

Nimal Stanley Ekanayake
48 Robert Road,
Cherrybrook, NSW 2126
27th November 2012

Attention: Director, Infrastructure Projects

Major Projects Assessment,
Department of Planning and Infrastructure,
GPO Box 39, SYDNEY, NSW 2001

Fax No. 02 9228 6355

Email address: plan_comment@planning.nsw.gov.au

Website via: www.majorprojects.planning.nsw.gov.au

RE: North West Rail Link (NWRL) Submission
48 Robert Road, Cherrybrook NSW 2126
The Application Number (SS1-5414)

Dear Sir,

EIS 2 suggests that the plans are still in place to convert Robert Road, Cherrybrook, into a bus route and main access road for the Cherrybrook station.

We strongly Object to this suggestion:-

We herby strongly object any suggestion to utilise the Robert Road as a "Feeder Road" to the proposed Cherrybrook Station. In utilising Robert Road in any capacity other than the current capacity will be detrimental and hazardous and it will be result in a deterioration of the quality of life for the residents of Robert Road. In addition the impact and affect due to such proposals are detailed in the submission to EIS 1. Copy of the submission to EIS 1 is attached in **Annexure 1**.

Commitment made by the Department of Planning in response to EIS 1 submission:-

I refer to the letter received from Executive Director of major Projects Assessment, letter reference No. 12/15287 dated 24th October 2012 where he has notified us that the **"concerns raised in our submission to EIS 1 is related to the operation of the station and those concerns will be considered in detail during the assessment of stage 2"**. Copy of the letter received from Department of Planning and Infrastructure is in **Annexure 2**.

Impacts due to such suggestion:-

1. We, like most of the residents on Robert Road purchased the land and built the house in 1995 on the basis that Robert Road will not be impacted by traffic and the understanding was that it was to be only for the residents surrounding Robert Road. Also, the Property

Agent and the Hornsby Council advised us that the Robert Road and the David Road will be closed and there would be no access from Castle Hill Road.

2. The land of the houses behind 48 Robert Road was sold at a much cheaper price but we proceeded with the No.48 land as it was the most suitable location for us and on the advice given by the Council and the property Agent as there was no traffic other than Robert Road Residents.
3. We have not invested in our home on the basis that we would be residing on or near a busy, noisy and unsafe access road into a station.
4. We have invested in our home on our quite street on the basis that we would be residing in a quite street. We have not invested in our home on the basis that we would be residing on or near a busy, noisy and unsafe bus access road into a station.
5. The narrow tree lined street which is 7 meters wide is not built to act as a main road.
6. Due to such suggestions, the property value will be considerably reduced, we estimated to be in excess of 30% of the current value. In addition, our current quality of life will be deteriorated.
7. There will be very high pollution levels and continuously increasing high noise levels and it will exceeds the noise criteria specified in the Australian Standard due to proximity to the road boundary and will be well beyond the confort zone for the residents of Robert Road.
8. There are 4 cars which belongs to my family and 2 cars always parked on the road and 2 children living away from home and the visitors always parked on the road side when they visit us. Additional traffic will create a hazardous environment.
9. This is our retirement house and we cannot afford to move to another location and the suggestion will result in a deterioration of our current quality of the life.
10. We cannot afford to spend our superannuation funds to relocate to another location, lose our savings and become a burden to government pension scheme.
11. This road will become unsecure and destructive to our normal life style.
12. We invested in our home 18 years ago on the basis that we would be residing in a quiet street.
13. The original proposal was to locate the train station was near Fraklin Road and the proximity to the Cherrybrook station was not a concern as the station was to be significant distance away nearly 2 km .
14. Robert Road is a narrow tree-lined street which is 7 metres wide and is not built to act as a main road or bus corridor, even with the addition of No Parking zones.

15. To date, residents have been given no credible reason why Robert Road is suggested as a bus route, especially when there are existing roads within one block in either direction, which provide a low cost and low impact alternative (i.e. Castle Hill Road, County Drive and Franklin Road) and which;
- a) Are built to handle large volumes of traffic unlike Robert Road;
 - b) Are built to handle large vehicles unlike Robert Road;
 - c) Are currently under-utilised unlike Robert Road; and
 - d) Will not present the traffic hazards and safety issues that will arise from pushing bus and commuter traffic onto a narrow suburban street such as Robert Road.
16. 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.
17. Please find the photos taken on Wednesday 21st November 2012 between 7.00am to 8.00am at County Drive / Castle Hill Road Intersection. Photos were taken at every 5 minutes irrespective of whether there were lines or traffic or not. Copies of the photos are in Annexure 3. There is any traffic congestion turning left at the County Drive/ Castle Hill Intersection during peak period.
18. 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.
19. County Drive and Castle Hill Road are built for the purpose of handling large volumes of traffic and large heavy vehicles. They do not have the traffic hazards and weight restrictions that the narrow suburban street of Robert Road has.
20. 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 whatever reasons the local council have allowed one lane each side for parking which defeated the whole purpose of building the two lane road in the first place. No parking should be allowed even now regardless of the future traffic for the railway. It almost seems like there has been political interference at either the state or local Government level to illogically allow parking all day on this road.
21. In relation to the NWRL proposal in EIS 2 of running buses south on County Drive, left into John Road and right into Robert Road, the NWRL is trying to capture commuters to and from the city who are currently situated at the bus stops on John Road between County Drive and Robert Road. These are 2 in total (1 for either direction), across the road from each other and metres away from the County Drive Bus Stop. Therefore, if these commuters were able to catch the bus situated at the County Drive Bus Stop, this would alleviate the need for buses to turn left onto John Road. The result of this small change would have a positive impact on the lives and value of properties of some 265 residents on Robert Rd and the surrounding streets.

