

Nimal & Bernadette Ekanayake
48 Robert Road
Cherrybrook, NSW 2126
15th May 2012

Attention: Director, Infrastructure Projects

Major Projects Assessment,
Department of Planning and Infrastructure,
GPO Box 39, SYDNEY, NSW 2001

Fax No. 02 9228 6355

Email address:

**RE: North West Rail Link (NWRL) Submission
48 Robert Road, Cherrybrook 2126
The Application Number (SS1-5100)**

Dear Sir,

There was a suggestion made by the representatives of NWRL that Robert Road could be used as "Feeder Road" for busses and general traffic to access the proposed train station and also the additional construction zone, adjacent to Robert Road has been proposed to be utilised to increase the footprint of the Cherrybrook Station Precinct (Location).

The information received from NWRL is extremely distressing and it is clear that this will result in a deterioration of the quality of life for the residents in Robert Road.

The Robert Road Residents (Group) has made a common submission (Group Submission) as per **Annexure 1** of this document which details most of the common impacts which will results due to such suggestions.

There are several other additional impacts for the residents of Robert Road in addition the issues detailed in **Annexure 1** and they are as detailed below:-

Impacts due to such suggestions:-

1. We, like most of the residents on Robert Road purchased the land and built the house in 1995 on the basis that Robert Road will not be impacted by traffic and the understanding was that it was to be only for the residents surrounding Robert Road. Also, the Property Agent and Hornsby Council advised us that the Robert Road and the David Road will be closed and there would be no access from Castle Hill Road.
The land of the houses behind 48 Robert Road was sold at a much cheaper price but we proceeded with the No. 48 land as it was the most suitable

location for us and on the advice given by the Council and the Property Agent as there was no traffic other than Robert Road Residents.

Due to such suggestions, the property value will be considerably reduced, we estimated to be in excess of 30% of the current value.

2. There will be very high pollution levels and continuously increasing high noise levels and it will exceeds the noise criteria specified in the Australian Standard and will be well beyond the comfort zone for the residents of Robert Road.
3. There are 4 cars which belong to my house and 2 cars always parked on the road and my three children living away from home and the visitors always parked on the road side when they visit us. Additional traffic will create a hazardous environment.
4. This is our retirement house and we cannot afford to move to another location and the suggestion will result in a deterioration of our current quality of the life.
5. We cannot afford to spend our superannuation funds to relocate to another location, lose our savings and become a burden to government pension scheme.
6. This Road will become unsecure and destructive to our normal life style.

Proposals:

1. The Station should be located on top of Franklin Road and the station should be fed through Franklin Rd, Country Drive and castle Hill Road as per the originally planned.
2. Re open the Franklin Road for traffic so that commuters can access the Station through the Franklin Rd.
3. Reopen Country drive for 2 lanes traffic of each way as originally planned.
4. The majority of the Cherrybrook resident who reside in the North of new Line Rd will still travel to Pennant Hill Station as there is not much difference in the distance.
5. Castle Hill Road should be widened at the junction of Franklin Road.
6. It will be more practicable to re locate the station within the Cumberland Forest so that it could have an open station and the local residents will not be significantly impacted in a negative way.

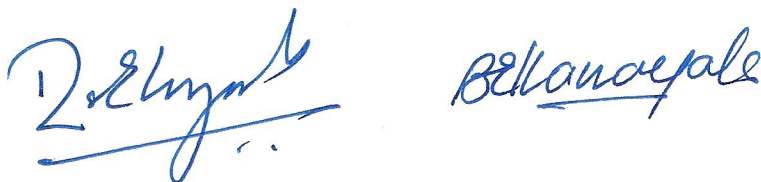
Objection:

We hereby strongly object any suggestion to utilise the Robert Road as a "Feeder Road" to the proposed Cherrybrook Railway Station. In utilising Robert Road in any capacity other than the current capacity will be detrimental and hazardous and it will

result in a deterioration of the quality of life for the residents of Robert Road. In addition the impact and affect due to such proposals are detailed above in this submission and in the "Group Submission" in **Annexure 1**.

We hope that the impacts and affects on Robert Road residents detailed in this submission is more than adequate to reject such proposals and you will consider the alternative options proposed by the residents.

Thanking You in advance,

The image shows two handwritten signatures in blue ink. The signature on the left is 'Nimal Stanley Ekanayake' and the signature on the right is 'Bernadette Ekanayake'.

Nimal Stanley Ekanayake and Bernadette Ekanayake

Attachments: Annexure 1- Robert Road Group Submission

Copies to:

The Hon. Dominic Perrottet- Member of Castle Hill, Suite 11, 2-4 Old castle Hill Road, Castle Hill, NSW 2154

Email:-

Phone: (02) 9634 7474; Fax: (02) 9899 3340

The Hon. Brad Hazzard- minister for Planning and Infrastructure
Governor Macquarie Tower, Level 31, 1 Farrer Place, Sydney NSW 2000

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Phone: (02) 9981 1111; Fax: (02) 9981 5059

The Hon. Philip Ruddock- Member for Berowra, New South Wales
Level 7 Tele Tech Building, Suite 701, 423 Pennant Hills Road, Pennant Hills, NSW 2120.
Telephone: (02) 9980 1822; Fax: (02) 9980 1833

ANNEXURE 1

ROBERT ROAD GROUP SUBMISSION

Attention: Director, Infrastructure Projects

Major Projects Assessment
Department of Planning and Infrastructure,
23-33 Bridge Street
Sydney NSW 2000

Application Number (SS1-5100)

RE: Response to the North West Rail Link (NWRL) - Environmental Impact Statement 1

We hereby confirm that whilst we are keen to support NWRL in achieving their objectives in relation to the construction of the North West Rail Link, we do not support the most recent Environmental Impact Statement 1 released by NWRL. We 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 numerous meetings and Community Information Sessions held with NWRL.

In particular, there were fresh comments made by NWRL in an open forum on 5th May 2012, that the Cherrybrook Railway Station would now be an "open cut" design rather than underground. The release of this new information coupled with the drawing released by NWRL in EIS 1, as illustrated in Appendix A of this submission, now suggests that:

1. the Cherrybrook Railway Station may be shifted further west towards Robert Road so that a portion of the station will exist on, what we have referred to in this submission, as the Additional Construction Zone (as marked in Appendix A); and
2. The station would now be located at ground level

We have been persistent in attempting to extract answers from NWRL and their representatives as to clarification of the genuine plans of NWRL in relation to the above 2 issues as well as numerous other issues (e.g. the location of the tunnel from Robert Road) but unfortunately our attempts have failed.

As mentioned above, we are supportive of the NWRL in achieving their objectives in relation to the construction of the North West Rail Link. However, if the intentions of NWRL are consistent with our suspicions of the design as detailed above, we strongly object to these plans. However, in any event, in the presence of incomplete and inconsistent information provided by NWRL as to their genuine plans in relation to the Cherrybrook Railway Station, we have no alternative but to object to Environmental Impact Statement 1.

Further, as detailed more fully in this submission, comments were made by NWRL representatives during information sessions held, that post construction, Robert Road could potentially be utilised in a capacity which differs to that of today. This submission responds to those comments made as well as other limited information provided by NWRL link with regards to EIS 1 and the construction phase.

Regards

Robert Road Group

