

“ATTENTION: DIRECTOR, INFRASTRUCTURE PROJECTS”
DEPARTMENT OF PLANNING AND INFRASTRUCTURE
Resident Submission: NWRL EIS2 Application Number: SSI-5414

Dated: 26/11/ 2012

1. Resident Details

Joy Bull
7 Arundel Way
Cherrybrook NSW 2126

2. Application Details

Application Name:
“Joy Bull - Resident Submission NWRL EIS 2 – Cherrybrook Traffic Management”

3. Application Number: SSI-5414

4. Statement of Objection to Proposal

Background

I have lived in this area for thirty two years. Twenty years in Edward Bennett Drive and the last twelve years in Arundel Way. I am consequently very familiar with Sydney's North West and Cherrybrook in particular.

Both Robert Road and Franklin Road are typical suburban streets servicing the needs of residents. Both roads are particularly narrow in comparison with nearby County Drive, John Road and Edward Bennett Drive. They are certainly unsuitable in their current form to become primary feeder roads to Cherrybrook Station as proposed in NWRL EIS 2.

Key Reasons Supporting This Objection

Robert Road would become an unworkable traffic bottleneck

Robert Road currently accommodates immediate residential traffic from the following roads that feed into it.

- Arundel Way – Private road of 31 homes
 - Camelot – Private road of 5 homes
 - Louise Way – Private road of 17 homes
 - Oliver Way – Private road of 15 homes.
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- Dalkeith Road – The only access for hundreds of homes in a network of dead end streets flowing into it and on to Robert Road.

Proposed “no parking” in Robert Road is unacceptable. Arundel Way has no guest and service vehicle parking on site. Other Private Roads would be similarly affected.

Dalkeith Road and the dead end roads that flow into it would become a bottleneck for residents entering and exiting their homes should Robert Road become the primary suburban feeder road to Cherrybrook Station.

My understanding is that Robert Park is to be reduced in size. Robert Park is a lovely place to take our grandchildren to play and making Robert Road a feeder road to the new station will, in my opinion, endanger the lives of those of us who use the park and regularly walk there either along Robert Road or Dalkeith Road.

Buses on 642 and 642X route

I regularly travel to the city on the 642(x) route and hopefully I will be able to continue to travel to the city by bus as I believe it will be a much faster option than travelling to the city by train via Epping and changing at Chatswood.

At the recent information afternoon held at Castle Hill a representative of the NWRL advised that the current bus route which travels south along County Drive, east up John Road and right into Franklin Road and left into Neale Avenue would be changed to accommodate passengers wishing to leave the bus at the new Cherrybrook Station. The new arrangements would be that after buses enter John Road, they would turn right into Robert Road, continue through to the back of the new station along the yet unnamed road behind the station, left into Franklin Road and would resume the normal route down Neale Avenue and right into Edward Bennett Drive.

I do not believe anyone from NWRL has travelled on the 642(x) route. If they had, they would have noticed that it will be extremely dangerous for buses to be travelling both ways down Robert Road at any one time. The road is extremely narrow and there have been many documented stories of head on collisions, cars cutting the corner when turning from John Road into Robert Road and no proper pedestrian footpaths for those walking along Robert Road (except in some newer sections).

County Drive on the other hand is purpose built for heavier traffic requirements.

Currently there is a bus stop only metres from County Drive, in John Road. There is also a bus stop in County Drive, shortly before reaching John Road. I see no reason why passengers could not catch their bus in County Drive and for the bus to continue south along Country Drive to Castle Hill Road, turn left into Castle Hill Road and continue down towards Cherrybrook Station. After leaving the station, the bus could turn left into Franklin Road, right into Neale Avenue and continue its journey to the city on the existing route. The only bus stop affected by this change would be the one located near the bottom of Robert Road, in John Road. Surely, anyone using this stop (which is my closest stop) would be happy to walk to Cherrybrook Station to pick up

the bus there. Most people have to walk some distance to a bus stop and this change would be a small inconvenience for a very low number of passengers as I have rarely seen more than two people at the Robert Road/John Road bus stop in all the years I have been using this service.

5. The Solution:

- a) Close Robert Road at the existing dog leg so that all traffic north of that dog leg will have to exit to Castle Hill Road by driving north along Robert Road and then turning right or left at the intersection of John Road. This will have the effect of stopping “rat running” through a very narrow Robert Road to Cherrybrook Station and will cut down the number of cars exiting Robert Road either into the station precinct or onto Castle Hill Road.
- b) Use County Drive as the main bus route for the 642(X) bus (a small inconvenience for those people catching the bus in John Road).
- c) Widen Castle Hill Road travelling east from County Drive by providing a bus only lane down to Cherrybrook Station.
- d) Do not proceed with the new road behind the station, but rather make the new road in front of the station (moving the station further north between Robert Road and Franklin Road) with an entrance and exit at each end, parallel with Castle Hill Road – similar to the existing bus hub found on Epping Road at Lane Cove.

I would appreciate your consideration of this submission and look forward to receiving your response to it.

A signed copy of this submission is being mailed to “Director, Infrastructure Projects”.

Yours faithfully

Joy L Bull