

ATTENTION: DIRECTOR, INFRASTRUCTURE PROJECTS

North West Rail Link (NWRL)

Environmental Impact Statement 2

**Response Submission regarding detrimental
impact of NWRL on Robert Road**

December 2012

**Andrew Harrington
11 Robert Road
Cherrybrook NSW 2126**

Submission No. SSI-5414

ATTENTION: DIRECTOR, INFRASTRUCTURE PROJECTS

Dear Sir/Madam,

I am writing this submission in response to the recently-released Environmental Impact Statement 2 (EIS 2) for the North West Rail Link (NWRL).

I would like to register my **objection** to the proposal, particularly in relation to the recommendations put forward for the redevelopment of Robert Road, Cherrybrook.

My objections are based on the following key areas of concern:

1. Infrastructure
2. Traffic and Safety
3. Community Facilities
4. History/Character

I have supported these arguments in the following pages using excerpts from the NWRL's 'Technical Paper 2 – Operational Traffic and Transport Management Plan', and will show how the proposals contained in this document are flawed and will have a significantly adverse impact on the residents of Robert Road.

I look forward to receiving your response to each of the points I raise, and await some further action in this matter.

Regards,

Andrew Harrington

1. INFRASTRUCTURE

The proposal to incorporate Robert Road into the Cherrybrook station precinct is a blow to the street's residents for the following reasons:

- a. The NWRL proposes to turn Robert Road into a major bus and car entry point to the Cherrybrook station, as per the following statement:

A key element of the station precinct is a new link road between Robert Road and Franklin Road. This will provide a 'front door' to the station and a high quality space for management of buses, kiss & ride and park & ride access, with commuter car parking spaces also accessed from the link road.

(Technical Paper 2 – 8.1.4 pg. 53)

As residents we feel highly aggrieved about this, as it will significantly impact on the liveability of Robert Road, which is currently a quiet residential street. The decision to route northbound and southbound bus services along this street, which in parts is no wider than seven (7) metres across, will completely destroy the nature and fabric of the street that we know and love today.

This is compounded by the fact that there are viable, credible, lower cost and lower impact options available using the existing traffic corridors of County Drive, Castle Hill Road and Franklin Road, all of which are already much better equipped than Robert Road to handle increased traffic flow.

I understand these alternative routes have been assessed by the NWRL project team, but cannot agree that Robert Road is the best outcome for public transport and commuter traffic into the Cherrybrook station.

- b. The decision to run bus traffic along Robert Road is further weakened by the following statement:

Cherrybrook is a major source of M2 express bus services which are popular, providing fast direct journeys to the City, joining the M2 at Pennant Hills Road. M2 Express services through Cherrybrook would largely be retained, but some routes would be diverted to pass the station on the way to the City or Pennant Hills. There are currently no regular route services on Castle Hill Road passing the station site, the nearest services being on John Road to the north.

(Technical Paper 2 – 8.1.1 pg. 45)

This statement proves the lack of bus traffic along the current **major** traffic corridor of Castle Hill Road, which is already two lanes in both directions and has ample scale for bus traffic, as well as a pre-existing bus bay east from the junction of Castle Hill Road and County Drive. This type of facility could very easily be replicated at the station precinct, either as a further bus bay or as a direct inlet from Castle Hill Road.

- c. One of the reasons given by the NWRL for the routing of buses along Robert Road is:

Because of the existing road network constraints, alternative bus routes to the station (which used Castle Hill Road for instance instead of Robert and Franklin Roads) would not be able to serve much of the identified bus catchment and would either require the introduction of entirely new bus routes or the lengthy diversion of existing routes, to the detriment of existing customers. A key element of the station precinct is a new link road between Robert Road and Franklin Road. This will provide a 'front door' to the station and a high quality space for management of buses, kiss & ride and park & ride access, with commuter car parking spaces also accessed from the link road.

(Technical Paper 2 – 8.1.4 pg. 53)

However, people in this so-called catchment area would not be catching a bus to the station – they would either drive or walk. If they did want to catch a bus, they would either walk to County Drive or could walk to John Road with the continuation of the current route along John Road/Franklin Road.

- d. The under-utilisation of existing corridors surrounding (but not including) Robert Road is confirmed by the following:

There are currently no scheduled bus services operating on Castle Hill Road or Franklin Road past the proposed station site, apart from two AM school days only trips between Castle Hill and Pennant Hills station (Route 631, operated by Hillsbus). There are no corresponding services in the westbound direction. Franklin Road does accommodate minor weekday school bus services which turn left out of Franklin Road into Castle Hill Road.

(Technical Paper 2 – 8.1.2 pgs. 49-50)

This statement shows that buses can successfully run along Castle Hill Road if required, and that there is indeed scope to increase the number of bus services along this corridor. Further, this statement opens up the additional possibility of using Franklin Road on a greater basis, as it currently accommodates bus traffic attending the Tangara and Inala schools. What's more, Franklin Road has always been earmarked as the "home" of Cherrybrook station, so apart from the issues with this location during the construction phase (see section 1 f.), there is no reason it should not be used as the long-term 'front door' to the station, rather than Robert Road.

- e. The NWRL project team have tried to provide justification for the use of Robert Road as a bus corridor through the following statements:

The routeing of buses via County Drive, Castle Hill Road through the station precinct via the station precinct access road and onto Franklin Road was considered and found to have the following disadvantages. Diverting existing services in this way would weaken the servicing of key catchments to the north of the station and result in longer journey times for passengers, including both those travelling to or from the station as well as passengers continuing on to other destinations. It would increase

delays and safety concerns associated with bus patrons needing to cross Castle Hill Road from the station to and from westbound buses. It could adversely impact travel times and timetabling as buses would be subject to delays as a result of congestion on County Drive and Castle Hill Road. It would be likely to necessitate the augmentation of bus services in some parts of the catchment with consequent costs to government and the community.

(Technical Paper 2 – 8.1.7 Alternative 2 pg. 58)

The major arguments/assumptions used in the above proposal to use Robert Road as the main feeder road to the station seem to be that County Drive and Castle Hill Road cannot be used because:

- i. There is a need to maintain bus stops along John Road.
- ii. The intersection of County Drive and Castle Hill road is already saturated with traffic so buses cannot use County Drive.
- iii. Robert Road is well below its traffic capacity and can handle far more traffic.

However, these arguments do not stand up to analysis due to the following reasons:

- i. There is no need to maintain the two bus stops along John Road, as bus stop 1 is within 20 metres of County Drive and bus stop 2 is barely used. Further, bus stop 2 is only 250 metres away from bus stop 1. Also, people in this catchment area would not be catching the bus to the railway – they would simply walk or drive.

Furthermore, an independent study commissioned by residents shows that the number of buses heading east on John Rd at morning peak is 19, with the number of persons catching these buses totalling only **78** across the two bus stops (an average of approximately 4 per bus). Of that number, approximately 10% drove from another area and left their car on John Road.

- ii. The intersection of County Drive and Castle Hill Road is not saturated with traffic. In fact, an independent study carried out by local residents, and using the NWRL's own criteria, shows that the left hand lane at the top of County Drive, which would be used by buses travelling to the station, is in the category of A, B and perhaps C, which puts the left hand turn lane in the category of A = Good Operation, B = Good with acceptable delays and spare capacity, and C = Satisfactory. This is at odds with the original verbal advice provided to us where the designation of the intersection was nominated as F = Over Capacity, Unstable Operation, for the intersection as a whole.

As part of this study, residents have also photographed this intersection during the morning peak (7am to 8am). At this time, the intersection appeared as follows across most of the hour time span:



This again shows the under-utilisation of this intersection for traffic turning left from County Drive onto Castle Hill Road. At this point, it should also be noted that traffic flow would only improve should the straightforward and low-cost decision to change the lane markings on County Drive to return it from a single lane road for the bulk of its length, back to a two-lane carriageway.

- iii. Robert Road is at traffic capacity and cannot handle far more traffic. In fact, Robert Road has been incorrectly classified as a “local road” (see Section 2).
- f. Apart from the obvious issues with the plans to turn Robert Road into a feeder road for the station, it is worth revisiting the fact that initial plans for the station suggested it would be located at Franklin Road, a close but acceptable distance from Robert Road. Indeed, it has been slated for many years that the Franklin Road area would eventually be home to the new station.

However, residents of Robert Road generally accepted that upon further analysis by the NWRL project team, it was determined there would be difficulty working in and around Franklin Road during the construction phase, due to the electricity corridor/easement and overhead power lines running through one corner of the proposed site. As such, the decision to move the “footprint” of the station to include Robert Road “during construction only” was proposed by members of the NWRL project team at information sessions earlier this year.

Now, with the release of EIS 2, Robert Road has been drawn into the station precinct, where in initial plans this had never been the case. It is not clear why Robert Road now needs to be part of the station precinct, when earlier discussions with the NWRL project team had been based around how to return Robert Road to its original state (i.e. a quiet residential street surrounded by trees) after the construction phase was complete. In fact, residents of Robert Road put forward a very credible solution to the utilisation of the additional construction zone at the top of Robert Road in their response to EIS 1, supporting the NWRL’s so-called concept of the “Station in the Forest” (see Appendix A).

