



PCU033996

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20 May 2012

Director
Infrastructure Projects
Department of Planning and Infrastructure
23-23 Bridge Street
SYDNEY NSW 2000

Department of Planning
Received
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Scanning Room

NORTHWEST RAIL LINK (NWRL)
RELEASE OF ENVIRONMENTAL IMPACT STATEMENT 1 (EIS1)
APPLICATION NO: SS1-5100

We refer to the EIS1 released by NWRL and advise that we do not support the most recent changes proposed for Cherrybrook Rail Station.

This submission is lodged separately and in full support of the submission lodged by the Robert Road Group.

Whilst we fully support NWRL Cherrybrook station, we have been asked to provide submissions on EIS1 based on inadequate and conflicting information. Furthermore, how can NWRL possibly expect support for EIS1 without having a clear understanding of the final layout for the Cherrybrook station, which we have been told will not be released until later this year. How can NWRL possibly expect residents to support a project where crucial information is being withheld? A clearer and more logical methodology would be to design the final layout of the Cherrybrook station including surrounding road changes, and any other subsequent changes to the area, seek approval and submissions from residents, and make changes where necessary. THEN provide details on how it will be constructed. THIS is what is most important for the residents, as we are the people that will be living with this project for many years to come.

We have a small family and moved to Robert Road when our daughter turned 1. Our motivations for choosing to live in this area were many. It was a quiet street, close proximity to main roads and shopping centres, green and leafy with an outlook over beautiful large trees, and the prospect of being in close proximity to the Franklin Road Cherrybrook train station. We invested our hard earned money into this area to create a lifestyle, just as anybody reading this submission has also probably done in their own areas. Please put yourself into our shoes and imagine if one day somebody knocked on your door to advise you that your street will soon be turned into a major construction zone for many years to come.

Our main concerns for objecting to the EIS1 are:

- The acquisition of additional land by NWRL at Robert Road. NWRL representatives initially informed us in March that this additional land was needed purely as an additional construction zone. By this we were led to believe that this parcel of land at Robert Road (which is directly across the road from us) will be used for the construction of the station and after construction will be restored to something similar to what it is now. We have since found out by conversations with NWRL representatives that the proposed station has shifted more to Robert Road rather than at Franklin Road as originally planned and that it will be an open air station rather than an underground station as originally planned. This has a devastating effect on us as residents of Robert Road and we do not support this. We bought into the area with the understanding that the station was situated at Franklin Road, and there would be sufficient distance between our house and the station. We were also led to believe that the station would be underground and at least 17 metres at the shallowest point. Even if we were to accept the station moving, an open air station creates a whole new set of issues for us, such as visual impact, noise (from both trains and PA systems) and light.
- Destruction of trees. The destruction of hundreds of trees would have a huge impact on the outlook of the suburb. Whilst we applaud the tree offset program, we fail to understand how the planting of substitute trees in an entirely different suburb would benefit Cherrybrook residents. We are a unique suburb surrounded by bushland and native trees and we expect the NWRL to respect this outlook and return trees back to the Cherrybrook station precinct post construction.
- Noise and Heavy Machinery. Whilst we understand the need for heavy machinery to complete this project, we have been given little comfort in the level of noise that we can expect for years to come. For example, the use of heavy machinery above ground after hours to support underground 24 hour activity has not been categorically ruled out. We need assurances that noise/dust/vibration levels will be constantly monitored and that residents will have an immediate contact on-site to communicate our concerns, if or when they occur.
- Robert Road usage and construction vehicles. The use of Robert Road during construction for the movement of any type of truck including light vehicles is strongly opposed. Also, accessing the construction site via Robert Road is strongly opposed. This street is not designed, nor can it handle any type of such vehicles on a regular basis. As we understand, the construction zone already has two proposed access points and this should be more than sufficient.
- Workers Parking. Whilst we understand that some workers will be bused in to the construction site, there has been a suggestion that surrounding streets for additional parking may be used. As many residents rely on

Robert Road for on-street parking, this would create an unbearable situation. A situation where residents have difficulty parking in their own street will not be tolerated.

- The proposal by NWRL of Robert Road being used as a feeder road and as a bus route. To even have this as a suggestion is unbelievable. Robert Road is a very narrow road and this is clearly illustrated and justified in the submission lodged by the Robert Road Group. There have been conversations in the past by several Robert Road residents to make a submission to Council that Robert Road become a cul-de-sac at the intersection of Robert Road and Castle Hill Road. These conversations have been taking place even before the altered plans by NWRL. The construction of a cul-de-sac at the top of Robert Road would be absolutely essential **prior** to any works even being commenced. By the limited and vague plans we have seen, we understand that there will be lights at Glenhope Road and at Franklin Road. Just this alone would create more traffic through Robert Road by motorists using our road as a rat-run. To even consider Robert Road to be used as a bus route would be met by fierce opposition. Robert Road is neither wide enough nor safe enough for this consideration.
- The layout of the construction zone. The layout of the proposed worksite is indicative only. How can we support a plan when NWRL don't even know what the layout is going to look like. From the snippets of information we have received, we find it unbelievable that a crane could potentially be located opposite our property at the Additional Segment Storage and could be used at any time of the night to support the 24hour underground activity.
- Noise Barrier. We have been advised that a 6 metre wall will be constructed around the work site. We expect that this wall will be sufficiently set back from the road so as not to create a feeling of claustrophobia and we request that trees of similar height to the wall be planted in front of it. For the residents of Robert Road, this is a very important requirement as no one will want to look at a plain wall for many years to come. Not only this, it will maintain some level of greenery, whilst hopefully dissuading vandalism and graffiti.
- Property Values. As with all the residents of Robert Road, no one wants to see the values of their property decline. NWRL have the opportunity to ensure this does not happen by ensuring they listen and act upon all the concerns of the residents within the vicinity of the Cherrybrook Station. Any reasonable person would understand how devastating it would be for a situation to arise where property values were diminished as a result of poor planning and little community consultation. As this project is forecast to take many years to complete, property values will obviously decline during the construction period. If a situation were to arise whereby we have to sell our property during this time, it will be expected that compensation will be forthcoming from NWRL to account for this

devaluation. Similarly, if the end result of the construction has a negative effect on our property value, compensation will be sought.

- The insufficient, unclear and conflicting information provided by NWRL representatives. We have attended various NWRL meetings and not one NWRL representative can give a clear answer as to what is happening as far as the station location is concerned, where the parking for the station is, the entry/exit points to the station, the location and depth of the tunnel. These are all absolutely crucial points and have a massive impact on our lives and we keep getting the answer that this will all be explained in EIS2 released later this year. It is impossible to support EIS1 without knowing any clear outcome to such a project.

The above points are but a few of our concerns regarding the construction period. The impact on our lives is unimaginable but it is more important to us to receive detailed information regarding the final layout of the Cherrybrook station, as this is what we will be living with moving forward. It is unfair of NWRL to ask us to support EIS1 when we cannot even imagine what the final result will be. Imagine asking us to build a house and employ a builder without even showing us an architectural plan. Would you start construction on your own house without first knowing what it will look like when finished?

We were always in support of the proposed railway line being built at Franklin Road as planned and hence the reason we moved to Robert Road 10 years ago. With these recent changes however we cannot give our support.

Please give this submission your consideration.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Paul and Tania Hagan'.

Paul and Tania Hagan
2/3 Robert Road Cherrybrook