

Diane Sarkies - Robert Road

From: "Enrico Pelleri" <ricco@pacific.net.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 3/12/2012 9:23 PM
Subject: Robert Road

Dear Sir/Madam,

I am writing with my concerns for the proposed alterations to Robert Road in the light of the NWRL Cherrybrook rail station and surrounding streets. As a resident of Dalkeith Road nearby I am aware of likely safety and amenity deterioration if Robert Road is used to convey commuters to the new station, as Robert Road will become the main thoroughfare for buses and cars to the station.

I hope that you would consider the needs of the majority residents of this area in this matter. Therefore, I am now writing to you in light of the recently released EIS 2, which suggests that plans are still in place to convert Robert Road, Cherrybrook, into a bus route and main access road for the Cherrybrook station.

I strongly object to this suggestion on the following grounds:

1. One of the primary reasons we purchased in Dalkeith Road was because of the quiet and peaceful nature of the street, which we believed would be ideal for raising our daughters.
2. 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 the Cherrybrook station.
3. 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.
4. 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. (And even if Robert Rd., was widened the increased movements would cause delay and disruption to the lives of the majority in Robert Road and surrounding streets).
5. 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.
6. 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.

7. As someone who voted for this current 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.

As it stands, we are asking the NWRL project team to respond to and ultimately enact the simple credible alternatives put forward by the Robert Road Action Group in our submission to EIS1, and which will be re-submitted in response to EIS2.

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

An unresolved matter about Robert Road will impact the delivery of the long-awaited rail line, and affect residents not only in Cherrybrook, but right throughout the Hills District.

I look forward to your reply.

Enrico Pelleri