Attention: Director Infrastructure Projects

Major Projects Assessment,

Department of Planning and Infrastructure,

GPO Box 39, Sydney, NSW 2001

# North West Rail Link (NWRL)

# Environmental Impact Statement 2

## Response to NWRL EIS2 -

## Group Response in regards to the use of Robert Road, Cherrybrook

## The application number (SSI-5414)

December 2012

Contact details in regards to this submission:
Steven Sequeira and Sandra Finlay
1 Robert Road, Cherrybrook NSW 2126
Email: sandssix@gmail.com
Ph:(02) 8677 3107 or Mob: 0413 830310

Dear Sir/Madam,

We confirm that we are the owners of the following properties which are situated at the south end of Robert Road, Cherrybrook starting from Castle Hill Road;

| Owner | Address | | |
|---|---|---|---|
| Greg and Hilda Parrott | 210 Castle Hill Road / 1c Robert Road | | |
| Handi and Rachel Oey | 1b Robert Road | | |
| Steven Sequeira and Sandra Finlay | 1 Robert Road | | |
| Colin and Michelle Pinkerton | 1a Robert Road | | |
| Nino and Ruth Vlatkovic | 1/3 Robert Road | | |
| Paul and ~~Tanya~~ Tonia Hagan | 2/3 Robert Road | | |
| Marion and Elizabeth Burke | 3/3 Robert Road | | |

For the purpose of this submission, the owners of these properties will refer to ourselves as "Our Group".

Our Group was advised by NWRL in February of this year of the plans of the North West Rail Link **(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 of each of the owners in Our Group **(Additional Construction Zone)**. The Additional Construction Zone is illustrated in Appendix A.

Since then, what has transpired has been a series of events initiated by the North West Rail Link, which has lead to nothing short of a catastrophic result for each of the owners within Our Group (as well as every other resident of Robert Road). This has come in the form of Environmental Impact Statement 2 where;

1. the NWRL have proposed for Robert Road to be converted into a main road; and

2. ***specifically to the detriment of the owners of the homes in Our Group, the NWRL has proposed for the main entrance into the Cherrybrook Station to now be situated directly across the road from our homes. This will be the case regardless of whether or not Robert Road is converted into a main access road into the Cherrybrook Station.***

As you can appreciate, this predicament that each of the owners within Our Group has been placed in, is absolutely paradoxical from the quiet residential street we bought into and expected to live in, many of us, for the remainder of our lives, let alone the immediate substantial diminution in the values of each of our properties.

# Our Submission

## A. Providing Protection to each of the homes within Our Group During and Post Construction

Notwithstanding, whether or not Robert Road becomes the main access road into the Cherrybrook Station, each of the homes of the owners within Our Group will be faced with:

1. works to be carried out across the road for the next 5-6 years of our lives **(Stage 1)**; and

2. following completion of these works, the prospect of the replacement of the Additional Construction Zone(situated across the road from our homes) with the main entrance of the Cherrybrook Railway Station **(Stage 2)**,

As a result, we are seeking for the NWRL to provide the greatest form of protection possible to each of our homes within the Group during both Stage 1 and Stage 2. This submission provides details of our proposal in this regard for each of the Stages.

## B. The use of Robert Road as an Access Road into the Station

We believe that Robert Road should not be used as a main road into the Cherrybrook Station. This submission provides support for our view and in particular, details the following:

1. Why utilising Robert Road in any capacity will be detrimental and hazardous; and

2. Using County Drive and Castle Hill Road as the access road into the Cherrybrook Station versus Robert Road; and

## A. Providing Protection to each of the homes within Our Group During and Post Construction

### Post Construction

Environmental Impact Statement 2 provides a proposal as to the protection of the homes within Our Group against the Cherrybrook Station Precinct which will be located directly across the road from our homes. A diagram of this proposal is attached in Appendix B.

In a nut shell, the protection proposed in Appendix B is not only inadequate but with respect, in our opinion, provides a somewhat chaotic solution to those homes which will be most impacted by the Cherrybrook Station Precinct.

We would like to propose and are requesting that an alternate solution to that in Appendix B, be adopted. In particular, our alternate solution is attached in Appendix C and Appendix D.

