

# **SUBMISSION TO THE DEPARTMENT OF PLANNING AND INFRASTRUCTURE ON THE PROPOSED NORTH WEST RAIL LINK (NWRL)**

Attention: Director, Infrastructure Projects

Email: [plan\\_comment@planning.nsw.gov.au](mailto:plan_comment@planning.nsw.gov.au)

Name: Jenifer Lewis

37 Lynbrae Avenue

Beecroft

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About 20 years ago Beecroft and Cheltenham bushland south and Devlins Creek (in the **Bushland Shire**) were severely impacted by construction of the M2 motorway. Also noise and air pollution were introduced to a quiet community.

These suburbs are now threatened by no less than **three** construction projects:

- 1 Widening of the M2 tollway
- 2 A third rail line to take freight trains off the suburban railway line between Epping and Pennant Hills
- 3 Access to the NWRL.

## **Comments:**

- 1 Widening of the M2 is of dubious value unless the problem of fuel supply for cars is addressed.
- 2 The third rail line has merit but the issues of wheel squeal and diesel engine noise must be addressed. (When I used to visit a house in The Crescent in Cheltenham it sounded as if the train were passing through the living room. The freight line will be closer.)
- 3 The NWRL is an essential addition to the rail network to help take traffic off our congested roads. Access for construction needs to minimise further destruction of bushland. Using ramps from the M2 would reduce bushland destruction more than an access road through a Conservation Area of good quality bush. It would also reduce truck movements through the area where the roads are inadequate and service local residents.

**I draw your attention to the situation several years ago when all transport routes to the north of Sydney were cut by fires. This is unacceptable in a modern society. We need a second more western route to the north for both transport modes, and soon.**

## **Conclusion:**

I support the submission of the Beecroft Cheltenham Civic Trust on the Third Rail Freight Line promoting the combined road/rail link between the M7 and the F3.

As a second best I would accept access to the NWRL construction from the M2 by ramps as the less damaging alternative.

Jenifer Lewis