

MEMORANDUM

To: Director, Infrastructure Projects, Major Projects Assessment,
Department of Planning and Infrastructure
NSW Government

From: Executive Committee, Owners Corporation
Olive Grove and Pichola Place
16-20 Mercer Street, Castle Hill, NSW. 2154.

Date: 21 May 2012

Re: North West Rail Link

We constitute the Executive Committee of the Owners Corporation for the 121 apartments at Olive Grove and Pichola Place in Castle Hill that are located between Mercer Street and Brisbane Road. Thank you for producing Environmental Impact Statement 1 for the North West Rail and affording community consultation. We strongly support the construction of the rail link.

Our concerns relate more to what will presumably be included in Environmental Impact Statement 2. Would you please consider the following matters when designing the station and its access points.

1. Crane Road, Mercer Street and Brisbane Road.

Crane Road is very long and carries a large volume of traffic. Access to Crane Road from Mercer Street is becoming increasingly difficult at peak periods. A significant volume of school traffic also makes use of Brisbane Road and Mercer Street. In your negotiations with the Hills Shire Council, would you please consider the likely impact of commuter parking in these areas where hundreds of apartments are located. If the aim is to encourage commuters to use the planned parking stations at Cherrybrook and the Hills Centre, it might be advisable to establish some limited parking zones in the sections of Mercer Street and Brisbane Road closest to the station. This arrangement exists at Pennant Hills where a neighbouring parking station is at Thornleigh.

2. Entry Points to the Castle Hill Station

Pedestrians are likely to take the most direct route to get to an entry point to the station, even if this means jaywalking. Given the way pedestrian crossings at lights are arranged at present, many people are tempted to jaywalk across Terminus Street rather than walk to the lights. If they happen to be at a particular part of the corner of Crane Road and Terminus Street, they need to cross in three different directions to get to the current bus terminal. A set of pedestrian lights might be needed in Terminus Street to overcome the problem. If synchronized with other lights, they should not impede the flow of traffic.

3. Bus Terminal

When the North West Rail is operating the number of buses going to the city will obviously be reduced, but the bus terminal will continue to be important. We hope that a

first class bus terminal will be integrated with the railway station and have an associated range of shops to serve the travelling public.

At present buses exit the terminal by going through the centre of Castle Hill. In the future if arrangements are changed so that buses can depart in one of two directions, lights will be needed at the Terminus Street intersection with Old Northern Road to enable some buses to turn right into Terminus Street. These lights could incorporate the pedestrian crossing referred to in point (2) above.

Don Williams
For Executive Committee