

To  
The Director of Infrastructure Projects

From  
Greg Parrott  
210 Castle Hill Road,  
Cherrybrook 2126.

Alternate address is:  
1C Robert Road  
Cherrybrook 2126.

Name of Application:- Cherrybrook Railway Station Precinct

Application Number:- SSI-5100

I have already forwarded a submission to you dated 29 Apr 2012, in principal, supporting the EIS1 information as it stood. Primarily being that Cherrybrook Station will be located 17 meters at the shallowest end below the surface, and 31 meters below the surface at the deepest section. This was IAW page 45 of the NWRL Project Overview document dated July 2011. The entrance to the Station being in the vicinity of and opposite Glenhope Road.

I live on the corner of Robert Road and Castle Hill Road and directly over the proposed subterranean rail line. I had been assured at the Expert Topic Session (dated 12 April 2012) that I would not hear or feel any Tunnel Boring Machine (TBM) vibrations, and my house foundations would not be affected. This was due to the station being 17 meters below the surface.

On the 05 May 2012 I attended a Community Information session. At this session it was stated by North West Rail Link (NWRL) personnel that the Cherrybrook Station was now going to be 5 to 6 meters below the surface, as opposed to the original 17 meters. Also, the Station is now going to be an open air Station as opposed to the original underground station.

If the new proposed depth of the station is correct (5 to 6 meters below the surface) I envisage there will be a substantial amount of vibration from the TBM, which will effect my house / foundations and my living standards both during construction. Your experts can not convince me that I will not feel the vibrations and my house will not be affected with the Tunnelling being so shallow to the surface.

This then leads me to Post Construction. If the Station is going to be exposed (open air), this then means that the North/West end of the station platform (as per the diagram on page 43 of the EIS1 Overview), will end some 50 meters away from my house. This I strongly object to! for the following reasons:

1. I will have to listen to noisy trains pulling in and out of the station precinct. I will have to deal with the screech of train wheels, I will no doubt be exposed to the constant platform announcements and train horns sounding. This will all add a significant amount of noise to the area that is already awash with the road traffic noise from Castle Hill Road. Keeping the Station platform below ground at 17 meters will absorb all the additional noise.

2. If this Station is to live up to the name sake of the "Station in the woods", why then have an eye sore of a Station at or just below ground level? Keeping the Station below ground at 17 meters will hide the Station platform, so that just a roof to cover ingress and egress to the platform.

In light of the recent information received about the proposed new shallower depth of the Station and the fact that this shallower depth will lead to an open air Station which will bring the Station closer to Robert Road ( Hence, My House), I hereby confirm that whilst I am keen to support NWRL in achieving their objectives in relation to the construction of the North West Rail Link, I do not support the EIS1 released by NWRL.

I lodge this objection on the basis of the incomplete and inconsistent information provided by NWRL and their representatives, both in the documentation provided and the meetings and Community Information Sessions held with NWRL.

I would like you to tell me why this Station has been changed from a minimum depth of 17 meters, to a proposed depth of 5 meters?

Regards

Greg Parrott

18 May 2012