



**BEECROFT – CHELTENHAM  
CIVIC TRUST  
INCORPORATED**

PO Box 31, BEECROFT, NSW, 2119

Web Site: [www.2119.org.au](http://www.2119.org.au) **Special Bulletin 2 December 2006**

**Impacts of Proposed North West Rail Link**

As you probably know, the proposed North West Rail Link is likely to have devastating impacts on the residential amenity of Cheltenham and Beecroft. The present plans for which the Transport Infrastructure Development Corporation (TIDC) is seeking Ministerial approval include quadruplication of the rail lines between Epping and Beecroft and widening to six tracks for a tunnel dive point near Murray Road. The tunnel will then proceed to Franklin Road Station and beyond. Details may be found at the TIDC displays at Epping and Pennant Hills Libraries until 2 Feb 07 or TIDC website [www.tidc.nsw.gov.au](http://www.tidc.nsw.gov.au)

**As submissions close on 2 Feb 07**, the next few weeks are vital if we want to save our important heritage area from the noise, visual impacts and devastation to residential amenity **especially from the additional freight lines**. The Beecroft Cheltenham Civic Trust urges you to write to express your opposition to the proposal.

Experience confirms that the impact of personal letters is far greater than that of form letters. To be effective in opposing the proposal, people should **focus in their letters on the devastating impacts** of the proposal and not on possible solutions or extraneous issues. Letters should be concise and clear as to your objections.

Please use the points in the letter overleaf as a basis for your submission to the Department of Planning as below. Be sure to include your name (printed) and address and sign your letter. The impact will be greater if you send a copy of your letter to the Minister for Transport, Mr J. Watkins, and the Minister for Planning Mr F. Sartor.

**The Director,  
Major Infrastructure Assessments  
Department of Planning**  
GPO Box 39  
Sydney NSW 2001  
[plan\\_comment@planning.nsw.gov.au](mailto:plan_comment@planning.nsw.gov.au)

**Minister for Transport, John Watkins  
MP,**  
Level 30 Governor Macquarie Tower,  
1 Farrer Place,  
SYDNEY NSW 2000  
[dp.office@watkins.minister.nsw.gov.au](mailto:dp.office@watkins.minister.nsw.gov.au)

**Minister for Planning, The Hon Frank  
Sartor MP,**  
Level 34 Governor Macquarie Tower,  
1 Farrer Place,  
SYDNEY NSW 2000  
[office@sartor.minister.nsw.gov.au](mailto:office@sartor.minister.nsw.gov.au)

You might like to send a copy of your letter to the Civic Trust, PO Box 31 Beecroft 2119 or email to [Rail@2119.org.au](mailto:Rail@2119.org.au)

Prepared by Beecroft Cheltenham Civic Trust Inc., December 2006.

Dear Sir,

**Re: Proposed North West rail Link**

I write concerning the current plans for the North West Rail Link. It is acknowledged that this will be of undoubted benefit to the growing population of the Hills District. However, the impacts that the devastation this will have on the residential amenity of Cheltenham and Beecroft Heritage Precincts are unacceptable. In brief

- The noise levels in areas near the dive point and above the tunnel during construction will exceed human comfort levels. High noise levels during construction and operation cause sleep disturbance, resulting in health problems.
- This is a heritage area. The proposed project will affect adversely its residential amenity through noise, construction and visual impacts. This quiet, bushland setting will be devastated by this proposal, especially from the freight lines.
- There will be six tracks, including freight lines, between Cheltenham Station and Beecroft. Rebuilding Cheltenham Station will change its character from one of low impact. Commuter parking will be greatly reduced.
- The adverse visual impact and removal of trees with the recent construction of the enhanced substation at The Crescent, Cheltenham, is an indication of what would happen on the whole of this rail section.
- The Heritage Report acknowledges that some trees and garden areas in The Village Green might need to be cleared for construction purposes and a shaft for tunnel boring machines. Beecroft Tennis Courts might be impacted. The scout hall in The Crescent will be lost. These are widely used community facilities.
- Booth Park and The Village Green and thirteen heritage listed homes, gardens or treescapes are within 50m of the proposed tunnel dive point and tracks.
- The tunnel goes directly under Beecroft Primary School with ongoing noise impacts on classes. The movement of heavy vehicles during construction will affect safety, especially of school children.

The alternative option for a direct, lower cost tunnel from Epping Station to Franklin Road Station would remove these impacts on our suburbs. This tunnel could be at a deeper depth to reduce noise and vibration. As a concerned resident of Beecroft/Cheltenham, I write urging you to proceed with this alternative option as it would remove the devastating loss of residential amenity through noise and visual impacts on our heritage community.

Yours sincerely,