There is no viable reason why the land at Franklin Road, which has for many years been set aside for a Cherrybrook Station, should not still be used as its final location and major entry point, without the need for the eventual station to be moved closer to Robert Road. Many residents have bought (and continue to buy) into Robert Road and the surrounding streets because of its quiet, peaceful outlook. Unfortunately, this outlook will be drastically altered by the impact of the North West Rail Link.

2. TRAFFIC AND SAFETY

Some of the issues relating to traffic have been touched on above, but further to these, there are significant problems with increasing the traffic on Robert Road as a result of the NWRL proposal:

- a. According to Technical Paper 2, a significant increase in traffic on Robert Road is acceptable, as per the following statement:

Cherrybrook station – a modest increase in eastbound traffic in Castle Hill Road in the vicinity of the station (3%); and an increase in westbound traffic on Castle Hill Road approaching the station (15%), but substantial increases in local access streets, particularly from the north (150% - though this is on a base of very low levels of traffic)

(Technical Paper 2 – 7.3.6 pg.44)

The proposal to increase Robert Road traffic by 150% is simply unworkable and unsafe for anybody who lives directly on Robert Road or in any of the adjoining streets/community estates (Dalkeith Ave, Louise Way, Arundel Way, Oliver Way).

Topographic issues, such as the steep incline from the junction with John Road, which makes turning traffic blind to oncoming traffic (see photograph below), as well as the chicane / causeway in the middle of Robert Road due to a natural water course, mean increased traffic flow poses a serious public safety issue. This landscape is traversed by familiar local residents daily, but bringing buses and out of area traffic up Robert Road to the station will increase the likelihood of serious traffic accidents, especially with the hundreds of homes opening onto Robert Road, from which vehicles are entering and exiting daily.



- b. In addition, Technical Paper 2 makes the following statement:

Franklin Road, Robert Road and Glenhope Road are all local roads with priority junctions at Castle Hill Road. Adjacent to the site Franklin Road and Robert Road are narrow two lane pavements. Robert Road is a narrow road of approximately 8.5 metres which provides only a single traffic lane if vehicles are parked on both sides of the road. Franklin Road provides kerb and gutter on the western side of the road with a narrow two lane pavement (approximately 7.5 metres wide) and narrow unsealed shoulder on the eastern side of the street. Glenhope Road provides two traffic lanes and parking lanes adjacent to the kerb although no edge marking is provided.

(Technical Paper 2 – 4.3.1 pg.29)

However, this statement is incorrect, with a significant portion of the actual width of Robert Road measuring only seven (7) metres, while Franklin Road is closer to nine (9) metres (for section between Doulton Drive and Castle Hill Road).

On this basis, Robert Road has been referred to as a “local road” by Hornsby Shire Council. However, according to Ausroad, the National Association of Roads and Traffic Australia (the national body for road standards), a “local road” is classified as a two way lane with two parking lanes allowed and a carriageway width of nine (9) metres. While Franklin Road does fit into this category, Robert Road does not.

Based on a seven (7) metre carriageway width, Robert Road is to be classified as a Cul-de-Sac or Access road, and it is not a local road by any standard. As such, all analysis undertaken by consultant AECOM using the definition of a “local road” as the basis for proposals for Robert Road, whether intentionally or unintentionally, is based on the wrong carriageway width, and should be declared void accordingly.

- c. Of further concern to residents in reviewing the proposal to increase the traffic on Robert Road is the proximity of a popular and highly frequented children’s park at the corner of Robert Road and Dalkeith Avenue.

This park was created to serve the high proportion of families in the area, and because of the quiet residential nature of the street in which it is located. Altering the nature of this street will significantly impinge on the safety of young children using the park, perhaps ultimately affecting patronage of a fantastic community facility.

Many parents have expressed their concerns about buses and high volumes of traffic running in close proximity to this park, and as a parent of a young daughter, I too am worried about how the NWRL proposals will affect children in the area.

3. COMMUNITY FACILITIES

One of the key areas to suffer at the hands of the NWRL proposal for Robert Road is that of community facilities, especially in regard to parking.

- a. The detrimental impact to residents who use Robert Road for parking is proven by the following statement:

Buses would approach and depart the station via Robert and Franklin Roads and access bus stops in the new station access road close to the station entrance. Buses would operate two-way in both Robert and Franklin Roads as far as John Road and Neale Avenue respectively. Parking would need to be banned from both sides of both Robert and Franklin Roads to allow for safe bus operation.

(Technical Paper 2 – 8.1.6 pg. 55)

The removal of parking on Robert Road would be very unfavourable to the battle-axe blocks and community estates adjoining Robert Road, which have limited off street parking. Street parking is imperative throughout Robert Road given the sheer quantity of houses in these developments, where in the absence of sufficient off street parking, residents and their guests are required to park in the street.

In fact, residents in Oliver Way, which is located directly opposite my property, have reported that their development was approved on the basis that visitor parking would be located “on-street”, simply because there was no room to locate visitor parking within the complex itself. To deprive these people of that facility would be in breach of the rights of a whole community, which was developed on a completely different pretext.

- b. A further proposal to cut city bus services as a result of the North West Rail Link also show the disregard for community facilities and services shown by the NWRL project team:

It is anticipated that the majority of the M2 city express bus services which currently perform the trunk line haul service to North Sydney and the Sydney CBD could be withdrawn from those suburbs with good access to the NWRL once the NWRL is operational. These buses would then be used more efficiently to provide enhanced feeder services into NWRL stations and increased frequency to key centres such as Castle Hill and Macquarie Park.

(Technical Paper 2 – 6.7 pg. 35)

This is a highly flawed proposal, and is an unacceptable outcome for a community which for decades has been crying out for more than one public transport option. We currently have an efficient and well-patronised bus service to the Sydney CBD, but now when we finally have the potential for a choice between bus and rail, it appears we will again be reduced to one public transport solution – the NWRL – once it is completed.

- c. The proposal to remove M2 bus services is further weakened in light of the expansion of the M2 motorway, which will make the bus trip a faster commute for city workers than the rail link, which requires commuters to alight and change trains at Chatswood.

Indeed, research from David Hensher, Professor of Management at the University of Sydney, has shown it would be faster to catch an existing bus than the planned north west line to the city, as per the following article published in the Hills Shire Times:

<http://www.hillsnews.com.au/story/478253/express-buses-to-be-rerouted-when-north-west-rail-link-opens/>

(Hills News – 31 October 2012)

As such, the proposal to cut bus services seems like an unfair push to make commuters use the North West Rail Link when it arrives, at the expense of M2 buses. This does not meet the transport needs of a community and a growing region of Sydney.

HISTORY/CHARACTER

The top half of Robert Road (closest to Castle Hill Road) contains homes that represent a slice of the Cherrybrook area's history and character (see photo below). Whilst not heritage-listed or under any protection order, these homes, many of which are 50 to 60 years old, should be respected as a link to the past. Unfortunately, some of Robert Road's older homes have already been compulsorily acquired as part of the NWRL project, but those homes that will remain throughout and after the delivery of the North West Rail Link, are also under threat:

As part of the development of the station precinct at Cherrybrook it is proposed to carry out the following works:

Widening of Robert Road from 7.5 metres to about 14 metres between Castle Hill Road and the station access road to provide two traffic lanes in both directions.

(Technical Paper 2 – 8.1.6 pg. 55)

Apart from resulting in a deterioration of the quality of life of the residents of Robert Road, many of whom represent an older generation, this proposal will also eat into properties and in some cases impact on the historical nature of homes.

Additionally, the use of Robert Road in any capacity other than its current form will most certainly lead to a diminution in the value of these properties, which includes residences from 1 to 11 Robert Road, as well as many homes in Oliver Way.

The continuation of these proposals will continue to meet with strong objection and may ultimately result in further action against the NWRL, as it may be necessary to recover from NWRL an amount equivalent to the value of diminution.



CONCLUSION

I object to the proposals put forward by the NWRL project team in EIS 2 on the following grounds:

1. My wife and I invested in our home (11 Robert Road) two years ago on the basis that we would be residing in a quiet street. Proximity to the Cherrybrook station was not a consideration in our purchase due to the fact that the train station was proposed for Franklin Road, a significant distance away. One of the primary reasons we purchased in Robert Road was because of the quiet and peaceful nature of the street, which we believed would be ideal for raising our daughter.
2. We have not invested in our home on the basis that we would be residing on or near a busy, noisy and unsafe bus access road into the Cherrybrook station.
3. To date, residents have been given no credible reason why Robert Road is suggested as a bus route, especially when there are existing roads within one block in either direction, which provide a low cost and low impact alternative (i.e. Castle Hill Road, County Drive and Franklin Road) and which:
 - a) Are built to handle large volumes of traffic unlike Robert Road;
 - b) Are built to handle large vehicles unlike Robert Road;
 - c) Are currently under-utilised unlike Robert Road; and
 - d) Will not present the traffic hazards and safety issues that will arise from pushing bus and commuter traffic onto a narrow suburban street such as Robert Road.
4. Robert Road is a narrow tree-lined street which is 7 metres wide and is not built to act as a main road or bus corridor, even with the addition of No Parking zones.
5. It has become clear that the NWRL project team's suggestion to create a continuous "no stopping/no parking" zone on either side of the street will affect the lives of residents in every home and community estate off Robert Road, many of whom rely on this parking for visitors and their family vehicles.
6. Based on the response/communications of NWRL representatives to date, it seems the NWRL does not seem to be truly undertaking a 'consultative process' and listening to the opinions and advice from the local community (i.e. those who arguably understand the traffic conditions and safety issues better than most) regarding current traffic flows in the area. The issues and alternatives put forward by the community are not being considered or addressed by the NWRL project team.

