



BEECROFT CHELTENHAM CIVIC TRUST INC

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www.2119.org.au
bcct2119.blogspot.com

BULLETIN 1

February 2013

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

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First Applications for 5 Storey Development of Beecroft Shopping Village

Despite our best efforts to fight this, rezoning of the Shopping Village for 5 storey development has been forced on us by the State Government. The BCCT is still determined to fight for the best possible outcomes for Beecroft within the constraints of the current laws. To this end, BCCT was instrumental in gaining many changes and improvements in Council's Multi Housing DCP Part 3 Heritage Precinct Development, Beecroft Rd, Beecroft version 4/September 2011.

The first Development Application has now been received, and plans are being made to redevelop The Module site.

1. **DA/38/2013 25 – 27A Wongala Crescent and 1a Chapman Avenue.** This application is for 36 units. It can be viewed on Council website www.hornsby.nsw.gov.au/planning-and-building/application-enquiries

Hornsby Shire Council advised the applicant to discuss the proposed development with the BCCT prior to lodgement but this did not occur. Council has only notified 12 residents and businesses in the immediate vicinity for comment yet this site is of far wider significance for the community.

Council welcomes comments from the public. To be of value, it is important that you structure your submission so your comments are objective and not emotive and set out in a concise clear point format to allow quick and easy assessment by council officers. Remember council will assess the proposed development against the latest planning controls so your comments should refer to these controls as well. The key planning control can be found at <http://www.hornsby.nsw.gov.au/media/documents/planning-and-building/dcp/area-plans/Housing-Strategy-DCP.pdf>. Look for the heritage controls specifically written for Beecroft near the rear of the document. See the Trust's web site under 'Recent Submissions' for guidelines on preparing your submission. Comments/objections close on 6 March 2013.

2. **The Module site.** It is pleasing that the developers of this site, on advice of Council, has briefed the BCCT on their design and planning approached for the future development of the site and have been receptive to comments made by the Trust. The site includes The Module, car park and old Shell service station site but not the commercial buildings along Beecroft Rd. The developer is planning three 5 storey buildings with

open spaces connecting Beecroft Rd and Hannah St. The Hannah St building will have shops, including a large supermarket, commercial offices with residential housing above. The developers Architects, Landscape Architect and Planner have offered to give a presentation at our AGM so that community can see the concept plans.

BCCT Annual General Meeting

Members and residents are invited to the Annual General Meeting of the Beecroft Cheltenham Civic Trust.

Monday 25 March 2013, Cheltenham Recreation Club, The Crescent, Cheltenham, 7 for 7.30pm

Representatives from the proposed redevelopment of The Module site will address the meeting.

Nominations for the Committee.

The BCCT Committee are a group of volunteer residents who work very hard to protect our community from inappropriate development and destruction of our environment. Recently we have had many such developments thrust upon us by Government authorities. Now more than ever **we need new members on the committee** to allow us to achieve the best possible outcomes for the suburbs we love. Being a member of the committee is a **positive way to be involved in what's happening in our community and provides satisfaction** in being part of that. The median age of the population of Beecroft and Cheltenham is 43 and we need some younger members on our committee to reflect the emerging views of our suburbs. So **please give some serious thought to nominating for our committee.**

To nominate for the committee residents must complete a nomination form which is available from the Secretary or the BCCT website. **Nominations close 1 week before the meeting 18 March.** The nominee, nominator and seconder must be members of the BCCT. Membership application details can be found on page 4.

Clean Up Australia Day Sunday 3 March – Let's Clean Up 2119

Register at the **Beecroft Village Green at 9.30am** and we will allocate an area for you to clean up. Bags and gloves are provided but you may wish to bring your own gloves. Wear sturdy shoes, a hat, sunscreen and bring water to drink. **Registration is essential for insurance purposes.** Children must be accompanied by an adult. You only need to help for one or two hours.

New BCCT Website

For some time, the BCCT committee has been working to establish a new website to better serve the community. This website is now up and running. It allows us to keep you up to date and makes it easier for residents to contact the Trust. www.2119.org.au. Our blog is a forum for comment. bcct2119.blogspot.com

What's Wrong with the NWRL Metro Proposal

The BCCT and the community should be very concerned that the State Government has changed the proposal for the North West Rail Link (NWRL) to make it a privatised Metro line. This is despite promises originally that it would be an integrated part of the CityRail system. The new proposal means that the 15km of tunnelling would be only wide enough for single decker Metro style trains, some 40cm too small for our current double decker trains. As well, the Epping to Chatswood line would be a privatised Metro line and the existing tunnels will be narrowed so they no longer can take double decker trains. Commuters will have to change at Chatswood to catch already overcrowded suburban trains to the city. This will have implications for Beecroft and Cheltenham in that we would no longer be able to travel direct to Chatswood.

