

Ray Sloss  
11A Robert Rd  
Cherrybrook NSW 2126

The Director  
Major Assessments  
Department of Planning & Infrastructure  
GPO Box 39  
Sydney NSW 2001

17 May 2012

Dear Sir/ Madam

**Re: Northwest Rail Link and NWRL Environmental Impact Statement 1**

I do not support this project. I believe that it is a waste of public money that could be better spent on health and education.

Transport to the north-west can be achieved many years earlier and more cheaply by using a light rail network connected to existing bus routes and making use of the M2 and M7 corridors and the under-utilised transit lanes already constructed in the north-west. Using the transit lanes in the west should be linked to further car-parking facilities for park-and-ride as land is still available for that purpose thus reducing road traffic in the north-west in general. Transport is needed now.

The existing proposal is predicated on moving people to and from the city centre which further reinforces Sydney's radial transport system and putting more rail traffic on already congested lines closer to town. There needs to be more focus on connecting large centres such as Parramatta, Castle Hill, Rouse Hill, Kellyville, Windsor and Blacktown to each other.

The proposed Cherrybrook Station does not service Cherrybrook Technology High School or the shopping centres in Cherrybrook as it is located on the outer rim of the suburb. The location has been determined on the basis of linking Castle Hill to Epping rather than any concern for the transport needs of those who live in Cherrybrook. Re-designating Robert Rd as a feeder road to bring buses from outside the area to the station only adds to the detrimental effect of the station on the immediate area around the station and does not answer transport needs.

I regards to future planning of the station which I understand does not form part of EIS1 it was mentioned at the public meeting on 5 May 2012 that the station will be open air and that parking for 960 cars will be provided on the site. I assume therefore that a multi-storey car-park is envisaged which will be very dominant in this residential precinct. At this meeting no-one was able to give any detail around the numbers of people expected to use the station (by car, bus or foot) and it seems to be being designed on a desire/ political basis rather than on determined need and cost-effectiveness.

My concerns about future use of Robert Rd and other issues have been addressed by the Robert Rd Action Group submission which I endorse, so I have not gone into detail about on street parking and possible road-widening however I may have further to add on these aspects when EIS 2 is released.

In specific reference to EIS 1 the published information states that construction traffic will enter and leave the site via Castle Hill Rd and have no impact on Robert Rd. While that is acceptable I have concern that plans may change as information about this project appears to change frequently. I object to any use of Robert Rd for this purpose.

I am concerned about noise, vibration and dirt as I understand that there are a number of house demolitions planned and that Cherrybrook will be used to remove spoil from the tunnel construction and that this will affect local residents for a long period of time.

Yours faithfully

Raymond Sloss

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