

Diane Sarkies - NWRL Cherrybrook Station Robert Road

From: "Ray Doyle" <raydoyle@tpg.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 13/11/2012 3:40 PM
Subject: NWRL Cherrybrook Station Robert Road
CC: "Malcolm Bargh" <malbargh@hotmail.com>

Information Below.

For the attention of Department of Planning and infrastructure

Name: Ray Doyle
 Address: 5 Louise Way
 Cherrybrook
 NSW 2126.

Application No: (SSI-5414)

We do support the Cherrybrook Railway Station.

However we do not support the utilisation of Robert Road as a feeder road of the reasons as detailed hereunder.

Our Submission: Attention Director, Infrastructure Projects

We have previously provided comments to the NWRL concerning the proposed changes to Robert Road. During our last attendance to the presentation of NWRL at the United Church at New Line Road Cherrybrook. We once again voiced our concerns and objections to the NWRL representatives all as usual to no avail. The catch cry has, as has always been that we should provide our objections in writing to NWRL Department of Planning & Infrastructure

Therefore we once again raise our objections and recommendations for the proposed or should we say fixed Robert Road proposed bus route.

We understand that Robert Road is to be used to gain access to the station by way of John Road then into Robert Road. This is not acceptable.

We also understand that on street parking on either side of the road is to be eliminated as an alternative.. This also is not acceptable

Further we understand that a proposal could be considered to make Robert Road a one way road. This is not acceptable.

We don't need to go into the various NWRL proposals concerning Robert Road as you are already well aware of the objections and suggested alternatives provided by the residents of Robert Road.

What we don't understand and object to is that all our protestations are received on deaf ears and fully realise that your decisions have already been made and are cast in concrete. Whilst the huge expense and presentations are just a sham and expensive PR exercise to attempt to justify the objections raised by us.

We cannot see any reason why the already established route along County Drive then turning left into Castle Hill Road cannot be fully utilised to gain access to Cherrybrook Railway Station.

The main points about this route are that the County Drive Road was established as a main arterial 4 lane Road with the already established divider in the middle of the road.

The provision of shrubs in the middle of the road serves to divide the roadway and also serves to stop headlight glare to oncoming traffic.

The utilisation of Robert Road was designed as a minor road to only serve the local residents. To change this road to serve the Cherrybrook Station is completely unsuitable for the purpose and only lends itself to the philosophy of our forefathers when they designed the streets of Sydney City which was for horse and carts. Irrespective of the proposed changes to utilise Robert Road as a main feeder for buses and traffic into the Cherrybrook Railway Station we most strenuously object to the proposal to utilise Robert Road or any of the alternatives or compromises which affect Robert Road from its present usage.

We also fully realise as depicted in your NWRL presentation concerning traffic flow that Robert Road seems to be underutilised for traffic flow but it should be recognised that the road was never intended to carry buses nor in fact any heavy traffic. To attempt to change this will once again result into the old world of our forefathers of utilising something similar to converting the streets of the City Of Sydney from horse and cart usage to accommodate heavy city traffic. Besides which, at the bottom of the hill on Robert Road there is currently a children's playground which is utilised by families with their children. To have buses running past

this playground could ultimately cause injury or death to our local children. Children being children they seem to sometimes court death when chasing one of their balls or being completely unaware of their surroundings. And no it is not acceptable to remove the children's playground from its present location. The reason it was located there in the first place was it was suitable to serve the local community.

At the bottom of the hill there is also currently a dog leg with double lines marking the centre of the roadway.

Buses will not be able to navigate this bend in the roads without crossing the lines.

Ordinary cars are unable to navigate this dog leg without crossing the lines now. Buses will be worse off.

The entries of buses from County Drive into John Road already have to go to the centre of County Drive to enable them to turn left into John Road. There is ample evidence that the buses serving John Road regularly mount the footpath in an endeavour to navigate this corner.

In addition to the foregoing there is also a problem with traffic turning right from John Road into Robert Road as the traffic already sometimes cuts the corner and regularly crosses over into the oncoming traffic. With buses attempting to navigate this corner the problem will be greatly compounded. Further there is the ever going problem of exhaust pollution from buses which will affect the elderly and disabled, together with those with breathing problems of which I am one who suffers from COPD. The proposed added exhaust pollution will have a profound affect with my already deteriorating health.

We therefore request that you accept our recommendations

Your earnest reconsideration of this matter would be greatly appreciated

Yours Faithfully

Ray Doyle

For and on behalf of the residents of Robert Road

Contact Details

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