

Diane Sarkies - NWRL EIS2

From: "Carolyn Watt" <carowatt@ozemail.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 3/12/2012 10:54 AM
Subject: NWRL EIS2
CC: "Greg Smith" <epping@parliament.nsw.gov.au>, <bcctcommittee@groups.live.com>

SUBMISSION on the North West Rail Link Project

Environmental Impact Statement No 2 - Application no SSI-5414

I **object** to elements of the work described in this Environmental Impact Statement ("EIS") for the following reasons:

1. Change from Heavy Rail to Metro

This change occurred between EIS 1 and EIS 2. All understanding of this project to this point was that it would be a heavy rail system which would integrate with the existing rail network. The distance is far too great for a metro style of system. Regardless, the tunnels should be made sufficiently wide to accommodate existing rolling stock and not just single-decked carriages. The marginal cost of this change cannot justify it. This decision is short sighted and would prevent any future integration with the existing rail network. It disadvantaged commuters and would lead to the under-utilisation of the NWRL.

2. Impact on Northern Line Passengers

The EIS fails to address the impact and inconvenience this decision will have on passengers on the Northern Line who currently enjoy a seamless journey via Chatswood to the CBD at 15 minute intervals. We are being sacrificed to allow a private metro system to operate, facing changing trains at both Epping and Chatswood and a considerably longer journey.

3. Impact on Bus Traffic on the M2

The EIS does not address the impact this project will have on existing express bus services on the M2 motorway. These also service West Pennant Hills as well as areas further west. I have been informed that it is planned to remove these bus lanes and make them available to cars. This is not addressed in the EIS.

4. Access to Cheltenham Facility

The proposal to make a haulage road parallel to and adjoining the M2 motorway with its difficult topography, will destroy a pristine bushland reserve. It would be impossible to reinstate this advanced bushland. The original proposal was for a permanent road. Now this is to be temporary, better and less damaging alternatives should be assessed. The alignment of the walking track from Kirkham St would result in less damage to this bush reserve.

5. Use of Kirkham St

As mentioned in responses to EIS 1, this local road and its access to heavily congested Beecroft Rd are completely unsuitable for haulage trucks. The M2 motorway is the only acceptable way to remove spoil from the site.

6. Solving the problem

Proposing a stand alone metro style system for the NWRL fails to address the need to upgrade the Sydney rail network. Originally, the NWRL was proposed together with additional rail access across the harbour. The choke point of the number of trains across the harbour bridge needs to be addressed to integrate the NWRL into the rail network.

In conclusion, the NWRL is a necessary part of the Sydney rail network and the provision of public transport for the north west of Sydney. It must be built as a heavy rail system to integrate with the existing rail network and to allow maximum use.

Carolyn Watt
 24 The Boulevard, Cheltenham 2119
 98763266
carowatt@ozemail.com.au
 3 Dec 2012