2 Kayla Way
Cherrybrook NSW 2126
2nd 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 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.

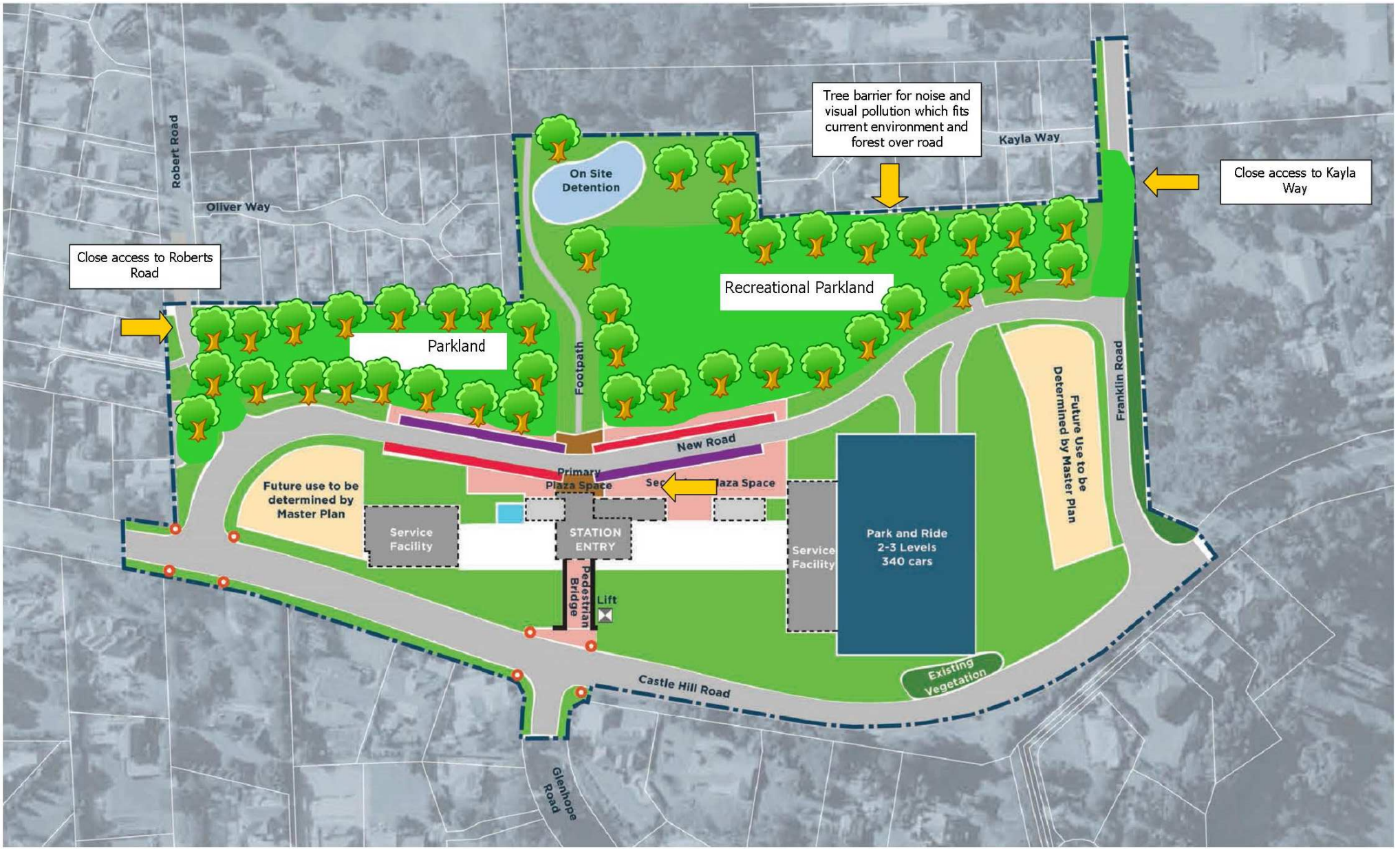
Kayla Way residents have not been party to any such consultations.

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

Thanking You,

Mr Gerard & Mrs Andrea CALILHANNA

Item	EIS Reference	Proposal/Concern	Object/Support	Impact on Kayla Way Residents	Suggested Alternatives/Mitigation Measures
1	Chapter 6 Figure 6.11	Park and Ride on Grade for 60 Cars on North Eastern Boundary	Object	Noise - Sleep Disturbance to nearby residents, Vibration - From Car Engines, Pollution - from Car Exhausts	Relocate Car Park adjacent to the proposed multi-level Park and Ride. 23m buffer vegetation buffer between Kayla Way fence and nearest station building or construction. See suggested Precinct Plan.
