

Major Projects Assessment,
Department of Planning and Infrastructure
GPO box 39
Sydney 2001
Attention: Director, Infrastructure Projects
Reference: NWRL EIS2 Objections
Application Number: SSI-5414

This submission is to voice our concerns and the lack of support to the planned changes to the traffic flow in Robert Road by the NWRL as detailed in EIS2 which, in our opinion does little to satisfy the concerns of the majority of residents in Robert Road and the community titled estates that run off Robert Road. We understand that you will be receiving a number of submissions, some echoing our concerns, and we sincerely hope that you will give all due considerations to those submissions.

My wife and I are residences of Oliver Way and our concerns reflect the main concerns of all residents in Oliver Way, which will be supported by other submissions.

We would like to state that we are in no way against the Cherrybrook Station being built (something that should have happened 15 years ago). We also accept that our lives will be immensely disrupted during the construction period, which could be up to seven (7) years. We will be seeking guarantees from NWRL that the disruption (noise, air quality, traffic movements etc.) will be kept at a minimal level.

At this time it is unknown what disruption we will have to endure as this will not be confirmed until construction commences. All noise/dust level figures mentioned in the EIS 2 are only predictions at this stage.

The main concerns of the Oliver Way Residents are as follows,

Increased traffic in Robert Road

Essential parking in Robert Road for Oliver Way residents, their family and visitors

The need for effective buffer zone between our boundary fences

Protecting our property values

Increase traffic in Robert Road

There is a proposal that Robert Road will be used as a major feeder road into Cherrybrook station, requiring two way bus accesses to the station precinct. This suggestion is regarded as a complete

lack of knowledge as to the current traffic movements in Robert road, and to accept Robert Road as a feeder road in any capacity would endanger to lives of residents of Oliver Way and Robert Road. The traffic movements noted in EIS 2 are not correct.

Please refer to Environmental Assessment No. 2 Technical Paper:

Construction Traffic and Transport Management - PREPARED BY AECOM AND ATTACHED IN EIS2 REFER PAGE NO.28, HERE IS EXTRACT BELOW

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.

The residents of Robert Road Cherrybrook and surrounding communities commissioned **INCO TRAFFIC MANAGEMENT** an RTM authorised Traffic Management company (ABN: 94 674 843 011) to carry out an independent traffic management survey and their response is as follows,

"The Construction Traffic and Transport Management report PREPARED BY AECOM AND ATTACHED IN EIS2 is Totally Incorrect. The actual road width of Robert Road is 7 m and Franklin Road is close to 9 m (for section between Doulton Drive and Castle Hill Road).

ALSO NOTED THAT ROBERT ROAD HAS BEEN REFERRED AS LOCAL ROAD BY HORNSBY SHIRE COUNCIL (REFER CHAPTER 9, SECTION 9.5.2) AS PER AUSROAD (National Association of Roads and Traffic Australia which is national body for road standards), Local Road is classified as two way lane with 2 parking lanes allowed and width a carriageway width of 9 m.

FRANKLIN road fits into this category of local road, not ROBERT road.

Robert Road (based on 7 m) carriageway width is to be classified as Cul-de-Sac or Access road (it is not very specific), BUT it is not a LOCAL road (as referred by Council) by any standards.

CONCLUSIONS made by INCO Traffic Management:

EIS2 is void and all analysis undertaken by consultant AECOM whether intentionally or unintentionally is based on wrong carriageway width, this includes LINSIG analysis.

Importantly Robert Road is classified wrongly as a LOCAL Road."

The finding of the report by INCO Traffic Management confirms that the EIS 2 in relation to the Robert Road and surrounding communities' concerns is either incompetent or grossly misleading the residence of this area.

Furthermore, it is easily demonstrated that Robert Road is not suitable for any increase in traffic and in fact even in its present form is a dangerous and unsafe situation.

We have been previously advised by NWRL personnel that the intersection of County Drive and Castle hill Road has a classification of “F”. This represents the base indication of the worst case in peak traffic. The document provided by NWRL provides the code for the Intersection Performance which is Level of service (LOS) & Degree of Saturation (DOS) at Intersection.

