

**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: GREGOR WEGNER

Address: 20 MURRAY ROAD BEECROFT

**Application Number: SSI-5100**

Whilst I support in principle the construction of the NWRL to provide much needed public transport to the rapidly growing housing areas of north west Sydney and to reduce the pollution and congestion associated with road transport, I object to the following regarding the Cheltenham Intermediate Services Facility.

1. The option to construct a new two lane paved road through the Castle Howard Conservation Reserve to Kirkham Street (or Castle Howard Road) near the bridge over the M2 to allow trucks to remove spoil during construction and light vehicle access during operation of the facility will permanently destroy valuable Blackbutt Gully forest.
2. This bushland was gazetted over 100 years ago and has remained intact until 1995 when the southern edge was taken for the building of the M2 and its current widening.
3. Over 100 species of native plants have been identified in this area and it would be difficult to find a similar area of bushland in such good condition and certainly not in Beecroft and Cheltenham. A hazard reduction burn in January 2011 has produced spectacular regeneration and biodiversity.
4. The area is used extensively by walkers and connects Cheltenham to areas of Beecroft through well defined and maintained bush tracks and bushland that is managed by volunteer bushcare workers.
5. Should the roadway be built, the local streets (Kirkham Street, Castle Howard Road, Murray Farm Road and the bridge over the M2) are narrow, winding and congested and would not be suitable for trucks and, in the event of an emergency, large numbers of emergency vehicles.
6. There are no traffic lights at the corner of Kirkham Street and Beecroft Road. This is a dangerous intersection for traffic and pedestrians and would not be suitable for trucks and emergency vehicles.

I therefore ask that you adopt the alternative option of access to the site for construction and emergency vehicles be via new on and off ramps from the M2 motorway. The current widening and reinstatement of the breakdown lane should allow this access. It is the only practical way to move trucks in and out of the site. In the event of an emergency, many emergency vehicles would need quick access to the site from areas outside Beecroft and Cheltenham as it only has one fire engine.

I also want to add:

ACCESS FROM CASTLE HOWARD ROAD TO  
MURRAY ROAD MAY INCREASE TRAFFIC ON MURRAY AND  
KIRKHAM ROADS, NO TRAFFIC LIGHTS FOR EXIT EXCEPT  
AT CHELTENHAM X BEECROFT ROADS.

Signed

Gregor Wegner