2	Chapter 6 Figure 6.11	Green Areas within the Station Precinct near Castle Hill Road and not adjacent to the boundary with Kayla way	Object	Not having wide enough green areas adjacent to the boundary with Kayla way will lead to substantial visual impacts to adjacent residents. Can TfNSW justify why wide green areas are located adjacent to Castle Hill Road and not near the boundary with nearby residents ?	Green areas near the Kayla Way boundary will lead to a better outcome for surrounding residents in terms of visual impacts, reduction of heat island effect of the concrete and asphalt areas. A minimum 23m of buffer space will reduce these impacts
3	Chapter 6 Figure 6.11	Areas marked "Future Use to be Determined by Master Plan"	Object	Uncertainty of the use of adjoining land. Unable to make infomed submissions. We object to any buildings built in these areas.	TfNSW should submit details about the future of these areas. If this not known, widen the vegetation buffer areas to 30m and then have a noise barrier.
4	Chapter 6 Figure 6.11	Landscaping in the station precinct	More information	We'd like more detail on the extent of landscaping in the areas adjoing Kayla Way	We demand extensive landscaping to mitigate the issues of noise, visual impacts, dust, heat island effect.
5	Chapter 6 Figure 6.12	Station Precinct Layout - Security	Object	The creation of a large public area adjacent to Kayla Way poses concerns for Security of Kayla way residents	Taller boundary fences with climbing barriers installed, security cameras monitored by station security at the Northern Boundaries of the station precinct
6	Chapter 6 Figure 6.12	Increased traffic movements on Franklin Road	Object	Noise - Sleep Disturbance to nearby residents, Vibration - From Car Engines, Pollution - from Car Exhausts, Safety when exiting Kayla Way on an incline with limited visibility	Build a new access road through vacant land at the centre of the precinct adjoining Onsite Detention. Close off Franklin Road at the Kayla Way Boundary and Robert Road to vehicular traffic. Add an extra lane on Castle Hill parallel and adjacent to Castle Hill Road. See suggested Precinct Plan.
7	Chapter 6 Figure 6.12	New Road linking Robert Road and Franklin Road	Object	Noise from buses and vehicular traffic	Build a new access road through vacant land at the centre of the precinct adjoining Onsite Detention. Close off Franklin Road at the Kayla Way Boundary to vehicular traffic. Add an extra lane on Castle Hill parallel and adjacent to Castle Hill Road. See suggested Precinct Plan.
8	Chapter 7 Figure 7.6	Location of Office and ablution block, Location of Storage Shed	Object	Noise from Office Areas and air conditioners. Odours from ablution areas	Place these areas away from the North East Boundary and any airconditioning units attached to these related units must also be on the Castle Hill Rad side of the the buillings. Construct a 23m vegetation buffer between the Kayla Way boundary and the nearest building/construction.
9	Chapter 8 Table 8.7 SG16	Bunds around Fuel Depots	More information	Any fuel stored near the Northern boundary will cause toxic vapours to permeate the air adjacent to the Northern boundary of the site. If there is a fire nearby residence will be severely affected by the smoke from such fires	TfNSW to locate fuel storage areas at least 50 m away from nearby residences
10	Chapter 8 Table 8.3	A low concentration of lead was reported east of the proposed station. Further delineation and / or waste classification may be required if excavation and offsite disposal of soil is to take place in this area, during the construction of Cherrybrook Station.	More information	Contamination of soil from groundwater if this lead is freed either in the form of runoff or lead dust	TfNSW must outline the measures to be taken to deal with the contaminated soil and prevent it from reaching the environment.
11	Chatper 9 Figure 9.1	Proposed Cherrybrook Station Access Routes	Object	The proposed Cherrybrook Station access routes will lead to a significant increase in traffic along Franklin Road and Robert Road. An estimated 120 cars and 32 buses per hour will trowel along each of these roads. This will increase the amount of traffic related noise, vibration and decrease the air quality in the vicinity of these roads. These vehicle movements are not compatible with the design objectives of the station which are to "respond to the area's character"	Close Franklin Road at the Southern boundary of Kayla Way to vehicular traffic. Add extra pedestrian and bike lanes on Franklin Road. Add an extra lane to Castle Hill Road in the Eastbound bound direction for the AM peak and the reverse in the PM peak. There are precedents of this strategy all over Sydney for example Military Road, Victoria Road, Harbour Bridge where one lane is added to the peak direction to make traffic flow easier. In addition to this, if the access lane within the station is placed adjacent to Castle Hill Road it will ease the traffic flow around the station. Start a new bus route to serve Cherrybrook and Dural. This could be a loop service serving the catchment area of Cherrybrook Station. Another alternative to consider is to build a new access road in the centre of the station with a connection to Robert Road. This could be a loop road for the station exit via the new station access road to Castle Hill road.The statin loop bus could access the station in the AM peak via the westbound lanes on Castle Hill Road and PM peak via the eastbound lanes. We believe that TfNSW needs to put more thought and planning into movement of traffic
12	Chapter 9 Section 9.5.2	Widening of Franklin Road	Object	We object to the widening of Franklin Road due to concerns with safety when exiting Kayla Way. There is steep upward facing incline on Kayla Way when exiting and and widening the road will reduce the safety of vehicles and pedestrians along Franklin Road.	
