



PCU072852



The Director,  
Transport Assessments,  
Department of Planning and Environment,  
G.P.O. Box 39,  
SYDNEY. N.S.W. 2001



Dear Director,

SSI 17-8285

Enclosed is a copy submission concerning a proposed 'rail' from Carlingford for which I am seeking acceptance. It was dated October 3rd and lodged personally as requested by, and to the City of Parramatta Council.

This is a request that the appended material - my submission - be accepted having been completed weeks prior to the closing date. The repercussions on this area of the proposal will be deleterious as it does nothing to take any cars off the road, exacerbates our current problems and only imposes further travel restrictions.

I left for Tasmania on October 11 to undertake some research but my return date had to be extended. A letter dated October 9 from the City of Parramatta Council awaited on my return recommending I send a copy to you. My response to the exhibited Environmental Impact Statement had been expedited to the council at their request so it could be assessed prior to it making its submission by October 23<sup>rd</sup>.

It was a shock to realise my submission of October 3<sup>rd</sup> was not sent to you.

Since moving to South Granville in late 1967, then Dundas and now Carlingford I have relied upon our train service and the eight-nine minute journey to Clyde for my working life. Part of efficient transport is travel time so being forced to go to a totally inadequate Parramatta Station is a retrograde step. (Note Parramatta has only four platforms but Strathfield has eight - so we need four more underground.)

Increased densities in my area demand immediate implementation of Simpson's Railway of 1996 through to Castle Hill but to Granville via an underground tunnel. No other option will have any impact at all on current or future densities.

I maintain the heavy lifting and by-passing a major interchange is a monumental flaw. With no origin and destination study or alignment with the Local Environment Plan there is no base for future population needs. Public demand to get to work and study as quickly as possible with multiple interchange options is not the priority. Much congestion here is from/to the north-west sector.

All this huge cost for no benefit. The already untenable congestion here in this era of increasing density will persist and grow while commuters have been ignored. **So what exactly is the real purpose and intent of such an unresearched project?**

Yours faithfully,

(Mrs.) E. Boesel

Encl.

# **'Lite'-rail Proposal**

## **Carlingford-Parramatta-Westmead**

1. Environmental Impact Statement (EIS)
2. Mode
3. Proposed route and back-up
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### **Appendices**

- A. An earlier version of this response to the 'EIS'.
- B. A bit of Carlingford Line/Simpson's Railway material.
- C. Benefits of duplicated Carlingford Line extension through Castle Hill to Richmond and underground into Granville-Parramatta-Westmead.

*Thank heaven for Simpson and Dr. Bradfield - capabilities for vision and function.*

## **1. ENVIRONMENTAL IMPACT STATEMENT (EIS)**

The proposal is unrealistic, the Environmental Impact Statement is incomplete and devoid of addressing all the deleterious impacts which will result and an expensive justification for what has apparently been decided. Public submissions are not due until 23<sup>rd</sup> October, 2017 and closure of our railway line has already been advertised as being this Christmas so I wonder how much evaluation of submissions can take place between that date and Christmas and major and minor changes made.

It appears that discrepancies between this EIS for our Carlingford Rail Corridor and the Telopea Master Plan EIS now in preparation are very likely. This illustrates the 'lite'-rail' EIS does not stand alone. There are multiple impacts which can only and finally be resolved by all government departments simultaneously. There should have been the closest co-operation between proponents and government agencies to ensure errors do not occur to inhibit future function of the wider area, but an inclusive, harmonious environment at possibly the last time urgent and significant solutions can be implemented. These essentials do not appear in the EIS.

Could we also dispense with the name 'Telopea'? That plant does not grow here. The name should be *Dundas Valley* Station as should be the suburb. It is one geographic landform unit\*, common drainage and colonial history (the First Crown Grants, 1791 here and subsequent significant sites and occurrences). A few Aboriginal sites have been identified but such early colonial settlement means a likelihood of considerable disturbance. It is the actual defined 'valley' which has common interests. Dundas Valley was its name when Dundas Municipal Council proposed it as a candidate for post-World War 2 development.

The exhibited documents show no adherence to either 'environment' or 'impact'. It appears solely to confine itself to a few metres outside the rail corridor, ignoring State heritage, a one-street extension necessity, its closure at the other end, two street closures and thus significant changes to the Local Environment Plan, two additional essential bridge reconstructions, lowering of the track, traffic reorganisation and construction around a 'terminating' station. This EIS determines that to be Carlingford while the only complete system connection is Castle Hill to Granville.

The route and mode type seems to be what government wants not what a diverse and growing population needs into the future and indeed has been put off for over a century. The basis and first essential for any transport planning, an origin and destination study is missing. Such data would provide analyses for extrapolating logical interchanges to the widest range of destinations possible which provide for choice, need and rail function. The only outcome must be the future, that is, radically overhauled relevance, a basis and timeline for centuries to come, not a barrier. It is Simpson's Railway which is still the gold standard. The EIS fails.

Without an Origin and Destination Study, a requirement for all transport studies, data data on travel requirements for work, school, tertiary studies, special events across the region (late finishing times), church attendance, range of recreation/sport venues is not available. So there is no idea of travel patterns and variable demand.

Ask, if a rational service could pick up the two major interchanges would this affect any future decisions as to relocate to (a) another home, (b) one job over another? Because of convenience? Or, would you use the rail at all? It is the ever half-finished jobs which do not relate for us. It stops here! Integrated transport????

A proposal for a disconnected 'lite'-rail is more of the same. The population is tired of el-cheapo non-interrelated, incomplete interventions and cumulative backlogs.

\* Bounded by Marsden, Pennant Hills, Adderton, Kissing Point Roads and Stewart Street.

## 2. MODE

'Lite'- rail is only the/a current fashion. Or, band-wagon politics. And it is 'lite'-rail not a main line or a stage of our north-west circuit. I name it *Tinkerbelle 1, 2 & 3*.

Just being the 'in' thing is not a criterion for any transport mode. The proposal blocks adaptation for the future. It appears a further and significant attempt to trash Parramatta by removing a high percentage of central Parramatta CBD 'through' roads from vehicle use, short-term spontaneous shoppers (15 minute parking), and the longer vehicle trips of workers near Granville, Camellia, Rosehill, Rydalmere and right up the existing rail line who need to get through Parramatta to multiple destinations in a westward arc. No 'shopping trolley' is going to serve them. So where do these people go when roads are blocked off?

Parramatta has many medical, legal practices and of course the Court House to where people are obliged to come and which the proposed Camellia-Westmead route would adversely affect patients needing treatment, limited day surgery and consultations. Some people are already ill, old, visually or mobility-impaired and often dependent upon relatives or friends to drive them to appointments and wait until procedures/consultations are complete. Public transport can be impossible. The project route sterilises streets for vehicular support by family or friends.

It has been my unfortunate experience in multiple countries from Russia to the Atlantic that 'lite'-rail seems to bring out the worst in people as indeed on trips from the Sydney Central version to whatever stop I need. It becomes 'push' and 'shove' regardless of who is being knocked out of their 'turn', let alone a seat for the really needy. Really 'cattle-class'. Disabled people cannot be seen in a crush and do not seem to be offered a seat or route to one which is proffered. An unwelcome shift in commuter manners. Environment does have a behavioural effect.

'Lite'-rail also extinguishes opportunities which people have utilised on heavy rail to get some work or study done as I did. Wastage of scarce time.

## 3. PROPOSED ROUTE and BACK-UP

- Interference with the daily lives of people who need quick access to their multiple and changing destinations over a lifetime.
- Longer travel times to reach a main line train station.
- A route through a flood plain: what happens to 'lite'-rail car sets backing up should the line be underwater?
- Will water come under the doors into the 'lite'-rail cars?
- What provisions are in place to manage this situation? How?
- Back-up of car-sets in a flood could stop a few car sets running only Carlingford to Camellia. And, then what? Delay? Walk to Granville?
- However, the route underground into Granville then onto Parramatta and Westmead removes risk of this issue arising in the first place.
- Camellia is stymied in any flood event to the west. No one goes anywhere.
- The proposed single car-set on the one-track under the bridge at Pennant Hills Road, Carlingford would be another pinch point in any back-up situation.