22. In pushing to convert the quiet tree-lined street of Robert Road into a main access road, the NWRL have now suggested the creation of a continuous "no stopping/no parking" zone on either side of the street, which will affect the lives of all the residents in every home and community estate off Robert Road, many of whom rely on this parking for their family vehicles.
23. Based on the response/communications of NWRL representatives to date, it seems the NWRL does not seem to be truly undertaking a 'consultative process' and listening to the opinions and advice from the local community (i.e. those who arguably understand the traffic conditions and safety issues better than most) regarding current traffic flows in the area. The issues and alternatives put forward by the community are not being considered or addressed by the NWRL project team.
24. As someone who voted for this government and the prospect of a North West Rail Link, I find it unacceptable that this government would not seek to satisfy the community that supported it, and that it would disregard the views and opinions of the general public, local residents and local councils.

Our Proposals:

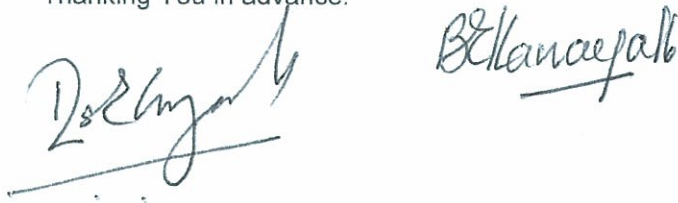
- A. The station should be located on top of Franklin Road and the station should be fed through Franklin Road, Country Drive and Castle Hill Road ***as per the originally planned.***
- B. ***Re open the Franklin Road*** for traffic so that commuters can access the station through Franklin Road.
- C. ***Re open Country Drive for 2 lanes traffic*** each way as originally operated.
- D. ***Re locate Cherrybrook Station at the top of the Franklin Road as per the originally planned.***
- E. The majority of the Cherrybrook resident who reside in the North of New Line Road will still travel to Pennant Hill station as there is not much difference in the distance.
- F. Castle Hill Road should be widened at the junction of Franklin Road as originally planned by RTA.
- G. It will be more practicable to re locate the station within Cumberland Forest so that it could have open station and the local residents will not be significantly impacted in a negative way.

Conclusion/ Summary:-

We hope that the impacts and affects on Robert Road residents detailed in this submission and in the EIS 1 submission is more than adequate to reject such proposals and you will consider the alternative options proposed in this submission and the submission to EIS 1.

Until these issues are addressed to our satisfaction, we have no alternative but to take whatever action is required, including raising community awareness through the media, etc, etc.

Thanking You in advance.



Nimal Stanley Ekanayake and Bernadette Ekanayake

Annexure 1- Our submission to EIS 1

Annexure 2- Copy of the letter received from Director of Planning & Infrastructure.

Annexure 3- Photos taken at Country Drive / Castle Hill Junction between 7am to 8 am on 21st November 2012.

Copies to:-

- Barry O'Farrell. The State Premier and also minister for Western Sydney. Ph 9228 5239, Fax 9228 3935, email is; office@premier.nsw.gov.au
- Andrew Stoner. Deputy Premier and Minister for Regional Infrastructure & Services. Ph 9228 5209, Fax 9228 5970, email is; office@deputypremier.nsw.gov.au
- Duncan Gay. minister for Roads and Ports. Ph 9228 5271, Fax 9228 5499, email is; office@gay.minister.nsw.gov.au
- Gladys Berejiklian. The minister for Transport. Ph 9228 5266; Fax 9228 3744, email is office@berejiklian.minister.nsw.gov.au
- Donald Page. The minister for Local Government. Ph 9228 2403, Fax 9228 3442, email is; office@page.minister.nsw.gov.au
- Dominic Perrottet. The local Liberal member for Castle Hill. Ph 9634 7474, Fax 9899 3340, email is; castlehill@parliament.nsw.gov.au
- The Hon. Brad Hazzard – Minister for Planning and Infrastructure, Governor Macquarie Tower , Level 31, 1 Farrer Place, Sydney NSW 2000. Email: wakehurst@parliament.nmsw.gov.au
- John Robertson. Leader of the opposition and shadow minister for Western Sydney. Ph 9671 5222, Fax 9671 5266, email is; blacktown@parliament.nsw.gov.au
- Linda Burney. Deputy Leader of the opposition. Ph 9718 1234, Fax 9787 1999, email is; linda.burney@parliament.nsw.gov.au
- Luke Foley. Shadow minister for Planning and Infrastructure. Ph 9230 2927, Fax 9230 3349, email is; Luke.Foley@parliament.nsw.gov.au
- Penny Sharpe. Shadow minister for Transport. Ph 9230 2741, Fax 9230 2589, email is; Penny.Sharpe@parliament.nsw.gov.au

- Ryan Park. Shadow minister for Roads. Ph 4285 1588, Fax 4285 1858, email is; Keira@parliament.nsw.gov.au
- Sophie Cotsis. Shadow minister for local government. Ph 9230 2080, Fax 9230 3056, email is; sophie.cotsis@parliament.nsw.gov.au
- Cecilia Densham. phone is 0478 407 152. her email is; Cecilia.Densham@transport.nsw.gov.au