

Diane Sarkies - EIS 2 - NWRL

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**From:** Peter McCaffrey <petemacal@gmail.com>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 2/12/2012 6:24 PM  
**Subject:** EIS 2 - NWRL

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Director - Infrastructure Projects  
Major Projects Assessment  
Dept of Planning & Infrastructure  
G.P.O. Box 39  
Sydney N.S.W. 2001

I am writing to place a submission against EIS 2 for the NWRL. Please be aware that you may receive submissions via several means due to Robert Rd residents' submission to EIS 1 being "lost". We will therefore attempt to give your department every opportunity to register, acknowledge & reply to submissions for EIS 2.

I hereby, strongly object to the proposal for Robert Road to become a "Main Access road" into the future Cherrybrook Railway Station.

It is my understanding that to enable this narrow and busy road to accommodate buses, the intention is to create a "No stopping/No parking" zone the full length of the street and that widening will be carried out. Even if the road was widened the impact of buses moving along Robert Road during the peak hours of 0700 to 0900 & 1500 to 1800 would simply be flirting with danger. There have been several near misses at the John Rd / Robert Rd intersection without larger vehicles turning there and further restricting the vision of car drivers. I can not understand why the planners for this project have come to the conclusion that pushing buses up narrow Robert Road when well established routes along David Road, County Drive and Castle Hill Road provide numerous options on wider roads that have been designed for higher traffic flows.

I have been told by other residents that NWRL representatives had told them that buses must continue to travel up John Road so that the residents of John Road are not disadvantaged. If buses turn up Robert Rd (approximately half-way along John) does that mean that 50% of them will be disadvantaged anyway? I don't think so, at least 10% of passengers getting on buses at stops on John Rd drive from elsewhere and park in John Road. If buses continued up County Rd, passengers would simply walk (or drive) an extra 200 or 300 meters and get on at County Drive.

When my wife and I purchased our land at 17 Robert Road in 2009, the abundance of on street parking was a major factor to convincing us it was a sound investment. My family includes myself, my wife and three sons who all drive and own cars (a total of 6). Where do we park if Robert Road is made a No Parking zone? Or probably more to the point do the NWRL Authority, State Govt or Hornsby Council really care about the disadvantage, danger and inconvenience that this proposal will impose on the citizens of our street? Before this ludicrous (and dangerous) proposal goes any further the citizens of

Robert Road deserve explanations.

Please answer the following questions;

- 1.If parking is removed, how are the residents of Robert Road to be compensated for inconvenience caused by loss of parking for their family and visitors?
- 2.What studies were examined to determine that County Drive & Castle Hill Road are not suitable for buses from John Road to access Cherrybrook station?
- 3.What studies have been done to ascertain where passengers that board buses from stops on John Rd actually live?
- 4.How can widening Robert Road be more financially viable than simply redirecting buses from turning left into John Road, straight up County Drive and left into Castle Hill Road?

Regards,

Peter McCaffrey

17 Robert Rd,

Cherrybrook.

N.S.W. 2126