## 4. SOLUTION includes SIMPSON'S RAILWAY Stage III

The Carlingford Line to Castle Hill can only be heavy rail which goes into Granville via a tunnel south of Camellia. From here there is access to the main southern line and a change to Parramatta or further west if those destinations are required.

As the existing Carlingford Line is extended to Castle Hill as per the Simpson Plan. Granville's four platforms are to be duplicated underground then linked to Parramatta which will also have four underground platforms\*. The rail would extend then to

\* If Strathfield has 8 surface platforms and even Epping has underground platforms why does Parramatta sit on its hands? The second great city!? Really?

Westmead with four underground platforms and the track(s) would surface between Westmead and Seven Hills. This will not work if not built in this order.

There is no other solution to save future Parramatta. It is already beyond capacity.

This sets up opportunities to run two-way alternate 'loop' trips connecting Granville-Carlingford-Castle Hill-Richmond-Windsor-Blacktown-Parramatta. Foundations then exist for future timetabling to adapt to circumstances such as every third train going to Sydney CBD and one in the other direction to the Blue Mountains. A third coming from Castle Hill could also go straight to Campbelltown and Canberra via Granville and a third travelling the reverse loop could do a trip onto the southern line or the north-west circuit. Opportunities for timetablers abound.

People need real diverse opportunities/destinations options to serve their lifetimes before jettisoning their car(s). We have a sprawl, not regional decentralisation.

#### **5. DISPARITIES**

Of great consequence is what is currently perceived as a quite serious lack of consultation between the 'lite'-rail proposal and the forthcoming Telopea Master Plan. Errors and omissions will not only be extremely expensive, but perpetuate dysfunction in our area to the degree it may never be possible to correct serious errors into the future. The time is now! Co-ordination is required for major works. It is not only the 'where' disparities may be but how high or low is the track which will affect two additional bridges - Adderton Road and Carlingford. And there are a further two bridges overdue for urgent attention. Victoria and Pennant Hills Roads overbridges. Note: plans for crossing Parramatta Harbour are very unfortunate.

There are major long outstanding works along the line. The EIS fails.

#### **6. RAIL BALLAST and RAIL LEVEL**

It is not clear whether the mounding of the current rail is to be lowered to 'ground' level together with removal of the rails, sleepers, ballast (and the metal sleeper connectors above Telopea (*Dundas Valley* Station retaining stability on the slope).

The N.S.W. Government has built a long tunnel through rock and which has no stations between Epping and Cherrybrook. Excavating soil is much easier!

This forms the basis of many questions under several headings following.

#### **7. PART ENDORSEMENT FOR A PROPOSAL FROM A PREVIOUS EIS Telopea (*Dundas Valley* Station) to Carlingford**

The steepest part of the grade beyond Telopea (*Dundas Valley* Station) was to be lowered so an underground track evolved into a tunnel well before Carlingford Station and enabled both the Station and a substantial carpark to be underground. This proposal must be resurrected - it is the only opportunity ever presented for a functional station, a significant catchment area, multiple destination options which would affect/ease the current traffic debacle here which will only intensify over time.

It is not as if minimal funding bursts over 120 years have not occurred but it has been mainly patch-up work. Nothing to complete Simpson's practical vision or to address growing populations. Goods yards disappeared also after the 1980s.

#### **8. KISS-AND-RIDE, LLOYDS AND COLEMAN AVENUES**

Only the lateral thinking of the last paragraph and underground station and parking allows any opportunity for a 'kiss-and-ride' facility on the surface. It could also resolve better access to Carlingford Station and by extension the Branch Library, Medical Centre and Kindergarten. The EIS is silent here.

An approach to Carlingford Station underground/tunnel for some distance downhill, consideration might be given to widening that tunnel at the bridge to provide a

separate pedestrian route under Pennant Hills Road. It would be a boon to everyone including all the school students. To/from the top of Brand Street? And to Clover Close part way up that street at a gentle slope from part way along the Brand Street tunnel. Clover Close may be attractive to residents of Honiton Avenue. That avoids quite significant hills and to climb and reduces the pedestrian demand at Pennant Hills Road/Coleman Avenue intersection which is in competition with vehicles, including buses, needing to turn left into Pennant Hills Road. It will discourage local people from driving to the station so more space for others.

Surface parking is needed for Carlingford shops, library, medical centre and kindergarten.

**Note:** Felton Street and Lloyds Avenue define part of the northern boundary of Michael Fitzgerald's First Crown Grant (consolidated 110 acres 1794-6). Part Felton Street was the north-west corner from where the western land boundary was along Adderton Road to its curve before *Dundas Valley* Station. Pennant Hills Road cut the property and the 'internal' family (then Cox) connection was Tiptrees to Lloyds Avenue, the latter now providing the 'G'-loop for Coleman Avenue and station traffic.

## 9. ROADS

**Lloyds, Coleman and Tiptrees (north) Avenues.** How will these three 'avenues' and the small section of Tiptrees Avenue on the north side of Pennant Hills Road (access for the 'G' turn into Coleman) be managed? Re-designed and reconstructed? Parking for the shops and medical centre to be distinct so rail users do not diminish this need. An underground Carlingford Station and its large two-level underground carpark is essential. 7. above.

The points outlined below are mandatory. Retention, closures and extensions must be adhered to by the Department of Family Services in their EIS to come as well as significant amendments to the 'Lite'-rail EIS. It is the future but planning is now!

**Wade Street.** To remain where it is and of the current width regardless of the Local Environment Plan 2011 which is ridiculous. And, stated so by myself at every submission opportunity from the original exhibition draft.

Retention of the existing Wade Street provides a 'dog-leg' route to Sturt Street from Marshall Road. It avoids any need for traffic signals and/or a roundabouts (you have to be joking); another obstacle for buses and all traffic. A 'T'-intersection at Marshall Road/Shortland Street is its own traffic control and provides more breaks to exit Marshall than traffic signals when there is a space in the Shortland Street traffic. There is no room for a 'roundabout' and signals dictate one must remain stopped on the RED, even when there are significant breaks in the traffic.

### **Sturt Street - 4-lane rail crossing to Adderton Road**

A 'T' intersection is needed for traffic from Marshall Road some of which will turn right at Shortland then right at Sturt Street to the new four-lane rail crossing to Adderton Road. It may mean Sturt Street above the existing Wade Street be one-way UP and one-way DOWN Shortland Street as far as Marshall Road for traffic crossing the rail line from Adderton Road into the valley. This may need refining for essential bus routes and entry of Winter Street to service *Dundas Valley* station.

**Sturt Street Extension.** This small extension of Sturt Street is a new 4-lane rail crossing to Adderton Road near *Dundas Valley* station. It is essential to know exactly where; it is not clear in the EIS. The station appears to have been moved down-rail which brings the 4-lane road too close to Adderton Road overbridge. What is the rationale for moving the site of the station?

Overdue road closures need to function for a growing population so the Sturt Street crossing of the rail line must be four-lanes wide plus two footpaths. It avoids back-up and better traffic signal function and is the only plan for the future.

### **Shortland Street**

The above one-way scenario demands that all authorities finally bite the bullet and widen Shortland Street below the present Wade Street as emphasised by myself many times. This part of *Dundas Valley* will otherwise never cope. The error was made by the then N.S.W. Housing Commission when it seemed it all needed to be completed quickly and the roads, footpaths and parks made over to council.

That is now difficult and regrettably typical of the approach to this area replicated in this EIS. That is, no future planning or basic works are done. There is only a very extended wait beyond lifetimes, until it is impossible to rectify anything.

It is Shortland Street which has more buses using it than the wider Sturt Street!

