

**Diane Sarkies - Response to NWRL EIS2 - In regards to the planned use of Robert Road, Cherrybrook.**

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Infrastructure Projects  
 Major Projects Assessment  
 Department of planning & Infrastructure  
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**Name:** [Redacted]**Address:** [Redacted]**Application Number:** (SSI-5414)**Response to NWRL EIS2 - In regards to the planned use of Robert Road, Cherrybrook**

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I strongly object to the proposal of Robert Road, Cherrybrook being used as a bus access road to Cherrybrook station. I also strongly object to the removal of resident parking on Robert Road.

I object to the above for the following reasons:

1. Robert Road is the only access road for residents in Dalkeith Road, Dunraven Way, Rochford Way, Mariam Close & Zulf Place. Over 100 homes. As a result Dalkeith Road & Robert Road will be very congested & dangerous. This congestion will increase with the residents of Robert Road (who are no longer able to park in Robert Road) having no choice but to park in Dalkeith Road, and surrounding streets.
2. Robert Road was never designed to cater for buses. The road is narrow and in some places there is no curb or guttering.
3. The bus fumes that children playing at Robert Park (cnr Robert & Dalkeith Road) will be subjected to. Also the danger of buses being so close to Robert Park (that children are currently just crossing the road to play at) as the road is so quiet.
4. Robert Road is not designed to cope with all the buses to and from the station together with, residents, guests & commuters. This will add an increase load onto Robert Road, Dalkeith Road & surrounding streets. This increased load will also make it dangerous as both these streets are very narrow.
5. Dalkeith Road is a very narrow road already, some residents of Dalkeith Road already park their cars on the street then you add potential Robert Road residents and visitors, and commuters for the rail link this will cause major traffic congestion will make it almost impossible for residents to enter and leave their drive ways due to cars being parked alongside and opposite drive ways in an already very narrow street. Having cars parked both

sides of Dalkeith Road makes the road almost impossible for through traffic.

6. Garbage collection days would be almost impossible with additional cars being parked in Dalkeith road on both sides and surrounding streets. Where do residents leave their bins on collection day for the trucks, who would find it very difficult to get through due to cars both sides of the road?
7. The residents of Robert Road and Dalkeith Road purchased their property at a price reflective of the fact that the streets are quite and safe with low traffic volume. We sold our last property in Mobbs Lane Epping 2 years ago because of the development at the old channel 7 site. We spent a lot of time and did all our research to find a quite location to move to, including council reports where we found details about the NWRL and Cherrybrook Station being on Franklin Road so we decide that we would purchase our property in view of this information. **If we had known what was in EIS1 & EIS2 at that time we would NEVER have purchased the property!!! We will seek compensation if we find any of the key points that we purchased our property are compromised because of the NWRL development!!!**

I propose that buses continue south on County Drive instead of turning left into John Road, then turning left on to Castle Hill Road and entering Cherrybrook Station via Castle Hill Road.

I support this for the following reasons:

1. County Drive is a better equipped road for buses & able to cope with a higher volume of thoroughfare traffic.
2. Residents of County Drive would not be effected by this as they purchased their property knowing it was on a busy road & the purchase price of their property is also a reflection of this.
3. If the bus continued on County Drive to Castle Hill Road it would cater for people living on Castle Hill Road west of County Drive that want to get to the station. The buses would also cater for people on Highs Road and West Pennant Hills (southern side of Castle Hill Road).
4. People who commute in buses know that they will be in some level of traffic. It would only be a 8 minute walk for residents in John Road to get to the train station. Currently on morning walks I see residents from Robert Road, Dalkeith Road, and nearby streets walking to John Road to catch the bus. These people will then have a 5 minute walk direct to the station & the John Street residents are likely to walk to the station similar to what the Robert/Dalkeith people do now to catch the bus.
5. On mornings that I have had to drive left out of County Drive on to Castle Hill Road my wait has been minimal if any.

My suggestion is:

1. That County Drive be changed to 2 lanes or
2. That County Drive has no parking (using both lanes) during peak hours, so that residents can still park outside their property outside peak hours.

The questions I would like answered by NWRL:

1. In EIS2 one of NWRL's concerns opposing the buses continuing on County Drive and left into Castle Hill Road, was that the residents of John Road/Franklin Road would not be able to catch a bus to the station. What are the numbers that NWRL has for people they believe would be disadvantaged from John Road/Franklin Road if buses didn't turn left into John Road? How were these figures obtained? Does NWRL know how many people who catch the bus in John Road are actually residents of John Road or surrounding Streets??? I frequently walk my dog on John Road anywhere from 6.45am to 7.50am and the numbers of people waiting to catch the bus have been very low.

**\*\*\* Please note:** I have witnessed a number of people parking their cars ALL DAY in Ashford Road then crossing the road and catching the bus at John Road. I see this every day I walk down Ashford Road.

2. At the recent open day by NWRL at Castle Hill we were told that Cherrybrook Station will be called "The Station in the Forest". We were also told that there is a possibility that high rise units may be built in the locations (on the station plan) currently marked "Future use to be determined by Master plan." My question is do high rise units "fit in" with the Cherrybrook community & "The Station in the Forest???"
3. What plans does the NWRL have in place for streets nearby to Robert Road (namely Dalkeith and streets off Dalkeith) to combat the following:
  - All day parking by commuters wanting to catch the train
  - The narrowness of the street & danger associated with the narrowness
  - Commuters parking their cars on both sides off the road
  - Residents having easy access in and out of their driveways
  - The decrease in property value as a result of the street becoming noisier, more congested & dangerous?
  - Garbage collections. How will the garbage truck get through the street with car parked on one or both sides of the road? Where will bins be placed for collection & drop off?
  - No walking footpath on one side of the street. Lawns being damaged from people walking on it.
  - No curb on part of the street.
4. We would like confirmation from NWRL that they understand all the concerns that the residents of Robert Road/Dalkeith Road & adjoining streets have raised from EIS1 & 2. Also out of these concerns what action will be taken by NWRL to remove these concerns?

As part of the Robert Road action group we will do all in our power to make state government, local council & the NWRL understand that the whole purpose of the NWRL was to help residents & make transport easier for them and not to strip them of the very things they have worked many years to attain & have invested in within their community. After all that is why we elected the state government & local council that is currently in office. Part of their election campaign was to help the residents of the Hills district. This is where we need you to stand up and REALLY listen & action our concerns, especially if there is any hope for a long term in office.

We eagerly await your response to our submission.

Regards

