



BEECROFT CHELTENHAM CIVIC TRUST INC

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BULLETIN 2

April 2013

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BCCT was established in 1964 and has worked to protect our community for 49 years.

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BCCT Autumn Walk Sunday 14 April, 2pm to 4pm, Day Rd Cheltenham

This autumn we are breaking with tradition and having our autumn walk in the Lane Cove National Park instead of in Chilworth Reserve. The walk will start at the end of Day Rd, Cheltenham, just past the car park. This year the walk will coincide with Heritage Week and will centre around Ahimsa, the National Trust cottage bequeathed by Marie Byles. The walk will be no more than 2 hours of easy walking, returning to Ahimsa for afternoon tea and talks about Ahimsa and Marie Byles by Lesley Goldberg of the Beecroft Cheltenham History Group. All welcome. Wear sturdy walking shoes and appropriate clothing for a walk along fire trails in the bush. If you do not wish to walk, you can come to Ahimsa at about 3.30pm for the talks. We are asking for a **gold coin donation to the National Trust**, which is struggling financially to maintain Ahimsa which is such an important part of our local heritage. **Sorry, no dogs allowed** as walk is in a National Park. Any queries contact Ross Walker on 9875 4446. Otherwise turn up on the day!

Proposed Changes to North West Rail Link (NWRL) Public Meeting, Monday 29 April, 7 for 7.30, Cheltenham Recreation Club

The State Government proposes to make the NWRL, including the Epping to Chatswood line, a single deck Metro style line where most passengers stand.

If this goes ahead, passengers from Beecroft and Cheltenham would then have to go to the City either via Strathfield or by changing at Epping for Metro style trains to Chatswood.

- Metro trains are unsuitable for Sydney's long-distance commuting, will deter passenger use and encourage continued car usage.
- NWRL tunnels built just 40cm too small for modern double deck rolling stock are not "fit for purpose" to provide promised rail transport for NW Sydney.

The current heavy rail system efficiently services the needs of Sydney commuters and must not be destroyed by replacement with single decker metro lines. Is this the start of privatisation of the whole rail network?

In a 20 March 13 editorial the Northern District Times made "...one last plea for sanity on the North West Rail Link". The editorial went on to comment "Future generations might ask: What short-sighted idiot built tunnels for single level trains when all of the existing rolling stock is double decker?"

The Civic Trust has organised a public meeting to inform residents of these proposals and what action needs to be taken. We have invited representatives of the EcoTransit public transport advocacy group to expose the myths being used to justify changing the NWRL from the promised heavy rail connection to a single deck metro style line. The YouTube video "Unfit for Purpose" produced by Eco Transit confirms as total nonsense the justification used to support the NWRL single decker train proposal. If you can't come to the meeting, see the Eco Transit video: <https://www.youtube.com/watch?v=5upD1WkEvBE>.

Before it is too late there is still time to mount a community campaign to avoid the mistake of making the NWRL a metro line instead of the required heavy rail line which can be integrated into the existing highly efficient heavy rail system as promised by the O'Farrell NSW Government.

Redevelopment Plans for The Module

Public Meeting, Monday 13 May, 7 for 7.30, Cheltenham Recreation Club

Many residents were disappointed that the developers of The Module site were unable to attend our AGM. A public meeting is being organised by the Trust to address residents on this issue. We have not been able to confirm this date before this Bulletin went to press so please look at the BCCT website www.2119.org.au for confirmation. Members on our email list will be notified.

Subdivision at 79-87 Malton Rd - Urgent Action Required

The Trust has been alerted by a resident that an application has been submitted to subdivide the pristine bushland on this site into six lots. It is known to be home to the last remaining colony of Gang Gang cockatoos in the Lane Cove Valley and also is home to Powerful Owls. The Trust fears that if this application is approved, it will create the potential for further subdivision of the site. Residents are asked to write immediately to the C ward Councillors objecting to this application. It is DA 94/2013. They are Cr Michael Hutchence mhutchence@hornsby.nsw.gov.au, Cr Jerome Cox jcox@hornsby.nsw.gov.au, Cr Bernadette Azizi info@bernadetteazizi.com.au. The postal address for all Councillors is c/- Hornsby Shire Council, PO Box 37, Hornsby, NSW, 1630.

Clean Up Australia Day



We wish to thank the following people who collected some 28 bags of rubbish. There was more rubbish than recyclable material.

Plymton Park - Zenda Pohl; Cheltenham Oval - Jim and Paulette de Martin; Day Rd - Tony Fee; Cheltenham Station - Alan and Julie Keighran; Kirkham St - Ross Walker; Booth Park - Huntkins Family; Wongala Cres - Eva Jones and Ross Walker; Beecroft Shops - Roslyn Low; Copeland Rd. - Jenny and Tony Cavenagh; Village Green - James Whealing; The Crescent - Geoff Goldman; Beecroft Station - Bob Catherall. Site supervisor Raimund Pohl assisted by Carolyn Watt.

Hornsby Council's Tree Preservation Order (TPO)

At the Council meeting held Wednesday 20 March 2013 a review of the current TPO was considered. Eight community representatives ranging from Berowra to North Epping spoke in favour of adopting the old TPO with a revised list of exempt species added.

Whilst the Council listened intently to the presentations they decided to adopt Option A as follows.

Option A: Similar to the existing protection whereby only trees that are indigenous to Hornsby Shire are protected (except in Heritage Conservation Area where all tree species are protected) but with the addition of a list of non-indigenous tree species that are worthy of protection because of their cultural heritage and amenity values. Examples may include the English Oak, Jacaranda, Lemon Scented Gum and Spotted Gum.