Table 13 on page 33 refers to the Cherrybrook Site – Intersection Performance, and indicates that the referenced intersection has a LOS of “D” & a DOS of .090 in the morning Whilst in the afternoon the LOS is E & the DOS is E.

The LOS Criteria for intersections is provided on Table 4 page 12 and shows the various LOS from A to F, with F being the worst case scenario.

Therefore as can be seen the intersection is categorised as being near operating capacity not as advised as category F which is Over Capacity, unstable operation.

In addition the waiting time at the lights has a bearing on the category nominated for any particular intersection. However the point which has been overlooked at this intersection is that the count appears to be taken with the **two** (2) right hand turn lanes and possibly the centre lane in mind.

NWRL have not taken the left hand lane into consideration in their formulation of the NWRL document. For anyone who can avail themselves of the time they would quickly observe that the left hand lane is indicating green **twice** during a single green mode of the right hand lanes.

In short this means that the left hand lane 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 a lot better than the original advice provided to us where the designation of the intersection was nominated as “F” or Over Capacity, Unstable operation for the intersection as a whole.

Further evidence that Robert Road is unsafe in its current state which does not include any Bus traffic at all, is the fact that Oliver Way Residents found it necessary to make submissions to Hornsby Council to erect "no parking" signs six (6) metres either side of the entrance of Oliver Way.

The signs were deemed necessary as there were a number of “close calls” by residents when entering & exiting Oliver Way resulting in near accidents from traffic traveling along Robert road.

With the NWRL proposal of running buses along Robert Road in both directions, the danger would be greatly increased and intolerable.

Hornsby Council agreed with residents views regarding the safety issues, before approval for parking restriction signs were given. The signs have been in place for about twelve (12) months and the residents have witnessed the improved safety in exiting and entering Oliver Way. Adding buses to the already light vehicle traffic would be extremely dangerous and would totally ignore the safety concerns of the Oliver Way residents.

During discussions with NWRL representatives, two reasons were raised supporting their proposal of using Robert Road as a major feeder road for the Cherrybrook Station.

They were as follows;

1. Buses heading to the city currently head south on County Drive, turn left into John Road and then right into Franklin Road towards the city. Therefore in adopting the proposal put forward by the majority of Robert Road residents, community and surrounding streets, of

"Buses to head south on County Drive and continue up towards Castle Hill Road , turn left into Castle Hill Road and head towards the Cherrybrook Station INSTEAD OF the NWRL proposal of buses to head south on County Drive, turn left into John Road and right into Robert Road and head south up Robert Road into the Cherrybrook Station",

The NWRL indicated that this would mean that those residents on John Road and Franklin Road would now not be able to catch the bus to the city, unless a second set of buses and bus routes were established. Instead, the NWRL stated that under their proposal of running buses left into John Road from County Drive and then right into Robert Road would only see a small proportion of residents on John Road and Franklin Road who currently catch the bus into the city, being affected without the need for a second set of buses and bus routes.

The following facts must be considered,

a. Those people currently catching a bus into the city would not want to detour through Cherrybrook Station as they are choosing to catch a bus into the city, not a train.

b. The existing bus routes to the city could remain as is and a separate shuttle bus and bus route be established for commuters within the Cherrybrook Station catchment area for the sole purpose of transport to and from the Cherrybrook Station.

c. This would enable County Drive and Castle Hill Rd to easily handle any additional buses transporting commuters to the station via County Drive towards Castle Hill Road and then left onto Castle Hill Road and then into the Cherrybrook Railway Station .

2. In adopting the proposal put forward by the Robert Road residents and surrounding streets, of

"Buses to head south on County Drive and continue up towards Castle Hill Road , turn left into Castle Hill Road and head towards the Cherrybrook Station,

INSTEAD OF the NWRL proposal of buses to head south on County Drive, turn left into John Road and right into Robert Road and head south up Robert Road into the Cherrybrook Station",

The NWRL indicated that in 6 years' time when the NWRL is completed, they anticipate a significant increase in traffic on the following roads;

a. Traffic heading south up County Drive between John Road and Castle Hill Road; and

b. Traffic heading east on Castle Hill Road between County Drive and Robert Road

As a result, to avoid any buses being caught in this anticipated traffic, the NWRL have proposed buses to run left off County Drive into John Road and then right into Robert Road.

