Diary from Kym Norley to Tracy Bellamy on 05/11/2012

Diary against Annex Website Submissions for job #5132 SSI-5132, Epping to Thornleigh Third Track Project

Submission Details for Kym Norley (object)

Email Details

Received	1:11PM, Mon 5th Nov, 12
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Priority	Medium
Class	General Details

Interactions

🔏 Contacts (1)

Inbound email from: Kym Norley knor8345@uni.sydney.edu.au

🚨 Staff (1)

Email to: Tracy Bellamy

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

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Content:

The Website will not allow me to attach my submission, so have emailed it to the Planner Tracy Bellamy. In summary: 1) I object to the Northern Sydney Freight Corridor Epping to Thornleigh Third Track on the grounds that the proposal and Environmental Assessment fail to address the impact on the significant heritage value of the area through which the track is to pass.

2) I object to the gross scale and abject lack of heritage sympathy of the `indicative design' proposed for Cheltenham station.3) I object to the lack of protection in the Assessment of the corridor from works and materials unsympathetic to the heritage, and the failure to offset within the corridor itself tree removal both from the project and other recent works.

4) The ugly dive structure on the down exit from Epping Underground station and proposed freight line viaduct adjacent to Beecroft Road must be landscaped and screened to a standard consistent with the above.

5) The project must engage the Beecroft Cheltenham Civic Trust on all aspects of the project, with particular regard to Cheltenham station.

IP Address: d110-33-194-233.mas801.nsw.optusnet.com.au - 110.33.194.233 Submission: Online Submission from Kym Norley (object) https://majorprojects.affinitylive.com?action=view_diary&id=43901

Submission for Job: #5132 SSI-5132, Epping to Thornleigh Third Track Project https://majorprojects.affinitylive.com?action=view_job&id=5132

Site: #2635 Main North Railway Line

Submission on Application SSI-5132 Northern Sydney Freight Corridor Epping to Thornleigh Third Track

Kym Norley, 2 Murray Road Beecroft

<u>I</u>object to the Northern Sydney Freight Corridor Epping to Thornleigh Third Track on the grounds that the proposal and Environmental Assessment fail to address the impact on the significant heritage value of the area through which the track is to pass.

Beecroft and Cheltenham are recognised as a significant local heritage area and accordingly are zoned as a Heritage Conservation Zone (Hornsby Shire Council 2012). **The railway bisects the conservation zone and is part of it.** Beecroft station, parts of the corridor, a significant number of the properties that are close to the railway, and a number of adjacent streetscapes are listed in their own right. The Environmental Assessment is seriously deficient in failing to ensure that the freight line project is sympathetic to the area's built environment heritage, its amenity and natural environment.

The railway heritage

Sydney's rail network was developed in the nineteenth century primarily to link the country to the city, and to the port of Sydney in particular. The northern line through Beecroft and Cheltenham was part of that regional network. The network inevitably provided a nucleus for urban development, initially in the 'railway villages' along the North Shore, Northern and Southern lines. Beecroft is an important example (Beecroft Cheltenham History Group Inc. 1995). The subdivision of the land that became Beecroft and Cheltenham is a result of the accessibility provided by the railway. Hence the railway is an important part of the heritage of the area.

Cheltenham station

Beecroft and Cheltenham stations are located in the Conservation Zone. The Beecroft station building is highly significant in the heritage of the area. The buildings at Cheltenham are not; however the present station is valued for its simple design and low impact.

I object to the gross scale and abject lack of heritage sympathy of the 'indicative design' proposed for Cheltenham station.

Replacement of the Cheltenham stations offers the opportunity to provide a new building that is more consistent with the area in terms of materials and general shape than the existing station. Instead, a standard design is proposed that is highly intrusive, excessively large, and totally out of character with its surrounds. The scale of the building proposed is unnecessary for what is presently just a local station and which will continue be. The station is presently only staffed by one person on weekday mornings. It is otherwise unattended.

Cheltenham is a low density area protected by a development covenant and by low density zoning. The area to the east of the station adjoining the Lane Cove National Park is bushfire-prone. Under the present regulations the immediate catchment of the station will never have major development and increased density. If anything, the park and ride patronage will be reduced by the North West Rail Link and by the lack of direct trains to the city now proposed for the Northern Line.

Under these circumstances a station with major facilities for passengers, staff and taxies is economically and environmentally unsound.

The new station must be built using materials and shapes that respect the visual heritage. This does not mean slavishly copying historic styles but it does mean that the building should not stand out from its neighbours, as would the indicative design. The Beecroft Cheltenham Civic Trust has expertise in this area and must be extensively consulted.

The proposed station could be considerably improved by altering the design to a smaller concourse closer to the Cheltenham Road bridge, such that it can be accessed from the bridge. This would remove the need for at least one of the lifts, reduce the staircases required and screen the mass of the station by placing it partially in the cutting.

The rail corridor

I object to the lack of protection in the Assessment of the corridor from works and materials unsympathetic to the heritage, and the failure to offset within the corridor itself tree removal both from the project and other recent works.

The corridor is characterised by a series of rock faced cuttings with some residual natural vegetation. The railway formation is cut into the side of the natural surface such that it is highly visible by the many regular walkers, particularly from the Sutherland Road side and from the bridges, and by passengers. The EA seriously understates this visibility. Much of the original forest has been cleared during railway construction and maintenance, most recently including the substation behind Cheltenham Girls High School and the upgrading of the high tension line within the corridor.

In order for the additional track to be built sympathetically with the heritage environment the following should apply:

- Cutting widening should be minimal; that is with a minimum width drainage cess adjacent to the track. Access space should not be provided in cuttings where additional widening would be required. The rock-faces in the cuttings should remain exposed.
- Under no circumstances should Shotcrete be used. This is both ugly and totally inconsistent with the heritage. The RTA (now RMS) has a manual

(Roads and Traffic Authority NSW 2003) that only allows its use only as a last resort.

- Trees indigenous to the area should be replanted within the rail corridor where they pose minimal danger of obstructing the overhead traction wiring. The high tension feeder that is responsible for the clearance of a significant part of the corridor should be placed underground in order to offset tree removal for the freight line. Offset planting remote from the corridor is of no local value.
- All materials such as fencing and retaining walls should reflect those in the adjacent area, and the corridor should be tidied and landscaped in accord with RTA/RMS guidelines (Roads and Traffic Authority NSW 2009).

Other Structures

The ugly dive structure on the down exit from Epping Underground station and proposed freight line viaduct adjacent to Beecroft Road must be landscaped and screened to a standard consistent with the above.

The role of the Beecroft Cheltenham Civic Trust

The Beecroft Cheltenham Civic Trust has been a positive contributor to the heritage of the area for many decades. It is indicative of the lack of empathy of the Environmental Assessment that it failed to seek the views of the Trust and to propose that the Trust be closely involved in further consultation.

The project must engage the Beecroft Cheltenham Civic Trust on all aspects of the project, with particular regard to Cheltenham station.

References

Beecroft Cheltenham History Group Inc. (1995). <u>Beecroft and Cheltenham, The</u> <u>Shaping of a Sydney Community to 1914</u> Beecroft NSW, Beecroft Cheltenham History Group Inc.

Hornsby Shire Council (2012). Draft Local Environment Plan. Hornsby NSW, Hornsby Shire Council.

Roads and Traffic Authority NSW (2003). Shotcrete Design Guidelines, Design Guidelines to avoid, minimise and improve the appearance of Shotcrete. Sydney.

Roads and Traffic Authority NSW (2009). Beyond the Pavement, RTA urban design policy, procedures and design principles. Sydney.

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