

May 19 2012

Lewis & Patricia Croft  
1 Arundel Way  
Cherrybrook NSW 2126



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 (EIS1)**

Dear Sirs,

Having reviewed the EIS and various documents provided by the NWRL concurrent with attending recent information sessions we would submit the following background and concerns relating to this project.

We have lived in Arundel Way Cherrybrook since 1995 being the first purchasers of what is now the community of Arundel Way.

We have seen the development of the surrounding neighbourhood into a substantial residential area with limited through traffic which has been mitigated by changes to both County drive and Robert Road (left in left out at southern end). Over a period of time the area has seen increased bus services (through John Road and County Drive) increasing the desirability and value of properties which will further improve by the addition of the Cherrybrook Railway Station.

Residents of Dalkeith Road, Robert Road and the cul-de-sacs off Robert Road are all acutely aware of the traffic limitations of Robert Road. The cul-de-sacs in particular have to use Robert Road for visitor parking and together with other residential parking on both sides of the road results in a single lane for two-way traffic that requires careful negotiation at all times.

We are aware that statements have been made by representatives of NWRL to use Robert Road during the Cherrybrook Station construction phase, or subsequently for station access once the station is completed. Based on our experience as long term residents any additional traffic in Robert Road be it cars or buses will result in an increase in the already hazardous conditions and hence a significant reduction in the relatively safe residential environment currently experienced by residents.

It would seem that the suggestion for the use of Robert Road has only come about because of the extension of the construction zone westwards because of the power line easement near Franklin Road.

There already exist roads in the area that have been designed for increased traffic flows and buses in particular namely John Road, County Drive, Franklin Road, Neale Ave, Edward Bennett Drive and Castle Hill Road and that previous traffic management changes have been designed to achieve that outcome.

Whilst we understand and support the wide community needs for improvements to public transport and associated infrastructure we believe that this should only be achieved with minimal impact to the community.

We therefore wish to place on record our opposition to any changes to Robert Road from its current position as an access road for local residents either during the construction period, or subsequently after the railway station development has concluded.

Yours faithfully,

A handwritten signature in black ink, appearing to be 'Lewis & Patricia Croft', written in a cursive style.

**Lewis & Patricia Croft**