

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

**Dated: 26/11/ 2012**

**1. Resident Details**

Graham Bull  
7 Arundel Way  
Cherrybrook NSW 2126

**2. Application Details**

Application Name:  
“Graham 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. 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**

**a) 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
- Dalkeith Road – The only access for all 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.

**b) Franklin Road, containing Tangara School for Girls and Inala for adults with disabilities, in addition to becoming another traffic bottleneck would pose a major pedestrian safety hazard for Tangara students and Inala residents.**

- Tangara has a student population of 600 girls from Kindergarten to Year 12. Franklin Road is already congested with traffic during drop-off and pick-up times.
- Inala accommodates approximately 40 adults with disabilities who live in group homes on the corner of Castle Hill Road and Franklin Road. Residents with varying disabilities walk while some drive each week day to Inala's "Dulkara Centre for Life Skills and The Arts " located a short distance away on Franklin Road. It should be noted that the The Dulkara centre is located directly opposite Tangara School and requires disabled attendees to cross the road from the Inala residential section to attend the training centre.
- Pedestrian safety for Tangara students and Inala residents would be seriously threatened under the proposed use of Franklin Road as part of the primary traffic feed into Cherrybrook Station.

**5. The Commonsense Solution:-**

**"Make Castle Hill Road the only vehicle access to Cherrybrook Station"**

Significant yet sensible changes to the NWRL EIS 2 proposal need to be made to achieve this. The aim would be to create a major (and only) car and bus station access hub to Cherrybrook Station on the Castle Hill side of the station.

**This outcome requires the following changes to the NWRL EIS 2 Proposal:**

- a) Move the location of the station back between Robert/Franklin Roads to provide substantial space for the car and bus hub.
- b) Permanently close the Castle Hill Road ends of both Robert Road and Franklin Roads. Therefore the only entry into Robert Road will be from John Road. The only entry into Franklin Road will be from John Road and Neale Avenue.
- c) The proposed connecting road linking Robert and Franklin Roads at the Station is unnecessary under this submission.
- d) Maintain the current 642 Bus Route (and others) between County Drive/ John Road/ Neale Avenue/ Edward Bennett Drive.

- e) Open County Drive's four existing lanes to traffic between New Line Road and Castle Hill Road.
- f) Widen Castle Hill Road heading east from two to four lanes between County Drive and Cherrybrook Station. The two new lanes will be dedicated Station Access Lanes for Buses and Cars including access to Cherrybrook Station Car Park.
- g) Cherrybrook Station buses from Cherrybrook will turn left into Castle Hill Road from County Drive and return to Cherrybrook via Edward Bennett Drive.
- h) Cherrybrook Station buses from West Pennant Hills "Valley" will turn right into Castle Hill Road from Highs Road and return to West Pennant Hills "Valley" via Coonara Avenue.

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

Graham Bull