

CHERRYBROOK STATION PROPOSED BORING AND CONSTRUCTION

The NW Rail link is an important project for the entire region however the delay for decades in planning and building sees the project impacts on very established and quiet residential areas. The EIS raises some significant concerns for the Cherrybrook site in the non-compliance of noise and other standards.

The plan to use the Cherrybrook site for a significant spoil removal site continues the failures of the previous planning work in key areas:

1. THE EIS fails to address the future station layout, integration in a low density residential area. All other stations are in a commercial or high density residential area.
2. Significant to extreme impact on current residents needing acquisition and for those surrounding the 5 year excavation will be forced to endure a 6 metre noise wall, dust, noise , construction traffic and parking often in excess of Industry standards.
3. Destruction of some of the most western Critically endangered Blue Gum High Forest on the Cherrybrook site, all of which can be easily protected. Impacts on adjoining heritage Items eg Glenhope are significant.
4. Inadequate assessment of Indigenous and European heritage which is more significant than noted based on the early route of Castle Hill Road, potential convict wells (like in Inala) and other rural character elements.
5. Fails to address the importance of the ridge top and broader visual catchment with the removal of all ridge top vegetation by removing all vegetation along Castle Hill Road.
6. Failure to address construction traffic movements, parking in residential areas.
7. Workshed within 80 metres of residences in Kyala Way, Roberts and Franklin Road of a 24 hour facility.

FURTHER DETAILS

I have marked any quotes from the EIS and supporting documents in blue.

Landowner Compensation

The Government needs to acknowledge serious planning failures by not identifying the station precincts over many years of planning.

Some 30 new (less than 10 year old many only 5 year old) houses in Cherrybrook will be demolished by this project. Some 30 families will have their dreams destroyed and yes they will be compensated this overall project failure will cost taxpayers some \$30 Million before starting works.

Subdivisions can still be approved by Hornsby Council as the previous State Government failed to identify the size of the site required for such a project.

Owners who have sewer lead main and other contributions to Council and Sydney Water should be compensated for decisions to build infrastructure in good faith based on the approved subdivision patterns as still currently exist.

Blue Gum High Forest

The area of Blue Gum High Forest must be protected, the area represents one of the most Western Extent of the Forest, in public ownership it can be restored and linked to the area to the north.

With less than 5% of its pre-1788 distribution remaining, Blue Gum high forest has been listed as a critically endangered ecological community under the NSW Threatened Species Conservation Act 1995.

*“Within the study area **Blue Gum High Forest has only been identified at the Cherrybrook Station site.** The condition of this forest is good north of the site and the remainder (including the portion occurring within the site) is in poor condition”.*

Reference:

<http://www.environment.gov.au/biodiversity/threatened/publications/pubs/sydney-blue-gum.pdf>

Heritage Studies

European and Indigenous Heritage studies of the Cherrybrook Station site are not extensive given the total destruction proposed. Local records demonstrate more information than the cursory look in the EIS report. The site will be in the view catchment of “Glenhope” and “Inala”.

CONSTRUCTION NOISE

Given the sit is within a residential area noise, truck movements and dust will be long term health issues.

The level of noise does not fall within current Industry standards.

Cherrybrook should not be approved as a major boring site due to the impacts outlines in the EIS.

“However, noise levels notably over the noise criteria have been predicted at Cherrybrook Station due to low existing background noise levels and the close proximity of car parks to residential property boundaries. It is recommended that a noise barrier be installed along the northern boundary of the east and west car parks to the north of Cherrybrook Station. This noise barrier design should be further developed during the detailed design stage of the project when car parking details have been finalised”

“Construction Vehicles

The significant movement of heavy vehicles associated with the transport of spoil from tunnelling and station cavern excavations, may potentially impact the local air quality as a result of gaseous and particulate emissions. Particulate emissions are likely to rise in the areas of Cherrybrook Station, Hills Centre Station, Bella Vista Station and Cudgegong Road Station/Tallawong Stabling Facility where significant volumes of spoil would be loaded, unloaded and transported.”

FRANKLIN ROAD

Franklin Road was closed by Council some 15 years ago as it is a dangerous intersection.

Crash statistics should confirm a high level of serious accidents on this section of Castle Hill Road.

The installation of lights would assist but the current road alignment would have very poor sight distances on Castle Hill Road.

Castle Hill Road should be straightened if required.

“The Cherrybrook Station site is located adjacent to, and to the north of, Castle Hill Road between Robert Road and Franklin Road. Castle Hill Road is a busy, 60 km/h undivided four lane arterial road. It carries approximately 43,000 vpd and does not exhibit a clear peak direction of traffic flow. Clearways operate during peak periods. It provides an important link to Pennant Hills Road (Cumberland Highway) from the Hills district. Signalised intersections on Castle Hill Road near the site are located at Edward Bennett Drive / Coonara Avenue, to the east, and County Drive / Highs Road to the west.

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

PARKING

The use of current local roads for construction parking is ridiculous. Franklin Road and Roberts Road are narrow roads often without kerb and open drains, the School traffic and drop off times the street is gridlocked. Buses find it difficult to pass.

“The proposal includes minimal on-site parking at the Cherrybrook Station, site parking would be provided off-site and shuttle buses would transfer workers to and from the site. There would still be some requirement for staff to park near the site and this would most likely occur on Robert Road, Franklin Road or Glenhope Road.

As these roads do not have parking restrictions generally it would be necessary for measures to be put in place, such as alternative options for construction workers, to ensure that local residents are not inconvenienced by virtue of this additional parking on the street.”

IMPACT ON NEARBY SCHOOLS

The proposed site, School children currently have no footpaths. I cant see any successful model for operating a Special needs facility and a School directly opposite such a major construction site.

Construction traffic should directly access Castle Hill Road and not enter Franklin Road.

“Two schools are located on the eastern side of Franklin Road opposite the worksite, accessed via driveways off Franklin Road. A marked pedestrian path past the site on the western side of Franklin Road would be provided to maintain efficient and safe pedestrian access.”