

**Jacqui Goddard**  
**11 A Robert Rd Cherrybrook NSW 2126**

Director Infrastructure Projects  
Department of Planning and Infrastructure  
23-33 Bridge St  
Sydney NSW 2000

20 May 2012

Dear Sir or Madam

**Re: Application SSI – 5100 North West Rail Link Environmental Impact Statement  
Stage 1 – Major Civil Engineering Works**

I live at 11A Robert Rd Cherrybrook and have been struggling to understand from the documentation provided what impact the proposed construction, and later operation, of the proposed Cherrybrook Railway Station will have on Robert Rd, the amenity of my residence and the ambience and quality of life in the environs of the station. To date the information has been contradictory and unclear. This response is based on information available to date however it is likely that there are issues which have not been addressed. In short though I object to the use of Robert Rd for anything (except minor vehicular access) during construction and for any use during the operation of the station when completed.

The Project Definition Report, dated November 2011 describes a 'cut and cover' station at a depth of 18-29 metres (Figure 4.4 page 51). At the community meeting at the Cherrybrook Uniting Church on 5 May it was revealed that the station is to be an 'open cut' station at a depth of 6 metres. This revelation was made as an off-the-cuff remark by one of the representatives of the NWRL as though it was obvious that that was being planned. This has major implications for the amount of land available for later parking and hence on the impact of the station and has received no discussion at all.

The representatives were ill prepared for the meeting, could not answer basic questions about anticipated use of the station and gave misleading information, particularly about the impact of construction traffic and noise on Robert Rd.

Of immediate concern is the noise level noted on page 10-26 of Chapter 10 of the EIS which notes that Robert Rd will have expected noise levels of '> 20 dB exceedance or LAeq(15minute) > 70 dBA'. This is greater than was described at the meeting with Robert Rd residents.

It was mentioned at the meeting of 5 May that the site will be screened by high fencing which will be highly visually intrusive in the street. It is noted in the EIS that although large truck movements are to be restricted to Castle Hill Rd Robert Rd will be used by other vehicles to gain access to the site which will cause congestion in the street. It appears we will have a highly intrusive wall, traffic, parking and noise.

With regards to the wider issue of the location of the station the decision to move the station towards Robert Rd and away from Franklin Road has been explained as a consequence of the Transgrid power line which is an argument that does not stand up to scrutiny. The powerline certainly will affect crane movements during construction but will not affect most of the construction and operation of the station. It is possible to arrange the construction and crane use to accommodate this.

As I understand it the detailed planning of the station is yet to be done but the North West Rail Link Project Definition Report, dated November 2011 notes Cherrybrook Station as a 'Future Local Centre' (figure 3.4) and describes the intent of the development along the rail corridor:

*Over time, changing patterns of land use can be encouraged along the NWRL corridor to ensure that station precincts evolve into vibrant and diverse communities with a variety of housing choices, well designed public spaces and a range of social and recreational activities. (p. 29)*

It is therefore likely that a lot of the thinking has already taken place. I however urge the station designers to take into account the context of the station, the proximity to the Blue Gum High Forest and the residential nature of the area. While it is obviously politically expedient to build up the role of Cherrybrook Station its location has been determined by the route to Rouse Hill and not by the needs of Cherrybrook or West Pennant Hills and is not located near existing shopping and recreational areas. This will not be aided by adding another centre in the area.

Further issues have been addressed by the submission by the Robert Rd Resident Group which I endorse. I particularly note the concerns raised in that submission about future commuter parking in the street and the proposal to use Robert Rd for a feeder road for buses.

Yours faithfully

Jacqui Goddard