**Eyles Street.** This dead-end serves no purpose and must be sold, funds going toward building housing, making more land available, more design and open space options. It should never be extended further. We all thought that the Telopea (*Dundas Valley*) Master Plan purpose was to house people. It seems not so. Amalgamate titles, resubdivide after best orientation for all buildings is achieved.

Joining Eyles Street to Moffatt's Drive was discredited by the then N.S.W. Housing Commission as an impediment to shops and to avoid yet another street (Evans Road) crossing. An impossibility. Traffic chaos at Evans Road and Wade Street has to be avoided. It is a land grab from so many people needing housing!

**Winter Street Extension.** As put forward by the Telopea Urban Renewal Project and of critical importance, the two-lane extension is to meet Sturt Street in a small curve away from the rail easement to avoid long traffic queues to cross the line. (N.B. A colour depiction from that Project is the next page and is heartily endorsed by everyone with the greatest relief. Sense at last prevailed.)

**Winter Street Closure.** The southern entry/exit of Winter Street is no longer required. A track, it led originally to Webster's Veterinary Products. It is horrendously dangerous and does not meet any known safety standards. Daily fears of residents needing to enter and leave the existing street as well as Adderton Road traffic having no sightlines must be addressed. It is not only terrifying for residents, but unexpected surprises for drivers crossing Adderton Road overbridge. To do nothing when such a solution exists is culpable. (See Bridges)

**Winter Street/Adderton Road.** Both these roads must be returned to their previous levels as before the present replacement bridge was built in the mid-1970s. This end of Winter Street needs a retaining wall below and above the recovered level.

**Manson Street Closure.** Manson Street is one of the narrowest roads in Dundas Valley, especially the section Burke Street to Adderton Road. It was a single cart track to the house *Adderton* (where the current church is located). The entrance at Adderton Road was defined by two sandstone pillars and wrought-iron gates.

A turn left into the 'lane' (Manson Street) from Adderton Road is dangerous. It can only be done at slow speed across the deep drainage gutter while faster traffic flies across the railway overbridge almost 'blind' threatening rear-end collision. The 'lane' entrance is far too close to the overbridge for acceptable sight distance if turning right into Manson from Adderton; or left into Adderton from Manson Street.

It is impossible for valley traffic and an increasing population to be funnelled Coleman Avenue, Marshall Road, Wade then Manson Street. And even from Evans and Kissing Point Roads. It makes pedestrian activity at the corner of Sturt Street and the school dangerous, the library and future Community/Cultural Centre as well as pedestrian reticence crossing Manson to continue walking along Adderton Road.

The vision thing here for drivers and pedestrians rules out proposed 'traffic controls' at several locations shown in the very early Telopea (*Dundas Valley*) Master Plan.

#### 10. STATE HERITAGE - *Redstone - the house and garden*

**REDSTONE - the State Heritage listed Walter Burley Griffin house and garden**  
It was the last WBG house in Australia and the only one for a RURAL setting

The rural setting criteria has serious implications for the EIS and the 'Telopea' (*Dundas Valley*) Master Plan. That no towers be visible from the land holding of *Redstone* and that *Redstone* is not visible from any building proposed in any Master Plan. It is not just a matter of overshadowing it is the essence of the house for a rural area and the curtilage. This core ambience and precise siting are crucial to its impact. It is our State heritage and bodes no interference.

Commissioned by Edward Winter it remains in the ownership of his family.

Both *roads* and *bridges* sections are also critical to recovering levels at *Redstone*. The Master Plan. Towers, the first (planning) truth is that towers should not be sited atop a ridge (as is proposed). Wind is attracted often with very loud howling around the present three towers now at the top of the ridge. Proof of dreadful noise effects is experienced also by those waiting at *Dundas Valley* Station. The case here against excessive height (over 7 storeys) will also seriously and adversely affect solar access to smaller buildings lower down the slope and any open space.

It is far beyond time, nearly fifty-five years, that this is the only opportunity for the original levels of road and footpath - Manson and Winter Streets, part Adderton Road both sides of the rail corridor and the right-angle deck - to be restored to the original levels. That is, the deck must also revert to being at an angle. The southern approach may through common sense, by-pass Manson Street entry.

Iconic *Redstone* has been seriously adversely affected by raising the Adderton Road Railway Overbridge in the mid-1970s and changing its trajectory from diagonal to a right-angle. The State heritage garden has twice had land resumed in early years well before that. State heritage listing means enough is enough. Re-do the bridge.

#### **SOLUTION:**

Restore the original bridge levels, road approaches and angle the deck as it was. It's precursor did not have the sharp right-angle deck of the present overbridge. It was at a diagonal to the current right-angle deck. It will also be much safer.

#### 11. BRIDGES

##### Adderton Road Overbridge

Implementation of all the above depends upon the new four-lane road crossing near (where?) *Dundas Valley* Station begins a new era of acceptable road safety.

It is possible to lower the Adderton Road Overbridge to its original levels at last. It needs a good length of much lower track perhaps from *Dundas Valley* Station and part way to Dundas Station. Preparatory new levels/excavation now need to occur for track duplication at a much lower level.

If ballast and sleepers are to be the medium for the track and not concrete embedded rails, they must be far lower than at present. The current bridge is itself an impediment to driver sightlines and its design and detrimental outcomes to residents and property were never matters considered for the 1970s replacement.



The bridge and track foundations must be seriously lowered. The trajectory of the deck from right-angle to diagonal must also be rectified. This work eliminates the sharp angle of both approaches and their unnecessary height. It was never thus. Closing both Winter and Manson Streets at the overbridge also permit this to occur. Adderton Road and its path at *Redstone* must be restored to original levels.

This is not an option nor is closure of these two sub-standard streets. The win is also a straight, safe, unimpeded path to the station from Kissing Point Road.

#### Pennant Hills Road Bridge - major capital works

I see no evidence that this road, the bridge, the shops, the right-turn lane (two cars only) into Jenkins Road might have been examined. Or the multiple towers on the north side and the population to come when the whole block up to Post Office Road to Mobbs Hill is covered in similar structures housing many people.

Carlingford Station is the current terminus. The bottom line is a new bridge with three additional lanes. One on the south side, one to the north and one in the centre carried back to Coleman Avenue for vehicles turning into Jenkins Road.

It seems we and our rail line get scraps, never a fully integrated solution. Cheap, dysfunctional, pushing resolutions and higher costs into the future. Surely it is not possible that the proponents had not noticed Pennant Hills Road at the overbridge.

The shops closest to the bridge have been set back for very many decades. Many people have waited a very long time for at least two further lanes on this bridge.

And, the related difficulties posed by Lloyds and Coleman Avenues to be addressed.

The solution I offer for the bridge, approach and road toward Adderton Road is the same as I suggested for the corner of Marsden and Pennant Hills Roads junction. It was implemented! I can only proffer it again but only for the south side. The north side lane will demand more serious works at the top of Jenkins Road and affect the service station and present parking area for the shops, etc. as above.

Firstly, the setback in front of half the shops provides such an option. The additional traffic lane won would then continue over a new lane added to the south side of the widened bridge E-W (more excavation and more supports for duplicated track now) and would continue using the footpath width in front of the K13 Memorial Park as a traffic lane. The new footpath would be re-routed just within the edge of the park as part of the park. Shame about those units as an additional lane should continue to Adderton Road intersection for a left turn; could width be taken from north side of Pennant Hills Road to rejig the alignment? My submission of years ago pointed out that zoning was wrong but it was ignored.

That is enough to make my point. Essential infrastructure is almost impossible after the fact and which only makes for perpetual dysfunction (people's frustration and extrapolating costs of constant traffic queues). This area seems to get nothing other than ever-increasing imposts on land, of which they are not making any more, without ever ensuring essential infrastructure is there first. Planning? Priorities?