If Council was of a mind to pursue this option then the following draft resolution could be considered by Council.

Approach 1: Option A draft resolution

- 1. Council receive and note the contents of Deputy General Manager's Report**
- 2. Council authorise the Deputy General Manager Infrastructure and Recreation to prepare an amendment to the current Tree Preservation Order that protected non-indigenous tree species that are worthy of protection because of their cultural and amenity values.**
- 3. A report be provided to Council, prior to a public exhibition, detailing the specific tree species considered worthy of protection because of their cultural heritage and amenity values.**

Option B: This could be the former TPO (pre September 2011) that protected all trees, but with an expanded list of exempt species, comprised of trees that are environmental weeds and species known to be disease-prone or cause property damage. This option was put forward as Option 2 of 3 options that were publicly exhibited in 2011. There was almost as much public support for Option 2 as for Option 1 (the current TPO) at the time of exhibition.

Epping to Thornleigh Third Track (ETTT)

Some Minor Improvements

Brochures issued by Transport for NSW have noted some improvements in response to community feedback. The main one being redesign of Cheltenham station. This involves a small concourse on the southern side of a widened road bridge in Cheltenham Rd to take lifts and ticket office. Designs will be more in keeping with the small scale and heritage of the station to fit in with local character. Community feedback is being sought on landscaping and design at their April community information sessions.

With Beecroft Station, plans are being made to reduce the impact on the Gardens and Playground which are located on RailCorp Land. The fenceline would be relocated up to 3 metres into the gardens to allow for construction and stabilisation. Options to temporarily relocate the playground during construction are being considered by Council. Revegetation along the new fence line will be necessary. However, it is disappointing that there are still no plans for a much needed lift at Beecroft as this issue apparently is the responsibility of a different Government Department.

But why are WE paying for this?

In an article in their newsletter, 'Our Pennant Hills' March 2013, the Pennant Hills District Civic Trust is questioning the need for this project. They state that the "ETTT is deemed necessary for slow freight trains to climb the Beecroft Bank. It will require a new rail bridge over the M2, modifications of Beecroft and Pennant Hills Stations and the rebuilding of Cheltenham Station. There will be modifications of road bridges, cutting or blasting of rock faces, removal of protected Blue Gum Forest, destruction of wildlife corridors and massive construction disruption to the community for several years.

"There are 18 freight companies hiring the track from ARTC with some of the engines dating back to the 1950s. They are hauling 1.5kms of rolling stock and emitting carcinogenic diesel fumes, noise above WHO standards and causing vibration to buildings adjacent to the corridor. Should we be providing these old engines with a separate track or should the carriers be replacing the engines with ones which can cope with the terrain with less noise, diesel emissions and vibration at *their cost not ours.*"

The article notes the flaws in the EIS, cost benefit analysis and projected increases in both rail and road freight as well as notorious underestimating of the costs of such projects and asks "Why is the NSW Government subsidising the operations of these carriers by contributing to the cost of the ETTT, thereby allowing the carriers to continue using old engines to minimise their costs?" when the money "could be better spent on projects of benefit to the people of NSW, such as the North West rail Link."

Future Parking Shortage in Beecroft

Residents of Beecroft and Cheltenham are likely to experience a significant increase in the number of cars parked in the area.

years, which threatens to seriously degrade our lifestyles during the construction phases.

The Epping to Thornleigh Third rail Track (ETTT) construction will take several years with some 200 contractors working on railway property in the Beecroft and Cheltenham area. The Project's planning document stated that there are at least 200 empty parking spaces around the station during the day so contractors' cars can easily be accommodated on public roads. The ETTT is making no extra provision for their staff during this period. Come to their information seminars 6 and 9 April and ask them about this.

The North West Rail Link (NWRL) will build an Emergency Access Tunnel down from the Cheltenham Oval to the main tunnels below. Spoil from this will be removed by some 1000 heavy trucks during the year of the digging. Rather than taking it away on the Motorway, NWRL will build a new two lane concrete road through the bush from the Oval to Kirkham Road. All those trucks will be adding to the present congestion on Beecroft Road.

Beecroft Shopping Village five storey Development. A DA is now with council to build five storey residential units at the corner of Chapman Avenue and Wongala Crescent. Another DA is imminent to demolish The Module and its 100-space car park, and rebuild it as five storey mixed residential and retail. Once finished there will be extra underground parking, but what will happen during the two year build period?

Council has only considered the mandatory parking requirements for these development proposals after completion, and has shown no readiness to consider the parking and traffic consequences during the construction of these major projects. They seem unaware of the enormous problems caused by commuter parking in Beecroft and Cheltenham, as raised at the AGM. This will affect residents, commuters and shoppers.

Membership subscriptions are the main source of income for the Trust.
Please join the Trust and support your community
Membership is now due for 2013.

MEMBERSHIP RENEWAL/APPLICATION FORM 2013

Fees are \$20 household (two adults), \$10 individual

Surname (1).....First name (1)

Surname (2).....First name (2)

Address Post Code
Street address preferred *Suburb*

Phone Number Mobile No.....

E-mail address

Membership fees \$ as noted below.

Method of payment please mark appropriate box:-

Post with cheque to PO Box 31 Beecroft 2119

Deposited in bank BSB 062 113 Commonwealth Bank Beecroft Account No 10068238.

Electric Funds Transfer EFT from your bank account via computer
BSB 062 113 Commonwealth Bank Beecroft Account Number 10068238. NB Use your name as reference.

So we know your details, please send a copy of this completed form to The Treasurer, PO Box 31 Beecroft 2119 OR email your name, address, phone no and email address to treasurer@2119.org.au