



**BEECROFT - CHELTENHAM  
CIVIC TRUST  
INCORPORATED**

PO Box 31, BEECROFT, NSW, 2119

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

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**IMPORTANT CHANGES ANNOUNCED TO PROPOSED NORTH WEST  
RAIL LINK THROUGH BEECROFT AND CHELTENHAM**

**TIDC (Transport Infrastructure Development Corporation) has responded to community concerns.** The Beecroft Cheltenham Civic Trust is pleased that the Preferred Option announced by the NSW Government on June 5<sup>th</sup> for the North West Rail Link (NWRL) proposes a tunnel from Epping. This avoids the devastation to significant areas of Beecroft and Cheltenham that the original proposal for quadruplication of the Main North Line with a tunnel dive point at Murray Road would have caused. The preferred option has attempted, where possible, to maximise the amount of tunnel under public lands and roads and to minimise impacts on residential areas. It still allows for the future construction of the Epping to Parramatta rail link.

**What is the Preferred Option.** The preferred option (Option 1 - Green) provides a more direct route and minimises curves to facilitate rail safety. Two tunnels will be constructed within a 60m wide corridor under the M2 at a depth of 30m then along the alignment west of Castle Howard Road to a depth of 39m, crossing under Beecroft Reserve (34 to 54m), Copeland Road (52m), Hannah Street (30m), Fearnley Park (29 - 34m), Chapman Ave (36m), Cardinal Ave (39m), Grace Avenue (59m) and Pennant Hills Road (71m). The depths indicated are measured from the tracks and range from a minimum of 27m. This means that the tunnels are at a considerable depth all the way under Beecroft and Cheltenham. It is estimated that 270 residences are located above this corridor. The tunnels would be built within this corridor but would probably occupy about half the corridor width. The whole area is deep sandstone which has been shown to be stable for tunnel construction.

**Other options considered.** TIDC examined the possibility of taking the tunnel under the M2 and Pennant Hills Golf Course (Option 2 – Pink) but this would be at a much shallower depth and cause greater impact on residents.

**Who was notified.** TIDC notified all residents who

- are within the 60m corridor of the preferred option
- are within 250m of this route
- made submissions on the previous proposal

**What will happen next.** This proposal is still at the concept stage. If approved by the Minister for Planning as a concept, all the detailed geotechnical, engineering and environmental impact studies will be conducted before the route is finalised. This process is outlined in the TIDC brochure 'Planning Update No 3, June 2007'. The Department of Planning seeks residents submissions on the current proposal before 9 July (see below).

**Community benefits.** The NWRL, once operational, will alleviate commuter demands from North Western suburbs that currently fall upon Beecroft and Cheltenham for parking, bus journeys and other requirements to access the main north line. When stage 1 is completed, we

will have train access to Castle Hill and beyond when construction is finalised for further stages.

**Should residents be concerned.** TIDC has assured the Trust that at the depths of the proposed tunnels, the impacts of regenerated noise and vibration during operation would be minimised by the use of appropriate modern rail track technology. There is likely to be some inconvenience to residents for short periods during construction. Every effort is expected to be made to reduce impact on residents. It is also expected that properties above the corridor will be examined before and after construction to assess if damage has occurred which could be eligible for Government compensation.

**Experience from the Epping Chatswood Line.** Residents should be reassured that every effort was made to alleviate impacts on residents in the corridor of this line. Reports from the construction of this line have shown that the fears of many were not realised. TIDC offered alternate accommodation during construction. It appears that very few took advantage of this. We can benefit from knowledge and experience gained from this project as modern rail technology has been used in its construction.

**What is the Role of the Beecroft Cheltenham Civic Trust.** The BCCT aims to obtain the best possible outcome for the community as a whole. We will continue to monitor community impacts and safety concerns associated with this project. Specific concerns from residents will be passed on to TIDC for their consideration. Where practicable, we will make representations of behalf of residents who feel they will be impacted by the project. We will also make representations to avoid damage to environmentally sensitive areas such as Fearnley Park between Hannah Street and the western part of Chapman Avenue and Beecroft Reserve from Castle Howard Road to Kenwick Lane. The Trust endeavours to keep residents informed as new material becomes available through bulletins, our website and on the notice board in Beecroft Arcade. We have displayed maps and distributed information at Beecroft shopping centre on some Saturday mornings.

**How can I find out more.** TIDC is conducting public information sessions where residents can ask questions. The session closest to us is on Thursday 21 June between 4 and 8pm a West Pennant Hills Valley Community Centre, Hill Rd, West Pennant Hills. Other sessions are between 4 and 8pm at Baulkham Hills Shire Council, Thursday 14 June and between 12 and 4pm at Village Green Community Centre, 109 Bella Vista Drive, Bella Vista on Saturday 16 June.

Some information is available at Epping and Pennant Hills Libraries as well as Hornsby and Baulkham Hills Councils. Full reports can be found on the TIDC website [www.tidc.nsw.gov.au](http://www.tidc.nsw.gov.au) Questions on the NWRL preferred project option may be directed to TIDC on 1800 684 490. The Civic Trust has CDs available of the full report. If you want to borrow one, please email [rail@2119.org.au](mailto:rail@2119.org.au) and give your name and street address. We will place information as we receive it on the Trust's website [www.2119.org.au](http://www.2119.org.au) If you do not have access to the internet, please write to the Trust at PO Box 31, Beecroft 2119 marking your letter 'rail project'.

The final date for submissions is 5pm Monday 9 July 2007. Submissions should 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)