Of daily endurance is . . . needing to turn right into Jenkins Road from Pennant Hills Road! There is only space for two cars! When a bus or truck needs to do so the queue goes back quite a way blocking a whole lane for through traffic. This cannot be allowed to continue. The inefficiencies and time-wasting are indefensible. As already stated if needing to get out of Coleman Avenue in peak times turning left, competition overlaps with pedestrians dawdling across both ways so one or two cars can exit but which also compete with vehicles coming out of Lloyds Avenue and turning right into Pennant Hills Road. Queuing on either side

is restricted in Lloyds Avenue which only holds about two cars in two lanes and in Coleman Avenue, especially exiting in the a.m. peak. The left-turn lane is often blocked by cars parked overnight and so the right-hand turn queue also stops a left-turn exit or crossing into Lloyds Avenue. And a bus needing to turn left!??

Jenkins Road has just been altered at Pennant Hills Road. That speaks volumes. Reviewing this location, Pennant Hills Roads needs three (3) added lanes minimum. One to the south, one to the far north because a lengthy lane in Pennant Hills Road for westbound traffic which needs to turn into Jenkins Road. No way out!

#### Rydalmere Victoria Road Overbridge

It is in disbelief that two vehicle lanes, one each side, of the Rydalmere overbridge was not added forty or fifty years ago. Since colonial time it has been one of the two main routes to Parramatta, Victoria Road continuing on to O'Connell Street.

In recent times the Rydalmere Industrial Area and the Western Sydney University campus have generated great strains on this artery. Traffic competes from many areas including Sydney CBD, the south, north and James Ruse Drive.

Additionally, the City of Parramatta Council has moved parts of its administration and its depot to Rydalmere on Victoria Road, subdividing the land not only for the sprawling requirements of Bunnings but a further traffic melée within the complex by siting McDonalds at the Victoria Road frontage. The entry/exit is now shared with the three-enterprises and traffic control is not at all good.

Surely, someone noticed the Victoria Road overbridge is inadequate. Just do it!

#### **12. PARRAMATTA HARBOUR (correct terminology)**

Devastated that the bridge pylons are not to be used. Please reconsider. They are part of the line. I have always suggested that they be the pylons for a separate pedestrian bridge built upstream between Camellia Station where it is currently located and Western Sydney University using the historic bridge span (its source and manufacture) which was supposed to be in storage at *RailEstate*.

The premise was that any new rail bridge should be placed where the current one stands so it is better located for a protected multi-space *Rivercat* interchange.

#### **13. RIVERCAT**

How can a major multi-volume Environmental Impact Study miss two significant transport interchanges? Camellia and Granville! At the protected 'dog-leg' of the harbour at Camellia there is mooring for more than one craft. A real commuter option, Rosehill Special Events and tourist by-pass.

I also miss the fast *Rivercat* around mid-day Saturdays from Rydalmere to some special events I attend in Sydney CBD. Especially when Transport NSW, 131-500 says the service is 'direct'.?? When the question is 'fast-ferry'. How else could it be but direct unless there is another 'tributary' somewhere of which I know nothing!

#### **14. ALL STATIONS - General**

**Shelter.** Stations must not reflect the artists' impressions we have seen. The Carlingford Line is mainly on a high ridge and I can vouch for the bitter winters standing at *Dundas Valley* station and also Carlingford. At *Dundas Valley* station the exposure is something akin to some mountains in Nepal and a couple of weeks in the Antarctic (personal experience). Bitter! The howling noise of wind whipping around the Three Sisters' tower obstruction to its path is quite out of the movies.

Flat roof shelters will not cut it. Stations are further apart than bus stops and they need to shelter more people at one time, be much larger as a car-set is longer. Then there is sweeping rain from any direction. We need more closed,

larger ends for shelters and more area of sloping roof which will not blow off. The shelter also needs to provide refuge from the heat and direct sun.

IF, the weather is pleasant commuters/travellers will often wait outside a shelter. So just make sure shelters can do just that - shelter us from the worst.

On flat open plain locations people are also very vulnerable to full force wind and rain but the nearer the proximity of tall buildings the worse the impact on travellers/commuters as wind and rain split to come from all directions.

**Carparking at All Stations.** If public transport is provided people will attempt to use it even from a few kilometres away. A number of cars are on the road for shorter distances but what does one do with it while it has to sleep all day at a station. People know the advantages of public transport but in an era of a both parents working, the potential of Kiss-and-Ride reduces unless retired neighbours can be recruited to take trips a day to a station. But an example, Four men from Kellyville carpooled daily to catch our early train at Carlingford. Such principled actions need support. Car mining/parking.

**Camellia.** This existing station location is the point where ships/boats called in during Colonial times. A regular stop for the *Rosehill Packet* and also to bring people to the races prior to rail (that is Bennett's and then Simpson's initiatives to the agricultural growth to the north-west and need to get produce to markets). This was the major hub. A sheltered mooring there, safe from high-velocity sweep of outer floodwater flow on the Western Sydney University shores and two creek entrants, Vineyard and Subiaco Creeks. The Sandown Line came first then Simpson's rail to Carlingford.

Camellia is a protected mooring for more than one *Rivercat*. Who would not want to catch an alternate *Rivercat* to various stops, or the other, a fast peak-hour ride to Sydney CBD? No potholes, no traffic signals.

Over the horsebridge it is only one block to Elizabeth Farm, then nearby Experiment Farm and Hambledon Cottage. I have pointed this out for years and years and it gets no publicity. We talk about tourism but do not seem to do anything about it. Give it the kick-start it needs to really boom starting in Camellia!

**Anecdote:** Met a young man from Europe in Adelaide YHA who had loved his trip on the *Rivercat* so much he took the return trip twice. I asked whether he had alighted at Parramatta. The answer was in the negative. I did not have the heart to tell him what he had missed. He was going home in a just few weeks.

## 15. PARRAMATTA CBD

The CBD lacks the basic infrastructure to handle its zoning. It is all in reverse gear, infrastructure last, then it is realised it is all too late. All the land has been used up. Many businesses are not renewing leases and/or are going elsewhere. Have they been asked for their opinion? Or, specific reasons?

**Query:** How many minutes from Carlingford to Parramatta plus the small walk to the station? Plus the station hassle! I need to go to Granville.

**Church Street.** I cannot support 'lite'-rail or any other rail (or bus) along any part of Church Street. More visual interference and disregard for heritage. Buses are to service central Parramatta CBD via the cross-streets, Phillip, George, Macquarie.

1. There is no way overhead wires can be countenanced in any part of Church Street with no view of Lennox Bridge possible without them. An affront to all, an obstruction for keen photographers/tourists.
2. Light rail will interfere with *Eat Streets* and its success.
3. ALL bus routes should be using cross-streets to recover and emphasise the predominant Church Street character.

4. Bus stops as per currently in George Street (this is compromised being bit further from Church Street corner having had to make a very large swing from Church Street. Use Marsden and Smith Streets as the inner Ring Roads, then split the cross streets between BUS routes, so the whole of Church Street can be serviced and liberated.
5. Is there just one bus stop in Church Street? So, use the cross-streets.

Overhead wires mean no clear photographs can be taken from anywhere; riverbank, Barry Wilde or Bernie Banton Bridge, *Riverside* or any attempt at a length of Church Street. Wherever to or from, those wires will intrude. And also along the proposed impossible route after leaving Camellia into Parramatta floodplain and CBD.

#### 16. THE 'LITE'-RAIL EIS

The documents do not explore either 'environment' or 'impact'. Why would such an inflexible piece of 'transport' be locked in, by-passing two major interchanges especially now with rapidly increasing numbers of residents, workers, higher activity and traffic from elsewhere. It pairs with our incredibly inadequate heavy rail infrastructure with only half the platforms needed at the three main stations - Granville, Parramatta and Westmead to distribute commuter and residential loads.

Note again: Strathfield has eight (8) platforms.

Simply,

- Buses can meet smaller public needs to main rail routes via catchment areas either side of a heavy-lifting rail network e.g. Carlingford/Castle Hill.
- Buses are more flexible in emergencies as tracks and wires are fixed.
- Buses can and do provide multiple routes locally and regionally; from my observations of the number of routes at the 'Parramatta Interchange'.
- Bus routes can be changed as can destinations on demand.