As someone who voted for this government and the prospect of a North West Rail Link, I find it unacceptable that this government would not seek to satisfy the community that supported it, and that it would disregard the views and opinions of the general public, local residents and local councils.

Response Submission regarding detrimental impact of NWRL on Robert Road

Andrew Harrington – 11 Robert Rd, Cherrybrook

Until these viewpoints are addressed, residents have no alternative but to take whatever action is required, including raising community awareness through the media.

Unfortunately, I can see this progressing towards legal action, unless there is some attempt made by the NWRL to adequately address the community's concerns. Sadly, this will impact the delivery of the long-awaited rail line, and affect residents not only in Cherrybrook, but right throughout the Hills District.

APPENDIX A – Submission to EIS 1

Executive Summary

Communication received by North West Rail Link (“NWRL”) to Residents

The Robert Road Group (“Our Group”) was advised by NWRL approximately 3 months ago, of the plans of NWRL to change the footprint of the construction zone (*“Footprint”*) for the Cherrybrook Railway Station. That is, Our Group was advised that the Footprint would now incorporate land directly opposite the homes situated between 1 and 7 Robert Road (*“Additional Construction Zone”*). The Additional Construction Zone is illustrated in Appendix A.

Further, Our Group was advised during a meeting with NWRL on Thursday 19th April 2012 at the Public Exhibition Centre at Castle Hill, that post construction, the Additional Construction Zone would now be utilised to increase the footprint of the Cherrybrook Station Precinct. In particular, there was a suggestion made by one of the representatives of NWRL, that they could take advantage of the Additional Construction Zone by using Robert Road as a “Feeder Road” for buses and general traffic to access the train station.

Our Position on Communication Received by NWRL

The initial communication received from NWRL in relation to the Additional Construction Zone has been extremely distressing for Our Group and it is clear that this will result in a deterioration of the quality of life of Our Group for years to come. If this news wasn’t distressing enough, the suggestion made by one of the representatives of NWRL on the night of 19th April 2012, to now take advantage of the Additional Construction Zone by using Robert Rd as a Feeder Road into the station, demonstrated that there was a complete lack of regard as to the collateral damage that would result for Our Group and all residents of Robert Road. To be clear, the implementation of any such proposal to use Robert Rd in any capacity other than its current form would be nothing less than catastrophic.

Our Submission

Whilst this submission is formally in response to Environmental Impact Statement 1 (and will cover our concerns in relation to EIS1) our support, as you can appreciate, will be contingent upon getting comfort from NWRL that EIS2:

1. will not incorporate the utilisation of Robert Rd as access into the station; and
2. will incorporate a structure that utilises the Additional Construction Zone so as to shield the Robert Road residents from visual, acoustic and congestion impacts resulting from the Cherrybrook Railway Station.

With this in mind, this submission will detail the following:

1. Why utilising Robert Road in any capacity will be detrimental and hazardous;
2. Our Proposal to efficiently utilise the area within and surrounding the Cherrybrook Station Precinct, including supporting the concept of the “Station in the Forest”;
3. The Diminution in Property Values as a result of Robert Road being used in any capacity other than its current form; and
4. Our Concerns in relation to EIS1

Section 1: Utilising Robert Road in any Capacity will be Detrimental and Hazardous

As a general comment, regular users and residents of Robert Road truly appreciate the implications described below in this section. So, whilst we have attempted to describe the issues both in writing and via illustrations, we hope you can appreciate that the submission cannot do sufficient justice to the true implications of the issues raised. That is, the reader would only be able to truly appreciate the implications through experiencing the issues themselves.

Current Traffic Movement along Robert Rd

In its current form, Robert Road is currently designed to accommodate low level traffic for local residents. In fact it is so narrow at points, that when there is a car parked on one side of the road, only one car can pass through at a time. When there is a car parked on either side of the road at any point on Robert Road, one car must pull over to the side of the road to allow the oncoming car to pass.

It is vital to note that street parking is imperative throughout Robert Road given the sheer quantity of houses that are either battleaxe blocks or community estates, both having limited off street parking. That is, in the absence of sufficient off street parking, residents and their guests are required to park in the street.

With this in mind, residents and users of Robert Road already appreciate the caution required when navigating through the road in its current state, including the need to regularly give way to oncoming traffic. In our view, any further traffic along this road will increase the likelihood of head on collisions. Further, the introduction of buses along any part of this Road will not only be impractical and more than likely not possible to achieve, it will almost certainly result in head on collisions. The pictures below provide an indication of the traffic congestion/movement already existing on Robert Road.



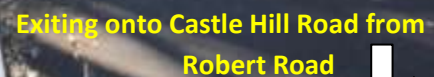
An example of Current Traffic Movement along Robert Rd

Current Traffic Movement along Robert Rd



In 1999, access for Robert Road from Castle Hill Road was altered to allow only left in and left out movements. The intersection was characterised as having a high incident of accidents which resulted in this traffic arrangement being implemented in order to reduce the potential for accidents at this location (See Appendix B – Hornsby Council – Executive Managers Report No. WK101/98. Works Division

This becomes even more treacherous when cars are parked on the street at the top of Robert Road on either side. That is, vehicles travelling up Robert Road towards Castle Hill Road need to move to the centre of the road to get through, thereby placing themselves directly in the path of oncoming traffic turning left off Castle Hill Road onto Robert Road. The pictures below demonstrate the existing traffic situation at the intersection of Robert Road and Castle Hill Road.



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Entering Robert Road from Castle Hill Road



Cars Entering Robert Rd from Castle Hill Road

Exiting Robert Road onto Castle Hill Road



Cars Exiting Robert Rd on to Castle Hill Road

Entering and Exiting Robert Road from Castle Hill Road



Cars entering Robert Rd from Castle Hill Road meet head on with oncoming traffic trying to exit Robert Rd.



Cars are forced to stop on Castle Hill Road as cars exiting onto Robert Road become banked up when faced with oncoming traffic trying to exit Robert Road.

Entering and Exiting Robert Road from John Road

As traffic enters Robert Road from John Road, drivers travel up the crest of a steep hill which forms the beginning of Robert Road. This hill restricts the visibility for drivers to see oncoming cars travelling in the opposite direction down Robert Road towards John Road. Further, cars travelling down John Road turning left into Robert Road have absolutely no visibility until such time as they have turned into Robert Road, which gives them little time to adjust for oncoming cars coming over the crest of the hill.

Equally, the visibility of drivers travelling down Robert Road towards John Road, to see cars travelling up the hill on Robert Road (coming off John Road), is also poor. The risk of a head on collision increases even more when vehicles are parked on either side of the road along this hill as drivers need to move to the centre of the road in order to get through.

To introduce any further traffic to this intersection will increase the likelihood of head on collisions. Further as mentioned in the section above headed “Current Traffic Movement along Robert Rd”, the introduction of buses in this section will not only be impractical and more than likely not possible to achieve, it will almost certainly result in head on collisions.

The pictures below demonstrate the existing traffic situation at the intersection of Robert Road and John Road.



Entering and Exiting Robert Road from John Road



Turning off John Rd either from the left or right into Robert Rd, vehicles meet with oncoming traffic coming over the crest of the hill, wishing to exit Robert Rd



Entering and Exiting Robert Road from John Road



Entering and Exiting Robert Road from John Road



Section 2: Post Construction – Our Proposal to efficiently utilise the area within and surrounding the Cherrybrook Station Precinct, including supporting the concept of the “Station in the Forest”

Overview of the Cherrybrook Station Precinct Catchment

Housing and residents occupying the section bordered by John Road, Franklin Road, Castle Hill Road and County Drive – See Appendix C- Area A

Given their vicinity to the station, the housing/residents occupying the section bordered by John Road, Franklin Road, Castle Hill Road and County Drive would presumably not require public transport to the train station.

Housing and residents occupying the section bordered by John Road, Franklin Road, New Line Road and County Drive - See Appendix C- Area B

Access from New Line Road into the pocket of housing bordered by John Road, Franklin Road, New Line Road and County Drive is currently not available. As a result, this constitutes a small pocket of housing. We suspect that rather than public transport, this small pocket will generally require a kiss and drop zone which we propose to be situated at Franklin Road as illustrated in Appendix D.

Notwithstanding this, in the event that this small pocket does require public transport, residents would presumably catch the bus on John Road or Franklin Road heading to the station via Franklin Road.

Housing and residents occupying the section anywhere east of Franklin Road - See Appendix C- Area C

All residents occupying the section east of Franklin Road have no option but to pass through Franklin Road or Castle Hill Road in order to access the Cherrybrook Station Precinct, whether travelling by public transport or otherwise. Therefore, naturally, access to the station would be via one of these roads. Where access is gained from Castle Hill Road, we propose that transport would enter the station in accordance with the proposal under the section headed “Proposals Regarding Access from Catchment to Cherrybrook Station Precinct” within this Section 2.

