

Kayla Way NWRL Action Group
1 Kayla Way
Cherrybrook
NSW 2126
1st December 2012

Director, Major Infrastructure Assessments
NSW Department of Planning and
Infrastructure (SSI_5414)
GPO Box 39
SYDNEY NSW 2001

By email: plan_comment@planning.nsw.gov.au

Subject: Response to Environmental Impact Statement Stage 2 - Stations, Rail Infrastructure and Systems

Proponent: Transport for New South Wales (TfNSW)

Dear Sir/Madam,

Kayla Way NWRL Action Group is a group that has been formed to jointly represent the concerns and opinions of Kayla Way residents. This submission has been prepared with the consent of the residents of Kayla Way.

Kayla Way is a small subdivision immediately adjacent and to the North of the Cherrybrook Station Precinct. It has been identified to be impacted the most during the tunnelling operations as identified in EIS1 and station construction and ultimate operation of NWRL in EIS2.

Kayla Way NWRL Action Group support the overall principals of increasing infrastructure to improve travel declared by the premier, Barry O'Farrell, for the North West Rail Link project but object to various elements of the execution in the proposal for the Cherrybrook Station Precinct and access roads in particular Franklin Road.

We are also object to the large portions of land within the Cherrybrook Station Precinct and adjacent to the Northern Boundary that have been marked as "Future Use to be determined by Master Plan" in Figure 6.1. We cannot fathom that this complies with the objective of making the station fit into the natural habitat by potentially adding large building structures in an area that is exactly the opposite of this with most residents choosing to live here because of the space and natural flora and fauna that surrounds them. We are of the opinion that the Proponent has deliberately chosen to conceal their plans for these areas in the hope that they can be developed without further involvement of the adjacent residents, by marking these "Future use to be determined". We understand that parking facilities and small retail in the station building itself are necessary and convenient for travellers but believe the impact on residents for anything else is unacceptable and does not comply to the objectives of the Cherrybrook station precinct as declared. We also believe that there are more than adequate access to retailers in the area with Thompson's corner, Coonara shops, Cherrybrook shops and Castle towers all within a few kilometres radius.

There is also a car park proposed near the Northern Boundary of the station which has been identified to cause sleep disturbances to nearby “receivers”.

Outside the Cherrybrook Station Precinct, we object to the proposed use of Franklin Road as the main access to the station site during construction and operation. Currently Franklin Road is a quiet residential road with very low traffic volumes. Once Cherrybrook station is operational, peak traffic movements of 500 vehicles (cars and buses) per hour have been estimated. Franklin Road is currently home to two schools and two establishments designed to take care of the needs of the disabled. It concerns us as residents that if a nesting place for an endangered species had been found in the area, we would have been given more consideration than what has been shown so far in the proposal for the residents children, the children of the schools and the disabled that frequently walk these streets.

This will have detrimental impacts to the quality of life of Kayla Way residents in terms of noise, air pollution, vibration, safety of our children. We propose that both Franklin Road and Robert road be closed off to vehicular traffic and that all entry exit to the station be via Castle Hill Road. One lane can be added to Castle Hill in the peak direction following precedents from other roads in Sydney like Military Road, to allow for the increased traffic.

During construction location of the office and ablution block adjacent to Kayla Way is another example where the amenities of nearby residences have not been considered in the design of the Station precinct.

Finally we would like to reinforce our view that the planning for the Cherrybrook Station Precinct and traffic flows are not consistent with the overall objective of the design of the station as outlined in Section 6.9 of Chapter 6 which state: ***The station has been designed as a suburban park and ride station that integrates with the surrounding natural and built environment. The station precinct has been designed to respond to the area’s character.*** Further in Table 6.2 of Chapter 6, Cherrybrook Station has been identified as ***Station Type: Suburban Village***

We would request you to challenge the proponent, TfNSW to demonstrate how they have achieved the design goal for the station and we would offer an alternative to what has been proposed.

We are also concerned that there was inadequate consultation with the residents of Kayla Way in preparing the design of the station precinct or the access to the station. This is outlined in Chapter 5 Table 5.2. SoC 7.

Mitigation measures to address the impacts of the project including construction works and project operation on land use and community facilities have been developed with Councils and landowners and are included in EIS1 Major Civil Construction Works and EIS 2.

Kayla Way residents have not been party to any such consultations.

Our detailed submission referencing the relevant sections of EIS2 and proposing alternatives is attached.

Thanking You,

Kayla Way NWRL Action Group

MR N & MRS J SHAH - 1 KAYLA WAY

MR S YE - 5 KAYLA WAY

MS J KEEFFE - 7 KAYLA WAY

MR R C & MRS B A CICOGNANI - 9 KAYLA WAY

MR R & MRS R JOSHI - 11 KAYLA WAY

MR A J & MRS K L BRADEN - 14 KAYLA WAY

MR W & MRS I C ACOSTA - 12 KAYLA WAY

MR D R & MRS D L BARRY - 10 KAYLA WAY

F HE & S P XU - 8 KAYLA WAY

D K THAMOTHRAM & K - 6 KAYLA WAY

MR P Y F & MRS A C J Y CHOU - 4 KAYLA WAY

MR G & MRS A CALILHANNA - 2 KAYLA WAY

Proposed Precinct Plan

