “Just Terms” legislation properly requires a “public use” for the acquired land. It is understood that offset land requirements are to be secured to meet Commonwealth government obligations, but perhaps the [REDACTED] Property may not be suitable as “off set” land.
62. This is particularly so given the intended future use of the Transport NSW Land as developed land, the value of which shall be higher for urban land use than “off set” land.
63. However, due to the announced plans over many years for the NWRL (including the recent change of location of the station), [REDACTED] have not been able to sell the [REDACTED] Property.
64. Development by private developers of the [REDACTED] Property will be significantly assisted by access in the near future to Sydney Water sewerage (access readily available from sewer

facilities partly on the [REDACTED] Property, for which connection can be finalised in due course).

65. Development by private developers of the [REDACTED] Property will be significantly assisted by access in the near future to Sydney Water water source (access not yet readily available and apparently to be obtained from water presently at Old Windsor Road).
66. As part of the discussions with NWRL and Sydney Water for water access to the concrete batching plants and other works for the Balmoral Road Construction Zone and the Memorial Avenue Construction Zone, we request NWRL press Sydney Water for appropriate water access to the land which includes the [REDACTED] Property, so that it may more readily be sold by [REDACTED] at an appropriate market value (for example comparable to the market value for the purchase in December 2011 of the Transport NSW Land next door).
67. In the event the [REDACTED] Property is sold for development prior to the commencement of the Preliminary Works and the Construction Works, then changes to those works and compensation issues for quiet enjoyment and loss of amenities will not be required.
68. We are happy to discuss further and please email us care/of [REDACTED]

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