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30 November 2012

Director – Infrastructure Projects  
Major Projects Assessment.  
Department of Planning & Infrastructure  
GPO Box 39  
SYDNEY NSW 2001.



Dear Sir,

**North West Rail – Environmental Impact Statement [EIS] Number 2.  
Section 9.5.2 Cherrybrook Station.**

I visited the Castle Hill North West Rail office and reviewed the EIS information with a particular interest in the impact on residents of the West Pennant Hills Valley. . . those people and the 3800 home sites that live south of Castle Hill Road.

The traffic & people management plan as evidenced in the *Cherrybrook Station* section 9.5.2 of the report is only half completed with the residents and traffic users on the northern side of Castle Hill Road adequately and suitably serviced by the station design and proposed road & pedestrian network. However, the much maligned southern side of Castle Hill Road which comprises the West Pennant Hill Valley residents and traffic users is almost totally neglected. There must be a rethink on how the Valley residents need to be serviced and this prompts the following questions.

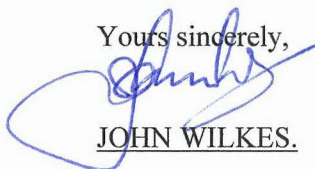
1. Where are the bus movements and motorist access points? Traffic will be compressed into three access roads namely; Highs Road, Glenhope Road and Coonara Avenue with the only entry point to the station from Roberts Road
2. Why haven't set-down points for motorists and buses been allowed on the south side of Castle Hill Road? Vehicles joining Castle Hill Road from Coonara Avenue should be able to travel west and set-down passengers in front of the station before turning left at either of Glenhope or Highs Roads.
3. Why has a planned overbridge or under-pass across Castle Hill Road been excluded? This was seen as extremely important for pedestrian safety and an integral part of talks with your Department and the local member, Mr Perrottet.

The Valley residents are reliably informed by the bus operators that city bus access through the Valley will be one of the first bus services to cease once the NW rail is operational . . . this alone will cut over 50 bus movements daily entering the CBD. Residents are under no illusions but there needs to be an equally fair and accessible rail service for people living in the Valley.

Give the residents of the West Pennant Hills Valley at least a reasonable and safer access path to the Cherrybrook rail station.

Kind regards.

Yours sincerely,



JOHN WILKES.

CC: Domenic Perrottet MP. Email [castlehill@parliament.nsw.gov.au](mailto:castlehill@parliament.nsw.gov.au)