The Carlingford Line cannot be serviced by bus as demonstrated when work or accident on the line requires replacement buses.

- On a narrow ridge the line can serve two interchanges, Granville Station and the *Rivercat* at Camellia.
- A sub-standard inadequate road system cannot equal that service ever.
- Dundas Valley roads are impacted by north-west traffic beyond their capacity.
- Inadequate main roads and bridges are barriers to optimum public transport.
- Of radical impact are the zoning density increases. Action must be now.

Priorities for transport here are commuters, residents and students at all levels. Duplication of all four rail platforms underground at Granville, Parramatta and Westmead (that is the only possible construction sequence), medical appointments in Parramatta CBD, court procedures. All via Granville to Carlingford and Castle Hill.

A Camellia interchange to the *Rivercat*, adequate real weather shelter and parking at all stations, a very much heightened awareness and responsibility regarding all heritage especially State Heritage. A great backlog of works exist compounded over a century and decades. There is no argument that all of these omissions and delays must have urgent rectification now to roads, closures, extensions, bridges.

No 'lite'-rail! Ever! Keep all transport routes out of flood plains. No contrived routes by-passing two major interchange and no wires in Parramatta CBD, around or near heritage icons or sensitive sites. Restore the levels around *Redstone* and save the Royal Oak! Rivercat Interchange? Promote tourism! Employ an expert.

A disastrous project and route, a contrivance which can never be core transport. It also fails to meet the requirements and principles stated in its title.

17.

## What else you need to know

### Some background events:

We had Locomotive 3801 providing the services on a whole day for the 100-year celebrations of the Carlingford Line. Could not make it for the April so it held in October, 1996. An absolute hit! When will you do a similar event using the locomotives at Thirlmere?

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A former Federal politician Ross Cameron organised a meeting at the Carlingford Bowling Club, when the room was much larger than at present, on yet another occasion when our rail line was threatened suggesting we would all have to get our walking boots.

It was put to the meeting that the Carlingford Line be put through to Castle Hill- (cheers) Windsor-Richmond into a Blacktown loop, but this was outdone by the roar of approval when the idea of taking the line underground into Granville Interchange brought a spontaneous roar of approval with people standing and pumping their arms in the air.

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That event was relayed to some regular workers on the 6.00 a.m. train about the extension of the line to Castle Hill but also underground into Granville. The response was . . . . . **Wow! we would never get a seat at Carlingford then!** That was in the era of double-deck carriages.

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Also, four men used to car-pool to come to Carlingford Station each day from Kellyville.

**THE PUBLIC KNOWS WHAT NEEDS/UGHT TO BE DONE.**

## APPENDICES

- A. An early version of this submission.
- B. A bit of Carlingford Line/Simpson's Railway material.
- C. Benefits of duplicated Carlingford Line extension through Castle Hill to Richmond and underground into Granville-Parramatta-Westmead.

### **'Lite'-rail EIS response - First Version**

#### **Reprehensible in respect of multiple omissions all of which need resolution for essential basic function and expenditure justification**

- No environmental or heritage issues are dealt with.
- No 'impacts' of the proposed works are identified.
- Two major interchanges by-passed: *Camellia Rivercat* and Granville.
- No Origin and Destination Study so base data missing.
- Thus no idea of travel patterns and variable demand.
- Identify reasons for non-railway use - incremental halving of daily services.
- Traveller need for choices of multiple destinations weekdays and weekends.
- Identify traveller types including tourists (*Camellia Rivercat* is a magnet to some of Australia's most iconic and earliest colonial heritage nearby)
- Major omissions:
  - station car parking;
  - kiss-and-ride facilities considering whether surrounding streets as well as land area allow this.

#### **Carlingford area (*el-cheapo*) - patch-up works are not good enough**

Now that the City of Parramatta extends into North Rocks perhaps some of the essential works outlined will begin to be implemented as well as the real rail extension to North Rocks Station, West Pennant Hills Station to Castle Hill. (More digging an underground interchange.)

Both station and retail parking: Dundas has more parking than Carlingford Station? Carlingford Station serves many schools. Some students change here for bus connections to the north, one of the arguments for line extension now, and all the schools along Pennant Hills Road.

On some occasions, a large group of young Mormon men will travel by our line to the Temple on Pennant Hills Road (near Carlingford Court).

Some people from further north wish they could use the train to get to the Rosehill Gardens, the races and other events held there. Move it! Do it!

#### **Some real works**

Essential new Pennant Hills Road Bridge with three additional lanes or another century of bottlenecks. One south, one north and one for a centre right-hand turn. Note setback of shops at Carlingford - it is astounding that this was not noticed or is a major part of pre-planning

New bridge essential or any rail will not function - 'park-and-ride' arrangements are wishful thinking unless measures of an earlier EIS are implemented for underground station and underground parking at Carlingford Station. So is land released for a 'kiss-and-ride' loop

Reconsider intersections of Coleman Avenue, Pennant Hills and Lloyds Avenue  
AND

Pennant Hills Road in this area will continue to be single lane in peak hours - fix it (see BRIDGES).

What the 'EIS' proposes here is to ensure our essential connection north to Castle Hill will be ever more impossible into the future; it was required in 1901!

Roads will continue to fester and travel times ever more frustrating. It will be more difficult and more expensive to correct.

#### **Rydalmere area**

Victoria Road overbridge must be widened one vehicle lane each side. Back-up in peaks are through multiple intersections and the combined Bunnings and Macdonald's a short distance away has attracted ever-increasing traffic and hold-ups over traffic signals and several blocks.

**Camellia - see Parramatta Harbour, *Rivercat***

**General**

So where are the planners? How can we believe consultations with the City of Parramatta were in our interests particularly in the period of Administration? How can any Environmental Impact Study be taken seriously with such glaring omissions?

'Environment' does not mean artificial boundaries or an 'Impact Study' failing to deal with those very impacts. The obligations are to examine the impact on natural elements as well as human developments in concentric circles from an actual built proposal and take in those effects of the proposal, be they 10, 30, 50 metres or some kilometres away (origin and destination study). Only such research and/or examination determines if a project will be functional. It has not been done.

How can seven (7) volumes of material, actual survey identification of underground services be already undertaken at great cost without the quite disastrous impacts (unexamined) being acknowledged, designed out through all those deleterious effects and funded at the same time?

How can these volumes be designated as an Environmental Impact Statement? It is a pre-determined, unresearched project from the first 'lite-bulb' moment as it does not deal with any obvious impacts beyond a few metres from the existing rail corridor. Example Winter Street and *Redstone* and conflicts with the *Telopea Master Plan* as seen so far.

So seriously flawed the wisdom of such expenditure must surely be challenged.

It has nothing to do with the overall transport needs of this region. What must come first is the 'heavy-lifting' network. This supposed project of so many dollars sterilises the best and most obvious needs of this area into the future.

The disparities between the subject EIS and the *Telopea Master Plan*, the casual reference to *Redstone* when many things need to be done to restore its road levels and close Manson Street I have to wonder at anything being called an EIS which does not go a few metres beyond the rail reservation.

It is transport, transport, transport! But it does not exist in an isolated bubble. Its purpose is to get people onto public transport. No parking, no kiss-and-ride options at Carlingford with traffic standstills on Jenkins and Pennant Hills Roads both ways.

**BRIDGES**

Everywhere, we long-suffering residents have had urgent major works put off again and again. As we all know, avoiding the obvious becomes ever more critical, more difficult and more expensive. We are already beyond the 'crunch' point.

Tokenism. Proceeding with a half-done approach to Carlingford because of the road bridge cannot be countenanced. The bridge must be replaced now with two lanes added. (7. See Endorsement for Previous EIS and 11. Bridges) for how to do it.

1. **Carlingford** - Lloyds Avenue, Jenkins and Pennant Hills Roads, Coleman Avenue and Pennant Hills Road, i.e. widen Pennant Hills Road Bridge with two lanes, one in each direction.