Our alternate proposal in Appendix C simply involves:

1. Removing the NWRL proposed island of trees directly out the front of 1 Robert Road - as marked A on Appendix B.
2. Extend the proposed NWRL cul-de-sac road to allow vehicular access for the houses of 210 Castle Hill Road (also referred to as 1c Robert Road) and 1b, 1, 1a, 1/3, 2/3 and 3/3 Robert Road into and out of the cul-de-sac – as marked C on Appendix C.
3. Create a vehicle entry/exit point into/out of the cul-de-sac road as far north east of 1/3 Robert Road as possible – as marked D on Appendix C.
4. Create a continuous shield/buffer zone of high density trees to the maximum depth possible, east of the cul-de-sac road, in order to provide the residents at 210 Castle Hill Road and 1b, 1, 1a, 1/3, 2/3 and 3/3 the maximum protection from visual and acoustic disturbance possible – as marked B on Appendix C. We propose that the height and density of the trees selected to with the aim of providing the highest level of acoustic and visual protection possible. In addition, to provide further acoustic protection, we have proposed in point 7 below, acoustic walls to be situated on the eastern side of the trees.
5. Move the portion of Robert Road which has been proposed by NWRL as the entry point into the Cherrybrook Station spine road, as far east as possible – as marked A on Appendix C.
6. Create a shield of high density trees out the front of 1/3 and 5 Robert Road to the maximum depth to allow as much protection from visual and acoustic disturbance to these houses as possible - as marked E on Appendix C.
7. Create residential acoustic wall on the eastern side of the continuous shield of trees – as marked F on Appendix C. Some examples of residential acoustic walls are attached in Appendix E.
8. Create "Residents Only" parking in the cul-de-sac.

In addition, we would like to propose that the NWRL acquire the vacant block situated at 8 Robert Road. The purchase of this property will allow:

1. the portion of Robert Road which has been proposed by NWRL as the entry point into the Cherrybrook Station spine road, to be shifted further east at an earlier point than what has been proposed in Appendix C – as marked A on Appendix D;
2. 5 Robert Road to become part of the cul-de-sac – as marked B on Appendix D; and
3. The driveway in 5 Robert Road to be shifted from the north side of the frontage to the south side of the frontage to allow it to become part of the cul-de-sac

The advantages of adopting the above proposal to each of the residents in Our Group are as follows;

1. Creates an sufficient continuous shield/buffer from acoustic and visual disturbances for the houses within Our Group which are the most affected by the Cherrybrook Station;
2. Allows safe exit for the houses situated at 1/3, 2/3, 3/3, 1a and 5 Robert Road (where the vacant block situated at 8 Robert Road is able to be purchased by NWRL) as under NWRL's proposal, cars exiting these houses will be required to back out of their properties onto the main road, given there is no turning room on the shared driveway. Under the proposal in Appendix C and Appendix D, cars will be able to back out into the cul-de-sac and approach the entry/exit (in a forward facing direction) as marked D on Appendix C;
3. Allows all of the residents in Our Group to enter Robert Road from the cul-de-sac road, at a point further away from the intersection between the proposed spine road and Robert Road, thereby reducing the chance of accidents; and
4. Allows a nominal amount of on street parking.

It is important to note that the proposal in Appendix C (and Appendix D where the vacant block situated at 8 Robert Road is able to be purchased by NWRL) provides a satisfactory outcome to the residents in Our Group with regards to the protection from the Cherrybrook Station Precinct across the road but with a negligible variation to the plans in Appendix B proposed by NWRL in EIS 2. In fact, the 3 dimensional model displayed at the Community Information Sessions on 8th November at Castle Hill and 10th November at Cherrybrook Uniting Church, largely mirrors our proposal in Appendix C.

## During Construction – Implementing "Post Construction Protection" into "During Construction Protection"

The construction process, which we now understand, will occur for at least the next 5-6 years, will have the greatest impact on the lives of each of the residents within Our Group, being those residents situated directly across the road from the construction site. In addition, we now understand from EIS 2, that restricted parking is proposed outside the homes within Our Group during the construction phase. With this in mind, we would like to propose the following:

1. The southern end of Robert Road should be closed off prior to the commencement of the construction phase;
2. The cul-de-sac road be constructed prior to the commencement of the construction phase in order to maintain a nominal amount of on street parking for residents in Our Group during the construction phase;
3. The shield of trees proposed as marked B and E in Appendix C, be planted early in the construction phase so as to:
    a. protect the residents in Our Group as much as possible from acoustic and visual disturbances during the construction phase; and
    b. allow time for the trees to mature so as to act as a genuine visual buffer by the time construction is completed;
4. The residential acoustic wall as marked F on Appendix C be installed prior to the commencement of the construction phase;
5. Double glazing and insulation be installed for the homes of each of the residents in Our Group prior to the commencement of the construction phase to allow protection during and post construction.

## B. The use of Robert Road as an access road into the Station

### 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.*

**On Street Parking along Robert Rd**

On 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. EIS2 proposes to remove on street parking from Robert Road.

In the event that on street parking on Robert Road is removed, we believe that residents and their guests will be forced to park in the adjoining street of Dalkeith Road. Given the current number of residents who currently utilise on-street parking on Robert Road (particularly in the evenings and on weekends), this may result in Dalkeith Road effectively becoming a one lane street. As a result, where there are cars attempting to exit Dalkeith Road onto Robert Road simultaneously with cars attempting to enter Dalkeith Road from Robert Road, this will result in a bank up of cars on Robert Road.

