

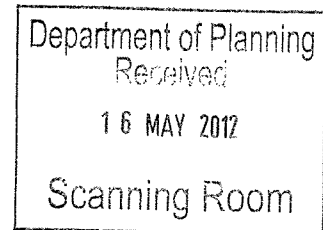


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May 15, 2012

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



**Re: Environmental Impact Statement – North West Rail Link
Application SSI-5100**

Please treat this letter as our objections to certain parts of the planned works in relation to the construction of the North West Rail Link ("NWRL") as outlined in Volume 1A of the Environmental Impact Statement ("EIS") - Stage 1 – Major Civil Construction Works.

Our objections relate to works and other activities proposed at or near the Cherrybrook Station construction site, particularly in relation to the planned use of Franklin Road for truck movements for spoil removal and delivery of construction materials. Staff at the recent Community Information Session at Cherrybrook indicated that there would be NO heavy vehicle movements using Franklin Road and this is suggested in Figure 9-3 of the EIS, but Section 9.4.4 of the EIS indicates that some daytime spoil truck movements are possible.

As noted in Section 9.4.4 of the EIS, Franklin Road is a narrow two lane road. Contrary to the EIS, the kerb and guttering on the western side of Franklin Road is incomplete between Castle Hill Road and Kayla Way and as noted in the EIS, the eastern side of Franklin Road has a narrow unsealed shoulder (and a deep drain/gutter). The narrow width of the sealed pavement (7.5 m wide) is such that two light vehicles travelling in opposite directions already have trouble passing and this situation would only be exacerbated if trucks were permitted to use Franklin Road for spoil removal and delivery of construction materials.

Any shuttle bus service to transfer workers to and from the site should be prohibited from using Franklin Road.

As noted in the EIS, at the intersection of Castle Hill Road, Franklin Road is left out only, due to inadequate sight distance for vehicles travelling east on Castle Hill Road and if clearing of

vegetation on Castle Hill Road would have provided an adequate sight distance, surely the RTA/RMS and Hornsby Council would have adopted such action.

If the use of Franklin Road is under consideration for spoil removal and delivery of construction materials as outlined in Section 9.4.4 of the EIS, why then is the EIS silent as to the environmental impacts (noise, vibration, road damage etc.) on other local roads that would be used by these trucks? Many of these roads already have load limits imposed by Hornsby Council.

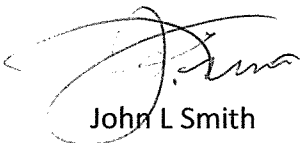
The Noise Modelling Scenario depicted in Table 10.11 does not include the impact of noise arising from the daytime use of Franklin Road for daytime spoil truck (and other truck) movements as indicated in Section 9.4.4 of the EIS.

On page 9-16 of the EIS, it is noted that it would be necessary to restrict parking on Franklin Road between Castle Hill Road and the northern boundary of the access to the site, but in the following paragraph it is stated that there would still be some requirement for staff parking near the site and this would most likely occur on Franklin Road (and also on Robert Road and Glenhope Road).

The parking restrictions noted in the EIS on Franklin Road are in place to ensure safety for the students attending Tangara Girls School and any change that removes or reduces these restrictions has the potential to increase the risk of adverse incidents for these students.

Please advise us in due course the outcomes arising from our objections.

Yours faithfully

A handwritten signature in black ink, appearing to read 'John L Smith', written over a circular stamp or seal.

John L Smith

A handwritten signature in black ink, appearing to read 'Margaret H Smith'.

Margaret H Smith