13	Chatper 9 Section 9.6.4	Heavy Vehicle Routes	More Information	What measures will TfNSW make to ensure that this will not impact Kayla Way and Franklin Road	
14	Chapter 10 Section 10.9.4	Cherrybrook Station at Grade Car Park	Object	This section states that carpark noise is likely to affect the adjacent residents resulting in sleep disturbances. We object to the placement of this car park.	Can TfNSW justify the reason for the location of the car park so close to the residences in Kayla Way ? There are so many areas marked green and "Future Use" why cant these areas be used for a car park ? We suggest this car park be moved closer to Castle Hill Road and a vegetation buffer of 23m be constructed on the Northern boundary
15	Chapter 10 Section 10.9.4	However, most residences are set back more than 10 metres from the road and some residential properties have boundary fences which may provide some noise attenuation. No road improvements on Franklin Road and Robert Road north of the station are associated with the station development and the potential for noise are limited.	Object	In Kayla Way, some residences adjacent to Franklin Road have a side offset of 3m from the boundary due to the corner locations. This is inline with Hornsby Council regulations. In some instance the road level is almost in line with the top of the said boundary fences	Close off Franklin to vehicular traffic to/from the station. All traffic to/from station to use Castl Hill Road
16	Chapter 10 Table 10.24	Predicted Noise levels at Cherrybrook Station due to construction of car park	Object	Noise level exceedences in excess of 20dBA have been identified. Why place the carapark there in the first place ?	Relocate Car Park adjacent to the proposed multi-level Park and Ride. 23m buffer vegetation buffer between Kayla Way fence and nearest station building or construction. See suggested Precinct Plan.
17	Chapter 10 Notes at bottom of Page 10-29 NV9	During vibratory roller activities at the Cherrybrook Station car park sites, vibration levels may be perceptible at the nearest residential receivers. On the basis that the nearest residential buildings are approximately 15 metres from the proposed car park areas, vibration levels are anticipated to be remain well below the safe vibration levels associated with minor cosmetic building damage.	Object	The basis that nearby building are 15m away from the car park is wrong. The scale on the station precinct diagram seems to suggest a distance of 4-5m from the car park	Relocate Car Park adjacent to the proposed multi-level Park and Ride. 23m buffer vegetation buffer between Kayla Way fence and nearest station building or construction. See suggested Precinct Plan.
18	Chatper 14 Section 14.4.4	Cherrybrook Station Existing Character and Land Use Today, the Cherrybrook locality is characterised by generally large, low density dwellings predominantly built within the last 30 years, surrounded by established vegetation, green open spaces and natural corridors across the undulating topography.	Comment	If this is the existing character of the areas surrounding the station and the design objective of the station is to respond to the area's character as stated in Section 6.9, can TfNSW justify how placing the car park so close to the boundary with Kayla Way meets these design objectives. Also can TfNSW justify how widening the access roads with the potential to lose mature trees makes the station meet the design criteria	Relocate Car Park adjacent to the proposed multi-level Park and Ride. 23m buffer vegetation buffer between Kayla Way fence and nearest station building or construction. Block Franklin Road to vehicular traffic at the Southerr boundary of the station precinct. See suggested Precinct Plan.
19	Chatper 16 Section 16.5.3	4-6m landscape buffer along the boundary to existing residences	Object	As identified in Chapter 10 (notes at the bottom of Page 10-29), construction of the on grade car park will affect nearby residences during construction. The narrow buffer of 4-5 will not be enough to fully mitigate the effects of noise, light pollution, visual impacts of the station construction and operation. Such a narrow buffer will lead to a deterioration in the quaily of life for the residents in Kayla way	The width of this buffer is not enough. We request at least 23m landscape buffer with mature trees to mitigate the effects of noise, vibration, visual impacts and heat island effect, and that any machinery attached to buildings be located on the Castle Hill Road side of them
20	Chapter 18 Table 18.3	Flooding potential and Mitigation Measures	More Information	Without adequate measures water run off from the station precinct could affect nearby residences during construction phase.	Adequate mitigation measures should be taken to prevent surface run off entering the adjoing backyards. A well maintained vegetation buffer will assist in filtering any contaminants
21	Chapter 7	Dust during station construction	More information	The issue of dust has not been adequately addressed in EIS2. The air quality around the station and hence the health of surrounding residents will be severely affected if adequate measure are no taken. Dust will accumulate in external air conditioning units causing them to malfunction. Dust from the construction will accumulate on the external surfaces of the surrounding houses and ahnce affect their appearance	NWRL to provide appropriate filters for external AC units, carry out regular house washes of neighbouring houses. A 23m wide vegetation buffer will also reduce the amount of dust that reaches surrounding houses. We also demand Energy Compensation as we will have ti run the AC units more oftem to prevent the ingress of dust into our houses.