[Lucky Dundas - three lanes of traffic each way on Kissing Point Road and no parking!]

Previous EIS. Heavy rail, Carlingford Station underground also with parking underground of that. Rail line lowered on the steepest part of the rise to Carlingford from Dundas Valley Station and the layout providing opportunities for multiple pedestrian tunnels



- (a) under Pennant Hills Road, (b) to Jenkins Road (c) to Lloyds Avenue. Coleman and Honiton Avenues can be serviced by (a).
- 2. **Adderton Road** overbridge - it was raised in the 1970s when a replacement was necessary and without consultation with the owners of *Redstone*. The previous levels must be reinstated to recover the curtilage and ambience of the State Heritage listed house and garden.
  - (a) Firstly the rail track, regardless of rail type, must be considerably lowered to allow the approaches and the bridge to be lowered and the deck to be angled over the track as previously and not the right-angle deck. This means lowering the track for some distance either side of the bridge.
  - (b) Winter Street here must be closed and Adderton Road lowered to previous levels.
  - (c) Winter Street is to be extended to meet the top of the hill which is Sturt Street giving access to the new crossing at Telopea Station. This was first proposed in the Telopea Urban Renewal Plan (see colour copy).

How many errors (close to 40 years here) are to be allowed to accumulate in this area and all opportunities to correct them be destroyed by a totally inadequate EIS and indeed all up and down the rail corridor, let alone the route after Camellia.

Ignore it now and the future cost will be astronomical.

- 3. **Rydalmere** - Victoria Road overbridge  
Since first moving to the area in 1967 this bridge has been inadequate. It is incongruous that it is expected to cope with 2017 and beyond traffic with the addition of more industry, Western Sydney University, Bunnings and the bottleneck off-road with Macdonalds. The queues to get in and out with trade and delivery vehicles - most having to negotiate that bridge. Albeit most would try to avoid peak hours but it is not always possible.
- 4. **Camellia**  
The big interchange in a protected mooring for several *Rivercats*. The land surface cannot be breached but floating wharves anchored back into banks but inside concrete or other material, 'boxes' far from the water and held by steel cables (as on bridges) should be possible. Surface facilities on the very large concrete slab needs to be yet another impregnable seal and then another concrete slab onto which one-storey commuter facilities, shelter, seats could be concreted.
- 5. At present there is significant national heritage in and around Parramatta, Rosehill and beyond. A pall of uncertainty currently prevails and feeds into a significant asset to tourism (and its Camellia omission) from the EIS.

## NO ORIGIN OR DESTINATION STUDY?

### Parramatta

- 1. A route through a known floodplain for any transport service is outrageous.
- 2. How many car-sets of ?????? carriages?
- 3. Double-deck trains keep commuters from floodwater and avoid train back-up.

### Carlingford Precinct

- 7. There are major conflicts of State Heritage, Telopea Master Plan and LEP.
- 8. No curtilage line shown for the State Heritage listed *Redstone* and its garden.
- 9. Winter and Manson Streets to close, Wade Street remains where it is, Eyles Street to be sold off for more affordable housing and better siting.

10. Marshall Road/Shortland Street to remain as a 'T'-intersection and Manson Street closed (it is a cart track) at Adderton Road; exits via Bourke or Sturt Streets to Kissing Point or Adderton Road at new four-lane crossing.
11. Winter Street south is a death trap. It must be closed at Adderton Road and as in the Telopea Urban Renewal Plan must be extended to meet Sturt Street at a four-lane road which will be the new crossing to Adderton Road.
12. A pedestrian route to the station is from Park and Adderton Road and along Winter Street. The bridge was elevated in the mid-1970s when it was in a state of collapse. No consultation occurred as to design or impacts upon *Redstone*. Original road and path levels must be returned.

**Function and fail-safe proposals required, The Hills and Parramatta**

12. Pennant Hills Road Overbridge at Carlingford must be widened. Sick of all the cheapskate twiddles for our area. Stalled traffic for many blocks. Fail!
13. Try to get out of Coleman Avenue and right-turn into Jenkins Road. Joke! Make the south bridge footpath align with the shops then use the footpath in front of K13 Memorial as an additional lane from Jenkins Road with the path relocated just inside the park. It will not work without a widened bridge.
14. A comment in this EIS states it does not preclude an extension to the north. Well that is Stage 3 of *Simpson's Railway to Castle Hill* in 1896 (forget the bit to Dural). That is the ONLY thing which will get cars off the road. AND, rat-running through our valley, blessed with sun blindness, narrow curvilinear, hilly streets.
15. To save Parramatta the existing heavy rail duplicated must go underground from Rosehill to Granville Interchange (four extra platforms), then to Parramatta (also four extra underground platforms) and Westmead (the same). This is the Wynyard, Town Hall and Central of Parramatta. Without it Parramatta dies. Granville interchange gives choice of trains direct to City Circle, avoids the peak-hour debacle of Parramatta and reduces the crush on Platforms at Sydney Central. Also I might also get to see my brother and family in Canberra. I have to be able to race the 7.20 a.m. train from Central to its first stop at Campbelltown. I need Granville as do very many workers. I'll explain the timetables and connections if you would like.
16. Passengers on Sydney's 'lite' rail are constantly complaining about their Metro. It is now a sardine-can experience, pushing, shoving, disregard for others. Not a possibility for a disabled person or many older people who flock in their numbers to Rosehill for the Annual Craft Show.

**Background events:**

We had Locomotive 3801 providing the services for a whole Sunday for the 100-year celebrations of the Carlingford Line. Could not make it April so it was October, 1996. A real hit! When will you do a similar event with the locomotives at Thirlmere?

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A former Federal politician Ross Cameron organised a meeting at this very Club when the room was larger, on the occasion of when our rail line was threatened suggesting we would all have to get our walking boots.

It was put to the meeting that the Carlingford Line be put through to Castle Hill-Windsor-Richmond but the roar of approval when the idea of taking the line underground into the Granville Interchange brought a spontaneous roar of approval with people standing and pumping the arms in the air.

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That event was relayed to some regular workers on the 6.00 a.m. train about the extension of the line to Castle Hill but also underground into Granville. The response was . . . . . **Wow! we would never get a seat at Carlingford then!** That was in the era of double-deck carriages.

Also, four men used to car-pool to come to Carlingford Station each day from Kellyville.

**THE PUBLIC KNOWS WHAT NEEDS/UGHT TO BE DONE.**

A handwritten signature in dark ink, appearing to read 'E. Boesel'. The signature is fluid and cursive, with a large initial 'E' and a long, sweeping underline.

E. Boesel

16.09.2017

# 'Lite'-rail Environmental Impact Statement

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16.09.2018<sup>1</sup><sub>12</sub>

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1. A route through a known floodplain for any transport service is outrageous.
2. How many car-sets of ?????? carriages?
3. Double-deck trains keep commuters from floodwater and avoid train back-up.
4. Will threaten 'EatStreets' (footpath space). People are not renewing leases!
5. No, no overhead wires through Church Street and over Lennox Bridge. More visual pollution of heritage added to disastrous developments adjacent.
6. The T-Way is not illustrated on any illustration/map that I could find??

