

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

John & Heather Laherty
10 Louise Way
Cherrybrook NSW 2126

18th May 2012

Application (SSI 5100) Northwest Rail Link. Cherrybrook Station.

We reside at the above address and have done so for the past 19 years. Our property is close to the proposed Cherrybrook station precinct. We are generally supportive of the Northwest Rail project and pleased to see a start being made, albeit years overdue. We are not members of a political party and have not donated funds to any political party.

The Initial EIS, on first reading, seems to be comprehensive and considerate of the environment and the local residents, if you exclude those whose homes are being compulsorily acquired.



Our concerns however are raised over the question of traffic management once the station is completed. We did not attend the information sessions but having been briefed by several who did, we are somewhat alarmed to hear that the NWRL planners are considering using Robert Road as a bus feeder route for the station. We strongly object to this on the following grounds:

1. Robert Road is a narrow residential street with parking on both sides and completely unsuited to bus traffic.
2. The intersections of Robert Road with John road at one end and Castle Hill Road at the other are problematic. Driving through these intersections daily we see many near misses and conflict, as well as actual collisions. Robert road was made a left turn only at its intersection with Castle Hill Road a couple of years ago for this reason. The John Road intersection is at the bottom of a short sharp hill in Robert Road which obscures driver's vision of oncoming traffic. With cars parked on both sides of Robert Road drivers turning into Robert Road can encounter traffic coming in the opposite direction, head on, both in the centre of the roadway. Further, traffic coming down John road from the east move down a steep hill and are usually travelling well in excess of the 50km/hr. speed limit when approaching the intersection.
3. It is hard to imagine why a bus heading to the station coming down County Drive from Dural would turn into John Road and then Robert Road when continuing along County Drive and turning left into Castle Hill Road provides a more expedient route on roads designed to carry buses. This holds true for traffic heading in the reverse direction too.
4. Robert Road has a children's playground opposite our street and this is well patronised. Bus traffic would heighten the risks to users.
5. The original plan for Robert Road was that it would bend around the back of the community property in which we live into a new development and finish up heading east for a short distance before becoming a cul-de-sac. With this in mind Hornsby Council has engineered the road surface such that a kind of chicane now exists for traffic travelling in both directions in Robert Road where it intersects the creek. You only have to stand at the corner of Louise

way and Robert Road for 30 minutes on any given day to see how badly this works. The chicane has the effect of moving traffic onto the wrong side of the road. Drivers do not slow down when coming down the hill in a northerly direction and end up, travelling at considerable speed, on the wrong side of the road as they pass Louise Way. Residents of Louise Way are all aware of this and have all had close calls. Buses would be even harder to keep within the lane markings and passing buses at any time would be impossible, not only at this point but anywhere cars were parked in Robert Road.

6. I doubt that Robert Road paving strength is sufficient to support intensive bus traffic as it was built for residential not arterial traffic.

Thank you for your invitation to residents to have their say. I trust that our voices, along with all the others raised in protest at this pointless and disruptive idea, are properly heard.



John & Heather Laherty