

Diane Sarkies - NWRL EIS 2 Submission of Comments Application No SSI-5414

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Attachments: tmp39.jpg; tmp3B.jpg

The Director of Infrastructure Projects

Dear Sir

Following are my comments on the above EIS 2 particularly in relation to the proposed CHERRYBROOK STATION, for your consideration

Regards

James Coutts
8A Dalkeith Road
Cherrybrook NSW 2126
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Attention:-
Director of Infrastructure Projects

From:-
James Thomas Coutts FIEAust CPEng
8A Dalkeith Road
CHERRYBROOK

Date:- 2 December 2012

North West Rail Link
Environmental Impact Statement 2
Submission of Comments for Consideration

Application No SSI-5414

Summary

In general I support the need for the North West Rail Link (NWRL) however there are aspects pertaining to the proposed Cherrybrook Station, as described in the Environmental Impact Statement 2 that I strongly object to.

Objection

I object to the conversion of Robert Road from a quite, narrow local domestic street to a major bus route devoid of on-street parking for visitors and commercial vehicles.

Background

My wife and I have lived in the Robert Road Cherrybrook area in excess of 15 years; 10 years at 8 Arundel Way and 5 years at 8A Dalkeith Road. We know and love the area.

The Facts

1. Over the last 30 years Hornsby Council has allowed the development, in the Robert Road area, of a number of private integrated housing estates with no provision of on street parking for visitors and commercial deliveries. The total number of dwellings affected is approximately 108. These streets are as follows:
 - Arundel Way – 31 dwellings
 - Camelot – 5 dwellings
 - a. Up to 10 garbage, garden waste or recycling bins on Robert Road collected 7AM to midday on Tuesdays
 - Louise Way – 17 dwellings
 - a. Up to 34 garbage, garden waste or recycling bins on Robert Road collected 7AM to midday on Tuesdays

- Oliver Way – 15 dwellings
 - a. Up to 30 garbage, garden waste or recycling bins on Robert Road collected 7AM to midday on Tuesdays
- Proposed Blue Gum Forest Way and Saligna Grove – estimated 40 dwellings
 - a. Could have up to 80 garbage, garden waste or recycling bins on Robert Road collected 7AM to midday on Tuesdays
- 2. Robert Road has a number of homes with direct frontages to the road with little or no provision for off-street parking for visitors and commercial vehicles – 41 dwellings.
 - a. Up to 82 garbage, garden waste or recycling bins on Robert Road collected 7AM to midday on Tuesdays
- 3. There are a number of homes in streets that have no other access to Robert Road other than via Dalkeith Road. The following have no provision on-street parking for visitors and commercial vehicles and Dalkeith Road is the only alternative;
 - Dunraven Way – 15 dwellings
 - Rochford Way – 35 dwellings
 - Un-named cul-de-sac off Dalkeith Road – 2 dwellings
 - Other homes in Mariam Close, Zulfi Place and Dalkeith Road have access to on-street parking – 74 dwellings
- 4 Robert Park and playground on the corner of Robert Road and Dalkeith Road is frequently used for play groups and children's parties. There is no off-street parking and limited parking for cars in Robert Road and Dalkeith Road.
- 5 Busses that serve the area that are likely to be diverted along Robert Road include;
 - Route 632. Castle Hill – Pennant Hills. 50 busses /d
 - Route 642. Round Corner – City. 14 busses /d
 - Route 642X Round Corner – City Express. 28 busses/d

Discussion

1. Total number of dwellings with access to Robert Road is approximately 276. Assuming 4 vehicle movements per dwelling per day gives a potential of 1104 vehicle movements per day.
2. Busses in Robert Road would add approximately 10% more vehicle movements per day.
3. No standing or parking in Robert Road deprives 109 dwellings of on-street parking for visitors and commercial vehicles in Robert Road. Alternative parking in Dalkeith Road and its adjoining streets is restricted owing to the current configuration of private roads and cul-de-sacs
4. The safety of children and other users of Robert Park would be compromised by fast moving busses and cars that may be encouraged to speed as a result of no parked cars in Robert Road and the removal of the "chicane" in the vicinity of the park. The current parking of cars on both sides of Robert Road promotes a traffic calming effect and the road becomes a "thank you" street.

5. Robert Road is a narrow street approximately 8m wide. To allow the passage of two passing busses it would be necessary to severely prune the trees that exist on both sides of the road reducing the current attractive streetscape to an ugly corridor of tree stumps. Also the steep climb out of John Road would create significant noise levels and diesel exhaust pollution
6. Robert Road in its current state would be a convenient cycle route for local train customers
7. The collection of up to 236 garbage, garden waste or recycling bins on Robert Road collected 7AM to midday on Tuesdays would result in lengthy delays to busses approaching Cherrybrook Station and pose a significant risk of collision whilst overtaking stationary or slow moving garbage trucks