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E. Boesel

16.09.2017

**Benefits of duplicated Carlingford Line extension  
through to Richmond and underground Rosehill-Granville-  
Parramatta-Westmead**

- **The 'A to W' of benefits**
- **A brief summation of the history of both the Bennett and the  
Simpson Railway Line**
- **The sketch plan of the completed railway which could not begin  
Stage 3.**  
[With the addition of the Granville interchangelink by E.B.]
- **Reference for a detailed authoritative history of the Carlingford Line**
- **References for three Parliamentary Standing Committee enquiries'**

The third was most likely after the N.S.W. Government had  
purchased the line

## Benefits of duplicated Carlingford Line extension through Castle Hill to Richmond and underground into Granville-Parramatta-Westmead \*\*\*

- A. Immediate access to train services to the north, south-west, south, west and east.
- B. Immediate access to four in five trains at Granville instead of the reverse at Clyde.
- C. Choice: Sydney-bound trains from southern line go City Circle Line - less crowded (does not stop at Clyde). Avoids overcrowding at both Parramatta and Central.
- D. Choice: Sydney-bound trains from western line go over the Harbour Bridge - north.
- F. Less traffic: a West Pennant Hills & North Rocks Station; a wide commuter catchment either side
- E. It is Part One of circuit through Castle Hill-Windsor-Richmond-Schofields-Blacktown.
- G. High residential zoning and construction at existing single Carlingford rail line stations
- H. Environmental Impact Statement 2000(?) showed rail/station plans at Carlingford would facilitate a widening of existing Pennant Hills Road overbridge. 50-years late.
- I. The natural rail extension proposed and planned in 1896, has a greater catchment area than any line out of Epping, which picks up no one for 8 km and is almost parallel to the main Northern Line. Epping will be doomed, Carlingford and Beecroft Roads will be worse along with residential streets in Dundas and Dundas Valley.
- J. Castle Hill-Granville Line will attract users of Taylor, Oakes, Jenkins, Pennant Hills Roads, Cumberland Highway, Windsor and Old Windsor Roads and Epping.
- K. It gives access via Granville to everywhere in the metropolitan area and in reverse. The existing line has multiple zones of traffic generators and now density housing.
- L. Heavy and other industry covers five suburbs plus four hotels, the University of Western Sydney and Rosehill Gardens has events both weekdays and weekends. So James Ruse Drive becomes the standstill 'traffic funnel' to Kissing Point, Victoria, Parramatta Roads and the M4. It can be standstill both ways from Parramatta Road to Cumberland Highway in each peak plus that on feeder main roads. Fail!
- M. Most employees, students and patrons would change at Granville to travel on a frequent service anywhere north; not many trains stop at Clyde; a change at Parramatta is illogical. Vehicles not needing to come into Parramatta are to have a major road - joining M4 to M2. Same with commuters. Avoid needless congestion.
- N\*\* The University or Rosehill Gardens cannot provide further parking, constrained by the Parramatta River, the rail line, James Ruse Drive and Victoria Road. There is no dedicated bus to the University and now the bus stand at Parramatta for main road buses are overcrowded beyond capacity at Parramatta. Daily inconvenience to all.
- O. Long trips for James Ruse Agricultural High School, from all over Sydney, would be shorter by coming through the interchange at Granville with more services.
- P. Granville has more security, none at Clyde, for very early and later commuters.
- Q. A one-off opportunity is at Camellia: a protected mooring for a *Rivercat* interchange (and parking) in a natural dog-leg in the river. More options and traffic relief.
- R. Upstream from Camellia railway bridge\*, a pedestrian bridge (from an existing historic span) could give access to the University. Two pylons are needed and two ramps.
- S. It is at Camellia from which *Rivercat* passengers could alight; for rail trip home or into Granville-Parramatta-Westmead OR historic tours. The memorial at Camellia then over the 'horse' bridge to Elizabeth Farm one block away, Experiment Farm and Hambleton Cottage close by, before going on to Parramatta.
- T. Shuttle buses from Parramatta to Rosehill events can be half-hour plus wait time at Parramatta (any shelter?) - an hour off time at the event. An unacceptable, irrational drama and sometimes thousands of people. The ultimate inefficiency and imposition. Stay on the train and change at Granville to Rosehill.
- U. Long term the link to Windsor would start a heritage trail from the Camellia-Rosehill area to unique industrial heritage of the present Carlingford Produce Store, formerly the Farmers' Co-operative, then continue on to historic Windsor and Richmond. This is a natural route from the first European settlement in Dundas Valley (first Crown Grants in Australia). As larger areas of land were sought, many of these settlers also moved to Windsor/Richmond. When . . . will we capitalise on our heritage.
- V. The elliptical circuit as described will service the area within and outside it by very frequent bus services between stations either 'side'. The demand for long distance buses would be reduced releasing capacity for these services.
- W. The type of bus service would be launched between a Carlingford Line extension and the Main Northern Line, to the west as far as Windsor and Old Windsor Roads
- N.B. Elimination of the level crossing on Parramatta Road would at last be possible.'



- X. Following the announcement Badgery's Creek Airport is to proceed - people from the North-West sector, West Pennant Hills, North Rocks and the present Carlingford Line, would have one change of trains at Granville, then to the new airport.
- Y. The catchment area both sides of this line is enormous.
- Z. One can travel from anywhere to anywhere if this line is constructed much cheaper than the multiple difficulties which are being created by the present North-West construction.

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\* A downstream bridge is not feasible; university foreshore takes the high-velocity water flows from both Subiaco and Vineyard Creeks on the north side of the outward river sweep which is wider downstream. What other line with the full suite of metropolitan destinations to hand can boast a rail/*Rivercat* interchange? Right next to Rosehill Gardens and reviving memories of the *Rosehill Packet*.

\*\* N. Addendum to this document from a good decade ago. Western Sydney University now has a bus shuttle service from Rydalmere to Parramatta.

\*\*\* Addendum. Unless the three stations Granville-Parramatta-Westmead have their platforms duplicated underground for heavy rail, Parramatta can only fail. Parramatta is already beyond capacity in peak hours. The interchange at Granville must be utilised to

- relieve the crush at the inadequate Parramatta;
- distribute passengers boarding to the relevance of their destination which is not Parramatta;
- using the principle of transport options for workers, students, etc. who have no need to travel via the Parramatta CBD chaos pressure there can be relieved;
- but now add to the above chaos the very many bus services;

N.B. The elephant in the room is of course the additional people using Parramatta Station due to rezoning from low to very high densities. Increased numbers of residents trying to get to employment or studies elsewhere and increased numbers of employees trying to get into Parramatta CBD. The same applies to both Granville and Westmead. So spread the load.

# CARLINGFORD RAILWAY LINE

The Clyde to Carlingford line was constructed under two separate Acts of Parliament, Bennett's Railway Act, assented to on October 5, 1886, and Simpson's Railway Act, assented to on June 13, 1893.

Bennett's Railway Act gave permission for the construction of a rail line from a newly opened Clyde station on the main suburban line, to the lands of John Bennett and the Australian Kerosene Oil and Mineral Company (now Shell) terminating near the southern bank of the Parramatta River at Sandown, a distance of 1.62 miles (2.856km) from Clyde.

Simpson's Railway Act authorised the construction of a railway line in three sections to Dural from a point on the Bennett's Railway about 10 chains (201m) north of the Rosehill Racecourse platform. The first section, 3.28 miles (5.391km) in length, was to terminate at Carlingford; the second section, 5.24 miles (8.529km) long extended through the district of Castle Hill, and the last section, 3.41 miles (5.652km) long, terminated in the Dural area 12.13 miles (19.572km) from Rosehill or 13.31 miles (21.545km) from Clyde Station.

## BENNETT'S RAILWAY

The object of Bennett's Railway was to give "better access to the public to the Parramatta River and to the racecourse and recreation ground near thereto . . .". Bennett and a partner owned the property and had already spent over £60,000 on its development and felt a railway would increase the average attendance of 9,000 at race meetings and afford better transport in the area. The promoters visualised sources of traffic as -

- (a) passengers
- (b) raceday passengers from government trains to Clyde
- (c) shale from Joadja and Hartley mines for the Australian Kerosene & Oil Company
- (d) river traffic on lighters from rail vehicles (this would ease congestion at Darling Harbour).

Construction on Bennett's Railway commenced in November 1886 by James Morgan of Darling Harbour, whilst Hudson Bros, who had bought a site for their Clyde Workshops, built the steel bridges. The line officially opened on Tuesday, November 17, 1888 when a special train with over 300 passengers left Sydney at 2.25 p.m. and terminated at Rosehill about 2.55 p.m.

The line was extended a further half mile (804m) and the Grazier Meat Export Co. of N.S.W. Ltd works were opened in 1892.