22	Technical Paper 1 Section 4.3.7	Construction Traffic - Parking for onsite workers	More information	If there is limited onsite parking, where will visitors and workers park ?	We demand that NWRL provide restriction measures/signage to prevent site workers parking on Private Roads such as Kayla Way.
23	Technical Paper 2 Section 8.1.5	Proposed Bus Operations to Cherrybrook Station	Object	Using quiet local roads for buses to serve the station will be detrimental to the quality of life of Kayla Way residents. The noise, diesel exhaust fumes and the passage buses down narrow local roads will have a negative impact. Franklin Road is already operating at peak during AM peak hours due to the two Tangara schools. Adding buses in both directions will introduce delays to buses and general traffic	Close off Franklin to vehicular traffic to/from the station. All traffic to/from station to use Castle Hill Road. Operate a bus loop service for Cherrybrook/Dural residents
24	n/a	Termites being dislodged from trees during construction		NWRL to install physical termite barriers at the boundary of Kayla Way to prevent any termites that are dislodged due to construction activity	
25	n/a	Other insect/spider movements twards housing as a result		NWRL to arrange regular pest inspections of adjoining properties and treat where necessary	
26	Chatper 20 Cumulative Impacts Table 20.3 items 7, 12, 16, 34,	Physical and Psychological Impacts to residents of Kayla Way	Request for Compensation	There will be prolonged (2013-2016) Cumulative Impacts to the residents of Kayla Way. This will in the form of Physical (Noise, Air Quality, Traffic) and Psychological.	We demand adequate compensation for the six years of enduring these cumulative effects
27	Chatper 20 Cumulative Impacts Table 20.3 items 7, 12, 16, 34,	Impact to Local Business	Request for Compensation/Mitigation measures	As identified, there will be prolonged impacts to Local Businesses due to changes in accesibility, noise and traffic. There is a local business (Cherrybrook Music Studio) operating at 2 Kayla Way that will be impacted.	Adequate compensation and mitigation for loss of business due to the proplonged works. This could in the form of sound proofing, double glazed windows or other appropriate proprty treatments
28	NV6 and NV16	Noise During and Post Construction, Mitigation proposed inadequate	Object to location of noise generating areas near adjacent houses.	Noise barriers erected as per plan, however concern that for homes that directly border the construction area that the six metre high barriers will not block natural light and if so, for another strategy to be sought to allow for natural light. If a large barrier is to be built, have as many trees as possible. Air conditioning unit of the proposed offices in the construction suite layout (p 81) to be placed on the opposite side to private housing to prevent additional noise. Concern about noise effecting private music studio in 2 Kayla Way during construction period and after works completed. 24 Hour per day pumps and water treatment plants are close to residential properties. How can aiming to keep the "combined noise from this equipment...to not exceed the rating background level at nearest residential received to be guaranteed"? (p 91)	Move noise generating buildings like the water treatment plant and car park away from residential areas. Construct a noise barrier and then a 23m vegetation barrier on the Northern boundary. TfNSW to justify why the green areas are towards Castle Hill Road and not adjacent to nearby residences.
29	n/a	Damage to residents property of any form - eg vibration damage, impact by vehicles on site during construction etc...	Request for rectification works as required	Damage to residents property during the construction phase is unacceptable	We would expect rectification works to be completed as required


Tree barrier for noise and visual pollution which fits current environment and forest over road
Kayla Way
Close access to Kayla Way
Robert Road
Oliver Way
On Site Detention
Close access to Roberts Road
Recreational Parkland
Parkland
Footpath
Franklin Road
Future Use to be Determined by Master Plan
New Road
Primary Plaza Space
Future use to be determined by Master Plan
Service Facility
STATION ENTRY
Pedestrian Bridge
Lift
Service Facility
Park and Ride 2-3 Levels 340 cars
Existing Vegetation
Castle Hill Road
Glenhope Road