

North West Rail Link Proposed Cheltenham Intermediate Services Facility

After redrawing the diagram on page 41 of the NWRL EIS and superimposing it onto a Google map we have the map below. The red dotted outline indicates the proposed location of the construction site that will presumably be fenced off for at least two years. The three white dots on its boundaries are proposed heavy and light vehicle access points. The purple lines indicate the believed location of the two underground rail lines.



X

Y

My wife and myself strongly support the building of the North West Rail line however I have some concerns mainly about the following:-

- (1) The destruction of the bushland between Kirkham St and the existing Netball courts.
- (2) The destruction of the Netball courts, Cricket practice facility and Cheltenham Oval parking.
- (3) Possible noise from the ventilation fans that presumably will be located at or near the “Shaft excavation” area and will operate 24/7 after the rail line opens.
- (4) Possible contamination of Devlins Creek during construction work.
- (5) Even though this Cheltenham Intermediate Services Facility will disadvantage the local residents in this area during and after construction it will apparently never bring them any benefits. This is because it is not intended to have a rail station anywhere near this area. It seems wrong that the distance between Epping and the first station at Cherrybrook is approximately three times the distance between any other two stations on the rail line.

My suggestions in regard to the above specific concerns are:-

- (1) Establish the heavy vehicular access via the M2 motorway "option" instead of Kirkham St and minimise any destruction of the bushland, particularly of the old growth trees.
- (2) Re locate the Services Facility to an area about 500m west at or near where the old Scout Hall used to be located (see red arrow above leading to "X"). This area had a rough bush road leading down to it from Kirkham St.
- (3) Provide good noise suppression devices to minimise any such noise.
- (4) I note that the diagram on page 41 of the EIS has an area called "Water treatment plant" and that this seems to be located where an existing drain pipe under M2 leads into Devlins Creek immediately adjacent to our house (see purple arrow leading to Y above. This drain under the M2 is for stormwater from locations north of the M2 only. There are sillage pits along the M2 for cleaning up any water from the M2 pavement prior to it entering any of the local creeks.
- (5) If you must locate the Services Facility at Cheltenham then locate an extra underground station there.

I presume my re-drawing of the diagram on page 41 of the EIS and super imposition of it onto a Google Map is reasonably accurate. Unfortunately the background "satellite view" on the original EIS diagram is very blurred (intentionally or otherwise). This is unfortunate.

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