Recommendations

- 1 LEAVE ROBERT ROAD ALONE. Traffic lights channeling traffic in the vicinity of the Robert Road/ Castle Hill Road to be as proposed provided that the changes are predominantly within the proposed NWRL Cherrybrook Station Site. Left in construction access to Cherrybrook Station not be allowed under any circumstance (as previously advised in information sessions associated with EIS 1)
- 2 Temporary Acoustic Shed to be constructed over the excavated cut during tunnel construction to limit the noise and suppress dust over the proposed 24 hour per day operation (As indicated in EIS 1)
- 3 Hornsby Council be requested to remove the east side breakdown/parking lane in County Drive between John Road and Castle Hill Road and introduce;
 - a. AM Clearway parking restrictions; 15 dwellings affected. Note: from observations, one car and one empty trailer parked on a daily basis
 - b. Paint road direction arrows for straight ahead and left hand turning traffic only. This will help to reduce the AM buildup of south bound traffic in County Drive and the left turning west bound traffic out of John Road.
- 4 Re-route 632, 642 and 642X busses both to and from the City, along County Drive and Castle Hill Road. Entry and egress to Cherrybrook Station via the traffic light controlled intersection at Robert Road
- 5 These busses would also enter or egress the Station via Franklin Road to and from Neale Ave.
- 6 Busses on Routes 642 and 642X should be terminated at Cherrybrook Station returning via Franklin Road, Neale Ave, Edward Bennett Drive, Castle Hill Road and County Drive, thereby reducing the number of busses on the M2 and within the City of Sydney. Alternatively these busses, upon exiting the station into Franklin Road, turn right and access right into Castle Hill Road through a new set of traffic lights at Franklin and Castle Hill Roads. These lights would already be in place for the construction period (EIS 1)

- 7 Advantages of these proposals include the removal of busses off John Road and the associated dangerous intersections at County Drive, Robert Road and Franklin Road. Also eliminated is the steep climb at the east end of John Road where there is barely enough room for two busses to pass safely.
- 8 These recommendations will have a minor effect on current bus passenger catchments. Passengers from Roslyn Place, Ashford Road and their feeder streets who currently access busses in John Road opposite Ashford Road. They will need to walk a further 50m to access their busses in the existing M60 bus stop in County Drive. The number of passengers from Foxwood Way and Golden Grove is not significant and they could also walk to County Drive or directly to the Cherrybrook Station via Robert Road
- 9 Bus Route 631 Castle Hills to City could enter the Cherrybrook Station via the Robert Road entrance. Busses from the City on Castle Hill Roads could turn right at the Robert Road intersection, loop through the New Road and exit the station into Franklin, turn right and access right into Castle Hill Road through a new set of traffic lights at Franklin and Castle Hill Roads.
- 10 To limit the potential of train passengers parking in local streets, the area for Future Use adjacent to Franklin Road to be dedicated for additional car parking
- 11 The Future Use Areas adjacent to the New Road junction with Robert Road be landscaped and planted with local indigenous trees and shrubs to restrict noise nuisance to local residents and to visually screen the station (as proposed in EIS 1)
- 12 The Development of all other Future Use Areas to be subject to community and Hornsby Council approval after further EIS evaluation.
- 13 Retain the set of traffic lights at Franklin Road to allow left and right turns out of Franklin Road into Castle Hill Road with no right turn out of Castle Hill Road into Franklin Road. Existing left out traffic from Franklin Road is dangerous owing to poor sight distance for vehicles travelling east on Castle Hill Road

Conclusion

The proposed NWRL is overdue and essential to the public transport requirements of the North Western Suburbs (NWS). It will reduce the current number of private vehicles and busses heading east and north as well as those travelling on the M2 and within the City of Sydney. It will also reduce the rate of future growth in the use of private vehicles.

Having stated that, it is essential for the NWRL Team to garner the support of local communities directly affected by the construction and operation of the NWRL. This can only be achieved by the NWRL Planning Group's sympathetic consideration of submissions on issues that directly affect these communities. This may involve the consideration of alternative ideas and re-evaluating some current planning concepts.

In relation to the planned Cherrybrook Station, the proposed use of Robert Road as a major conduit for busses accessing the station is flawed. This proposal poses a major inconvenience to 109 dwellings directly affected with an approximate population of 327. It also affects a further 167 dwellings indirectly affected with a population of 501. The safety issues are horrendous particularly with regard to children using Robert Park and the risk of bus and/or vehicle collisions in Robert Road particularly on garbage collection days

As previously stated there is a reasonable, cost effective solution in the use of County Drive and Castle Hill Road as an alternative bus access route. County Drive was designed, and was intended to be used, as a four lane major road. Hornsby Council decided, with some controversy, in 2010 to reduce sections of the road to 2 lanes. It is time to rethink this decision particularly in relation to the section between John Road and Castle Hill Road in light of the advent of the NWRL. This will require sensitive negotiations between the NWRL and Hornsby Council, particularly the Ward B Councilors Berman, Browne and Singh.

Signed



James Thomas Coutts FIEAust CPEng

Attachments (As JPEGs):-

- a. Sketch of Affected Roads and Proposed Bus Route
- b. Existing Bus Routes



