

Diane Sarkies - NWRL EIS 2

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Date: 2/12/2012 10:08 AM
Subject: NWRL EIS 2

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Name of application: Robert Road incorrect classification
 Application No: (SSI – 5414)
 I object to Robert Road being classified as a main bus feeder into Cherybrook Railway Station.
 Reason why I reject Robert Road being used as a bus route as follows

REFER: Environmental Assessment No. 2 Technical Paper: Construction Traffic and Transport Management - PREPARED BY AECOM AND ATTACHED IN EIS2 REFER PAGE NO.28, HERE IS EXTRACT BELOW

Franklin Road, Robert Road and Glenhope Road are all local roads with priority junctions at Castle Hill Road. Adjacent to the site Franklin Road and Robert Road are narrow two lane pavements. Robert Road is a narrow road of approximately 8.5 metres which provides only a single traffic lane if vehicles are parked on both sides of the road. Franklin Road provides kerb and gutter on the western side of the road with a narrow two lane pavement (approximately 7.5 metres wide) and narrow unsealed shoulder on the eastern side of the street. Glenhope Road provides two traffic lanes and parking lanes adjacent to the kerb although no edge marking is provided.

MY RESPONSE: This is Totally Incorrect. The actual road width of Robert Road is 7 m and Franklin Road is close to 9 m (for section between Doulton Drive and Castle Hill Road). IF anyone has access to GOOGLE EARTH, you can measure the width (there is tool).

ALSO NOTED THAT ROBERT ROAD HAS BEEN REFERRED AS LOCAL ROAD BY HORNSBY SHIRE COUNCIL (REFER CHAPTER 9, SECTION 9.5.2) AS PER AUSROAD (National Association of Roads and Traffic Australia which is national body for road standards), Local Road is classified as two way lane with 2 parking lanes allowed and width a carriageway width of 9 m. FRANKLIN road fits into this category of local road, not ROBERT road.

Robert Road (based on 7 m) carriageway width is to be classified as Cul-de-Sac or Access road (it is not very specific), BUT it is not a LOCAL road (as referred by Council) by any standards.

CONCLUSION: EIS2 is void, All analysis undertaken by consultant AECOM whether intentionally or unintentionally are based on wrong carriageway width, this includes LINSIG analysis. Also Robert Road is classified wrongly as LOCAL Road.