



# BEECROFT CHELTENHAM CIVIC TRUST INC

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BULLETIN 4

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BCCT was established in 1964 and has been protecting our community for 48 years.

## Special Issue - Epping to Thornleigh Third Track

Oppose this Project which will destroy Beecroft and Cheltenham

A Submission Form for you to sign is on Page 4

### What is wrong with the Epping to Thornleigh Third Track (ETTT) Proposal

This project is being forced on the suburbs of Beecroft and Cheltenham by the Federal Government which has allocated \$840mil to its cost. The State Government is allocating some \$200mil to it whilst stripping much needed funds from Education and Health.

The Environmental Impact Study (EIS) has serious defects. The ETTT lies within the Beecroft Cheltenham Heritage Conservation Area (HCA) yet little regard has been given in the EIS to the HCA in assessing the project's impact. The EIS only considers a distance of 50 m from the track and 'impact' seems to imply visual impact. The EIS states that the third track will *'not have a significant negative impact on the heritage values of the HCA'*. The fabric of the HCA has been ignored.

The impacts on the community as a whole will be significant. The community will be subject to noise and health impairing pollution. Vegetation will be removed and our heritage will be severely compromised.

The Government seems determined to impose this devastation on our Community just so the freight trains, with their old, noisy, polluting, inefficient diesel locomotives, run by private operators, can move their 1.5km long trains more easily between Epping and Pennant Hills up the second highest gradient in the rail network and around curves designed for trains in the 1890s. The Government is not prepared to impose noise and pollution regulations on these trains nor force the private operators to upgrade their locomotives.

### What is wrong with the Environmental Impact Statement (EIS)

The EIS is full of contradictions and deficiencies. It seems to be framed to support the proposal as a pre-determined outcome. Some areas that affect us include:

#### Ignoring our Heritage

#### Proposed Cheltenham Railway Station

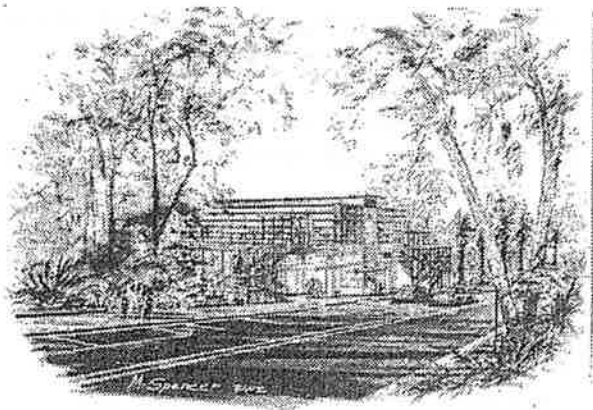


Figure S.5 Artist's impression of new elevated concourse at Cheltenham Station looking south from The Crescent (indicated by dot)

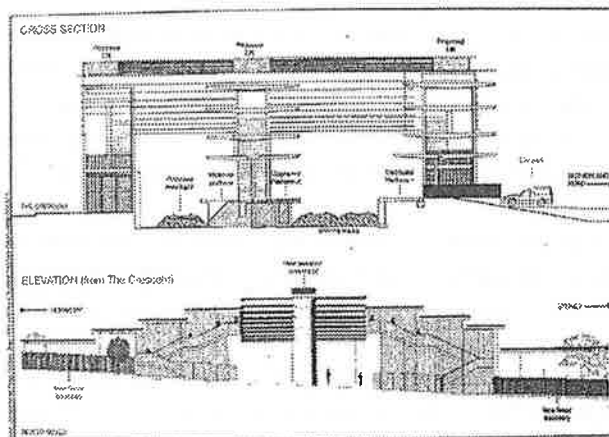


Figure S.6 Cross-section and elevation - New Cheltenham Station concourse building (see also S.5 for artist's impression)

Rec'd 25/10/12

The ETTT proposal imposes a two storey, 13m high, railway concourse at Cheltenham to be positioned near the entrance to the current car park. It will have lift and stair access to all platforms, a bus bay and taxi rank. The indicative design shown in the EIS is a glass and steel structure. This is totally inappropriate for a Heritage Conservation Area and indicates that the designers either ignored or were unaware of the HCA. The only time buses come to Cheltenham Station is when they are replacing rail. There has never been a taxi rank at Cheltenham, nor any need for one.

The EIS considers that this huge structure is 'unlikely to have significant impacts on the heritage values' of the houses opposite, mainly because some of them will be screened by vegetation.

The car park on the western side will be extended almost to Lyne Road which will increase walking distance and impact on the Cheltenham Recreation Club. Parking in The Crescent adjacent to the station is removed.

There has been little or inadequate consideration of aboriginal artefacts known to be in the area.

Rock will be removed from the cutting under the western side of the road bridge which will be strengthened.

Why is this work proposed for such a quiet station when little enhancement is proposed for the much busier Beecroft station?