Brunton Flour Mills near Clyde station offered its patronage to the Rosehill Railway, as they had in the past, in trying to overcome difficulties at Darling Harbour, used lighters to bring over 12,000 tons of wheat to the mills by way of Parramatta River and Duck Creek in 1889.

## SIMPSON'S RAILWAY

Communication with Dural was probably first raised in 1881 by property owners urging the Minister for Public Works to consider construction of a light railway to connect Parramatta with Castle Hill, Dural and Pennant Hills. Another in 1884 pressed for a light railway to Castle Hill and in 1887 a survey was made from Westmead, Parramatta and Rosehill. In March 1889, the Commissioners stated nothing indicated that earnings would pay working expenses nor meet interest on the capital.

A second survey was made in 1890 from Pennant Hills to Dural but again the recommendation was negative. However, evidence was given before a Select Committee (17.9.1891 to 8.10.1891 and again in 1892 that the roads were so impassable in the Dural area, fruit carts had to commence their journey to Sydney at 9.00 p.m. to arrive at the markets at 3.00 or 4.00 a.m. and fruit forwarded by steam boat was expensive and required extra handling which was bad for the fruit from the best area in Australia for fruit growing. The Minister of Public Works investigation in 1891 and showed that roads in the area were made entirely of clay and hence were impassable in wet weather.

The Government was in favour of the construction as it would make road repairs in the district less expensive and relieve them of the expense of constructing a bridge over the Parramatta River. The line would also open up large amounts of Crown land near the Galston area for timber cutters and allow access to the old volcanic neck in Dundas Valley (the Quarry now Sir Thomas Mitchell Reserve).

The contract was let for the first extension to Messrs. Horne & Shand (builders of the Prospect Dam and the Corowa railway branch line). This section was to cost £64,234 and the three sections £200,000. The line was handed over to the Company on April 16, 1896 and the first passenger train operated from Rosehill to Carlingford on that date.

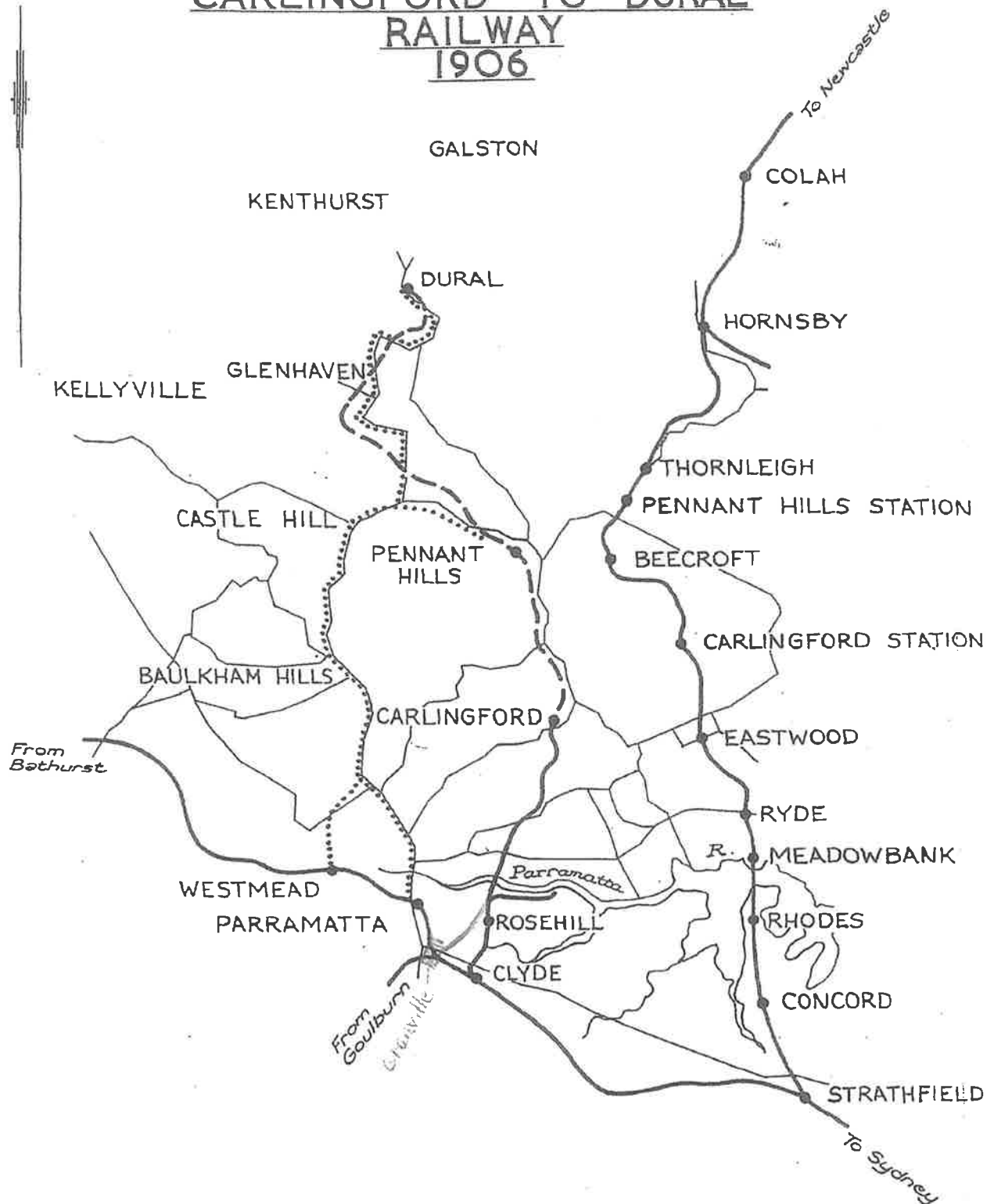
By the end of 1896 both Bennett's and Simpson's Railways were in the hands of their mortgagee, the Bank of New Zealand, R. Amos & Co. contractors took over control for the Bank and ran occasional passenger trains using locomotives *Westward Ho* and *Maori* which ballasted the line during construction. The trains did not run between Rosehill and Clyde so passengers must have transferred to the Ferry Company's steam tram at Camellia and travelled via Parramatta.

Simpson's Railway commenced 1 mile 20 chains (2.011 km.) from Clyde. From Rosehill to Parramatta River the grades are easy (maximum of 1:66), but it then rises over gradients of 1:35 and 1:39. From the river to terminus the total length is 2 miles 67 chains (4.566 km) and the steep grades are:

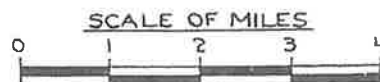
1:35	59 chains (1.186 km)
1:37.5	61 chains (1.227 km)
1:39	31 chains (0.623 km)

The land resumed for the railway is 1 chain wide except at stations.

## CARLINGFORD TO DURAL RAILWAY 1906



EXISTING RAILWAYS —————  
PROPOSED RAILWAY - - - - -  
SUGGESTED TRAMWAY .....  
D.



## CARLINGFORD RAILWAY LINE

See

Jenkins, Christopher, B.Ec., "The Carlingford-Clyde Branch Line – a study of Private Enterprise in Metropolitan Railway Construction", *The Australian Railway Historical Society*, Bulletin No. 446 – December, 1974, pp 266-283 and the various Parliamentary Commissions of Enquiry at that time. Note Telopea Station I think was built only in 1925 or 6 because the rail line is the steepest in New South Wales and the steam engines needed to keep up momentum to reach Carlingford. Also refer to

(295) *Parliamentary Standing Committee on Public Works, Report together with Minutes of Evidence, Appendices and Plan, relating to the proposed railway from the terminus of the Rosehill Railway to Dural*, 1898.

(407) *Parliamentary Standing Committee on Public Works, Report together with Minutes of Evidence and Plan relating to the proposed railway from Carlingford to Dural*, 1900, and

(492) *Parliamentary Standing Committee on Public Works, Third Report together with Minutes of Evidence, relating to the Proposed Railway from Carlingford to Dural*, 1904.