



PCU033536

Marilyn Guyot, 44 Bambara Cres. Beecroft 2119
8th May, 2012

Major Projects Assessment,
Department of Planning and Infrastructure
GPO Box 39, Sydney. NSW . 2001.



Attention: Director, Infrastructure projects NWRL

**Submission to EIS 1 for NWRL Project relating to the Cheltenham
Intermediate Service Facility**

Application No. SS1-5100

Dear Sir,

I have been a resident of Beecroft for 48 years within a very short walk of Cheltenham Oval and have been a volunteer with Hornsby Shire Council bushcare since 1998.

I am fully in favour of the North West Rail Link but would like to comment on the permanent access to the Cheltenham Intermediate Service Facility.

This facility at the site at the netball courts at Cheltenham oval appears to be a good choice provided alternative courts can be provided nearby for the netball players.

I am told that **nearby access to and from the M2 should be possible** by widening the breakdown land from 2m to 3m to use as off and on ramps. - I realize heavy vehicle access to this site is necessary for the construction of the facility, however once this is completed and the site rehabilitated access to and from the site is only going to be needed for maintenance or in the event of an emergency in the rail tunnel. The normal operation of the M2 would therefore not be compromised except for the period during construction when perhaps truck movements could be confined to off peak periods. **With this option bushland loss would only be minimal.**

The **second option** of a **new 2 lane paved road from the netball site through to Kirkham Street** would impact greatly on good quality bushland, important to the community, for wildlife habitat, with one of the nicest bush walking trails and bicycle tracks in the area. This was gazetted bushland over 100 years ago and has remained intact until 1995 when the southern edge near Devlins creek was taken for the building of the M2 and more bushland is being cleared currently for M2 widening.

The bushland would be impacted with the option of a paved road which would require the removal of a large number of mature trees as well as the clearing of the understory vegetation required for wildlife habitat.

While I accept that the bushland in the area of the site facility itself has to be lost it seems hard to justify the permanent loss of the good bushland with the building of a paved road through to Kirkham Street, which on completion of the facility, only to be needed for maintenance or in the event of an emergency in the rail tunnel. - Emergency vehicles access will impact on the local road system with vehicles from Kirkham Street either entering Beecroft Road or Pennant Hills Roads – both overcrowded with traffic.

It would be difficult to justify the permanent loss of the good bushland to Kirkham Street for the building of a 350m of 2 lane paved road when there is a better alternative on to the M2 right next to the site

Yours sincerely,



Marilyn Guyot.