

Attention: Director, Infrastructure Projects

3rd December 2012

Major Projects Assessment

Department of Planning and Infrastructure

GPO Box 39

Sydney NSW 2001

Dear Sir/Madam

**RE: SUBMISSION RELATING TO ENVIRONMENTAL IMPACT STATEMENT 2
NORTH WEST RAIL LINK / PROPOSED CHERRYBROOK STATION**

I strongly object to the proposed use of Robert Rd Cherrybrook as major access for buses to the proposed NWRL Cherrybrook Rail station

The use of Robert Rd as a main access corridor for buses to serve the proposed Cherrybrook railway station will create dangerous conditions for pedestrians, cyclists and other road users alike

There are a number of alternate options for access to this new railway station. The majority of traffic, and all buses should utilise existing major roadways which were designed for this purpose. Robert road is a narrow road, very steep in sections, and unable to be accessed easily from its northern point by large vehicles such as buses.

I understand that traffic congestion concerns in County Drive, which exist now, and are likely to escalate in the future have led to the selection of Robert Rd as a major access point for the station.

I live in Robert Rd and utilise the local road network twice daily. I enter John Rd and proceed towards County Drive joining many other motorists trapped in traffic by the recent closure of half of the County Drive roadway .

I then turn south onto County Drive and have a "patchy" run to the intersection of Castle Hill rd and County Drive. Congestion is more apparent in County Drive, particularly heading in a northerly direction, than on Castle Hill Rd heading in an easterly direction. The traffic flow is reasonably free flowing until the Coonara Rd intersection with Edward Bennett.

Buses should access the proposed new station by using County Drive and Castle Hill Rd. These roads serve as major roadways and must provide major access to the proposed station

Robert Rd is unsuitable for the use as a major access route to Cherrybrook Station. Parking restrictions will unfairly and unreasonably impact on the convenience and lifestyle of the affected residents. Property values will be adversely affected. The local feeder roads and Robert Rd will become dangerous

The NWRL is a massive new enterprise with a very long service life ahead. Long term traffic management plans must be implemented in early construction stages to ensure that residents located adjacent to major infrastructure are not disadvantaged in terms of reduced public safety and property devaluation

Matthew Ghisla

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