

[REDACTED]
Cherrybrook NSW 2126

29th November 2012

Director-General of the Department of Planning and Infrastructure
Major Projects Assessment,
Department of Planning and Infrastructure
GPO Box 39
Sydney NSW 2001

Attention: Director, Infrastructure Projects

NORTH WEST RAIL LINK
ENVIRONMENTAL IMPACT STATEMENT 2
APPLICATION NUMBER (SSI-5414)
OBJECTION TO PROJECT

Names: [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]

Address: [REDACTED] [REDACTED] [REDACTED] Cherrybrook (included in Acquisition of Sub-Surface Stratum Land)

Reportable Political Donations: NIL

Please do not include our names on the Department's website.

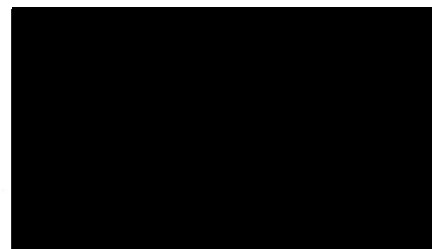
The reasons for our objection are as follows:

- The conversion of Robert Road from a quiet suburban street with adequate on-street parking for residents and visitors to a busy bus and car route with no on-street resident or visitor parking allowed. We acquired our property on the basis of a quiet, family friendly neighbourhood with minimal traffic and easy access
- Robert Road is currently the only route that can be used by 100 plus homes in the Dalkeith Road/Castle Hill Road/County Drive/Robert Road block to access Castle Hill Road or County Drive and with this change will mean that these vehicles will now need to endure bus traffic along this narrow route and other additional vehicles using this route that would normally be required to use Castle Hill Road, John Road and County Drive
- Morning traffic at John Road and Robert Road is already congested with both directions continually blocked with vehicles trying to turn or backed up from the County Drive and John Road intersection. This route is also used by locals to drop their children off at the rear entrance for Cherrybrook Public School and Tangara Girls School. John Road approaching Franklin Road is also very narrow and adds to the delay especially if two buses are passing each other. Visibility is also an issue at the John Road/Robert Road intersection with vehicles parked on both sides of the road, especially when turning right from Robert Road into John Road. Vehicle speed down the hill from Franklin Road on John Road is also a concern when added to poor visibility and volume of traffic. Buses turning from County Drive into John Road continually have near misses with buses

encroaching onto the wrong side of the road, this further adds to the congestion with no-one being able to move until lights change and then only if County Drive heading towards New Line Road is not also blocked

- Concerns were also raised at the recent information sessions regarding large eucalypts situated between County Drive and Robert Road which are within a distance of 5 to 10 metres from the proposed corridor. There is a risk that with increased pedestrian activity injuries may occur from falling limbs both during construction and thereafter. We have been witness to a vehicle having a large branch fall onto it's bonnet whilst driving along Castle Hill Road. Fortunately the driver was not injured but was severely shaken.
- Increase in pedestrian traffic and noise along Castle Hill Road at weekends and night going to and from the station
- The train station will become a meeting place for youths in the area and could become a trouble spot including graffiti and other damage to property in the immediate area
- With increased pedestrian traffic, particularly school children, the likelihood of annoying behaviour towards pets will increase and cause disturbance for neighbours
- Bus access via Robert Road is not the best option to reach Cherrybrook Station. There is already a purpose built, wide access route (unfortunately currently reduced by Local Council), County Drive with a left turn into Castle Hill Road
- We disagree with comments that use of routes other than Franklin Road and Robert Road would weaken bus services in the key station catchment to the north. Congestion would be decreased and improve traffic flow along County Drive and Castle Hill Road if County Drive was returned to a 4 lane major road. Surely pedestrian safety would be improved for local residents who choose to walk to the station via Robert Road and connecting walkways
- Four sets of traffic lights from County Drive to Edward Bennett Drive will result in more delays along Castle Hill Road and result in more noise for residents with properties on Castle Hill Road from slowing, stationary and moving vehicles
- Provision for extensive mature landscaping and noise reduction in the immediate vicinity of the station appear evident and will become an urban marker for the entrance to the station, but what about the area between County Drive and Robert Road, shouldn't this area also benefit from mature plantings and other noise reduction techniques to combat additional vehicle and pedestrian noise, which will commence from before the first train in the morning and potentially all day until the last train in the evening

Yours faithfully,

A large black rectangular redaction box covering the signature and name of the sender.A black rectangular redaction box, likely covering a stamp or another signature.