Non-local residents - Housing and residents occupying the section anywhere north of New Line Road and west of County Drive See Appendix C- Area D

Non-local residents occupying areas north of New Line Road and areas west of County Drive have no option but to pass through County Drive in order to access the Cherrybrook Station Precinct, whether travelling by public transport or otherwise. Therefore, with the exception of buses travelling along John Road to Franklin Road, there is no requirement to put any further strain on the small local roads east of County Drive. In fact, increasing traffic flow and consequently putting any further strain on Robert Road would be detrimental as described in Section 1 of this submission.

Rather, we propose a low impact/low cost option. That is, all transport would continue to flow through County Drive and left onto Castle Hill Road to then access the station in accordance with the proposal under the section headed “Proposals Regarding Access from Catchment to Cherrybrook

Station Precinct” within this Section 2. In this way, County Drive would continue to be utilised for the purpose it was intended as more fully described by Castle Hill MP, Michael Richardson in the document attached as Appendix E. As local residents, we can confirm that during the morning peak hour traffic, the traffic heading south on County Drive towards Castle Hill Road is minimal and free flowing. The result is that County Drive, in this direction, is currently under-utilised and is able to take significantly more traffic than it currently does.

Proposals Regarding Access from Catchment to Cherrybrook Station Precinct– See Appendix D

With the purchase of the Additional Construction Zone as identified in Appendix A, the Department of Transport has an option of utilising the space efficiently to achieve the safest possible access for vehicles entering and exiting the Cherrybrook Station Precinct, without placing further strain on local streets. We would like to propose the following in relation to access from the Catchment to Cherrybrook Station Precinct.

Entering the Cherrybrook Station Precinct: From the West along Castle Hill Rd

Castle Hill Road is currently a 4 lane road with 2 lanes headed in either direction. We would like to propose that an ingress lane be built alongside Castle Hill Road within the Additional Construction Zone, to allow traffic heading east in the direction of Thompsons Corner to easily exit Castle Hill Road and flow freely into the Cherrybrook Station Precinct, without the need for traffic signals. This ingress lane would commence just after Robert Road. Given that during the morning peak hour traffic it is normal for traffic heading east on Castle Hill Road to be free flowing up until Edward Bennett Drive, an ingress lane would allow traffic to continue flowing freely along Castle Hill Road and into the Cherrybrook Station Precinct, without causing an added hold up that any traffic signals would otherwise create.

Entering the Station Precinct: From the East along Castle Hill Rd

Traffic heading west to access the station from the east along Castle Hill Road is also free flowing during morning peak hour times and therefore does not have any hold up. Therefore, an additional “Right Hand Turn Only” lane on Castle Hill Road at the Glenhope Road traffic signals (as shown in Environmental Impact Statement 1) could easily manage the traffic needing to enter the Cherrybrook Station Precinct.

Alternatively, by taking advantage of the natural contour of the land around the Cherrybrook Station Precinct, we believe it may also be possible to create an egress lane off Castle Hill Road heading west which descends under Castle Hill Road and into the Cherrybrook Station Precinct, again avoiding the need for further traffic signals.

Entering the Station Precinct from Franklin Road- Buses Only

NWRL advised in the Community Information meeting on Saturday 5th May 2012, that they were trying to encourage as many commuters as possible to access the station via public transport. This can be achieved by constructing a right hand turn off Franklin Road into the station precinct for BUSES ONLY. By restricting entry to the station off Franklin Rd to buses only, this will prevent excessive traffic building up, thereby keeping Franklin Rd safer for both school students at Tangara School and also those residents at Inala with special needs. For local Cherrybrook residents who wish

to drop off passengers and not park, a kiss and drop zone could be constructed on Franklin Rd. With the use of a roundabout, these residents could then return up Franklin Rd to their homes.

Exiting the Station Precinct:

As all traffic (with the exception of a few buses) will enter the station via entrance points to the middle or west of the station (please refer to Appendix D), traffic can easily and smoothly flow out of the station at the east end turning right onto Franklin Rd. Traffic lights at this point can allow traffic to turn either left or right onto Castle Hill Rd.

Buses that have entered the station from Franklin Rd (which presumably will be a minimal amount) can re-enter Castle Hill Road, turning either left or right via a BUSES ONLY lane. Again this would utilise the traffic signals proposed at Glenhope Road in Environmental Impact Statement 1.

It is important to note that all of the above proposals utilise the traffic signals proposed by NWRL in Environmental Impact Statement 1. To achieve this,

1. no further access is required from Robert Rd; and
2. incoming traffic on Franklin Road and John Road is kept to a minimum by catering for local traffic (via the kiss and drop zone) and buses only.

Robert Road – Not Required as an Access Point for the Station Precinct.

As highlighted above, there is absolutely no need to use Robert Road as an access point for the Cherrybrook Station Precinct.

Currently, there is a left hand turn only lane onto Castle Hill Rd from Robert Rd. Robert Rd is a narrow, local street that already struggles to cope safely with the volume of local traffic passing through it at various times during the morning, afternoon and evening. With the addition of the Cherrybrook Station Precinct just east of Robert Rd, unless Robert Rd is permanently closed, there is absolutely no chance of avoiding a significant increase in traffic and therefore accidents in Robert Rd.

Furthermore, as highlighted above in Section 1 of this submission, Robert Road has also been previously identified as a high accident area where it intersects with Castle Hill Rd. Therefore, for

1. the safety of local residents;
2. the avoidance of a build up of traffic in an unsuitable local street; and
3. the purpose of avoiding the accidents that will undoubtedly occur as a result,

we propose that Robert Rd be converted into a cul-de-sac.

Street Parking on Robert Road

As described in this submission, street parking on both sides of Robert Rd is paramount. However, where cars are parked on both sides, the road becomes a single lane road as shown in the pictures above in Section 1 – “Current Traffic Movement along Robert Rd”. This obviously increases the likelihood of head on collisions as described more fully in Section 1 of this submission.

In our view, it is therefore imperative that this street does not become a parking facility for commuters using Cherrybrook Railway Station. To ensure this does not occur, we propose that there be restricted parking of up to 3 hours on Robert Rd, with the exception of residents. We further propose that the parking within the Station Precinct is free to encourage commuters to utilise the designated parking area.

Utilisation of Additional Construction Zone

As mentioned in the cover letter of this submission, there were fresh comments made by NWRL in an open forum on 5th May 2012, that the Cherrybrook Railway Station would now be an “open cut” design rather than underground. The release of this new information coupled with the drawing released by NWRL in EIS 1, as illustrated in Appendix A of this submission, now suggests that:

1. the Cherrybrook Railway Station may be shifted further west towards Robert Road so that a portion of the station will exist on, what we have referred to in this submission, as the Additional Construction Zone (as marked in Appendix A); and
2. The station would be located above ground.

We have been persistent in attempting to extract answers from NWRL and their representatives as to clarification of the genuine plans of NWRL in relation to the above 2 issues but unfortunately our attempts have failed. If the suggestions made as above are consistent with NWRL’s genuine plans, we strongly object to these plans. However, in the absence of concrete information, we make the comments below in relation to the utilisation of the Additional Construction Zone on the basis that NWRL’s plans are consistent with that of the plans released to the public in 2007, being the most recent plans we are aware of.

Therefore, in relation to the utilisation of the Additional Construction Zone post construction, we propose a structure which utilises the Additional Construction Zone so as to shield the Robert Road residents from visual, acoustic and congestion impacts resulting from the Cherrybrook Railway Station.

The structure proposed in Appendix D:

1. serves to achieve the above;
2. incorporates easy access into the station;
3. incorporates the provision for additional parking; and
4. supports the branding of the Cherrybrook Railway Station as the “Station in the Forest”.

Note that the depth of the trees of at least 30 metres off Robert Road (from the existing property lines) should serve as a visual barrier to the Cherrybrook Railway Station. Whilst the depth of trees will form an acoustic barrier to a smaller extent, we now have further concerns about the acoustic impact (e.g. Station PA Systems, Arriving and Departing Trains etc) following the latest suggestions of NWRL in the Community Information meeting on Saturday 5th May 2012, to make the Cherrybrook Station an “open cut” design. We therefore believe that in any event, it is imperative to have a high acoustic wall situated on the inside boundary of these trees. The depth of the trees along with an acoustic wall should also deter anyone wishing to illegally access the station via Robert Road.

Section 3: The Diminution in Property Values as a result of Robert Road being used in any capacity other than its current form

Approximately 3 months ago, NWRL resolved to change the footprint of the construction zone for the Cherrybrook Railway Station. That is, NWRL created a construction zone opposite the residents of 1-7 Robert Road (*"Additional Construction Zone"*) which we understand will be in place for a period of somewhere between 6-8 years. Further, following this period of construction, a representative of NWRL suggested that they could take advantage of the Additional Construction Zone and use it as an entry point into the Cherrybrook Station Precinct by using Robert Road as a "Feeder Road". The initial communication received from NWRL in relation to the Additional Construction Zone has already been extremely distressing and will result in a deterioration of the quality of life of the residents of Our Group. To further add insult to injury, the additional suggestion to use Robert Road as a "Feeder Road" simply demonstrated a complete lack of regard as to the collateral damage that would result for Our Group and all the residents of Robert Road following such a suggestion, let alone the implementation of such a proposal. To be clear, the implementation of any such a proposal to use Robert Rd in any capacity other than its current form would be nothing less than catastrophic.

