

On the 29 October 2012 the NSW Government released the Second Environmental Impact Statement (EIS2) for the North West Rail Link (NWRL)

How it will affect local residents:

- Passengers travelling on the Northern Line from Beecroft and Cheltenham, who currently enjoy a direct run into the city on one train, will be forced to **change at Epping** for a single deck train. At Chatswood, they will have to will then need to **change again** back to a double deck train to get to the CBD.
- That means having to get **three trains** into the city increasing travel time by 15 minutes rather than the one seamless system they enjoy now.
- The introduction of this incompatible component is unacceptable.

Minister Berejiklian has stated that this will create great disruption for commuters on the Northern Line.

The NWRL is a much needed project for Western Sydney but it should not be a metro line. The distance is far too long for metro style transport. **The tunnels should be built large enough for current double deck trains to allow its integration into the current rail system.**

Lodge your objection to EIS2 by December 3 2012.

Name & Address..... *Maureen and Kevin HARRIS*

..... *1 Buller's Place BEECROFT NSW 2119*

Application number SSI-5414

A brief statement (in support of your objection to the proposal)

.....
..... *See attached*
.....
.....

Your reason(s) (for objecting to the proposal)

..... *See attached copy of letter published recently in*
..... *Northern District Times*

..... Signature *M. Harris*

SEND YOUR SUMISSION BY - December 3-2012 to:

Email – plan_comment@planning.nsw.gov.au

Post – Major Projects Assessment Dept. of Planning & Infrastructure GPO Box 39 Sydney NSW 2000

Fax to – 02 9228 6355

'Halcyon' days on track to end

Three years ago, as my disability increased in intensity, I moved to Beecroft mainly because it offered me seamless travel to the city.

In the morning I drive to Cheltenham station (far more disabled-friendly than Beecroft station), board a comfortably populated train in the second carriage, sit in a specially marked seat for the less mobile and alight at Town Hall precisely next to the lift. In the evening this procedure is reversed.

However, it appears that these halcyon days are about to end.

According to the State Government's new rail proposal I can still board a comfortably populated train at Cheltenham.

But then I will have to stand up (the hard part) at Epping and manoeuvre myself and any walking aids off this train and on to another one which will probably be more populated and on which a designated seat might be more difficult to find and make one's way to.

Then, a little further up the track, I will have to do it all again, this time boarding what I suspect will be a rather full train at Chatswood and again shuffling and staggering around trying to get to a seat.

The two changes of train might also make a precise exit at Town Hall problematic, resulting in a difficult walk along a crowded platform to the lift. In the evening, it all happens again.

I've considered asking Premier Barry O'Farrell and Transport Minister Gladys Berejikian to grab some crutches and join me on this new seamless journey, but I suspect that by the time it is running I will no longer be using the railway for journeys into the city.

I do, however, love living in Beecroft.

KEVIN HARRIS
Beecroft