

ATTENTION: DIRECTOR INFRASTRUCTURE PROJECTS

Major Projects Assessment

Department of Planning & Infrastructure
GPO Box 39
SYDNEY NSW 2001



SUBMISSION EIS NO.2
NWRL
APPLICATION NO. SSI-5414

FROM: TED & MARGARET SIMPSON
7 OLIVER WAY,
CHERRYBROOK. 2126

Department of Planning
Received
3 DEC 2012
Scanning Room

POSTAL ADDRESS: BOX 259, CHERRYBROOK. 2126

We are the owners of property 7 Oliver Way and whilst we strongly support the provision of the North West Rail Link, there are some issues relating to the Station precinct of Cherrybrook and access to and from Cherrybrook Station that we strongly object to and wish the assessment of objections to EIS2 be considered as important to us and other residents of Oliver Way and surrounding streets.

OBJECTIONS;

1. USE OF ROBERT ROAD FOR BUS TRAFFIC AND THE PROVISION OF
'NO PARKING' SIGNS ON BOTH SIDES OF ROBERT ROAD

Robert Road is a residential street which is totally unsuitable for the provision of bus traffic to and from the proposed Cherrybrook Station.

The street is totally residential in nature and as well as residential allotments; there are a number of community titled subdivisions off Robert Road with private road access with 'no off street resident or visitor parking'.

The road has a narrow pavement of varying widths and construction standard.

The proposal to reroute buses currently turning left from County Drive into John Road then Robert Road is totally without foundation as the only buses using John Road are buses to the City, Pennant Hills and Hornsby stations.

It is considered that in keeping with other similar situations the emphasis will be on encouraging City bus travellers to use Rail and no doubt to increase patronage on the NWRL. Obviously there will be a gradual removal of the 642 bus from Dural/Cherrybrook to the City and in fact this prospect was admitted to us in a kerb side discussion in Robert Road some months ago with a Representative from the NWRL and Representatives from the Dept. of Transport who were looking at the Robert Road situation.

County Drive has sufficient width to provide a 'bus only' left turn lane at the intersection of Castle Hill Road and should it be necessary there is sufficient width of reservation on Castle Hill Road from the intersection of County Drive to provide a 'bus only' lane for more than two thirds of the way towards Robert Road.

(Attached are Appendices A & B indicating how this could be achieved). This proposal would require some 3 or 4 minor land acquisitions of frontages of properties on Castle Hill Road from Robert Road back towards County Drive.

It is pointed out that the wide reservation on Castle Hill Road in the area behind the bus shelter near County Drive was provided as road widening many years ago when it was envisaged that Castle Hill Road would be widened to varying widths from Old Northern Road to Pennant Hills Road.

We would like to add that there was little or no objection from Cherrybrook residents to the additional footprint for the Cherrybrook Railway site or the decision to construct the Station in a cutting rather than a 'cut and fill' underground Station.

This decision has saved the State Government many tens of millions of dollars in construction costs and it is appropriate that some of these savings be spent on maintaining the residential amenity of Cherrybrook residents who are to suffer major injurious affectation should this proposal of the NWRL be endorsed.

We would also point out that in the Transport Plan For New South Wales a great deal is made by Government of the integration of Transport Planning.

The NWRL and the movement of buses, private transport, pedestrians etc., is a classic example of how transport can be integrated with rail and why not show Cherrybrook precinct, bus movements etc., as a first class example of how all of these aspects can be agreeably dovetailed with the local community.

Robert Road is already being used as a 'rat run' during morning peak periods and the most desirable outcome consistent with buses via County Drive and Castle Hill Road would be to cul de sac Robert Road at Castle Hill Road with enhanced pedestrian access into the Station precinct.

2. CHERRYBROOK STATION PRECINCT

It is of concern to us that having attended information sessions we are unable to ascertain accurate information as to the provision of barriers at the rear of properties in Oliver Way.

We have been given several conflicting views from NWRL Representatives, the most recent being that the provision of barriers was part of EIS NO. 1 and setbacks and construction will be considered by the Contractor during the construction planning. This is highly unsatisfactory for the residents of Oliver Way on the southern side abutting the construction site and decisions need to be made as a matter of urgency.

Questions we asked were;

a) Is the barrier to be 6 metres high, will the construction barrier become the final barrier in the same location and what will be the setback from the rear fences of Oliver Way?