Metro style rail is not suited to the long journeys required on the NWRL, a total distance of 37km. Metro is designed for short commutes of under 10km with stops at least every 1km and most passengers standing. Sydney is well served with a heavy rail network that goes into the CBD. It is a myth that metro trains will carry more passengers than our double decker trains. This is based on 4 passengers standing per square metre which would be very crowded indeed. In fact, rail networks around the world are copying Sydney's example and converting to double

decker trains for their greater capacity. It is incredible that the State Government would adopt the Metro proposal considering the previous Government's experiences with other failed Metro proposals that have cost taxpayers millions.

The real solution is for the Government to reverse their decision and make the NWRL an integrated part of the CityRail network. Sydney's rail congestion could be largely overcome by building two extra lines between Chatswood and the City including a second harbour crossing and the second City underground line. We should be lobbying our politicians to achieve this. You can view a video on these points

<https://www.youtube.com/watch?v=5upD1WkEvBE>

Latest Developments with the Epping to Thornleigh Third Track

Residents are justifiably angry that investigatory and site clearing works are progressing on the Epping to Thornleigh Third Track (ETTT) despite a flawed Environmental Impact Statement (EIS) and widespread community objections. It shows total disregard for our community, heritage, health and environment. Noise levels are known to be so high that they affect sleep and this has serious health consequences. BCCT representatives have had one meeting with Philip Ruddock and two meetings with Greg Smith to point out our objections to the ETTT and the NWRL Metro proposal.

Premier O'Farrell has said that he will not be influenced by community objections. Our MP Greg Smith has written to Minister Berejiklian supporting noise barriers and including a lift at Beecroft. Federal MP Philip Ruddock has noted that geotechnical studies are now being conducted on the Beecroft bank between Beecroft and Pennant Hills as a result of submissions on the EIS. As this is an area known to be geologically unstable and prone to land slip, one would expect that such studies would have been conducted before planning to build on it a heavy rail track for freight trains up to 1.8km long. Residents are concerned that the Scout Hall will be impacted despite earlier promises. Residents have noted increased freight train noise with removal of vegetation.

It is good that local resident and broadcaster Graham Ross has chosen to publicise our concerns. An approach to another local resident and broadcaster was refused. In an article "The four industries that rule Australia" (Sydney Morning Herald, 6 Feb 2013, p 11) Ross Gittens concluded 'When politicians worry more about pleasing certain industries than about serving the people who elect them, we have a problem.' Whilst this did not relate specifically to this issue, it serves to show that the views of the community are no longer important to our elected representatives.

Revival of the M2 F3 Tunnel Proposal

Many residents were amazed when late last year, it appeared that the proposal for a tunnel linking the M2 and the F3 at Wahroonga was again raised. The BCCT has vigorously opposed this proposal on the basis that it does not offer a solution to the traffic problems on Pennant Hills Road and endangers the health of residents due to carcinogenic emissions from diesel. BCCT hosted a public meeting in September 2006 at which Dr Ray Kearney explained the adverse health impact of diesel emissions which include cancer, asthma, lung disease and heart disease.

BCCT Bulletin 4 November 2007 has a detailed explanation of our objections. This can be seen on our website. In summary, we believe it will not get truck traffic off Pennant Hills Road, it will not reduce traffic congestion on Pennant Hills Road, carcinogenic emissions will not be filtered, the cost will be significantly greater than proposed and there is no guarantee that this the longest tunnel in Australia, some 8.4km, will be safe.

The preferred solution is to embrace the Western Option, a road link from the M7 in the vicinity of Dean Park to the F3 north of the Hawkesbury River. This would take through traffic out of heavily congested residential areas and provide a shorter route.

BCCT Bulletin Distributors Needed

BCCT is most grateful to our dedicated team of Bulletin distributors who regularly put these Bulletins in every letterbox in 2110. Many have been doing this job for a very long time. We need more distributors to help us reach more people.

break up some of the longer runs and replace those who can no longer do this. It is a great way of supporting the community. If you can help, please contact Carolyn Watt 9876 3266 carowatt@ozemail.com.au. Thank you.

Good News for Hull Road

Residents of Hull Rd have been informed that council will be constructing a concrete footpath on the eastern side of Hull Rd between Chapman Ave and Albert Rd. Council has now decided that due to the very steep slope on the nature strip between No 26 and 30, the footpath between Chapman Ave and Lyndon Way will be on the western side and then on the eastern side between Lyndon Way and Albert Rd.

Work will commence mid February and take about six weeks to complete. This is welcome news. The Trust has been lobbying council for many years that the construction of this section of footpath should have a high priority based on road safety grounds. Hull Rd acts as a link for traffic at this point funnelling traffic and together with the steep grades in the dip vehicles often exceed the speed limit. Pedestrians, including mothers with strollers, are forced to walk on the road as the footpath is too uneven. One of Council's arguments for the delay in construction has been always been the high construction costs and consequently a lack of available funds.

**Membership subscriptions are the only source of income for the Trust.
Your small contribution allows us to continue our good work for the community.**

Please join the Trust and support your community.

Membership is due on January 1, 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

Handed in by cash or cheque.

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