

Diane Sarkies - NWRL

From: "Shirley" <curlymist@internode.on.net>
To: <plan_comment@planning.nsw.gov.au>, <office@premier.nsw.gov.au>,
 <office@deputypremier.nsw.gov.au>, <office@gay.minister.nsw.gov.au>,
 <office@berejiklian.minister.nsw.gov.au>, <office@page.minister.nsw.gov.au>,
 <castlehill@parliament.nsw.gov.au>
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Subject: NWRL

MY NAME IS SHIRLEY TULK AND I AM A RESIDENT OF LOUISE WAY WHICH RUNS OFF ROBERT ROAD CHERRYBROOK.

THE PROPOSED STATION OFFERS SOME ADVANTAGES AND SOME DISADVANTAGES. I REALISE WITH PROGRESS THERE ARE BOTH.

SIMPLE LOGIC WOULD TELL YOU THAT COUNTY DRIVE IS THE MOST APPROPRIATE ROAD TO ACCEPT THE LARGEST PORTION OF BUS TRAFFIC TO THE NEW STATION, SIMPLY BECAUSE IT WAS BUILT AS A TWO LANE DIVIDED ROAD AND FOR REASONS UNKNOWN THE COUNCIL HAS ALLOWED ONE LANE EACH SIDE FOR PARKING WHICH DEFEATED THE WHOLE PURPOSE OF BUILDING THE TWO LANE ROAD IN THE FIRST PLACE.

IT WAS ALWAYS CONSIDERED TO BE A MAJOR THOROUGHFARE AND NO PARKING SHOULD BE IN PLACE NOW, REGARDLESS OF THE FUTURE TRAFFIC FOR THE RAILWAY.

THE PROPOSED NO PARKING IN ROBERT ROAD WILL OBVIOUSLY DISADVANTAGE MOST RESIDENTS OF THE PRIVATE COMPLEXES AND THEIR VISITORS.

IN THERE IS AN ISSUE FOR CARS ACCESSING ROBERT ROAD FROM DALKEITH ROAD WHERE THERE ARE MANY HOMES AND THIS IS THE ONLY EXIT FOR A SERIOUS NUMBER OF VEHICLES.

IN RELATION TO TRAFFIC USING COUNTY DRIVE AND COMMENTS IT IS CONGESTED, IT IS ONLY CONGESTED WITH CARS TURNING RIGHT INTO CASTLE HILL ROAD AND CARS TRAVELLING STRAIGHT ACROSS CASTLE HILL ROAD INTO HIGHS ROAD.

THE LEFT HAND LANE TO TURN LEFT ONTO CASTLE HILL ROAD IS USED SO VERY RARELY EACH DAY.SO THIS IS NOT A PROBLEM AT ALL.

IN CONCLUSION THERE IS NO REAL LOGICAL EXPLANATION WHY THE BULK OF TRAFFIC COULD NOT BE VIA COUNTY DRIVE AND ALSO USING FRANKLIN ROAD WHICH IS ALSO WIDER THAN ROBERT ROAD.

I URGE YOU TO THINK OF THE RESIDENTS OF ROBERT ROAD AND SURROUNDING STREETS AND ENCOURAGE A RETHINK ABOUT THESE ISSUES.

THE COMPLEXES WHICH ALL HAVE TO ACCESS ROBERT ROAD ARE NOT JUST ONE HOUSE PER BLOCK. THESE COMPLEXES HAVE MORE THEN THIRTY HOMES IN ONE COMPLEX MEANING TWO CARS PER HOUSE, OUT OF ONE DRIVEWAY ON TO ROBERT

ROAD THERE COULD BE 60 CARS EACH COMPLEX ACCESSING ROBERT ROAD..

YOURS SINCERELY

SHIRLEY TULK, RESIDENT OF ROBERT ROAD