**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.

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 in our view, 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 and the parking required for local residents and their visitors on a Saturday afternoon.

An example of Current Traffic Movement along Robert Rd

**Entering and Exiting Robert Road from John Road**

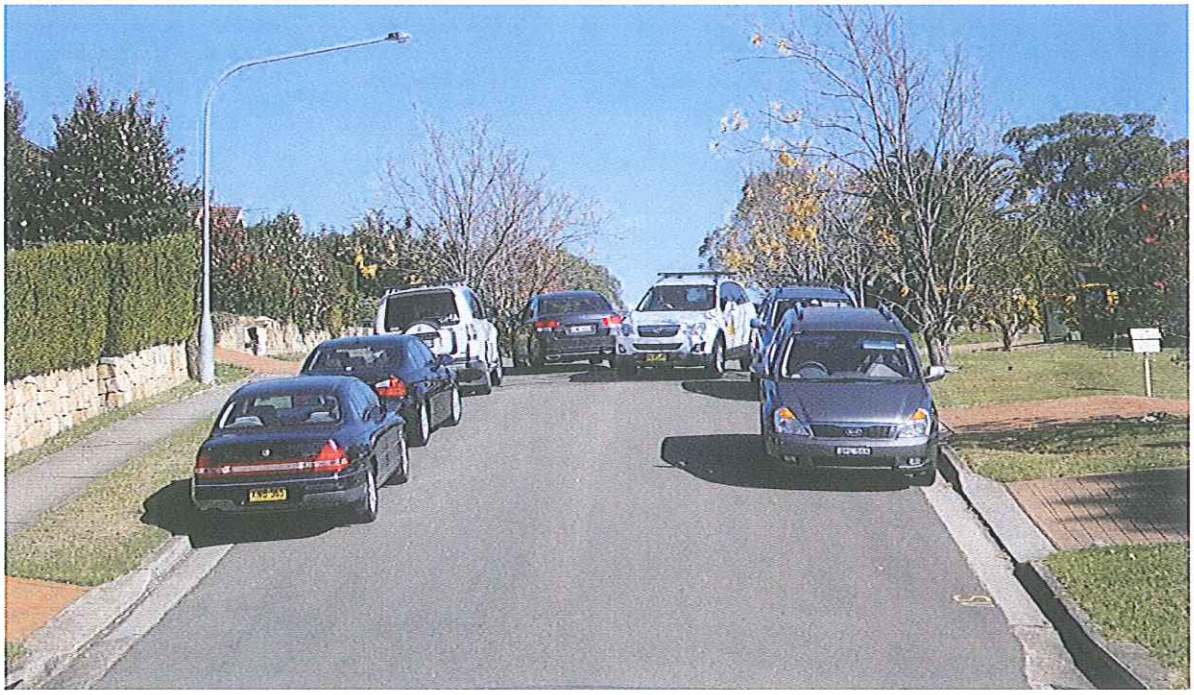
As traffic enters Robert Road from John Road, drivers travel up the crest of a steep hill which forms the beginning of Robert Road. This hill restricts the visibility for drivers to see oncoming cars travelling in the opposite direction down Robert Road towards John Road. Further, cars travelling down 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.

To introduce any further traffic to this intersection in our view, 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 in our view, 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**

## Section 2: Using County Drive and Castle Hill Road as the access road into the Cherrybrook Station versus Robert Road

### 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 G- 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 G- 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 for which has already been provisioned for by NWRL in EIS 2.

Notwithstanding this, in the event that this small pocket does require public transport to the station, residents in this area only have access out of this pocket to John Road via Roslyn Place, which is approximately 50 metres away from the intersection of County Drive and John Road, where a bus stop already exists.

***Housing and residents occupying the section anywhere east of Franklin Road - See Appendix G- 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 at the proposed Robert Road traffic lights as marked A on Appendix H.

***Non-local residents - Housing and residents occupying the section anywhere north of New Line Road and west of County Drive See Appendix G- 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 Part B 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 at the proposed Robert Road traffic lights as marked A on Appendix H. In this way, County Drive would continue to be utilised for the purpose it was intended as more fully described by the then Castle Hill MP,

Michael Richardson in the document attached as Appendix I. 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.

## Response to NWRL reasoning behind using Robert Road as an access road into the Cherrybrook Station Precinct versus County Drive and Castle Hill Road

1. EIS 2 suggests that if the NWRL adopted the proposal of:

*"Buses to head south on County Drive and continue up towards Castle Hill Road , turn left into Castle Hill Road and head east towards the Cherrybrook Station INSTEAD OF the EIS 2 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",*

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/from the city, being effected without the need for a second set of buses and bus routes.

