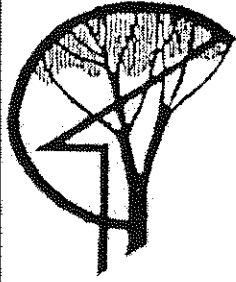
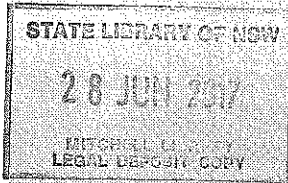


Q 333.909911



# BEECROFT CHELTENHAM CIVIC TRUST INC



PO Box 31, Beecroft NSW 2119  
[www.2119.org.au](http://www.2119.org.au)  
[bcct2119.blogspot.com](http://bcct2119.blogspot.com)

BULLETIN 2 May 2012

President  
Email

Michael Stove  
[mstove@optusnet.com.au](mailto:mstove@optusnet.com.au)

Acting Secretary  
Email

Peter Hewitt  
[secretary@2119.org.au](mailto:secretary@2119.org.au)

BCCT was established in 1964 and has been protecting our community for 48 years.

## In this issue

- NWRL Construction threatens bushland in the Castle Howard Conservation Reserve
- Third Rail Freight Line Epping to Thornleigh
- Freight Train Noise
- Hornsby Council Draft (amended) Green Offsets Code
- Autumn Walk
- Old Kindergarten Goes
- Support Your Local Clubs and Organisations
- Join the Civic Trust to help us fight these threats to our community

## NWRL Construction Threatens Conservation Reserve – Have your say by 21 May.



Pristine bushland in the Castle Howard Conservation Reserve will be destroyed and the well used netball courts at Cheltenham Oval will go. NWRL propose to build an emergency access facility next to Cheltenham Oval on the site of the netball courts. The purpose of the facility is to allow ventilation and access in the event of an emergency in the rail tunnel between Epping and Franklin Road.

There are two options under consideration in the EIS for the access of heavy construction vehicles to the site. One is to build on and off ramps from the M2 Motorway which is next to the site. According to engineering advice, this should be possible by widening the breakdown lane from 2m to 3m for 150m to allow trucks to enter and 150m to leave the site safely. Only about 16 truck movements a day to remove spoil are predicted for the construction of the access tunnel. These ramps would remain after construction and serve to access the tunnel for emergency services.

The other option is to build a new paved road, two lanes wide, through the bushland of the Castle Howard Conservation Reserve to Kirkham Street (Castle Howard Road, near the bridge over the M2), a distance of approximately 400m. This would take spoilage trucks and heavy construction vehicles onto the local road system which is completely unsuitable for heavy vehicles. The local roads are also unsuitable for access by large numbers of emergency vehicles. Noise from the heavy vehicles is also a factor.

The bushland in question is Blackbutt Gully forest in good condition. It was gazetted reserve over 100 years ago and remained intact until 1995 when the southern edge near Devlins Creek was taken for the building of the M2. This is some of the best bushland in the area, much enjoyed by both the local and wider community. A hazard reduction burn carried out on part of this bushland in January 2011 has produced spectacular regeneration and has been of great benefit to the preservation of biodiversity in our area. Rare species of plant have been identified in this area.

Residents were given until 21 May to lodge objections to the EIS to save this precious bushland by objecting to the road access, insisting on the M2 access option and the replacement of the netball courts. The format is:

# SUBMISSION TO THE DEPARTMENT OF PLANNING AND INFRASTRUCTURE ON THE PROPOSED NORTH WEST RAIL LINK (NWRL)

## Attention: Director, Infrastructure Projects

Email to [plan\\_comment@planning.nsw.gov.au](mailto:plan_comment@planning.nsw.gov.au) or submit on website [majorprojects.planning.nsw.gov.au](http://majorprojects.planning.nsw.gov.au) or fax to (02) 92286355 or mail to Major Projects Assessment, Department of Planning and Infrastructure, GPO Box 39 Sydney NSW 2001 by **21 May 2012**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Application Number: SSI-5100

Outline your objection to the proposal and your reasons for this. Sign your submission.

## Third Rail Freight Line through Beecroft and Cheltenham

On Monday 23 April, Transport for NSW has conducted a community information session at the Cheltenham Recreation Club on the proposed **Northern Sydney Freight Corridor – Epping to Thornleigh Third Track**. This proposes a third rail track on the western side of the existing rail tracks between Epping and Thornleigh which will have serious impacts on the communities of Beecroft and Cheltenham as well as all communities along the proposed corridor from North Strathfield to Gosford. It is a short term measure, not a long term solution.

