

**Nishat Shah
1 Kayla way
Cherrybrook
NSW 2126**

21st May 2012

**Director, Infrastructure Projects
NSW Department of Planning and Infrastructure
GPO Box 39
SYDNEY NSW 2001**

**Subject: Response to Environmental Impact Statement submitted by North West Rail Link
(SSI-5100)**

Dear Sir/Madam,

We support the NWRL as it will provide much needed Public Transport Links to the growing population in the North West Area of Sydney. These links have been promised, but never delivered by past NSW Governments. We hope that this time round these plans are put into action by the present Government.

The EIS Part 1 identifies Cherrybrook station as the site with the greatest impact during construction of the NWRL. This station is in a quiet leafy residential area surrounded by acreages in the most part. Some of these acreages have been sub-divided to smaller lots.

We live in Kayla Way which one such residential subdivision on the Northern and Eastern boundary of the proposed Cherrybrook Station. Due to this proximity to what will soon be a major construction site, we have concerns about the impact on our lives during construction and after the NWRL starts operation.

While the EIS proposes several mitigation strategies to minimise the impact to our subdivision, we request NWRL to provide the following additional measures:

NOISE LEVELS

Current noise levels in Kayla Way are the lowest along the entire route of the NWRL. (See Table 4.2 Technical Paper 2 : Noise and Vibration). In order to maintain this as much as possible during and after construction, we propose that NWRL provide double glazed window glass to all windows in the houses on Kayla Way. If required additional acoustic roof insulation should be provided.

PARKING

During construction, there will be number of NWRL personnel and sub-contractors working at the Cherrybrook site. This will bring a number of vehicles into the construction site. We understand that this is unavoidable. We however request NWRL to takes steps to minimise noise and other nuisance associated with car parks. This could include measures such as notices in the car park requesting

users to reduce noise and appointing site supervisors specifically to keep noise from the car park to a minimum.

On completion, a surface car park will continue to be an inconvenience to surrounding residences. We therefore request NWRL to consider proposals for an underground car park for the Cherrybrook Station. This may not incur additional excavation costs as excavation is already proposed for the station and TBMs.

The surface area will then be available for other amenities like a small shopping centre, bus/train interchange, bicycle stands, child care centre, a park (which can also act as a vegetation barrier) etc.

DUST

As identified in the EIS, there will be a substantial increase in the amount of dust generated as a result of the removal of vegetation, construction activity, spoil storage etc.

To keep the amount of additional dust entering our houses, it is essential that we keep our windows closed as much as possible. In summer, this will incur additional costs for air-conditioning. With the increasing price of Electricity, we request NWRL to compensate us for this increased usage of Electricity. Keeping windows closed will also assist in the reduction of noise as identified above.

Suitable modifications to our existing Air Conditioning systems to allow for filtered fresh air changes should also be provided by NWRL.

There will also be an increase in the amount of dust settling externally on our house. We therefore request NWRL to provide for external house washing every three months during the construction phase.

AIR QUALITY

Due to increased truck movements for spoil removal and general construction activity, there will be an increase in the amount of Diesel fume exhaust in the vicinity. There will also be an increase in motor vehicle exhausts due to the large number of employees and related support activities (courier deliveries, trades-persons etc.)

This combined with the increase dust in the air around the subdivision will increase the risk of pollution related illnesses in our area.

We request NWRL to carry out a comprehensive health check and monitoring of all residents surrounding the site to ensure that there are no adverse health effects to the residents. This should continue until the NWRL becomes operational.

We also request NWRL to monitor the air quality for pollution and dust before and during construction with notifications to residents when the levels are beyond safe limits.

LIGHT POLLUTION

Due to the surrounding acreages, Kayla Way is quite dark at night. We understand that there will be several lights required to remain on at the construction site for the safety of the workers and construction activity.

Besides the static light from flood lights, there will be variable light from the headlights of trucks and other vehicles.

In order to minimise any sleep disturbances for the residents we request NWRL to provide room darkening blinds to all windows facing the construction site.

We also request that any fences and sound barriers be of a darker material to minimise sun glare during the day time.

VISUAL AMENITY

Currently Kayla Way residents enjoy a pleasing outlook towards the South and West with a number of tall trees providing an amenable backdrop. We understand that the number of trees will be removed during construction activity.

We request NWRL to keep the removal of these trees to a minimum. Where trees are to be removed, they should be replaced with quick growing trees along the Northern boundary of the construction site at the conclusion of construction.

Since the station and the suggested car park is underground, there is a real opportunity to keep the station precinct in character with the surrounding area.

Any temporary buildings on site should have finishes that are compatible with the surroundings to minimise their impact during the day.

While driving south to take Castle Hill Road, we enjoy views of a rural sub-division. We request that the Construction site be fenced with a visually amenable fencing material with vegetation outside to reduce the impact to residents using the road. This is required only if it is intended to keep Franklin Road open for normal traffic at Castle Hill Road.

TRAFFIC

As identified in the EIS, Franklin Road is currently a very quiet street with a left-only on Castle Hill Road. We are concerned that there will be substantial impact on traffic on Franklin Road due to the Construction Site and subsequently when the station is in full operation.