The owners of the properties in Our Group have:

1. Bought in Robert Road on the basis that the road would continue to be a low traffic street with close proximity to the upcoming Franklin Road Railway Station. Consequently, they have paid market value based on these factors; and
2. Have made decisions not to sell their property in Robert Road on the basis that the road would be a low traffic street with close proximity to the upcoming Franklin Road Railway Station.

The use of Robert Road in any capacity other than its current form will most certainly lead to a diminution in the value of our properties. Therefore, if after giving consideration to this submission and in particular, our views in relation to:

1. the utilisation of Robert Road in any capacity other than its current form; and
2. the various alternatives for traffic flow from the catchment into the Cherrybrook Station Precinct and the supporting of the concept of the "Station in the Forest",

NWRL resolves to use Robert Road as a "Feeder Road", this would, as you can appreciate, be met with strong objection and Our Group would have no alternative but to take further action against NWRL, as is necessary to stop this resolution from proceeding and/or recover from NWRL an amount equivalent to the value of diminution.

Section 4: Concerns in Relation to EIS 1

As mentioned in this submission, the news received from NWRL to change the construction zone has come as a shock and has caused distress to the Robert Road residents and will result in a deterioration of the quality of life for each of us for years to come.

Having said this, we are still keen to support NWRL in achieving their objectives in relation to the construction of the North West Rail Link. However, as you will appreciate, our support for works to be carried out at the Additional Construction Zone can only be contingent upon getting comfort from NWRL, that EIS2:

1. will not incorporate the utilisation of Robert Rd as access into the station; and
2. will incorporate a structure that utilises the Additional Construction Zone so as to shield the Robert Road residents from visual, acoustic and congestion impacts resulting from the development of the Cherrybrook Railway Station.

Assuming that we can obtain comfort in relation to the above, our support comes with a number of concerns for which we have not been able to obtain clarity from NWRL to date. Some of these concerns are described below.

Acoustic Impact after Hours during Construction

To date, we have not been able to obtain clarity/confirmation from NWRL that works carried out at the Additional Construction Zone will be restricted to the proposed “Above Ground Construction Hours”. In fact, it has been suggested by NWRL that the Additional Construction Zone may need to be accessed outside of the proposed “Above Ground Construction Hours”.

We are strongly opposed to any work being carried out within the Additional Construction Zone outside of the proposed “Above Ground Construction Hours” and seek confirmation that this will not occur.

Traffic and Staff Parking

Following our meetings with NWRL, in terms of traffic and staff parking, we have been unable to obtain clarity/confirmation that Robert Road will be unaffected during the period of construction.

However, through accessing the “Technical Paper: EIS 1 Construction Traffic and Transport Management” dated March 2012 (“Technical Paper”), we now learn that NWRL seem to have some certainty as to their plans in relation to both of these issues.

In particular, Sections 4.3.2 and 4.3.7 of the Technical Paper specifically refer to Robert Road as being an access road for light vehicles as well as the provisioning for on street parking for staff.

We have described in detail in this submission and in particular within Section 1, the hazards already experienced on Robert Road in its current form as well as the detrimental impact expected as a result of utilising Robert Road for any additional purpose.

For these reasons, a decision by NWRL to use Robert Road in the capacity proposed in the Technical Paper is strongly opposed.

Preservation of Local Flora and Fauna

Robert Road currently has a high density of native bush and endangered trees which attract and provide a habitat for a number of native animals and birds. Without specific consideration and planning for flora and fauna conservation, the development of the Additional Construction Zone may lead to the demise of this local wildlife via loss of habitat.

As part of the proposal below under the section headed “Boundaries of Additional Construction Zone – Visual and Acoustic Impacts”, we have given consideration to the preservation of this habitat.

Boundaries of Additional Construction Zone – Visual and Acoustic Impacts

There has been some confusion as to the boundary that will surround the Additional Construction Zone. We are particularly concerned as to the visual and acoustic impacts during construction, including construction flood lights.

We have attached in Appendix A, the Additional Construction Zone as we understand it to be. For the purposes of construction, we would like to propose that the boundaries for Robert Road and Oliver Way be set in such a way that preserves the existing large trees including several Blue Gums that are highly endangered and which currently exist on the site. Some of these trees have been photographed and are shown in Appendix F. We further propose that a full boundary be created by planting native trees to a depth of at least 15 metres back off Robert Road (from the existing property line) with a high acoustic wall situated on the inside of the boundary of the trees.

As mentioned in Section 2 above, we propose that post construction, trees be planted to a depth of at least 30 metres off Robert Road (from the existing property lines), so as to shield the Robert Road residents from visual, acoustic and congestion impacts of the Cherrybrook Railway Station.

It is noted that there is a Blue Gum Shale Forest on the Northern boundary of the proposed Cherrybrook Station Precinct. This area is highlighted in Appendix G. In a report by Hornsby Shire Council titled “Generic Plan of Management for Community Land and Crown Reserves Planning District 8” which can be found at (<http://www.hornsby.nsw.gov.au/media/documents/about-council/corporate-documents-and-reports/poms/District-8-Plan-of-Management.pdf>), reference is made to the preservation of “Native Vegetation” and “Fauna and Habitat”. Relevant extracts of this report are attached in Appendix H.

In particular, the report focuses on the need to conserve remnants of any Blue Gum Forest and specifically highlights the importance of conserving these remnants to the fullest extent possible including linking them to other remnants. Further, they specifically report that remnants of such forests should be conserved and enhanced.

With this result in mind, the opportunity exists to preserve the significant corridor of blue gums and other native trees that currently exist along the border of 4 Robert Road and Cherryhaven Way. Adding to the existing trees in this area during and pre-construction to a depth of approximately 15 metres off Robert Road (from the existing property lines), would allow an easy progression post construction of the plantation of an additional 15 metres in depth of trees, thereby constituting 30 metres in depth off Robert Rd in total, as more fully described in Section 2 of this submission.

Foundations of Property

We have recently received advice that given the vicinity of works that will be carried out by NWRL from the properties situated between 1 and 7 Robert Road, the foundation of those properties may be affected.

Therefore, in accordance with pg 14 of the public document named “Environmental Impact Statement 1 – An overview” under the heading “Ground-borne vibration”, we would like to propose that NWRL fund the following:

1. The cost of an independent expert to assess and report on the foundation of the property prior to construction
2. The cost of an independent expert to assess and report on the foundation of the property during construction if the owner reasonably believes that the foundations of the property have been affected as a result of the works carried out
3. The cost of an independent expert to assess and report on the foundation of the property post construction
4. The cost of repairing the property to its original state had the property not been affected by the works carried out

APPENDIX A

Cherrybrook Station site layout





The Shire of Hornsby

Executive Manager's Report No. WK101/98

Works Division

Date of Meeting : 11/11/1998

Item No: Subject:

**11 PROPOSED INTERSECTION UPGRADE - CASTLE HILL ROAD /
COUNTY DRIVE / HIGHS ROAD, CASTLE HILL.**

BACKGROUND

A Review of Environmental Factors (REF) for the proposed upgrade of the intersection of County Drive with Castle Hill Road and with Highs Road has been prepared by the Roads and Traffic Authority. This review contains three original options (Options A, B, and C) which were put on exhibition in September, 1997.

Following a review of the submissions relating to the three possible intersection treatments, the RTA announced that Option B had been selected as the preferred upgrade option favoured by about 70% of the respondents. As a result of further representations and submissions by residents of the West Pennant Hills Valley and the Baulkham Hills Shire Council, the RTA has developed an additional option (Option D).

The four (4) options (A, B, C and D) are currently on exhibition at Cherrybrook Shopping Centre at Cherrybrook, Coonara Shopping Village at West Pennant Hills and Castle Hill Motor Registry at Castle Hill up to 13 November, 1998. The period for comments expires on 27 November, 1998.

PURPOSE/OBJECTIVE

The purpose of this report is to explain the benefits and disadvantages of each option and recommend a preferred option for Council to submit to the RTA.

DISCUSSION

1. Description of Options

Generally all four options provide improved safe access for residents within the Hornsby and Baulkham Hills LGAs, however, Options A and C have access restrictions to and from Highs Road.

The four options on exhibition all include the construction of a signalised intersection. All proposed options would include the permanent closure of David Road at Castle Hill Road.

<http://www2.hornsby.nsw.gov.au/ebp/hscebp98.nsf/21097a8176941d6e4a2564600016ad...> 27/04/2012

Access for Robert Road at the intersection with Castle Hill Road would only be permitted for left in and left out movements. Currently, access to Castle Hill Road from the suburbs to the north is largely limited to David and Robert Roads which are both characterised to have a high incidence of accidents. The proposed road closure of David Road and restricted movement at Robert Road would reduce the potential for accidents at these locations.

The advantages and disadvantages of each option are discussed below.

i. Option A

This proposal provides good access to and from County Drive with the exception that vehicles cannot enter County Drive from Highs Road. The deletion of this movement eliminates a signal phase from the proposed traffic signals thus allowing greater traffic flow along Castle Hill Road.