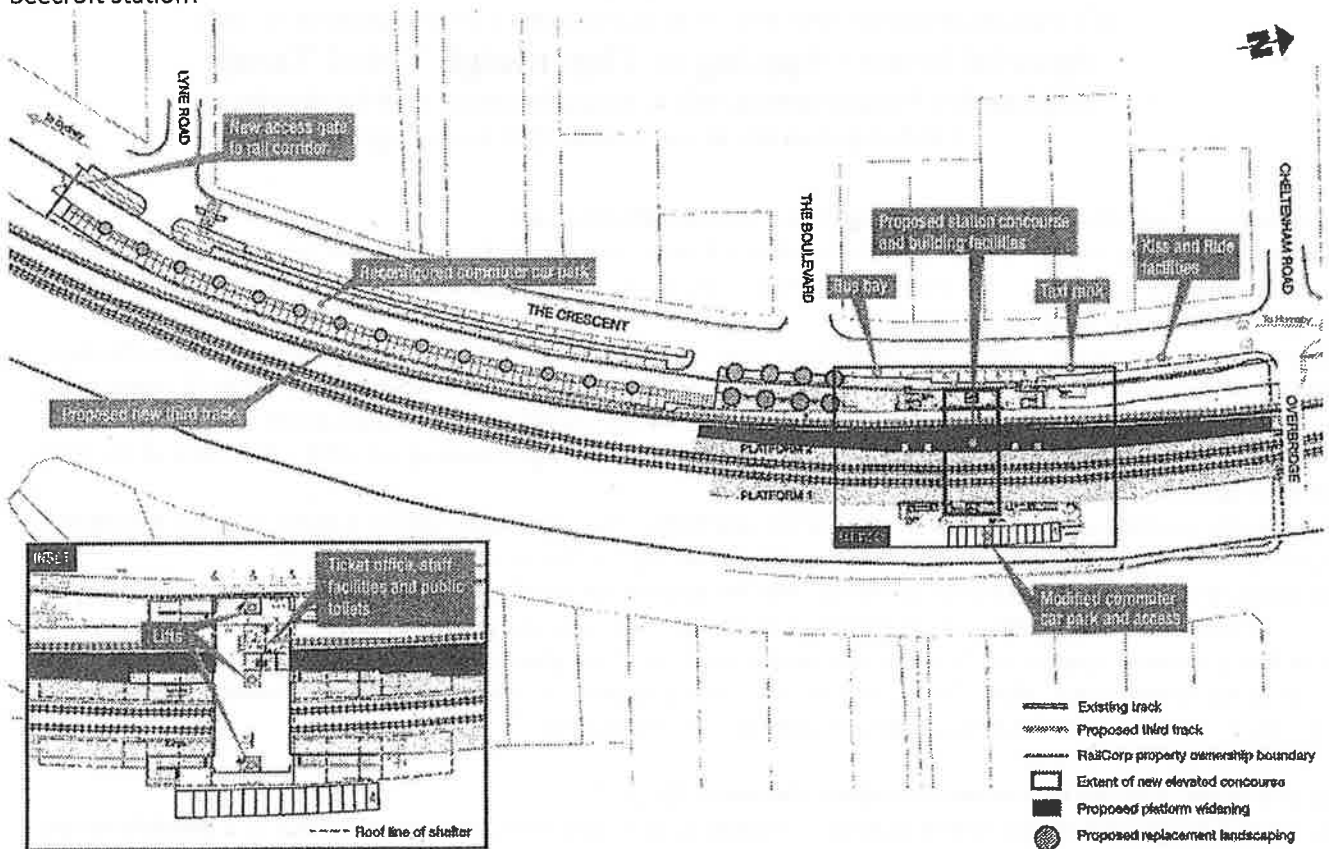


Figure 5.3 Future Cheltenham Station layout

Note: Indicative only, subject to detailed design

## Beecroft Station

The historic original platform, built in 1895 and opened when the railway came in 1896, is to be removed. This is located south of the station near the Community Centre. It represents the earliest piece of rail infrastructure in Beecroft. Land sales commenced in the following year.

Some changes will be made to extend the subway under the third track, but these should be in keeping with its unique heritage status. There are still no plans for lifts or other facilities to allow much needed disabled access at Beecroft.

It will be necessary to make the cutting on the western side of the station wider and remove a section of the children's playground and gardens, including 2 of the 6 historic Bunya Pines. No Arborist Report is included. No details are given as to the amount of land to be removed or the profile and finishes for the new cutting to make it compatible for a HCA.

The car park will be extended, but it is fanciful to believe that the study found 300 available car parking spaces on a week day, within 400 m of the station. Commuters would like to know where they are.

It is claimed that houses located in Wongala Cres and Sutherland Rd and nearby streets will 'not be impacted because they are screened by vegetation'.