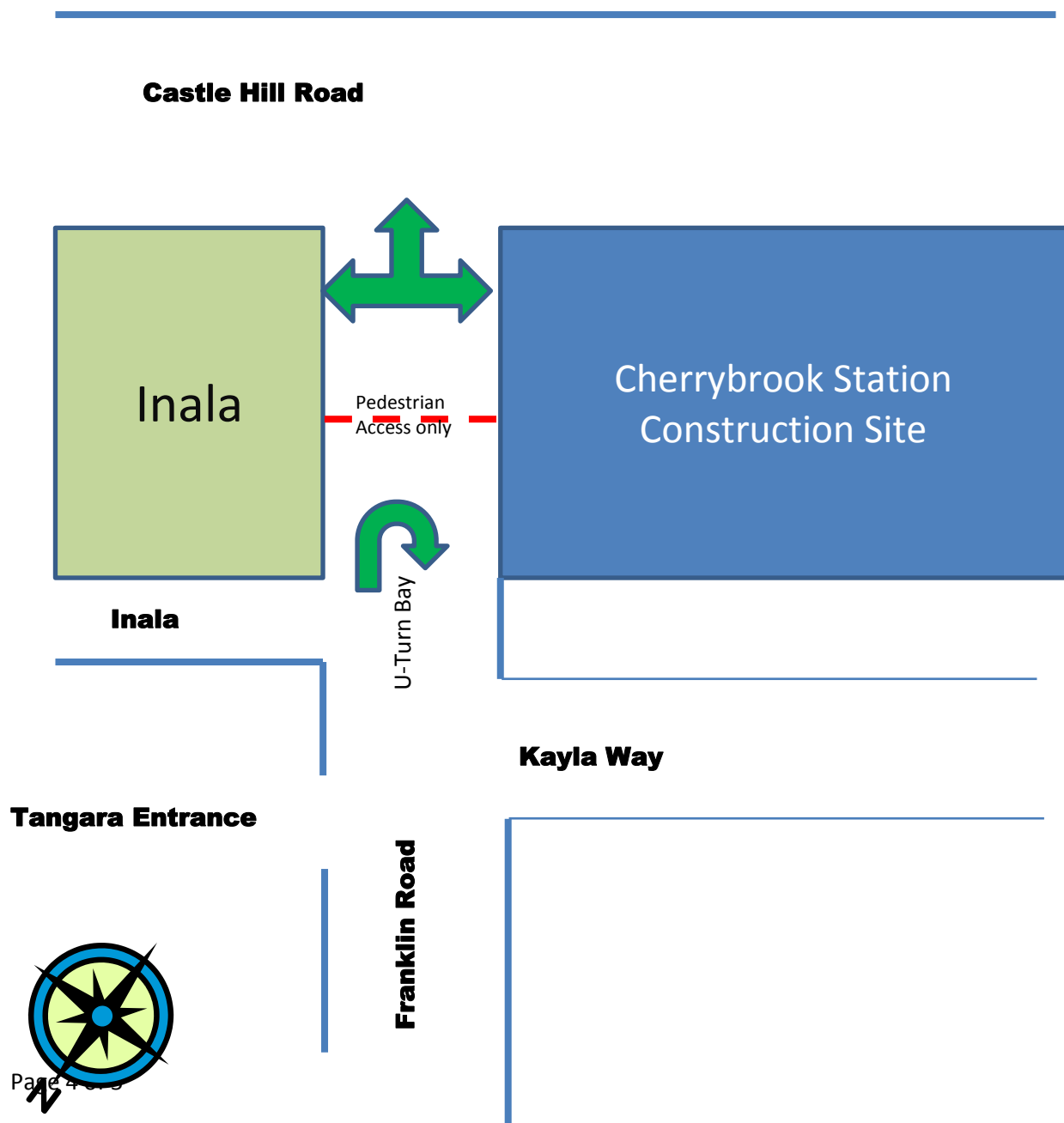
We therefore request that Franklin Road be closed to all through traffic just before the entrance to Inala at the corner of Castle Hill Road. All traffic leaving the construction site should take a right on Franklin Road, See Figure 1 below:

Suggested traffic movements:

1. No through traffic permitted on Franklin Road towards Castle Hill Road
2. Pedestrians and bicycles allowed to pass through barrier
3. No pedestrian access to Construction Site from Franklin Road
4. Managed pedestrian access across construction entrance during school hours to ensure safety of school children
5. Private Bus service from Castle Towers and Pennant Hills station to construction site to minimise employee traffic to site.

If Franklin road is closed, vehicles that currently use the southern end of Franklin Road to join Castle Hill road will be forced to use Edward Bennett Road to access Castle Hill Road. The traffic lights at that intersection should be adjusted to accommodate the extra traffic.

Figure 1: Suggested Traffic changes for Intersection of Franklin Road and Castle Hill Road



This suggestion will keep all construction related traffic away from the southern section of Franklin Road which is frequented by school children.

VIBRATION

As identified in the EIS part 1, vibration from the TBMs and the heavy spoil removal trucks will have an adverse to effect on surrounding houses. We therefore request that all houses in Kayla Way be assessed for cracks before any construction commences. The houses should be continually monitored during the construction phase and in the first few years of operation of NWRL to ensure that any damage to houses is identified early and rectified by NWRL as soon as possible.

DISRUPTION TO SERVICES

We note that there will be a need to re-locate several services (gas, electricity, water, sewer, phone, and internet). In the construction phase, we would request NWRL to inform us of any planned disruptions well in advance. Where the disruptions are extended beyond a reasonable duration, NWRL should provide alternatives or compensation for any loss suffered.

CONCLUSION

In conclusion, we once again affirm our support for the project.

We hope that the NWRL will take on board our concerns and suggestions and understand that they relate to maintaining our quality of life as much as possible without materially affecting the overall project.

Regards,

Nishat Shah