Residents were encouraged to lodge their objections by May 4 and we thank all those who did.

BCCT's submission was based on the following:

**Noise and Pollution.** Freight train movements will increase from 29 to 44 per day. Noise levels from freight trains are already unacceptable and will be more prevalent. It will be impossible to insulate against such noise and noise barriers in this terrain would be ineffective and attract graffiti. Our community will suffer:

- More frequent noise from old poorly maintained diesel locomotives
- More frequent flange squeal from freight trains on tight curves
- Resulting sleep deprivation, stress and adverse health consequences
- Pollution from emissions and brake dust.

**The Rail Alignment.** The steep curve between Beecroft and Pennant Hills, known as the Beecroft Bank, is not suitable for the long freight wagons. The proposed track cannot address the noise problems and flange squeal associated with this. The possibility of derailment is a safety issue. Diesel locomotives are energy consuming and inefficient especially on this old 19<sup>th</sup> Century track alignment. There will be considerable disruption with retrofitting a new line into the existing heavily used rail corridor.

**Cheltenham Station.** The placement of the third line on the western side of the platform will require a free standing overhead bridge with lifts to the platforms. This is unacceptable because of:

- The visual impact of the proposed overhead bridge with lifts to the platforms.
- The need for stairs and or ramps in case of lift breakdown and to meet statutory disability requirements
- Lengthening of the car park on the western side to Lyne Road takes it through an area subject to flooding.

**Beecroft Station.** There is no plan to upgrade Beecroft Station with lift access. Beecroft will be impacted by:

- The loss of trees of high heritage value, Blue Gum High Forest and wild life corridors which will impact on the last remaining Gang Gang Cockatoo population in Sydney.
- The loss of community facilities including the children's playground, scout hall and parkland.

**The Western Option is the only solution. A combined road/rail link between the M7 in Western Sydney and the F3 north of the Hawkesbury River is needed to take rail freight and road freight out of residential areas.** Planning for this must start immediately to take rail freight off the Main Northern Line and most road freight off Pennant Hills Road instead of wasting money on this third track.

- It is a more direct route from sea ports to western Sydney and further north
- It can be engineered with less steep grades and fewer curves which will reduce energy use, carbon output and improve economic efficiency.
- It interfaces more directly with road freight network
- It gets road and rail freight out of residential areas and will reduce road freight on Pennant Hills Road
- It provides another bridge over the Hawkesbury River for rail and road which is needed for national security and in case of bushfires, accidents and other emergencies.

We hope our politicians will take note of this and actively represent our community.

## Freight Train Noise

In response to a letter from BCCT on freight train noise and flange squeal, Environment Minister Robyn Parker stated that only some 60% of locomotives meet the noise standard and that flange squeal was due to 'faulty axle alignment'. Some 400 defective wagons have had this fault repaired. We believe that it is due to wheel base being too long for the tight curves in our section. No amount of measuring or repairing will fix that! When you experience excessive rail noise, please phone the Rail Greenline 1300 656 999

## Hornsby Council Draft (amended) Green Offsets Code

Council has called for public comment on a Draft (amended) Green Offsets Code. The amendments to the Green Offsets Code have been proposed to ensure that, while the protection of significant native vegetation within the Shire is continued, it will be extended to have application to individual canopy trees in a development setting.

The Draft (amended) Green Offsets Code (GOC) would provide Council with a mechanism for offsetting the loss of trees. It contains a tree replacement valuation method that is based upon a requirement to plant a tree for every 20 square metres of tree canopy lost through development. The replacement cost is proposed to be set at \$1,000 per tree in Council's schedule of Fees and Charges for 2012 - 2013.

Public comment and submissions are invited and will be received until Friday 25 May 2012. Submissions may be received by Hornsby Council by post PO Box 37 Hornsby 1630 or email to [hsc@hornsby.nsw.gov.au](mailto:hsc@hornsby.nsw.gov.au). Please title submissions: SUBMISSION-DRAFT GREEN OFFSETS CODE.

