

**Diane Sarkies - EIS2**

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**From:** "Lorraine McGregor" <lorray5@tpg.com.au>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 2/12/2012 9:54 AM  
**Subject:** EIS2

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Lorraine McGregor  
 5 Louise Way  
 CHERRYBROOK NSW 2126

9894 0014 (H)

2 December, 2012

ATTENTION: Director, Infrastructure Projects

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

Dear Sir/Madam,

RE: ROBERT ROAD RESIDENTS COMMENTS – OBJECTION TO BUS ROUTE ALONG  
 ROBERT ROAD, CHERRYBROOK - APPLICATION NUMBER SSI-5414  
 STATEMENT CONCERNING SUPPORT OR OBJECTION:

I refer to EIS2 on public display and vehemently object to your proposal to turn Robert Road into a "rat run" for access to Cherrybrook Station as detailed herewith:-

Current proposal on display – traffic both ways on Robert Road with no parking.

Advantages:-

NIL to residents.

Disadvantages:-

1. Safety in relation to accessing the existing playground on the corner of Robert and Dalkeith Roads.
2. No parking for residents of Robert Road and residents of community title properties which run off Robert Road which will in turn impact residents of Dalkeith Road and surrounding areas.
3. No bus stops on Robert Road which disadvantages any residents wishing to catch a bus to or from the station.
4. Existing difficulty with buses requiring two lanes of County Drive to enable left turn into John Road.
5. Delay in traffic flow with increased traffic turning in and out of Robert Road and the increased traffic coming down John Road from Franklin Road.

6. Increased traffic along Franklin Road.
7. Increased traffic along residential Robert Road.
8. Difficulties in turning right from Robert Road into the new "Station" road and then again at the lights on Castle Hill Road. Traffic will bank up from the lights making it impossible to access the new "Station" road to connect to Castle Hill Road.

Alternative proposal – Using existing 4 lane County Drive, turning left at Castle Hill Road and left into new "Station" road and providing lights at both Robert Road. Franklin Road and Castle Hill Road.

**Advantages:-**

1. Using existing four lane main arterial road.
2. Existing safety provided by wide median strip.
3. Existing safety provided by way of headlight screening due to existing trees.
4. Wide intersection with lights at Castle Hill Road.
5. Traffic lights along County Drive to assist with traffic flow.
6. Bus stops along most of County Drive for residents and non-residents to access buses to the Station and elsewhere.
7. No disruption to residential Robert Road and surrounds.
8. No disruption to Franklin Road and surrounds.
9. Provides easy access to the station and Thompsons Corner area for residents of Robert Road and surrounding areas.
10. Provides easy access to Castle Hill area for residents of Robert Road and surrounding areas.

**Disadvantages:**

1. No parking on main arterial road.
2. Extra sets of traffic lights would need to be installed (both Franklin Roads and corner of Franklin Road and Castle Hill Road thus keeping traffic on the main arterial roads.

It would seem obvious to me that the alternate proposal would be the logical one to access the new station and the current bus route could stay in place to access the south side of John Road and the Neale Avenue and Edward Bennett Drive areas.

I also include a statement from a Civil Engineer.

**"REFER: Environmental Assessment No. 2 Technical Paper: Construction Traffic and Transport Management - PREPARED BY AECOM AND ATTACHED IN EIS2 REFER PAGE NO.28, HERE IS EXTRACT BELOW**

**Franklin Road, Robert Road and Glenhope Road are all local roads with priority junctions at Castle Hill Road. Adjacent to the site Franklin Road and Robert Road are narrow two lane pavements. Robert Road is a narrow road of approximately 8.5 metres which provides only a single traffic lane if vehicles are parked on both sides of the road. Franklin Road provides kerb and gutter on the western side of the road with a narrow two lane pavement (approximately 7.5 metres wide) and narrow unsealed shoulder on the eastern side of the street. Glenhope Road provides two traffic lanes and parking lanes adjacent to the kerb although no edge marking is provided.**

**MY RESPONSE:** This is Totally Incorrect. The actual road width of Robert Road is 7 m and Franklin Road is close to 9 m ( for section between Doulton Drive and Castle Hill Road). IF anyone has access to GOOGLE EARTH, you can measure the width (there is tool).

**ALSO NOTED THAT ROBERT ROAD HAS BEEN REFERRED AS LOCAL ROAD BY HORNSBY SHIRE COUNCIL (REFER CHAPTER 9, SECTION 9.5.2) AS PER AUSROAD (National Association of Roads and Traffic Australia which is national body for road standards), Local Road is classified as two way lane with 2 parking lanes allowed and width a carriageway width of 9 m. FRANKLIN road fits into this category of local road, not ROBERT road.**

**Robert Road (based on 7 m) carriageway width is to be classified as Cul-de-Sac or Access road (it is not very specific), BUT it is not a LOCAL road (as referred by Council) by any standards.**

**CONCLUSION: EIS2 is void, All analysis undertaken by consultant AECOM whether intentionally or unintentionally are based on wrong carriageway width, this includes LINSIG analysis. Also Robert Road is classified wrongly as LOCAL Road."**

Please be advised that I am seeking legal advice in regard to compensation for soundproofing our house and present quote are running at around \$5,000.00 which would be the bare minimum.

Yours faithfully,

Lorraine McGregor.