We would like to respond as follows;

a. Those commuters currently catching a bus into the city would not choose to have their bus now detour through Cherrybrook Station, given that they have chosen to catch a bus into the city rather than a train;
b. Existing bus routes to the city could remain as is and a separate shuttle bus/bus route be established for commuters within the Cherrybrook Station catchment area for the sole purpose of transport to and from the Cherrybrook Station. This would be consistent with the opportunity noted by NWRL in 8.1.5 of the technical paper of EIS 2 for the West Pennant Hills Valley to have a shuttle bus service;
c. Our proposal of allowing the existing bus routes to and from the city to remain and introducing shuttle bus/bus route for commuters within the Cherrybrook Station catchment area for the sole purpose of transport to and from the Cherrybrook Station, would enable County Drive and Castle Hill Rd to easily handle any additional buses transporting commuters to the station, south up County Drive and east along Castle Hill Road into the Cherrybrook Railway Station.
d. Notwithstanding this, if the NWRL deemed it imperative to have existing city buses pass through Cherrybrook Station, our comments are as follows;
    i) In accordance with the proposal in EIS 2 of running buses south on County Drive, left into John Road and right into Robert Road, the NWRL is effectively intending to capture commuters to and from the city who are currently using the bus stops on John Road between County Drive and Robert Road (Captured Bus Stops).
    ii) The Captured Bus Stops total 2 (1 heading east to the city and 1 heading west returning from the city) and are situated on either side of John Road. Further, these bus stops are situated approximately 50 metres east of County Drive.
    iii) The average number of commuters (as recorded in the report prepared by INCO traffic management which can be accessed via the website www.saverobertroad.com) boarding the bus to the city from the east bound Captured Bus Stop on any one day during morning peak hours is 58. Of these 58 commuters, 6 drive to the bus stop leaving 52 commuters who walk.

iv) As a result, the NWRL proposal to convert Robert Road into a main access road and affect the lives/value of properties of some 265 residents weighed against 52 commuters per day walking an additional 50 metres to County Drive to access the County Drive bus stop, would seem inequitable in our view.

2. EIS 2 suggests that if the NWRL adopted the proposal of:

*"Buses to head south on County Drive and continue up towards Castle Hill Road , turn left into Castle Hill Road and head east towards the Cherrybrook Station INSTEAD OF the EIS 2 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",*

in approximately 5- 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 would like to respond as follows;

a. County Drive and Castle Hill Road are built for the purpose of handling large volumes of traffic and large heavy vehicles (ie: buses). They do not have the traffic hazards and weight restrictions that the narrow suburban street of Robert Road has. We therefore believe that the proposal in EIS 2 effectively suggests that Robert Road is better equipped than County Drive and Castle Hill Road to handle large volumes of traffic and large heavy vehicles. This solution proposed by NWRL in EIS 2 appears to have be a high cost/high impact solution against the use of existing main roads, being a low cost/low impact solution;
b. 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;
c. 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;
d. As per 8.1.3 of the technical paper in EIS 2, the NWRL expects small volumes of traffic to be generated from the West Pennant Hills Valley to the south of Cherrybrook Station. Facing east down Castle Hill Road from Old Northern Road, there are no streets on the left hand side of the road which are able to access Castle Hill Road between County Drive and Old Northern Road. Therefore, it appears that the only potential for an increase in traffic heading east down Castle Hill Road would be generated from Old Northern Road, Castle Hill. The NWRL have confirmed in 8.1.3 of the technical paper in EIS 2, that this is their view. We believe however, that an increase in traffic heading east from Old Northern Road is unlikely to occur given that Castle Hill Station would be significantly closer to this traffic than Cherrybrook Station. Further, it should be noted that any cars heading east on Castle Hill Road which would be dropping passengers to the Cherrybrook Station on their way to the city in 6 years time would presumably already be part of the current traffic heading east along Castle Hill Road. As mentioned in bullet point c. of this section , this current traffic is minimal up to Edward Bennet Drive;

e. As per the video footage recorded by INCO traffic management (which can be accessed via the website www.saverobertroad.com), during the morning peak hours, it seems that there is a minimal volume of traffic queuing in the left hand turning lane on County Drive turning east onto Castle Hill Road at the intersection of County Drive and Castle Hill Road;
f. As per the video footage recorded and shown on the website www.saverobertroad.com, during the morning peak hours, it can be seen that traffic heading east on Castle Hill Rd is free flowing.
g. It follows from bullet point e. and f. above that these roads would appear to be able to take significantly more traffic both now and in 6 years time.

## Proposals Regarding Closure of Robert Road to avoid vehicular access heading south up Robert Road into the Cherrybrook Station – See Appendix H

We propose that Robert Rd be converted into a cul-de-sac (as shown in Appendix H) based on the following:

1. As detailed above, we believe there is no requirement to use Robert Road heading south as an access point into the Cherrybrook Station Precinct.
2. The creation of a cul-de-sac would avoid the build up of traffic and potential accidents in a local street that has not been built to be utilised as a main road.
3. Residents of Robert Road:
   a. bought into 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
   b. 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.

