

DEPARTMENT OF PLANNING AND INFRASTRUCTURE

RE; APPLICATION # SSI -5414 - RE ROBERT ROAD, CHERRYBROOK

ATTENTION: DIRECTOR, INFRASTRUCTURE PROJECTS

Dear Sir/Madam,

I, Pauline Kwong reside at 4 Louise Way, Cherrybrook. My property backs onto Robert Road and is part of a community estate. I am writing to express my grave concerns over your proposal to use Robert Road as a feeder road into Cherrybrook Station and to make it a NO STOPPING zone. Prior objections and concerns lodged by the Robert Road Group and residents, before and on the 21 May 2012 have obviously been ignored and according to EIS2 the plan to use Robert Road as a feeder road still stands. I set out below the logical reasons put forward initially as to why this plan is so illogical and again put them forward for your consideration.

Current traffic movement along Robert Road

In its current form, Robert Road is currently designed to accommodate low level traffic for local residents. In fact it is so narrow at points, that when there is a car parked on one side of the road, only one car can pass through at a time. When there is a car parked on either side of the road at any point on Robert Road, one car must pull over to the side of the road to allow the oncoming car to pass.

Entering and Exiting Robert Road from Castle Hill Road

In 1999, access for Robert Road from Castle Hill Road was altered to allow only left in and left out movements. The intersection was characterised as having a high incident of accidents and this traffic arrangement was implemented in order to reduce the potential for accidents. Furthermore, with these houses built directly beside Castle Hill Road on the east bound approach to Robert Road, drivers are not able to see oncoming traffic moving up Robert Road towards Castle Hill Road until they are in the process of turning into the street. Any more traffic will only increase the risk of accidents on this already hazardous intersection.

It is vital to note that street parking is imperative throughout Robert Road given the sheer quantity of houses that are either battleaxe blocks or community estates, both having limited off street parking. That is, in the absence of sufficient off street parking, residents and their guests are required to park in the street. With this in mind, residents and users of Robert Road already appreciate the caution required when navigating through the road in its current state, including the need to regularly give way to oncoming traffic. As Robert Road is only 7 metres wide buses would only be able to pass if it was made a CLEARWAY 24/7 OR NO STOPPING)

I cannot understand why County Drive has not been considered or chosen as the feeder road. It is a link road and was designed to carry heavy traffic and could easily accommodate the extra traffic envisaged by you. It is under utilised and has a complete lane in both directions which is currently used only for parking for about a dozen cars. This could be made into a bus lane and therefore the changes to County Drive would be minimal compared to the changes, the cost, the impact and the inconvenience to Robert Road. At any given time day or night, traffic turning left out of County Drive into Castle Hill Road is minimal and buses using County Drive as opposed to Robert Road would not present a problem.

I had bought over 12 years ago in a quiet suburban area because of the quality of life it offered. I feel that the continual flow of buses will be detrimental to my health, due to the envisaged bus fumes and noise and Robert Road will no longer be a nice peaceful place to live. I also add that Robert Park, which is a playground for many of the children in this neighbourhood and my grandchildren when visiting will be unsafe .

I ask that you give my concerns serious consideration and let commonsense prevail.

Yours sincerely,

Pauline Kwong 30 November 2012