The disadvantages of this option is that residents within the West Pennant Hills Valley are required to drive a circuitous route if they wish to access the Cherrybrook Shopping Centre and child care facilities in Cherrybrook.

Option A results in the displacement of 132 northbound vehicles off Highs Road. The majority of this traffic would be diverted to Coonara Road through to Edward Bennett Drive and John Road. The balance would be diverted to Pennant Hills Road and Castle Hill Road.

ii. Option B

This proposal provides excellent access conditions for all legs of the proposed intersection. Highs Road is provided with three (3) lanes, ie. ingress lane for left and right turns from Castle Hill Road and cross movements from County Drive. Two (2) lanes are provided for egress from Highs Road, ie. left and right turns onto Castle Hill Road and cross movements into County Drive.

In view of the provision for cross traffic movements from Highs Road, and the traffic signal time required for this movement, some additional delays to traffic on Castle Hill Road will result. A traffic study undertaken by Masson and Wilson on behalf of the RTA established that traffic volumes on Castle Hill Road west of Highs Road would increase up to 333 vehicle per hour during the morning peak period. East of Highs Road, traffic volume on castle Hill Road would decrease by around 43 vehicles per hour.

In a report by the traffic consultant, it is indicated that the main traffic that currently uses Highs Road is drawn from the local areas north of Castle Hill Road and also from Dural/Kenthurst along the Old Northern Road/Castle Hill Road route. It is reported that the predominant through movement along Highs Road is between the above areas and Parramatta using the Highs Road-Taylor Street-Aiken Road-Oakes Road and Jenkins Road route.

As a result of the proposed traffic arrangement for Option B, traffic volume in Highs Road

south of Castle Hill Road would increase by about 302 vehicles per hour during the morning peak hour. However, there would only be a minor net increase in the Pennant Hills Valley since Coonara Road would experience a traffic reduction of up to 230 vehicles per hour.

iii. Option C

This proposal is designed to prevent access into and out of County Drive from Highs Road. Whilst this option maintains ingress and egress to County Drive from Castle Hill Road the capacity of County Drive will be reduced due to the reduction of the south bound carriageway from three (3) lanes to two (2).

As a result of imposing traffic movement bans for northbound traffic, traffic redistribution for Option C is as described under Option A. The southbound traffic flow would be reduced by 313 vehicles in Highs Road during morning peak hour. This is a reduction of 139 vehicles on current flows. Half of the 313 vehicles would be diverted to Coonara Road while the other half would continue along Castle Hill Road.

In the previous report to Council regarding the three options which were exhibited in 1997, the Manager for the Traffic and Road Safety Branch raised concern at the number of traffic islands for this proposal. It was considered that the islands and their associated line marking would be confusing in such a small area and do not physically prevent vehicles from carrying out illegal turns or manoeuvres, particularly to access Highs Road from County Drive. Such manoeuvres would be extremely hazardous and detract from the safety objectives of the upgrading works. Concerns were also expressed that the pedestrian crossing across the left turn lane on County Drive is unsignalised.

It was also indicated that in the event that the RTA adopt this option it is considered that County Drive should maintain the three (3) lanes south bound with two left turn lanes onto Castle Hill Road. It will also be necessary to provide improvements to the right turn facility on Castle Hill Road at Coonara Avenue to cater for the vehicles wanting to gain access to and from the West Pennant Hills Valley and Cherrybrook.

iv. Option D

Option D is a slight variation of Option B. Under Option D, there would be no through traffic from County Drive to Highs Road.

As a result of the proposed arrangement, southbound traffic on Highs Road would be reduced by 317 vehicles during the morning peak hour. Half of this traffic would be diverted to Edward Bennet Drive/Coonara Road while the balance would continue along Castle Hill Road. Under this option, there would be a minor reduction in traffic volume on Aiken Road compared to the present situation.

2. Preferred Option

Option B is the preferred option. Option B is also the RTA's preferred treatment to improve

safety and traffic efficiency. This is the same option which was supported by Council during the exhibition period in 1997. Option B offers the most balanced solution. This option permits all movements to and from Castle Hill Road, County Drive and Highs Road. There will be minimal impact on the West Pennant Hills Valley.

The traffic study prepared by the Consultant for the RTA also showed that Option B offers the most balanced solution, providing good accessibility (*lower delays*) with the lesser overall network cost changes. As a result of all movements being permitted at the subject intersection, this option would relieve pressure on the intersection of Castle Hill Road/Edward Bennett Drive. With a set of signals at the subject location, side street traffic would enjoy safer conditions and much reduced delay when entering or exiting Castle Hill Road.

The impacts of Option B and the extension of County Drive to Castle Hill Road will be localised, with little or no changes to traffic volumes outside the Cherrybrook and West Pennant Hills Valley areas. At the same time, a significant decrease in traffic would be experienced on roads such as Edward Bennet Drive, Neale Avenue, Woodgrove Avenue and John Road.

BUDGET

This project is to be designed and constructed by the Roads and Traffic Authority at no cost to Council.

POLICY

There are no policy implications reflected in the recommendations of this report.

CONSULTATION

The four (4) options for the upgrading of Castle Hill Road, County Drive and Highs Road are on public exhibition up to 13 November, 1998.

RESPONSIBLE OFFICER

The responsible officer for this project is Bernard Choongo, Traffic/Transport Planner in the Traffic and Road Safety Branch, telephone 9847 6680.

RECOMMENDATION

THAT

Council endorse Option B as the preferred option for the upgrading of the Castle Hill Road, County Drive and Highs Road intersection.

APPENDIX B (page 5 of 5)

Page 5 of 5

ROB RAJCA
Acting Executive Manager
Works Division

BC

Attachments:



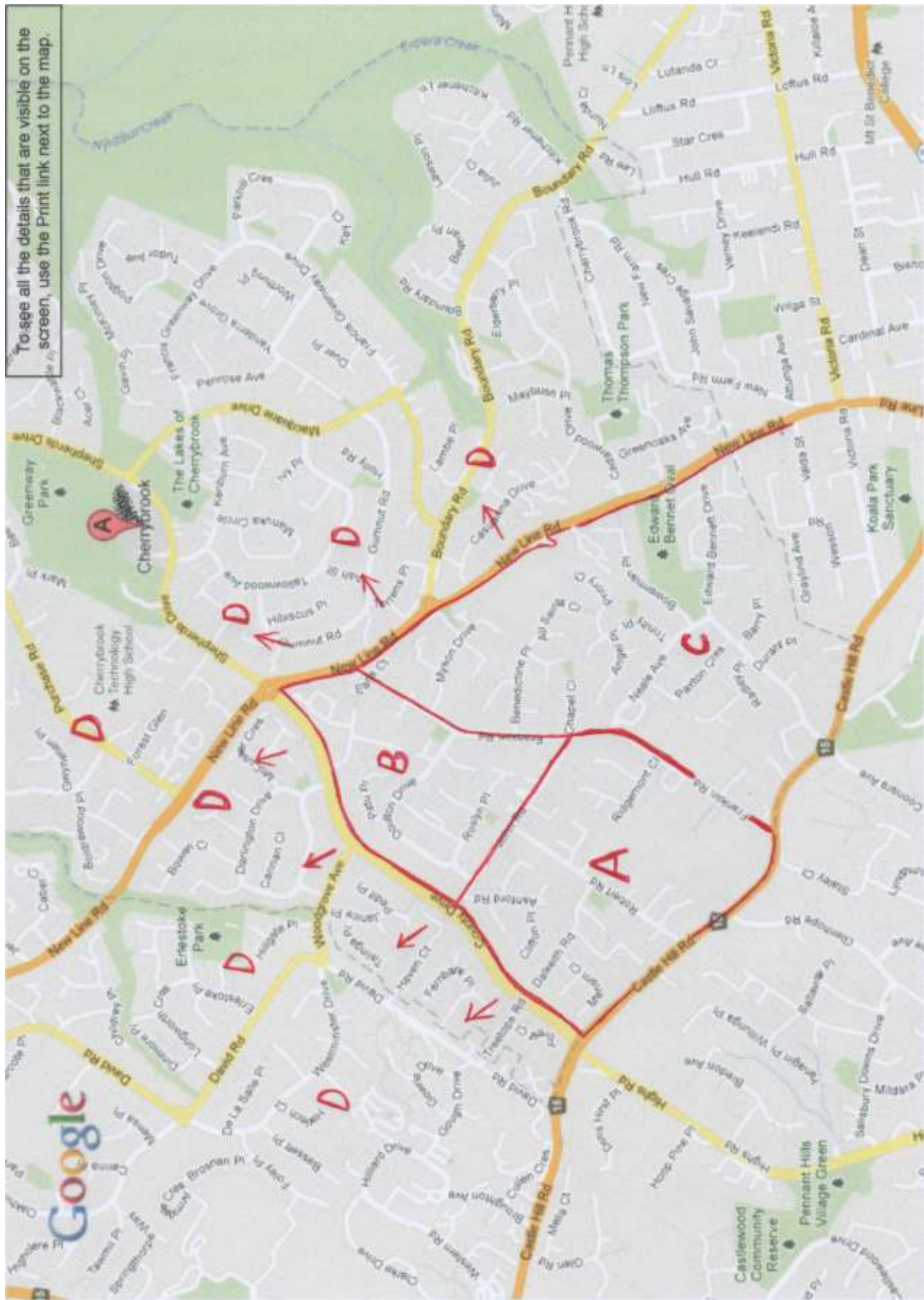
WK101.LF Attachments - OptionA (1 Page)