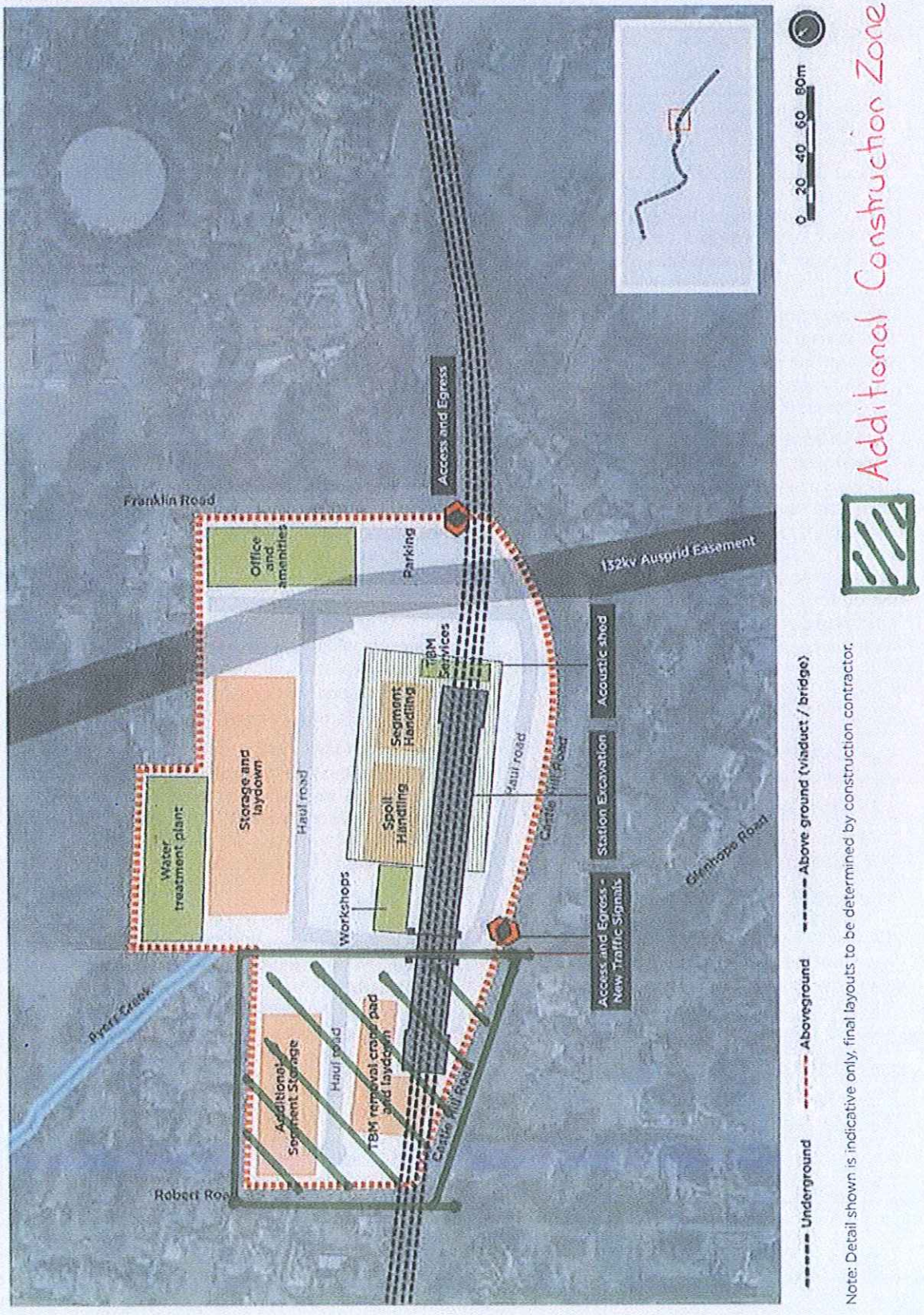
   Therefore, by creating a cul-de-sac and thereby maintaining the road in its current form, would avoid the diminution in the value of many properties in Robert Road and its surrounding streets.

### Street Parking on Robert Road

If heading south up Robert Road was accepted by NWRL as not becoming an access road into the Cherrybrook Station Precinct, in our view, it is 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 Cherrybrook Station Precinct is free to encourage commuters to utilise the designated parking area.

