

Attention: DIRECTOR, INFRASTRUCTURE PROJECTS

North West Rail Link (NWRL)

Environment Impact Statement 2

Response Submission regarding detrimental impact of NWRL on Robert Road, Cherrybrook

December 2012

Noel Stringer

7 Robert Road,

Cherrybrook. 2126 NSW

Submission No. SS1-5414

This report is being emailed via my neighbour Ian McLean on my behalf as I do not have a computer.

I have not made a donation to a political party in the last two years.

Application number: SSI-5414

I reject the EIS2 submission as a flawed document due to incorrect road measurements. See www.saverobertroad.com for further details.

I wish to strongly object to Robert Road being used as a feeder road to the yet to be constructed Cherrybrook Railway station.

Specifically I object to public transport, notably buses, and cars using Robert Road to access the new station.

My objection is based on the following grounds:

1. Robert Road is a narrow road designed for low numbers of vehicles. It is not designed for heavy traffic, particularly large vehicles such as buses.

2. The absurdity of the proposal to use Robert Road is further highlighted by the more sensible option of using County Road and then Castle Hill Road. County Drive is clearly designed for heavy traffic. Robert Road is not. We therefore propose that buses heading south on County Drive continue and turn left into Castle Hill Road and head towards Cherrybrook station, instead of the NWRL proposal of buses heading south on County Drive turn left into John Road and right into Robert Road and then south into Robert Road and onto Cherrybrook Station.

3. Contrary to the NWRL proposal, traffic heading South on County drive turning left into Castle Hill Road at peak traffic times encounters very little traffic. And traffic heading east on Castle Hill Road in morning peak time does not slow down until after the station site has been passed. Traffic turning right onto Castle Hill Road does encounter delays, but this is in the opposite direction!

4. Safety issues are paramount. Robert Road is a quiet street, with pedestrians crossing the road at many points, and often, to get access to the park at the corner of Dalkeith Road. No pedestrian crossing exists.

5. Cars existing the estates running off Robert Road will not be able to exit safely. The increased traffic of large vehicles will obstruct vision. Accidents are bound to happen with the toxic combination of large vehicles and a narrow street.

Please be advised that I wish to be involved in all discussion and proposals regarding the future use of Robert Road in relation to the NWRL.

I also reject the railway being moved across the road from my house, and if the situation is not resolved in my favour, compensation claims may be lodged against NWRL.

Noel Stringer.

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