

Summary

The submission highlights the concern of the residents of 52 Robert Road regarding communication by NWRL representatives in relation to the incorporation of the Additional Construction Zone to be included into footprint of Cherrybrook station post construction stage and subsequent conversion of Robert Road as a feeder road for buses and general traffic for accessing Cherrybrook train station.

Our Submission

This is a formal response to EIS1 submission with the expectation that the issues raised below will be resolved in the future EIS2. It is our expectation that EIS2:

1. Will NOT incorporate the operation of Robert Rd as access feeder road into the station as mentioned by NWRL representatives;

Hence our submission covers

1. Impact to residents of Robert road.
2. The hazard and detrimental consequence should Robert Road be used as a feeder road to Cherrybrook station
3. The diminution in property values as a result of Robert Road being used as a feeder road.

The potential operation of Robert Road as a feeder road to the Cherrybrook station.

We are strongly opposed to the proposal made by the NWRL representatives at the meeting on the evening of 19th April 2012, to now take advantage of the Additional Construction Zone by using Robert Rd as a Feeder Road into the station.

Feeder roads, as we understand, are roads of high traffic flow designed to support a continual flow of both cars and buses.

1. Impacting resident lifestyles

Robert Road is currently a residential low traffic area with on street parking available to support the extra parking required by a variety of housing complexes existing in the street. Street parking already restricts the easy flow of residential traffic requiring oncoming cars to give way to each other and avoid collisions. For Robert road to become a feeder road there would be either the need to remove on street parking and/or widen the road. Both are unacceptable

alternatives because 1) they would impact significantly on resident's lives i.e. no parking outside their own homes; and 2) potentially infringing on local properties size and easements because there is insufficient space for widening the road without removal of sidewalks/footpaths.

2. Hazard and risks

As residents at the junction of John Road and Robert Road we will be deeply affected by the increase in traffic should Robert Road be made a feeder road. As is, in entering Robert Road drivers are faced with a short but steep hill with no visibility of oncoming traffic. In addition, drivers turning left from John road into Robert Road have no clear visibility of any oncoming traffic. Additionally, vehicles travelling west on John Road come down a steep hill and consequently increasing their speed and turning onto Robert road at a higher speed than recommended. As residents of 52 Robert Road, the driveway of our residence is placed a few meters from the intersection (John/Robert road). There is no other alternative to move our driveway because of the current plan of the house. For example, removing our trailer either forwards or reversing up our driveway requires another member of our family to stand at the corner of John/Robert road to warn and prevent any on coming turning traffic from colliding with our vehicles as we exit or enter our driveway.

In view of the above, we presently are already at great risk when we either reverse or enter our own driveway in the minimal traffic that currently supports residents of Robert Road. Any increase in traffic flow including large buses as a result of the road becoming a feeder road will not only increase the hazard of a collision but also increase the risk of injury even further.

3. Decreased in property values

The founding of high property values in Robert road is the fact that they are away from the main thoroughfares although still close to main services and facilities. This is the reason why all residents of Robert Road paid top dollar for their homes, as opposed to for example, a lower property cost in County Drive - a main thoroughfare in and out of Cherrybrook.

As owners of 52 Robert Road, at the corner of John and Robert Road we stand to lose the most on our home value should Robert Road become a feeder road because of increase in traffic, noise, and pollution. Our home would be transformed from a desirable place to own to a house at a busy intersection. Since our home (i.e. our well earned Australian dream) is also funding our retirement, the proposal by the NWRL representatives to make use of Robert Road as a feeder road when there are other better alternatives to consider is callous and unmindful of the potential impact that it will have not only on us

personally (as we see our retirement funds decrease substantially because of loss of property value) but also for the other Robert road residents who are also likely to have their homes decrease in value substantially.

We would like to suggest that the NWRL consider the use of County Drive as it was originally intended /designed to take the majority of traffic out of Cherrybrook into Castle hill Road and on to the Cherrybrook station.

For these above reasons, we strongly oppose any decision by NWRL to use Robert Road as a feeder road. Further action will be considered in order to stop this resolution and/or recover from the NWRL an amount equivalent to the loss in value that our property will suffer.

4. Additional Construction zone

We are not opposed to the recent incorporation of the Additional Construction Zone into the footprint of the Cherrybrook station. However, we are strongly opposed if NO measures such as that of restricted on street parking for non-residents and/or restricted residential only access to Robert Road is provided.

We would prefer in view of the increased noise, traffic movements, pollution and general impact on our quality of living during the construction phase of this project that we should be compensated by the closure of the connection of Robert Road to Castle Hill Road thereby preventing the likely development of an increase in traffic even if Robert Road is not designated as a feeder road.