ANSWER: Yes, the construction barrier will be 6 metres high and this barrier will be removed at the conclusion of construction and any future barrier will be determined as part of the overall master planning for the area coloured yellow on the EIS summary, comprising approximately 5,250 sq m (the residue land of Cherryhaven Way).

This is most unsatisfactory as residents consider that a setback as requested in EIS 1 must be determined and the construction barrier put on the agreed setback alignment

to allow landscaping to immediately occur between our rear fences and the barrier to establish mature landscaping by the time the railway is due to open.

The proposal to place the construction barrier hard up against our rear fences will destroy much of the over hanging vegetation from our properties.

It makes no sense not to determine the setback at this time.

We have no doubt that the areas designated for future uses to be determined by a master plan will have much higher densities in the future, therefore it is ridiculous to state as did Representatives from the NWRL that the landscaping and setbacks will be determined upon completion of the Railway and consideration of the Master Plan for the areas coloured yellow on page 25 of the EIS No. 2 Summary.

It is appreciated that there will be disruption to our lives during the construction process and this, subject to appropriate management is tolerable.

However, the barrier and landscaping is No. 1 priority to the Residents of Oliver Way on the Southern side and resident participation in the location of the barrier, landscaping (selection of suitable vegetation) is most important to us.

Whilst we appreciate the beauty of the blue gum forest at the end of Oliver Way, we wish to ensure that GUM TREES are NOT PLANTED in any landscaping setback as we all have swimming pools which were part of the purchase arrangements in the street and many of us bought in the street due to the absence of gum trees in close proximity to the swimming pools.

We have planted a beautiful screening tree called 'xylosma congestum' – (syn.X.senticosum) which is evergreen, grows to approximately 4 metres high, is quick growing and makes a beautiful backdrop with privacy.

As outlined above, we are deeply concerned that any proposal to put the construction barrier on our rear fence will severely damage these trees and reduce our privacy.

We would invite Representatives of the NWRL Planning Group to come and view the screening that we planted on our rear boundary 6 years ago.

Representatives of NWRL have conceded at information sessions that properties in Oliver Way will be the most affected during the construction stage and this is why Cherrybrook precinct is to be enclosed by a 6 metre barrier.

Oliver Way is a prestige residential street where property values are considerably higher than those adjoining and on average would be at least \$250,000.00 more than the values of the properties in Cherryhaven Way acquired by NWRL.

Records indicate that the NWRL acquisitions in Cherryhaven Way and 2 and 4 Robert Road range from \$750,000.00 to \$960,000.00 and obviously prices paid reflect market value and include an incentive to achieve a mutually prompt settlement.

It is pointed out that the houses in Oliver Way are all approximately 6-7 years old and most were purchased in excess of \$1,000,000.00 each.

It must be realised that the protection of the amenity of our street and neighbourhood is the priority and we would ask that we be involved in the determination of the issues outlined above in respect of the barrier/barriers, setbacks and landscaping.

We believe that the NWRL has made a very prudent investment in the acquisition of Cherryhaven Way and densities on the residue land in the future will more than recoup the initial outlay.

4.

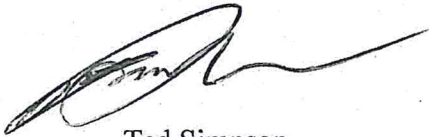
In discussions with properties branch representatives at the Information Session at Epping last week, we were told, in response to our questioning, that the 2 or 3 short term leases in Cherryhaven Way will conclude around the end of April 2013 with the Child Care Centre to be vacated around the end of June 2013.

We were also informed that as soon as all properties are vacated the site will be enclosed in a temporary chain wire fence and all improvements will be demolished as a matter of urgency to allow the contractor to prepare the site for construction.

With this in mind, we trust you can appreciate the urgency to establish an acceptable setback for the construction of the barrier and to allow landscaping between the barrier and the rear fences to occur as soon as possible.

We, as are all our neighbours in Oliver Way, in agreement with the North West Rail Link but would ask that you consider our objections as reasonable and request that they be taken into consideration to preserve the amenity of our beautiful area which can be achieved in conjunction with the Rail Link.,

Yours faithfully



Ted Simpson



Margaret Simpson

Attachments;

Appendix A Road widening proposal Castle Hill Road to Robert Road

Appendix B Google map showing area of suggested road widening Castle Hill Road and intersection adjustments County Drive and Castle Hill Road.

29th November, 2012.

Appendix "A"



APPENDIX B

To see all the details that are visible on the screen, use the Print link next to the map.

Google

