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17/05/2012

The Director, Major Projects  
NSW Department of Planning and Infrastructure

**Re Application number SS1-5100  
North West Railway Environmental  
Impact Statement 1 ( EIS 1 )  
Traffic arrangements at Cherrybrook  
Station Precinct**

**Project Objection**

I live in a private community off Robert Rd Cherrybrook.  
Following my attendance at a Community Information Session I have learnt of the increased footprint of the Cherrybrook Station Work Site which now reaches Robert Rd. During my discussion with North West Rail representatives it was suggested that following completion of construction the increased footprint would remain as part of the station precinct and Robert Rd would then be used as a feeder road for buses and general traffic to access the railway station.

Whilst I support the North West Railway I strongly object to Robert Rd being a feeder road to the new station.

**MY OBJECTIONS**

- 1 Robert Rd was designed and built as a low level traffic road for local residents.
- 2 The road way is only 7 metres in width and is too narrow for accommodate the proposed type and level of traffic.
- 3 There are currently 265 residential blocks which use Robert Rd to access their properties . There are additional subdivisions planned which will increase this number to near 300.
- 4 Resident and visitor parking on the side of the road often limits the road to a single lane where vehicles sometimes need pull over and stop to allow oncoming vehicles to pass.
- 5 The entry to Robert Rd from John Rd is hazardous with poor visibility due to steep hill approach.
- 6 There is a park with a childrens play ground on Robert Rd. This park is very well used by children and local residents, increased traffic would increase the danger around the park.
- 7 Loss of property values due to traffic and noise.

**RECOMMENDATION**

- 1 Traffic approaching the Railway Station that could use Robert Rd under the proposal suggested by the North West Rail representative would approach via County Drive and John Rd.  
As the traffic is already on County Drive it would be easier for this traffic to continue to the intersection with Castle Hill Rd where County Drive is a 4 lane road, they would turn left into Castle Hill Rd and enter the station precinct from Castle Hill Rd via an entry lane.
- 2 At the intersection of County Drive and Castle Hill Rd there are 4 lanes of traffic exiting

County Drive, two lanes are for traffic turning right towards Castle Hill, one to cross over into Highs Rd and one to turn left.  
Currently approximately 75 % of traffic turn right to Castle Hill, 20 % go straight ahead into Highs Rd and about 5% turn left into Castle Hill Rd towards the proposed station.  
As the traffic is turning left the traffic lights are providing a break for traffic wishing to enter the station precinct.

This would be a suitable alternative to using Robert Rd and all its issues.