

ARUNDEL WAY NEIGHBOURHOOD ASSOCIATION

C/- The Secretary, Arundel Way, Cherrybrook NSW 2126

ABN: 91 523 884 010

1st of December 2012.

ATTENTION: DIRECTOR INFRASTRUCTURE PROJECTS

SUBMISSION TO NWRL RE ROBERT ROAD CHERRYBROOK

OBJECTION TO ENVIRONMENTAL IMPACT STATEMENT 2.

Application number: (SSI-5414)

This submission is on behalf of the residents of Arundel Way Cherrybrook in relation to the future possible impact of the NWRL on Robert Road.

The Arundel Way residents wish to strongly object to Robert Road being used as a feeder road to the yet to be constructed Cherrybrook Railway station.

Specifically we object to public transport, notably buses, using Robert Road to access the new station.

Our objection is based on the following grounds:

- 1. Robert Road is a narrow road designed for low numbers of vehicles. It is not designed for heavy traffic, particularly large vehicles such as buses.**
- 2. The absurdity of the proposal to use Robert Road is further highlighted by the more sensible option of using County Road and then Castle Hill Road. County Drive is clearly designed for heavy traffic. Robert Road is not. We therefore propose that buses heading south on County Drive continue and turn left into Castle Hill Road and head towards Cherrybrook station, instead of the NWRL proposal of buses heading south on County Drive turn left into John Road and right into Robert Road and then south into Robert Road and onto Cherrybrook Station.**
- 3. Contrary to the NWRL proposal, traffic heading South on County drive turning left into Castle Hill Road at peak traffic times encounters very little traffic. And traffic heading east on Castle Hill Road in morning peak time does not slow down until after the station site has been passed. Traffic turning right onto Castle Hill Road does encounter delays, but this is in the opposite direction!**

4. Safety issues are paramount. Robert Road is a quiet street, with pedestrians crossing the road at many points, and often, to get access to the park at the corner of Dalkeith Road. No pedestrian crossing exists.

5. Cars existing Arundel Way will not be able to exit safely. The increased traffic of large vehicles will obstruct vision. This also applies to residents of other cul-de-sacs off Robert Road such as Louise Way and Oliver Way. Accidents are bound to happen with the toxic combination of large vehicles and a narrow street.

Please be advised that the Arundel Way Neighbourhood Association wishes to be involved in all discussion and proposals regarding the future use of Robert Road in relation to the NWRL.

Mike Barden

Secretary Arundel Way

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