

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 result in a very significant permanent loss of amenity and quiet suburban quality of life to the local community

My husband and I bought our 4 acre property in Robert Rd, mainly for horse breeding, in the early 1960's and with our family enjoyed the quiet, leafy lifestyle of the local area for many years.

We subdivided the property, which was located on the western corner of Robert Rd and John Rd, in the early 1990's when we retired to the mid north coast of NSW.

Our subdivision works created Barkley Close at the rear of our property, and a portion of Ashford Rd. We also provided the required roadwork improvements to both Robert Rd and John Rd

To maintain a permanent connection with our long term Robert Rd area, my husband Bill and I retained four allotments from the subdivision fronting Robert Rd and constructed new homes which we own to this day

Robert Road originally was a picturesque tree lined narrow roadway and it brought the local residents at that time great joy to see it remain substantially the same following the area's subdivision phase in the late 1980's to the 1990's. It is almost impossible to contemplate that serious thought is being given to the conversion of this narrow road into a major traffic thoroughfare, including buses, with No Parking /No stopping restrictions on both sides.

Our properties, ie 47A, 47B, 57, and 59 Robert are located in the steep hilly portion of Robert Rd near its intersection with John Rd. The driveways are steep and slope downwards. It will be extremely dangerous for cars to reverse from these driveways onto a busy Robert Rd which is also being used by buses

County Drive was constructed to accommodate high level traffic usage. Robert Rd is a narrow street which is not suitable for this purpose. It presently struggles to cope with the minimal day to day local traffic.

Many additional cars will use Robert Rd when the proposed station is operational, as will many pedestrians and cyclists. It would seem to be a very poor planning decision to add large noisy bus traffic into the mix

I note that the number of parking spaces has been significantly reduced in the most recent EIS. I am concerned that the local streets will become a rail parking lot unless additional future parking is set aside at this planning stage

I realise that we must all share some of the burden to accommodate major new infrastructure, but it is surely poor planning to propose major traffic flow through an inadequate narrow roadway, such as Robert Rd, where common sense should dictate that major traffic flows should be directed through existing major roadways such as County Drive and Castle Hill Rd to minimise public safety, property devaluation and excessive traffic flow concerns

Yours sincerely

Beverley Fay Barkley

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Robert Road

The property was mainly used for horse breeding