

**Diane Sarkies - North West Rail Link**

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**From:** Robert Harrington <harrirob@hotmail.com>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 30/11/2012 4:52 PM  
**Subject:** North West Rail Link

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**Attention: Director, Infrastructure Projects**

**TO:** Department of Infrastructure and Planning

**FROM:** Robert Harrington of 69 Hyde Avenue Glenhaven NSW 2156

**APPLICATION:** North West Rail link (NWRL)

**APPLICATION No:** SSI - 5414

**PREAMBLE**

My son and his wife (Andrew and Sunita Harrington) purchased a property in the last quarter of 2010 at 11 Robert Road Cherrybrook. Since that time they have expended considerable funds renovating internally as well as undertaking external paving and landscaping work.

Together with their Solicitors they undertook the usual due diligence requirements which included taking into account the proposed NWRL. The first station stop was proposed for the area at Franklin Road some 400 metres further along Castle Hill Road and thus was not thought to be of such significance to stop the purchase.

The subsequent decision to move the station precinct to and make Robert Road a bus corridor has been of great concern to householders in this and proximate areas.

**MATTER FOR CONSIDERATION**

Objection to the proposal to use Robert Road Cherrybrook as a bus route with attendant removal of residential street parking.

**COMMENT**

As my wife and I live in a nearby suburb we are regular visitors to my son's place both on a social basis and to care for our granddaughter as we frequently pick her up from the local primary school and care for her until the arrival home of one of her parents from work. Consequently the decision to use Robert Road as a bus corridor will:-

Remove our ability to park in the street and limit the social and care function of our relationship  
 Cause concern for taking our granddaughter to the local well frequented children's park (which is less than 200 metres from their house) in view of the predicted heavy increase in bus and other vehicular traffic.

Create new safety concerns for all residents due to the changed road circumstances as mentioned in item 2 above.

It is not conceivable that Robert Road should be used as a bus and car entry point to the proposed Cherrybrook station when there are larger and more suitable roads surrounding this street such as County Drive, Franklin Road and Castle Hill Road. In fact the local council withdrew lanes on either side of County Drive some years ago and the sensible option would be to reopen these for use of the

es. This would be a much better and less costly option.

Reduce the value of my son's residence in view of the increased traffic flow for which there is no proposed compensation as well as changing the character of the area given this bus corridor was not in prospect nor intimated in published information when the house was purchased.

Consequently, you are urged to reconsider and cease with the decision to use Robert Road as a bus corridor.

Thank you,

Robert Harrington