

Attention; Director ,Infrastructure Projects.

Department of Planning and Infrastructure

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Environment Assesment No 2 NWRL Cherrybrook Station

Application no. SS1-5414

Attention DEPARTMENT OF PLANNING AND INTRASTRUCTURE

Dear Sir,

I am a Resident of 3 Robert Road Cherrybrook and lived here for 13 years. We have chosen this quiet Residential area to retire. The proposed railway will be an advantage to all including ourselves-but the Impact to us in our later years will be catastrophic.

We reside opposite the proposed bus entry to the station.

There will be continued NOISE-

THE NWRL has assured residents this will be minimum during construction-WELL WE WAIT AND SEE!

The impact of NOISE FROM- BUSES, TRANSPORT and THE CHERRYBROOK STATION! This will not decrease. What provision and compensation to residents have you in place?

There will be no smooth car traffic entering the station via Robert Road.

The proposed kiss and drop area will cause back up traffic down the single lane of Robert Road.

You also propose buses -10 minute apart to join this queue. There will then be the fight for traffic turning left or right entering/exiting the station.

There is no need for buses to access the station via Robert Road if County Drive was returned to the original purpose as a major 4 lane Road. Castle Hill Road is 4 lanes and able to cope with the buses. Castle Hill road was the previous bus route.

Robert Road is a residential road-for the use of local residents and for parking of friends and visitors to Robert Road.

To create a bus route to the station denies the residents the right to a peaceful life in a residential

area where people have invested their life savings

The no Parking in Robert Road will impact on residents in surrounding streets due to the increase Parking by visitors to Robert Road.

We propose the following changes in bus route.

1. Buses heading to the city currently head south on County Drive, turn left into John Road and then right into Franklin road towards the city. These people would not want to detour through Cherrybrook Station.

1. Existing bus route to the city remain as is and a separate shuttle bus and bus route be Established for commuters within the Cherrybrook catchment area for the sole purpose of transport to and from the Cherrybrook Station.
2. This would enable County Drive and Castle Hill road to easily handle any proposed additional buses transporting commuter to the station via County Drive towards Castle Hill Rd and then to Cherrybrook Station.
3. NO BUSES ON ROBERT ROAD
4. RESIDENT PARKING ON ROBERT ROAD

5. Make County DRIVE 4 Lanes

ENVIRONMENTAL ASSESSMENT No 2 TECHNICAL PAPER: CONSTRUCTION TRAFFIC & TRANSPORT MANAGEMENT.

We have been previously advised by NWRL personnel that the intersection of County Drive and Castle Hill Road has a classification of "F". This represents the base indication of the worst case in peak traffic. The document provided by NWRL provides the code for the Intersection Performance which is LoS=Level of service & DoS=Degree of Saturation at Intersection.

Table 13 on page 33 refers to the Cherrybrook Site - Intersection Performance and indicates that the referenced intersection has a LOS of "D" & a DOS of .090 in the am

Whilst in the pm the LoS is E & the DoS is E.

The LOS Criteria for intersections is provided on Table 4 page 12 and shows the various LOS from A to F with F being the worst case scenario.

Therefore as can be seen the intersection is categorised as being near operating capacity not as advised as category F which is Over Capacity, unstable operation.

In addition the waiting time at the lights has a bearing on the category nominated for any particular intersection. However the point which has been overlooked at this intersection is that the count appears to be taken with the 2 right hand turn lanes and possibly the centre lane in mind. They have not taken the left hand lane into consideration in their formulation of the NWRL document. For anyone who can avail themselves of the time they would quickly observe that the left hand lane is indicating green twice during a single green mode of the right hand lanes.

In short this means that the left hand lane is in the category of A, B and perhaps C which puts the left hand turn lane in the category of A = Good Operation, B = Good with acceptable delays and spare capacity, and C = Satisfactory.

This is a lot better than the original verbal advice provided to us where the designation of the intersection was nominated as F = Over Capacity, Unstable operation for the intersection as a whole.

Regards

Nino Vlatkovic
1/3 Robert Road, Cherrybrook 3126

30/11/2012