

**Diane Sarkies - OBJECTION TO THE CHERRYBROOK STATION**

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**Subject:** OBJECTION TO THE CHERRYBROOK STATION

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Grant Stanford 4 Oliver Way,  
 Cherrybrook, NSW  
 2126

**Grant Stanford, 4 Oliver Way, Cherrybrook**  
**Submission to Application number SSI-5414**

Major Project Assessment,  
 Department of Planning and Infrastructure,  
 GPO Box 39, Sydney, NSW, 2001

**Attention: Director, Infrastructure Projects**

1 Dec 2012

**RE: Submission to Object application number (SSI-5414)**

Dear Sir,

I am a resident at 4 Oliver Way, Cherrybrook , 2126.

I am the owner of the above mentioned property.

**My concerns and objections:**

In relation to the NWRL proposal in EIS 2 of running buses south on County Drive, left into John Road and right into Robert Road, the NWRL is trying to capture commuters to and from the city who are currently situated at the bus stops on John Road between County Drive and Robert Road. I object to Robert road being used.

These are 2 in total (1 for either direction), across the road from each other and metres away from

the County Drive Bus Stop. Therefore, if these commuters were able to catch the bus situated at the County Drive Bus Stop, this would alleviate the need for buses to turn left onto John Road. The result of this small change would have a positive impact on the lives and value of properties of some 265 residents including ourselves, on Robert Rd and the surrounding streets. I strongly object to the above.

Robert rd is a suburban rd and it not built for this increase volume of traffic, nor built to sustain traffic of heavy vehicles such as buses.

Parking on Robert rd would be lost in order to accommodate these heavy vehicles and no parking has been allocated within these residential estates. Where are the residents and their guests meant to park?

This change would be unsafe for my children to cross the road and go to the park and the increase in traffic noise would be substantial.

In light of the fact that the station is a go ahead and the ensuing problems with Robert rd, we would prefer to sell our property to the NWRL so that we can purchase a property in a quiet street like Oliver way was before the NWRL. Failing to do so, we will be seeking compensation for the loss of value of our property (The inability to sell our property at this time due to uncertainty), resulting health and risk implications to our family and disruption and inconvenience caused.

Adding to this will be a copy of my first submission re-iterating points raised have not been covered, clarity on all would be welcome.

### **Lack of Information:**

In order to make a clear assessment of how this construction will affect my property I would need a better indication of where the facilities are to be placed, All literature only indicates a proposed layout which has changed several times.

The location of our home is under threat with the proposal to construct right next to Oliver Way,

We purchased in Oliver Way to have the peaceful bush surrounds and to have a quiet road for our children to walk down to the local park.

I have issues with the following :

### **Air Pollution Control**

I object to the Air pollution that will be caused which puts my family at risk of unwanted illness. Dust as a result from tunnelling cannot all be captured, this results in the air we breathe getting contaminated with dust. It is a great concern to me as my eldest child (Lyal Roy Stanford) which is 11 years old struggles as is with external factors such as dust, pollen which causes Excema. He is currently on medication for this and has been assessed by a Medical professional. What is an

acceptable dust level? How will this be monitored?

### **Noise and vibration**

I object to the Noise and Vibration that will be caused by the construction work relating to the Cherrybrook Station. I understand that according to the Environmental Impact Statement a Six meter sound barrier will be constructed to minimise the noise. No documents have been found to indicate where this wall will be built. This is not acceptable. It should also be taken into account that the six meter wall is on the high side of the street and will tower over our homes. My particular property will be looking straight into this proposed wall. The acoustic shed to house the crane is said to be 15m high, where would this be located? I run my business from my home office and most of my work is done via email and telephonic conversation. To say that construction will take place during work hours affects me and will impact on how I am able to operate. I would hope this noise is kept to a minimum level.

### **Traffic Congestion**

Oliver Way is a narrow road that relies on Robert road to gain entry and exit to our homes. Robert road is already under strain as people have to park there, in doing this it is very dangerous to see incoming traffic. I object to Robert Road being used and cannot see how this road will be used. Again we have little information on where and what this will be used for. I keep my boat on a piece of ground off Robert road and currently find the traffic congestion is terrible and often find myself parked in. Adding the station traffic will only cause further problems.

### **Value of our properties**

Since the additional purchase of land next to us Cherry Haven Place, It is at a stage that we cannot sell our house as no one is willing to buy with the "unknown" in mind. I have an issue with this and when we bought Oliver way it was said that the station was to be along the Franklin road and that Oliver way and Robert rd would not be affected. As an immigrant to Australia we had to purchase our property with the cash we had therefore putting all our hard earned money into this investment. With this development we feel that we will be put in a situation if we are not able to sell our house. We would opt to rather relocate than be in the middle of a construction site. We would also like to know why this particular site has been chosen when there is empty land next to us? Why not buy the whole lot and not have such an impact on residents?