# APPENDIX A

**Cherrybrook Station site layout**

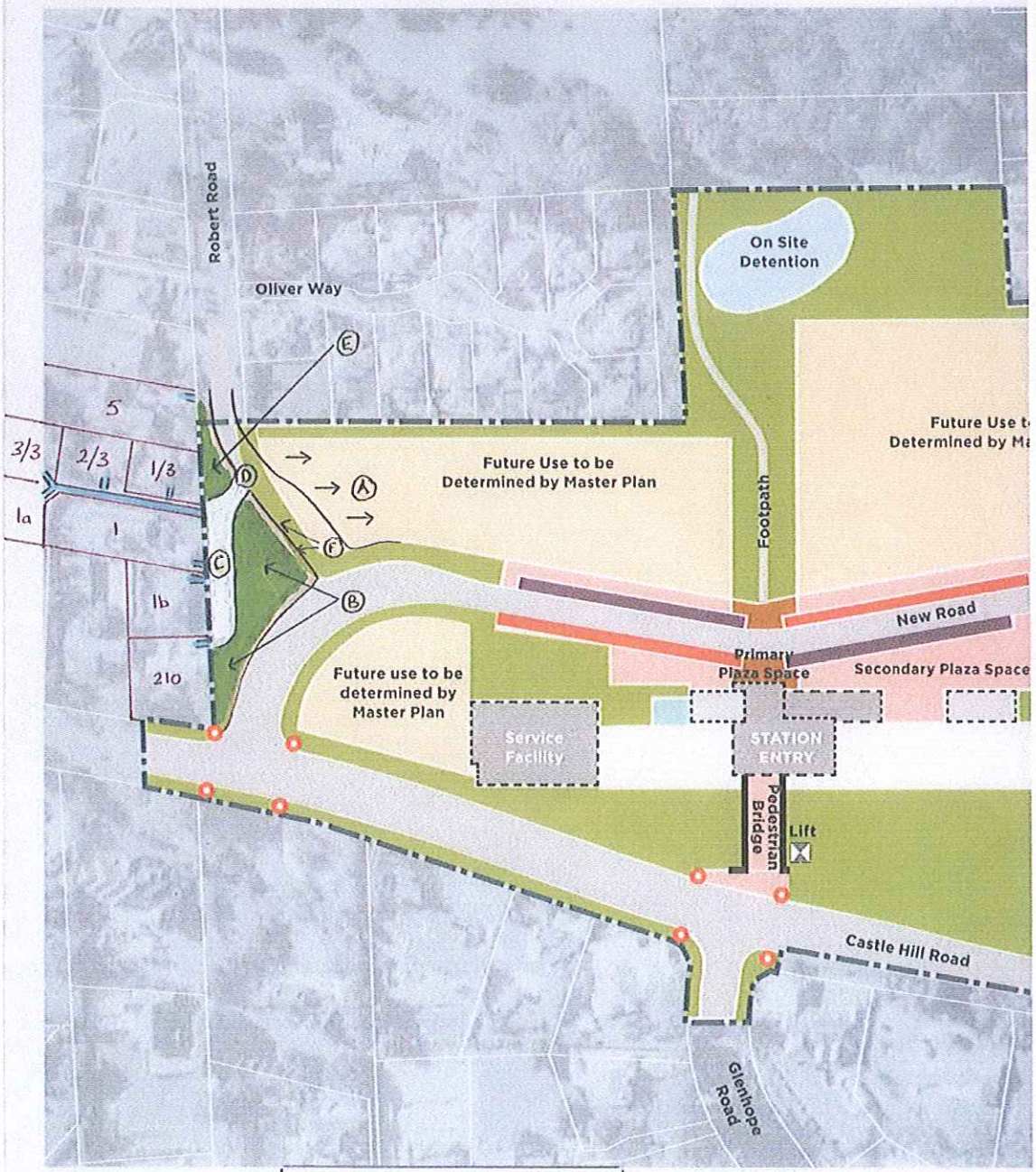


# APPENDIX B

Indicative Cherrybrook Station layout

# APPENDIX C

Indicative Cherrybrook Station layout




Key

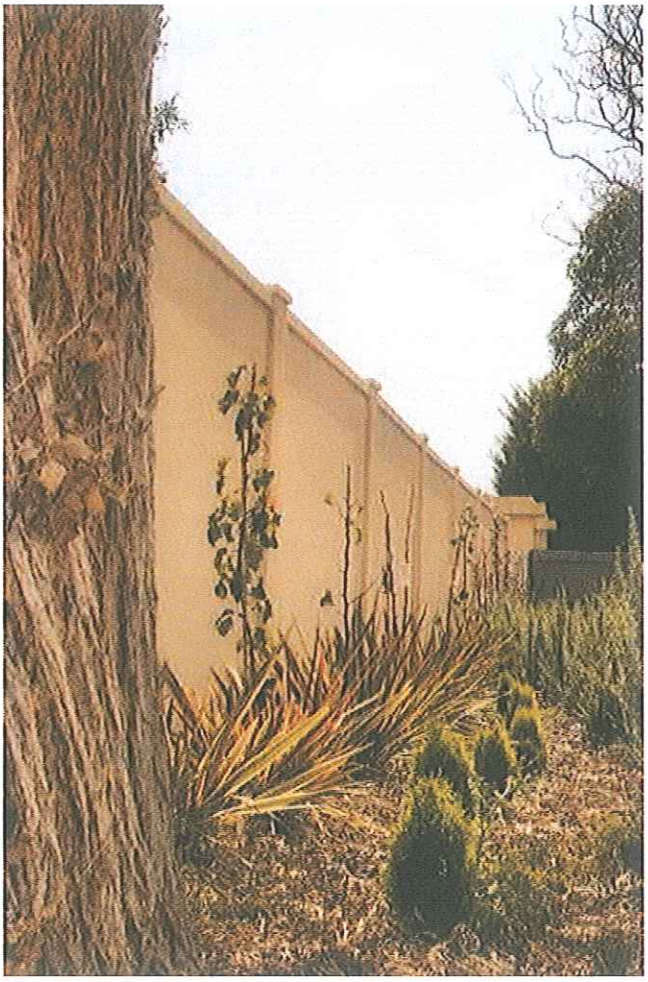
Acoustic wall

Trees and bushes

# APPENDIX D

Indicative Cherrybrook Station layout

# Appendix E



Some examples of residential acoustic walls for noise reduction

