

To
The Director of Infrastructure Projects

From
Greg and Hilda Parrott
210 Castle Hill Road,
Cherrybrook 2126.

Alternate address is:
1C Robert Road
Cherrybrook 2126.

Name of Application:- Cherrybrook Railway Station Precinct EIS 2 Submission

Application Number:- SSI-5414

EIS 2 suggests that plans are in place to convert Robert Road, Cherrybrook, into a bus route and main access road for the Cherrybrook station. We vehemently object to the proposal on the following grounds:

We invested in our home three years ago on the basis that we would be residing in a quiet street. Proximity to the Cherrybrook station was not a consideration in our purchase due to the fact that the train station was proposed for Franklin Road, a significant distance away. One of the primary reasons we purchased in Robert Road/ Castle Hill Road was because of the quiet and peaceful nature of Robert Road.

We did not invest in our home on the basis that we would be residing on or near a busy, noisy and unsafe bus access road into the Cherrybrook station. Castle Hill Road is doing that for us.

Robert Road is a narrow tree-lined street which is 7 metres wide and is not built to act as a main road or bus corridor, even with the addition of No Parking zones.

To date, residents have been given no credible reason why Robert Road is suggested as a bus route, especially when there are existing roads within one block in either direction, which provide a low cost and low impact alternative (i.e. Castle Hill Road, County Drive and Franklin Road) and which:

- a) Are built to handle large volumes of traffic unlike Robert Road;
- b) Are built to handle large vehicles unlike Robert Road;
- c) Are currently under-utilised unlike Robert Road; and
- d) Will not present the traffic hazards and safety issues that will arise from pushing bus and commuter traffic onto a narrow suburban street such as Robert Road.

We have recently received advice that given the vicinity of works that will be carried out by NWRL that the foundations of our house may very well be affected, noting that the rail tunnel will now be 10 meters below the surface instead of the original 27 meters.

Therefore, in accordance with pg 14 of the public document named "Environmental Impact Statement 1 – An overview" under the heading "Ground-borne vibration", we would like assurances that NWRL will fund the following:

- a) The cost of an independent expert to assess and report on the foundation of the property prior to construction.
- b) The cost of an independent expert to assess and report on the foundation of the property during construction if the owner reasonably believes that the foundations of the property have been affected as a result of the works carried out.
- c) The cost of an independent expert to assess and report on the foundation of the property post construction.
- d) The cost of repairing any damage sustained from the construction.

We agree with the layout of the station precinct and would like to see at least one Coffee shop / Fast Food takeaway shop and a News Agent within the Cherrybrook Station precinct.

We propose that the two areas marked on page 25 in EIS2, An Overview, as "Future use to be determined by master plan" at the Eastern end areas of Cherrybrook Station, should be landscaped and retained as park/bush areas.

Noting the location of the tunnel in relation to the Western end of the intersection of Castle Hill Road and Robert Road, there are two large trees at the corner on the footpath (see attached pictures). There is also 2 large gum trees and a large pine tree in our front yard. These tree roots are probably going to be damage by the tunnel boring machine which will stress the trees if not kill them. For this reason We would ask that these trees be removed during the construction phase.

Regards

Greg and Hilda Parrott

29 November 2012

