

Diane Sarkies - Fwd: Attention Director Infrastructure Projects

From: Ross and Dianne Franklin <randdfranklin@yahoo.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 29/11/2012 7:32 AM
Subject: Fwd: Attention Director Infrastructure Projects

Attention: Director Infrastructure Projects

Re Application number (SSI-5414)
 North West Railway Environmental
 Impact Statement EIS2

Dear Sir

Whilst we support the overall concept of the NWRL we object to the use of Robert Rd as a feeder road to the proposed Cherrybrook Station for buses and general traffic as set out in the NWRL EIS2
 We live in a private community off Robert Rd.

Project Objection

- 1 Robert Rd was designed and built as a low level road for local residents.
- 2 The road is only 7 metres wide and is too narrow to accommodate the proposed type and level of traffic.
- 3 There are currently 265 residential blocks which use Robert Rd to access their properties and there are additional subdivisions planned which will increase this number to near 300.
- 4 The plan to limit kerbside parking in Robert Rd due to the narrow road width would have an enormous impact on local residents when family or friends visit or when trade persons are required.
 County Drive which is a major arterial road allows resident kerbside parking.
- 5 The entry to Robert Rd from John Rd is hazardous with poor visibility due to the steep hill approach.
- 6 There is park with a childrens play ground on Robert Rd. This park is very well used by local children and residents. Increased traffic would increase the danger around the park.
- 7 The reference to minimising the diversion of the existing bus route seems irrelevant as there are only 2 bus stops that would be effected and they are within walking distance of the proposed station.

Recommendation

- 1 Traffic approaching the Railway Station along County Drive should continue to the intersection with Castle Hill Rd.
- 2 County Drive approaching Castle Hill Rd becomes a 4 lane road.
- 3 Of the 4 lanes on County Drive exiting County Drive, 2 lanes are designated right turn into Castle Hill Rd, 1 lane designated straight ahead into Highs Rd and 1 lane left into Castle Hill Rd. This left turn lane is the least used with currently about 5% of the traffic turning left towards the proposed station.
- 5 It would seem logical to follow this route as the traffic lights give a good break for traffic turning left and approaching the proposed station.

Regards

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