# 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.

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.

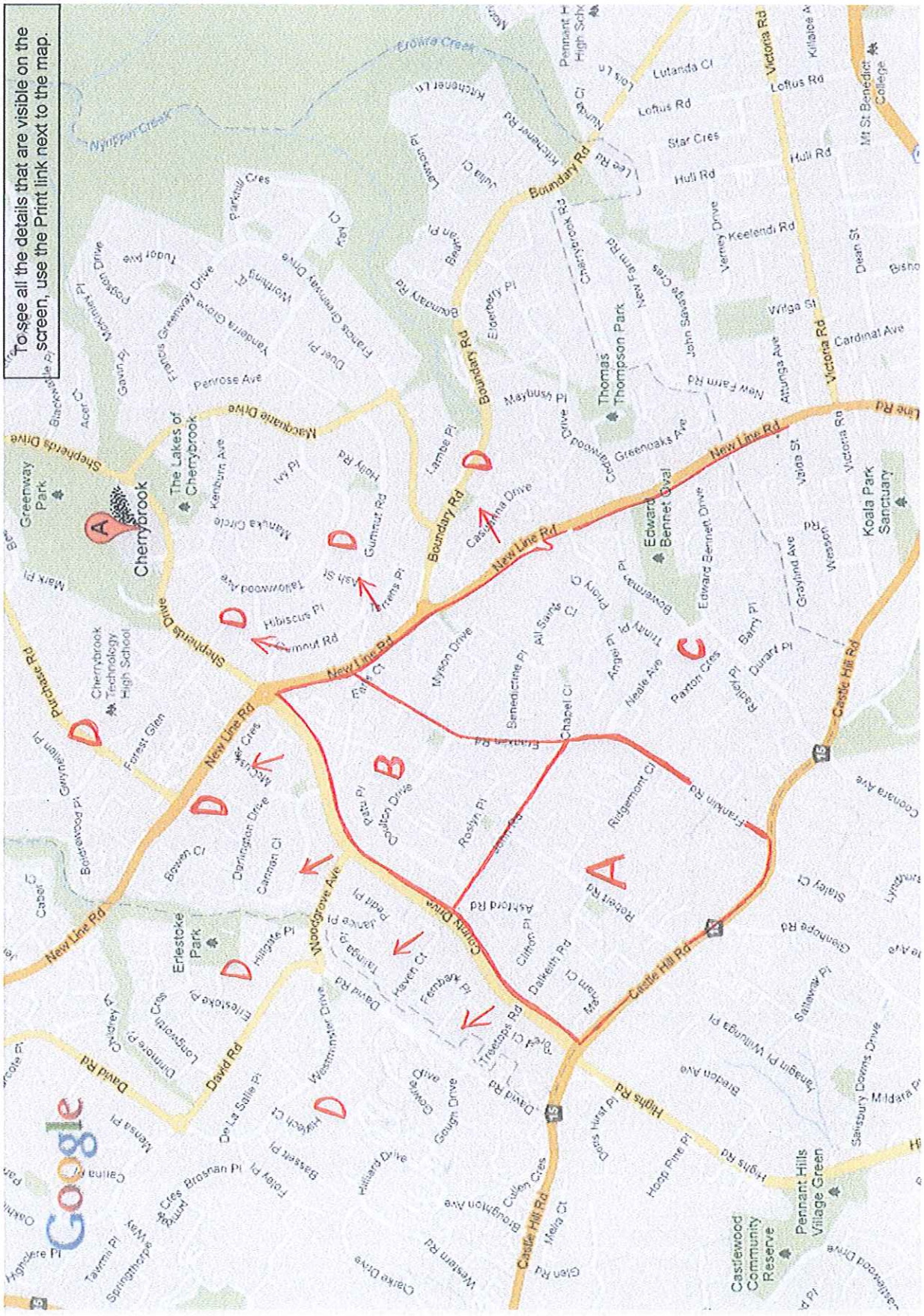
In view of the provision for cross traffic movements from Highs Road, and the traffic signal time required for this movement, some additional delays to traffic on Castle Hill Road will result. A traffic study undertaken by Masson and Wilson on behalf of the RTA established that traffic volumes on Castle 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

