

**Diane Sarkies - ATTENTION: DIRECTOR INFRASTRUCTURE PROJECTS**

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**From:** Erin Keech <erin.keech@flightcentre.com.au>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 3/12/2012 10:39 AM  
**Subject:** ATTENTION: DIRECTOR INFRASTRUCTURE PROJECTS

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**Submission to NWRL -objection to buses on Robert Road**

**Erin Keech**  
**33Arundel Way, Cherrybrook 2126**

**Application number: SSI-5414**

I vehemently object to the NWRL proposal to use Robert Road as an access Road to the proposed Cherrybrook Station. To underscore the illogical nature of the proposal by NWRL, I ask one question. Why would this senseless upheaval to residents be even considered when the logical option is the existing access of County Drive?

In particular I would like to point out the following:

1. Robert Road is a narrow road designed for low numbers of vehicles. Unlike County Drive, it is not and was not designed for heavy traffic, particularly large vehicles such as buses.
2. County Drive and then Castle Hill Road route is logical. County Drive is clearly designed for heavy traffic. Robert Road is not. Buses heading south on County Drive could easily 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. Someone should have a look at the difficulty of the County drive John Road turn and it may result in reasonable rethinking.
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.
5. Cars exiting 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, allow common sense to stand.  
 Erin Keech  
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