Option B (1 Page)

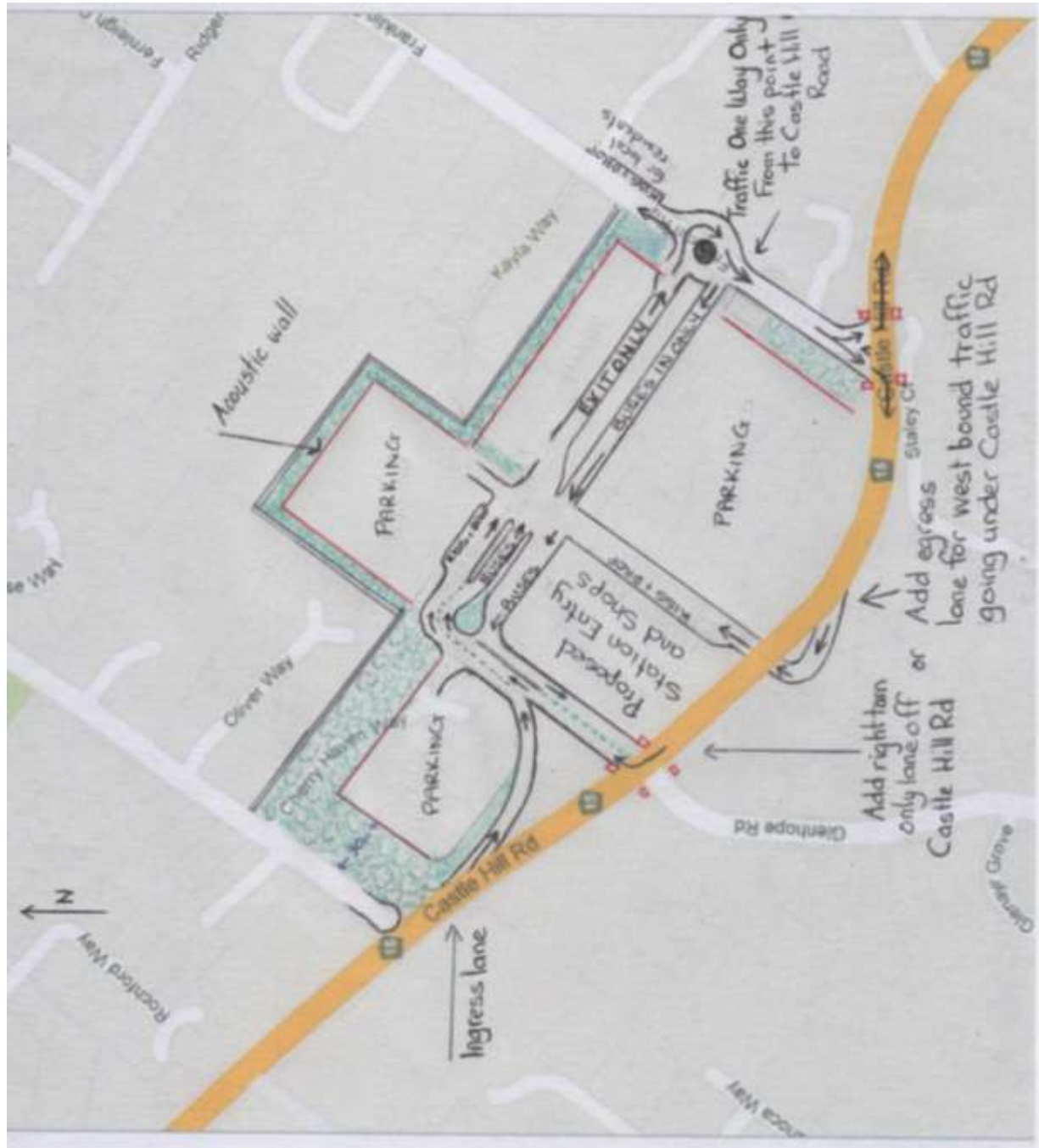
Option C (1 Page)

Option D (1 Page)

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Proposals Regarding Access from Catchment to Cherrybrook Station Precinct **APPENDIX D**



County Drive's problems could soon be over - Local News - News - General - Hills News Page 1 of 5

County Drive's problems could soon be over

BY AMANDA KEANE
08 Jun, 2010 04:00 AM
THE saga surrounding County Drive could soon be over.

On May 27, Hornsby Council's traffic committee held a meeting to recommend changes to traffic management on the Cherrybrook road to improve traffic flow and safety.

If approved, the changes will on be trial and if successful, implemented by the council.

Earlier this year the council changed County Drive from two lanes to one, sparking anger and frustration from residents concerned about traffic safety and flow.

Castle Hill MP Michael Richardson said the latest changes would deal with many of the concerns raised by local residents.

"There's no doubt County Drive has a poor accident record and some improvements were needed although the police advised that speeding or undertaking were not the issues some County Drive residents claimed," Mr Richardson said.

Changes included extended slip lanes at Treetops Road, Woodgrove Avenue and John Road; left-turn-only signage for the inside lane at Treetops Road; double right-turn out of John Road into County Drive with an extended slip lane for exiting traffic; an extra lane southbound between Treetops and Castle Hill roads to improve traffic flow; a pedestrian refuge in the median strip near Darlington Drive; and the removal of the water barriers.

"I have never received so many letters and emails on a single roads issue as I have on this one. It was clearly something the community felt very strongly about," Mr Richardson said.

"As a major link road between two state roads New Line Road and Castle Hill Road County Drive is an essential part of the Cherrybrook road network.

"The committee felt that converting it to a two-lane road creates rat-runs down other streets, such as David Road, Franklin Road and Edward Bennett Drive, something the opening of County Drive was supposed to relieve."

"Equally, the committee did not support the peak-hour clearways proposed by some residents.

"We paid particular attention to the intersection of Treetops Road and County Drive, which has the worst accident record of the whole road."

County Drive Action Group spokesperson Lee Smith, who supports two lanes back on County Drive, said the changes were "a good start".

"This is a better version than the last version but in my mind, I am still not sure," Mr Lee said. "I think it's now a matter of we will just wait and see. The only thing we do know is that this is another trial.

"Until we lobbied against this, none of this would have been done.

"I would like to still see the two outside lanes clear during peak hour."

What do you think?

☐

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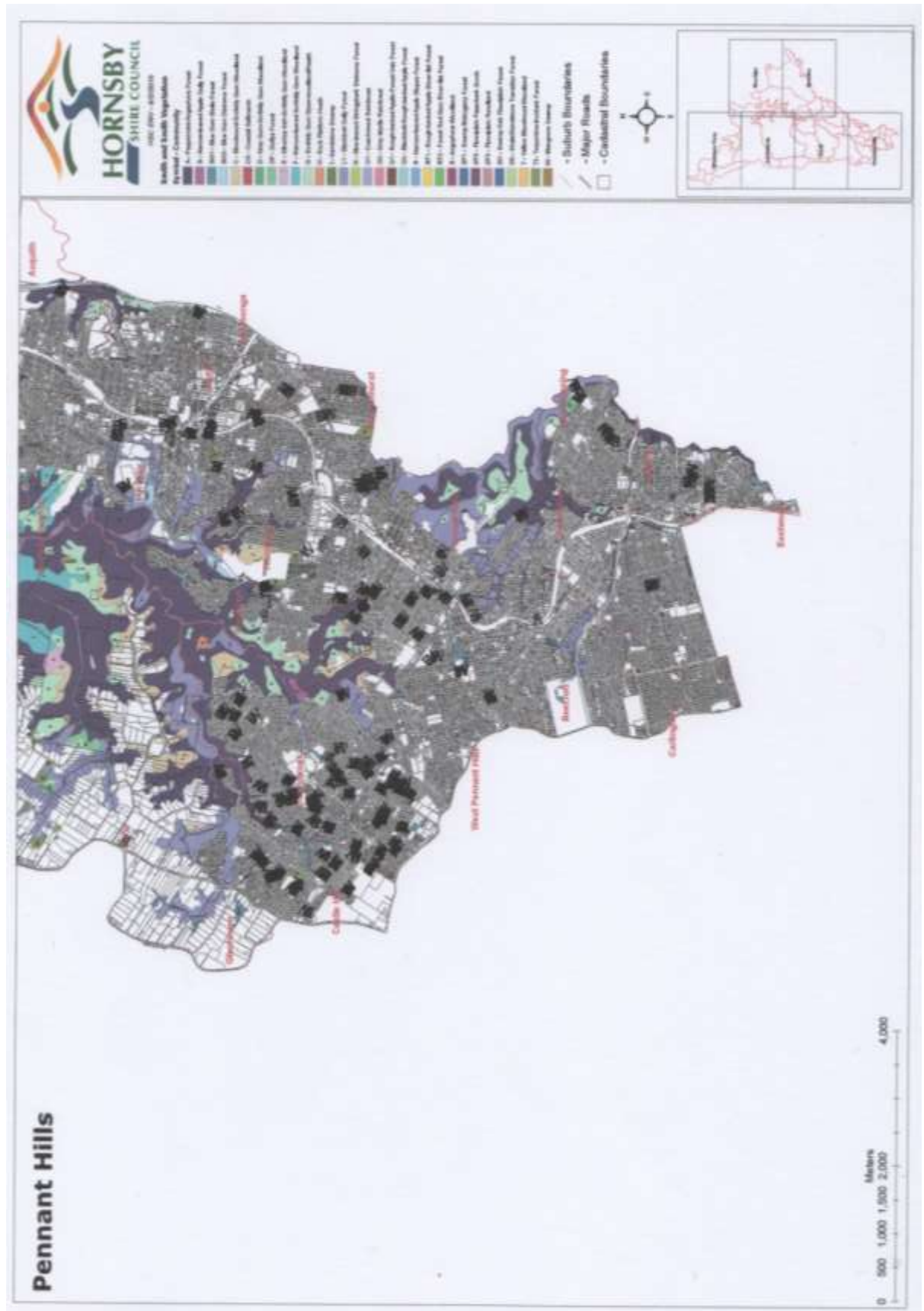
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<http://www.hillsnews.com.au/news/local/news/general/county-drives-problems-could-soo...> 27/04/2012