## Autumn Walk

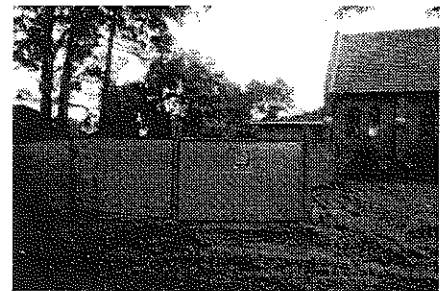
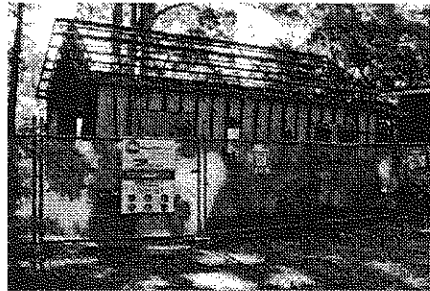
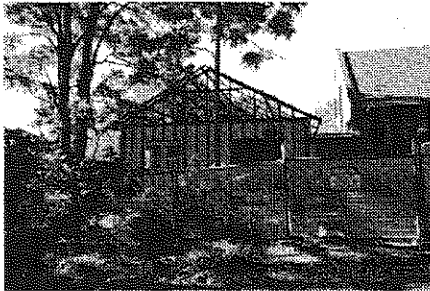


Sunday 15<sup>th</sup> April turned on some lovely sunny weather for the Trust's autumn walk. A group of 40 people came along, including Hornsby Councillor Robert Browne. Starting at the netball courts behind Cheltenham Oval the initial topic of conversation was the proposed Emergency Service Facility for the Northwest Rail Link that the EIS has recommended to be built in the vicinity of the courts. The walk proceeded through to Chilworth Reserve where the Trust's vice president and History Group president Rod Best talked about how the high quality regenerated bushland in Chilworth Reserve would be similar to the bushland encountered by George Caley and Daniel Moowattin who passed through the area 200 years earlier while collecting botanical specimens. The walk looped back to the oval via Boronia Avenue where Rod described the historical development of the 'Hill settlement' type subdivisions and related buildings that attracted Sydneysiders to the area in the 1880's for the elevated suburb's fresh healthy air.

Boronia Avenue is a good intact example of this type of subdivision pattern. A welcome afternoon tea was provided by some of the participants at the end of the walk. Look in the next bulletin for details of our Spring Walk. All welcome. Regards Ross Walker

## Old Kindergarten Building Going, Going, Gone!

To many it was just an old fibro asbestos ridden building on the corner of The Promenade and Beecroft Road. To those who grew up in Cheltenham in the 1940's it was the old kindergarten. Many of the parents of children who attended this kindergarten worked tirelessly to raise funds for the 'new' kindergarten across the road. Fetes were a popular way to raise funds. These were held at the Harris home, 'Edensor' and one highlight was the Epping Pipe Band which arrived at Cheltenham by train and marched up The Boulevard to the fete. Cheltenham Kindergarten commenced in a garage in The Boulevard before moving to this hall. Part of our history has now gone.



## Support your Local Clubs and Service Organisations

### Cheltenham Recreation Club is serving lunch on Sunday.

Every Sunday the new caterer at Cheltenham Recreation Club, The Blue Elephant, is serving a buffet lunch - \$20 adults, \$10 for 12 to 16 year olds and under 12 free. 12 noon. To book phone the club 9876 2629. The club needs community support.

### Beecroft Rotary Club is collecting blankets and sleeping bags for the homeless.

Take your donations to Beecroft Pharmacy.

### The Lions Club of Beecroft Cheltenham is holding a fundraising Trivia Night.

This is to raise funds for a new Dialysis Machine at Hornsby Hospital. Friday 25 May, Pennant Hills Golf Club 7 for 7.30. \$25 includes nibbles and a light supper. Fun and games with great prizes. Bookings to Frances 9980 7486 or Doreen 0417 671287 or secretary@lionsbeecroftcheltenham.org.au

## Join the Beecroft Cheltenham Civic Trust

### MEMBERSHIP RENEWAL/APPLICATION FORM 2012

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

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

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

Address ..... Post Code .....

Phone Number (02) ..... Mobile No.....

E-mail address (Please Print).....

Membership fees paid \$ ..... Do you require a receipt? YES /NO

Post this form to PO Box 31 Beecroft with your cheque or

\*Deposit BSB 062 113 Commonwealth Bank Beecroft Account 10068238 or

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

*\*If you use either of these methods, please send a copy of this completed form or the same information to The Treasurer, PO Box 31 Beecroft 2119 OR e-mail to [treasurer@2119.org.au](mailto:treasurer@2119.org.au) so that we can update our records. Thank You.*