We are totally against this proposal based upon the aforementioned facts.

Some further facts for consideration are as follows;

- 1 County Drive and Castle Hill Road are built for the purpose of handling large volumes of traffic and large heavy vehicles (i.e. buses). They do not have the traffic hazards and weight restrictions that the narrow suburban street of Robert Road has.
- 2 Traffic currently heading south up County Drive to Castle Hill Road is free flowing in the mornings between John Road and Castle Hill Road. Shortly after John Road, County Drive heading south expands into 4 lanes as traffic approaches the intersection of County Drive and Castle Hill Road.
- 3 As all local residents will agree, there is rarely any traffic congestion when travelling east down Castle Hill Road towards Thompson's corner, until Edward Bennett Drive. The traffic congestion occurs generally only up to Edward Bennett Drive as the congestion is created due to Thompsons corner at West Pennant Hills.

Essential Resident Parking in Robert Road

Oliver Way is on a Community title estate and there is **no resident or visitor parking** within the street due to its very narrow width. Hornsby Council gave approval for the facility of no on street parking in the original DA.

The NWRL should be aware that Robert Road has a number of higher density estates fronting it, i.e. Arundel Way, Louise Way, and Oliver Way and in all of the above there is no provision for off street parking. It must be noted that Oliver Way is much narrower than both Louise Way and Arundel Way. A visit to each estate will illustrate this and would be appreciated by the residents.

This situation results particularly in Oliver Way, for residents and visitors, with no alternative but to park on Robert Road outside of the six metre no parking zone. Whenever there is a need for trades' people to conduct work, or when removalists are involved with large trucks, all the effected residents have to park in Robert Road.

Whenever there is repair work necessary on the Oliver Way road, all residents must park their cars on Robert Road until the work is completed. This could take up to three (3-5) days.

When there are cars, trucks, boats etc. parked in Robert Road, it effectively restricts the road to a single lane with oncoming traffic pulling to the side of the road to allow the flow of traffic. This has always been the case, and any increase in traffic would result in extremely dangerous situations, resulting in obvious collateral damage.

There should be no access into Robert Road from the Western end of the Cherrybrook Railway Station complex, or from Castle Hill Road, and to improve safety, Robert Road should be converted into a Cul-de-sac at Castle Hill Road. Robert Road is not designated as a LOCAL road (as referred by Council) by any standards. **See report By INCO Traffic management on page 2.**

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 battle axe blocks or community estates, both having limited or no 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 Robert Road will increase the likelihood of head on collisions and possible deaths. The introduction of buses along any part of Robert Road will be impractical as previously mentioned in our submission.

The critical need for an effective buffer zone/acoustic fencing prior to construction.

We consider that at a very minimum it is necessary that a buffer zone be constructed between the Oliver Way residences rear boundary fences, which would include acoustic fencing from the beginning of the construction, with rows of trees planted (at commencement of construction) to screen the acoustic fencing from the Oliver Way properties from visual, acoustic, dust, and the inevitable construction issues arising from the construction site. The Oliver Way Residents preferred plantings are **Xylosma Congestum** which are very low maintenance to a height of 5 meters, full sun/frost tolerant and are ideal for screening unattractive fences and buildings. The buffer zone must also incorporate the necessary security to give comfort to the residents of Oliver Way against trespass from the construction zone.

Protecting our property values

There has been considerable discussion from the residents of Oliver Way as to the effect on property values should an unsatisfactory outcome arise from our submission. If necessary we are prepared to discuss compromises to the satisfaction of both parties but the devaluation of properties would not be compromised. We would have no alternative but to seek compensation by way of arbitration to recover from the NWRL an amount equivalent to the loss in "Real" property values.

We sincerely trust that you will give every consideration to our submission and we will look forward to your reply in due course.

Yours Sincerely

John and Diana Goss

John & Diana Goss

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3rd of December 2012