

Major Projects Assessment
Department of Planning and Infrastructure, NSW Government
Attention: Director, Infrastructure Projects

19 May, 2012

APPLICATION No. SS1-5100: CHELTENHAM SERVICE FACILITY (SITE 3)

We do not consider it necessary to even consider building an industrial all-weather (i.e. paved?) two-lane road through what's left of a pristine bushland reserve, simply for heavy vehicle access to your proposed service facility on the Cheltenham netball courts, when your study appears to be talking of only 960 truck movements over a twelve month period (an average of 80 per month) - and with excavation work not occurring over the whole of that time. And when there is a quite practical and economic alternative (direct access to the M2).

In the EIS statement, Cheltenham Park and Beecroft Reserve, through which your access road is planned, are described as "important bushland reserves for surrounding residents..part of an existing heritage listed bushland..significant for its aesthetic qualities and natural values..a significant element of the local landscape providing a visual screen from the M2 for some residences...its dominant character derived from the tall tree canopy in areas of remnant forests and reserves".

It appears that Cheltenham Park was selected as the site from no less than 17 "options" for the site because it caused the least impact on residential properties, community facilities, vegetation and access for heavy construction vehicles. If these are the real reasons, why mess with it?

The following before-and-after photos show what has happened in the last six months to the "aesthetic qualities and natural values" of the Cheltenham Oval when organisations like yours get the go-ahead:



The oval before construction on the Hills M2 upgrade (May 2011)



Trees removed, and ORANGE noise barrier installed last week!

Please have some concern for the people who enjoy living here because of its natural bushland setting!

Yours faithfully

Pat and Robin Graham
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