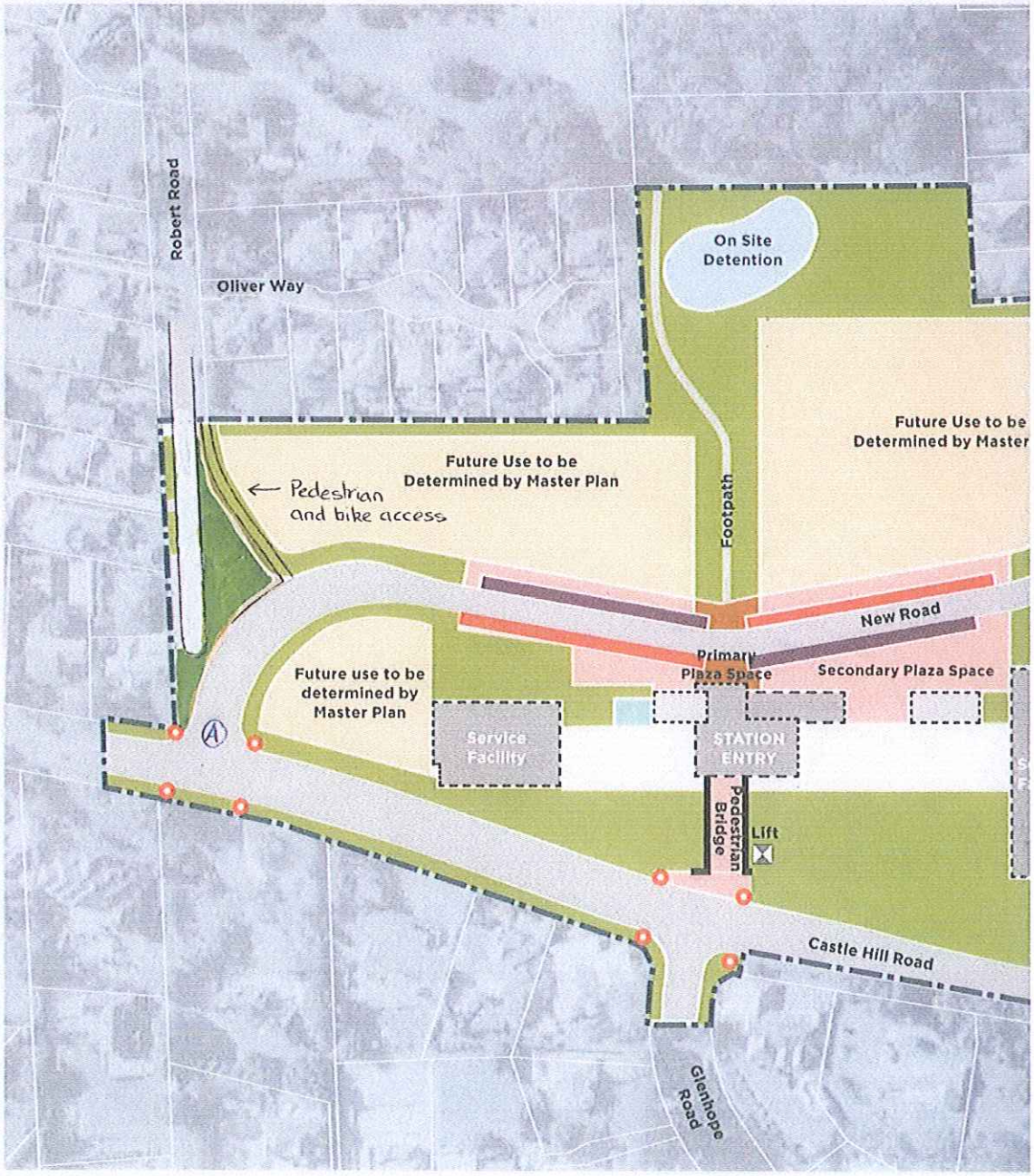
## Overview of the Cherrybrook Station Precinct Catchment

# APPENDIX G



# APPENDIX H

Indicative Cherrybrook Station layout



**Document highlighting the purpose of County Drive** **APPENDIX I**



# 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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