### **Children**

We are parents of two boys and part of living here is the freedom to walk to the park and to feel safe. It goes without saying that Robert rd is already under strain and additional traffic will make it unsafe for my children to cross the road. Living with construction noise has negative effects of children's moods, behaviour and concentration. Our home should be a quiet place to relax.

### **Increase traffic in Robert Road**

There was a suggestion by one of the representative of NWRL on the 19th of April 2012 to Robert Road as a feeder road into Cherrybrook station. This suggestion is seen by our group as a complete lack of knowledge as to the traffic movements in Robert road, (see below) and to accept Robert Road as a feeder road in any capacity would endanger to lives of residents of Oliver Way and Robert Road.

Because of the dangerous traffic situation in Robert Road, the Oliver Way Residents found it necessary to make submissions to Hornsby Council to erect "no parking" signs six (6) meters either side of the entrance of Oliver Way. The signs were deemed necessary as there were a number of

“close calls” when entering & exiting Oliver Way resulting in near accidents from traffic travelling along Robert road.

Over an 18 month period we had to make strong representations to the council and highlight the safety concerns of the Oliver Way residents before Hornsby council agreed with our concerns regarding the safety of residence, before approval for parking restriction signs were finally given. These signs have been in place for about nine (9) months and the residents have witnessed the improved safety in exiting and entering Oliver Way.

### **Essential Parking in Robert Road**

Oliver Way is on a Community title and there is no parking permitted in Oliver Way due to its narrow width of 3.73 metres unlike other housing complexes located off Robert Road (Cherryhaven Way, Louise Way and Arundel Way) where road widths are around 5 metres.

This situation results in some Oliver Way residents, and visitors, finding no alternative but to park on Robert Road outside of the six meter no parking zone. Whenever there is a need for trades people to conduct work, or when removalists are involved the effected residents have to park in Robert Road.

When there are cars, trucks, boats etc. parked in Robert Road, it effectively restricts the road to a single lane with oncoming traffic pulling to the side of the road to allow the flow of traffic. This has always been the case and any increase in traffic would result in an extremely dangerous situations and resulting in obvious collateral damage.

It is imperative that there should be no access into Robert Road from the Western end of the Cherrybrook Railway Station complex, and we further propose that Robert Road be converted into a cul-de-sac.

It would be necessary to have restricted parking (2 – 4 hours) in Robert Road, except for residents of Oliver Way and Roberts Road, to encourage rail commuters to use the free designated parking facility for the Cherrybrook Railway Station.

### **The essential need for effective buffer zone/acoustic fencing.**

We consider that at a very minimum it is necessary that a buffer zone of at least 20 metres from Oliver Way boundary fences is erected, with rows of trees planted between the boundary fences and high (six meters) acoustic fencing, in such a way as to shield the Oliver Way residents from visual, acoustic, dust, and the inevitable construction issues arising from the construction site.

The buffer zone must also incorporate the necessary security to give comfort to the residents of Oliver Way against trespass from the construction zone and subsequent car parking area. We see this as a critical issue that has greatly concerned the Oliver Way residents and therefore must be addressed to the satisfaction of the residents.

### **Maintaining the NWRL concept of a “Station in the Forrest”**

The environment surrounding our area of Oliver Way is one of the reasons we purchased our homes in this pristine and quite environment. There is an abundance of trees in the area resulting in a unique resource that needs every protection. The native Sydney Blue Gums which are a

protected species are located between Cherryhaven Way and Castle hill road and we would expect that those trees are not removed under any circumstances. This would be in line with the NWRL description of the Cherrybrook Railway Station as a "Station in the Forrest"

### **Drainage from construction areas**

The residents of Oliver Way need assurance that the necessary drainage from the construction area does not affect our properties and that the current retention pit located in Cherryhaven Way is maintained or alternatively new retention pits constructed where necessary.

### **Surface Parking**

The residents of Oliver Way need assurance that the designated parking as detailed on the NWRL footprint plan and opposite houses numbers 1 through to number 7 on Robert Road will be maintained only for surface parking. This area contains the protected aforementioned Sydney Blue Gum trees

I would appreciate it if the NWRL could provide a better indication as to what, where and how this project plans to proceed. When I rang the NWRL office and spoke to Diane Sarkies she indicated that the EIS was to continue and that this project was to go ahead, some clarity would be appreciated.

I invite you to visit my place and to see how this project will have a major effect on our lives, I trust the matters raised in this submission will be taken into consideration.

Should you wish to discuss any aspect of this submission please do not hesitate to contact me on 0406727847 or by email at [Stanford@three.com.au](mailto:Stanford@three.com.au)

Yours sincerely,

Grant Stanford

4 Oliver Way, Cherrybrook, 2126