

**Diane Sarkies - Attention:Director, Infrastructure Projects EIS 2**

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**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 26/11/2012 5:42 PM  
**Subject:** Attention:Director, Infrastructure Projects EIS 2  
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Re: Using Robert Rd as an access road. Application number SSI-5414

To the Planners of NWRL

We strongly object to this proposal. Please consider the residents of two relatively small roads- Robert Rd and Dalkeith Rd and surrounding streets when proposing to build a major bus interchange to feed Cherrybrook Railway Station.

My family and neighbours are extremely unhappy and dissatisfied with the proposal in EIS 2 of the North West Rail Link to use Robert Road as an "access road" into the Cherrybrook Railway Station and we wish this submission to be read and our voices heard for the following reasons.

Robert Rd will become a sub arterial road for buses and cars to access and leave the station. This will make Robert Rd a very busy thoroughfare. It will also be no parking along its entire stretch. This will severely impact us all and send traffic into our peaceful **narrow** street, trying to park, where there is **no** place to park. The roads were not designed to take this load. It will prevent us getting out of our driveways and clog all the surrounding streets. The congestion will be unbelievable, dangerous and unworkable. Gridlock and frustration will result and be a daily occurrence!!! I'm sure the media could have a field day. There are many school children who will be placed in hazardous conditions trying to walk to school.

The noise from construction will be unbearable and will require a sizable amount in compensation to all the residents including double glazing of windows etc and alternative parking. Please consider carefully the following suggestions.

Suggestions have been made to the NWRL of alternative ways for the buses to run that do not require the use of Robert Rd.

*1. Buses to head south on County Drive and continue up towards Castle Hill Road , turn left into Castle Hill Road and head towards the Cherrybrook Station INSTEAD OF the NWRL proposal of buses to head south on County Drive, turn left into John Road and right into Robert Road and head south up Robert Road into the Cherrybrook Station",*  
 the NWRL indicated that this would mean that those residents on John Road and Franklin Road would now not be able to catch the bus to the city, unless a second set of buses and bus routes were established. Instead, the NWRL stated that under their proposal of running buses left into John Road from County Drive and **then** right into Robert Road would only see a small proportion of residents on John Road and Franklin Road who currently catch the bus into the city, being effected without the need for a second set of buses and bus routes.

Some points of consideration are as follows;

- a. Those people currently catching a bus into the city would not want to detour through Cherrybrook Station as they are choosing to catch a bus into the city, not a train;
- b. Existing bus routes to the city could remain as is and a separate shuttle bus and bus route be established for commuters within the Cherrybrook Station catchment area for the sole purpose of transport to and from the Cherrybrook Station.
- c. This would enable County Drive and Castle Hill Rd to easily handle any additional buses transporting commuters to the station via County Drive towards Castle Hill Road and then left onto Castle Hill Road and then into the Cherrybrook Railway Station .

2. *Buses to head south on County Drive and continue up towards Castle Hill Road , turn left into Castle Hill Road and head towards the Cherrybrook Station INSTEAD OF the NWRL proposal of buses to head south on County Drive, turn left into John Road and right into Robert Road and head south up Robert Road into the Cherrybrook Station”,*

the NWRL indicated that in 6 years time when the NWRL is completed, they anticipate a significant increase in traffic on the following roads;

- a. Traffic heading south up County Drive between John Road and Castle Hill Road; and
- b. Traffic heading east on Castle Hill Road between County Drive and Robert Road

As a result, to avoid any buses being caught in this anticipated traffic, the NWRL have proposed buses to run left off County Drive into John Road and then right into Robert Road.

Some points of consideration are as follows;

- a. County Drive and Castle Hill Road are built for the purpose of handling large volumes of traffic and large heavy vehicles (ie: buses). They do not have the traffic hazards and weight restrictions that the narrow suburban street of Robert Road has.
- b. Traffic currently heading south up County Drive to Castle Hill Road is free flowing in the mornings between John Road and Castle Hill Road. Shortly after John Road, County Drive, heading south, expands into 4 lanes as traffic approaches the intersection of County Drive and Castle Hill Road.
- c. There is rarely any traffic congestion when travelling east down Castle Hill Road towards Thompson's corner, until Edward Bennett Drive. The traffic congestion occurs generally only up to Edward Bennett Drive as the congestion is created due to Thompsons corner at West Pennant Hills
- d. There are no driveways as residences back onto County Drive so no safety concerns.

Please heed our concerns and amend your plans.

Kind regards

Sandra Robertson

14 Dalkeith Rd

Cherrybrook