APPENDIX G (2 of 2)

Hornsby Shire Council – Smith and Smith Vegetation Map : Magnified to show the proposed Cherrybrook Station Precinct



Extract from Generic Plan of Management for Community Land and Crown Reserves Planning District 8

District 8 - Community Land and Crown Reserves Generic Plan of Management

4.0 DESCRIPTION OF THE LAND

Planning District 8 includes the suburbs of Cherrybrook, Castle Hill and Dural. Hassell (1997) described the distribution and the quality of the open space within Planning District 8:

"The eastern area of the district is occupied by the Berowra Valley Regional Park. To the south western part of the district there are a series of larger lots with more of a rural residential character where there is an absence of open space resources. The remainder of the district is mostly residential development, interspersed with a range of small parks and natural areas."

"As has been the case with prior planning districts, small parks are generally low in quality. There are six areas of high quality open space in Planning District 8, including Greenway Park, Hastings Park, Edward Bennet Oval and The Lakes of Cherrybrook, a park and natural area."

4.1 CATCHMENT CONTEXT

The whole of Planning District 8 lies within the south-western upper reaches of the Berowra Creek catchment. Most of the eastern border of the district is formed by Berowra Creek, while much of the northern border conforms closely to Georges / Pyes Creek. Pyes Creek forms a large sub-catchment of its own comprising almost half the area of the district. The majority of the surroundings of these three major tributaries are comprised of bushland of varying condition. In the north-east Berowra Valley Regional Park contributes the largest area of bushland in the district, with many of the district's bushland reserves forming continuous links with this.

4.2 TOPOGRAPHY, GEOLOGY AND SOILS

Geology is roughly divided between the Shire's predominant geological formation, Hawkesbury Sandstone, in the north-east of the district, and overlying Wianamatta Shales in the south-west. Typically, Hawkesbury Sandstone gives rise to shallow, coarse soils of low-moderate fertility, while Wianamatta Shales give rise to slightly higher fertility clay soils.

4.3 NATIVE VEGETATION

The Hornsby Shire has a particularly high diversity of native plant species when compared to other local government areas, with in the order of 1000 species (Fallding *et al*, 1994) and a total of 26 threatened plant species occurring (draft Hornsby Shire Biodiversity Conservation Strategy, 2004). Apart from the area of Berowra Valley Regional Park and some adjoining medium sized council reserves the majority of native vegetation in the district has been cleared. Historically, the flatter and relatively fertile ridge top Wianamatta Shales supported Tall Open Forest of Blackbutts, Blue Gum and Turpentine while numerous sandstone communities existed, many of which are still well represented within the shire. District 8 does contain some very significant native vegetation within public reserves.

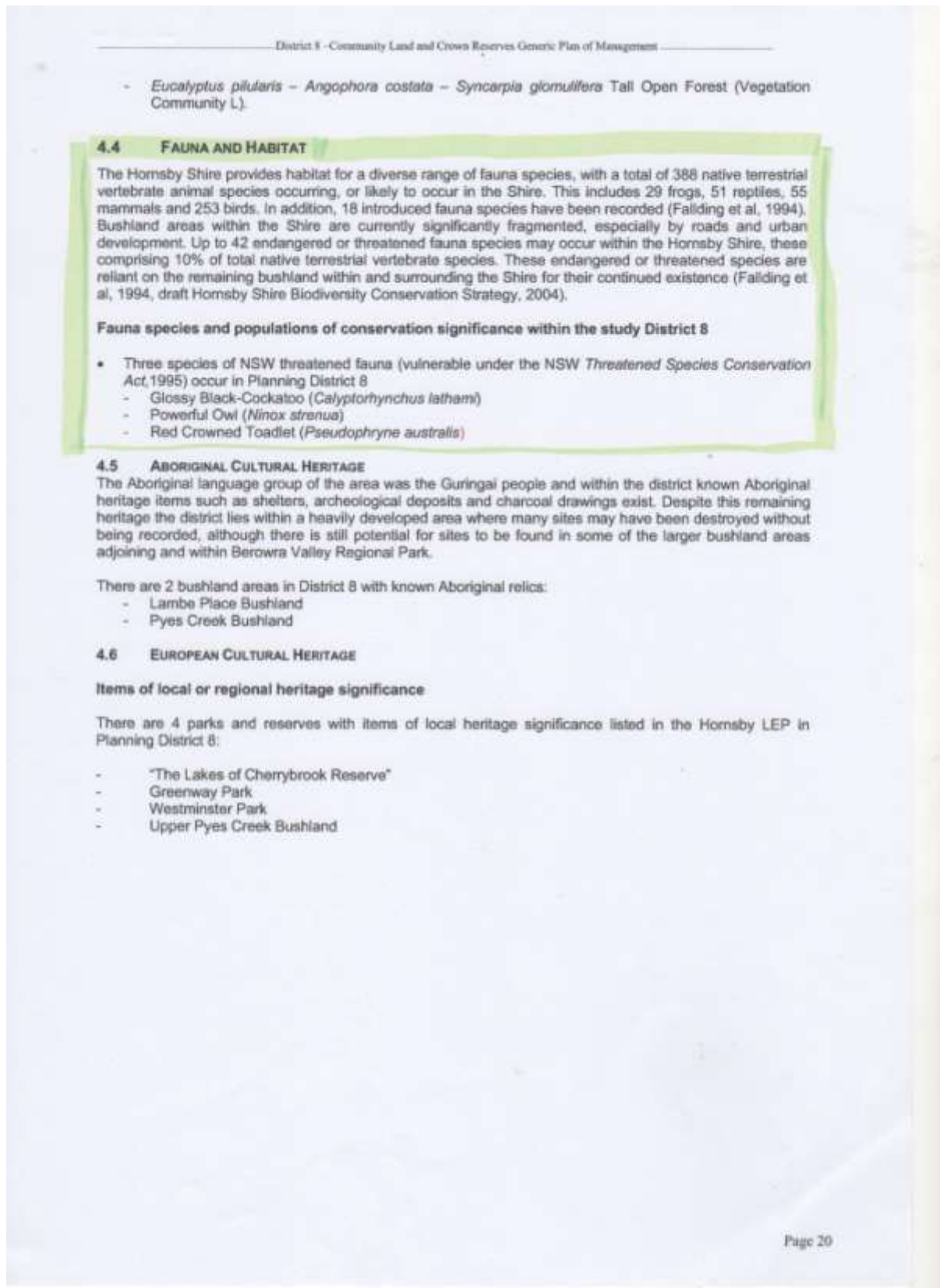
Plant species, populations and communities of conservation significance within the study District 8

- Two nationally significant plant species (vulnerable under the *Federal Environmental Protection and Biodiversity Conservation Act, 1999*):
 - *Tetratheca glandulosa*
 - *Metaleuca deanei*
- One NSW threatened plant species (vulnerable under the *NSW Threatened Species Conservation Act, 1995*):
 - *Epacris purpurascens* var. *purpurascens*.
- Two NSW Endangered Ecological Communities (listed by the N.S.W. Scientific Committee under the *Threatened Species Conservation Act, 1995*), occur on Wianamatta Shale:
 - Blue Gum High Forest (Community J).
 - Sydney Turpentine-Ironbark Forest (Vegetation Communities K and M)

The NSW Scientific Committee's determinations on these communities indicated that there is 1% of the original area of Blue Gum High Forest remaining and 0.5% of Sydney Turpentine Ironbark Forest remaining.
- One ecological community of Regional Conservation Significance, significant in Sydney Region due to very restricted distribution, occurs in District 8
 - Warm Temperate (Coachwood) Rainforest (Community O)
- One ecological community of Local Conservation Significance, the largest areas of which are present outside major reserves, occurs in District 3:

APPENDIX H (2 of 3)

Extract from Generic Plan of Management for Community Land and Crown Reserves Planning District 8



APPENDIX H (3 of 3)

Extract from Generic Plan of Management for Community Land and Crown Reserves Planning District 8

