



**BEECROFT – CHELTENHAM  
CIVIC TRUST  
INCORPORATED**

PO Box 31, BEECROFT, NSW, 2119

[www.2119.org.au](http://www.2119.org.au)

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NORTH WEST RAIL LINK (NWRL)

**PREFERRED OPTION ANNOUNCED BY TIDC – JUNE 2007**

ROLE OF BCCT - Since being formed 43 years ago, the Beecroft Cheltenham Civic Trust (BCCT) has evolved as a community organization to safeguard the cultural landscape setting, bushland and heritage of Beecroft and Cheltenham against high impact development. In carrying out this role, it is necessary to safeguard overall community interests from careless impacts from infrastructure and other development proposals. These may fall on precincts within the twin suburbs where impacts will vary depending on each proposal.

TIDC 2006 OPTION FOR NWRL - That proposal, with a rail divepoint between Cheltenham and Beecroft stations, would have delivered huge adverse impacts on large areas destroying the unique character of Beecroft and Cheltenham. Realisation of these potential impacts was evidenced by the 1200 submissions made to the NSW Department of Planning opposing the proposal.

TIDC 2007 PREFERRED OPTION - The BCCT and the vast majority of the community were pleased that the NSW Government's Transport Infrastructure Development Corporation (TIDC) has recommended, as the preferred option concept, an underground tunnel link from Epping Station to Franklin Road Station. This option removes both the safety concerns and community impacts associated with the rail divepoint for the NWRL from the Main North Line at Murray Road. **In the short term it appears to have also removed the possibility of a new 2km holding line between Epping and Beecroft Stations to accommodate long freight trains currently in use.**

TIDC PLANNING TO MINIMISE COMMUNITY IMPACTS – The Government's Preferred Option has a proposed rail route that aims to minimise potential overall impacts on Beecroft and Cheltenham by proceeding as much as possible under bushland and parkland - at considerable depth. The proposed depths range from 27m to over 59m below the existing surface to the track. Applying the latest rail engineering technology, underground rail impacts and noise during operation will be minimised. TIDC indicates that during construction, noise levels will be higher for a short period of a few days under affected houses. Based upon practice by the NSW Government during Chatswood-Epping rail tunnelling, accommodation may be offered for notable impacts on affected residents during construction.

STEPS TO CONSTRUCTION - To proceed with the preferred option from this concept stage, detailed engineering, geotechnical and all environmental impacts will need to be thoroughly assessed. Following a 'determination' to proceed to construction, Government funding for such a large project will also become a critical consideration. In the past, funding requirements have delayed other major metropolitan rail projects.

ACCESS BENEFITS - It is important that the affected precincts recognise the positive aspects of the proposal as it will deliver enormous travel time benefits to the North West sector between Chatswood and Epping and Rouse Hill. Commuters through the Epping transport hub will have fast rail access to employment opportunities in the new Norwest commercial complex, and a range of employment opportunities along the rail corridor.

BENEFITS TO BEECROFT AND CHELTENHAM – As well as rail travel, benefits include an expected reduction in congestion for parking and other commuter requirements at Beecroft and Cheltenham and nearby rail stations – a *plus* for living in our particular suburbs.

PROPERTY VALUES - It is likely that property values will increase as commuter parking demand and congestion in Beecroft and Cheltenham is reduced. Enhanced values and amenity are also likely from better rail access to the City via the new Epping to Chatswood underground rail link. Our area will have more appeal as an overall desirable living area in a convenient location well serviced by rail, yet offering a special bushland, heritage and high quality residential environment.

For genuinely affected properties, the BCCT would expect to see State Government compensation for any reduction in property values associated with the NWRL. As the BCCT has no power to allocate or influence compensation, the interests of the owners of affected properties are best served by raising this matter in their submissions, as required, to the Department of Planning by 9 July 2007.

Submissions are to be sent to:

The Director,

Major Infrastructure Assessments

Department of Planning

GPO Box 39, Sydney 2001. Or by email to [plan\\_comment@planning.nsw.gov.au](mailto:plan_comment@planning.nsw.gov.au)

**TIDC telephone Infoline - 1800 684 490**

Further details of the Preferred Proposal – including links to the NSW Government NWRL Planning Exhibition and web-site – are accessible via the BCCT website:

[www.2119.org.au](http://www.2119.org.au)

The BCCT has set up this web site so people can make submissions on the North West Rail Link Preferred Option, by email direct to the NSW Government, before the exhibition's closing date, 9 July 2007. The Preferred Option plans are also on exhibition at Pennant Hills Library to that date.

*28 June 2007*