

Tracy Bellamy - Fw: Northern Sydney Freight Corridor - Epping to Thornleigh,

From: "Colin Barnes" <colin.barnes8@bigpond.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 14/11/2012 9:56 AM
Subject: Fw: Northern Sydney Freight Corridor - Epping to Thornleigh,
CC: "M. Stove" <mstove@optusnet.com.au>

Reference:- Infrastructure Projects - Epping to Thornleigh, Third Track Project - SSI 5132, NSW.

Dear Sirs,

I am displeased that **no response** came back to the comments that I made in the following email concerning the earlier proposal, and furthermore, there is no evidence of consideration being given to the points made. It would appear that the planning personnel have no interest in the project other than purely a plan on paper, nor does it appear that anybody has bothered to investigate the area through which the proposed track will pass, particularly the heritage aspect of Cheltenham.

Since I was interstate at the time of the last public meeting here at Cheltenham, I missed the opportunity to speak directly about my concerns, however, I have since sighted the drawings and sketches of the hideous structure that you have put forward as a replacement for the present Cheltenham Railway Station, and furthermore you have completely ignored the environment in which the station is situated.

This structure is simply another version of the ghastly glass and metal monolithic appearance of the present Epping Station.

This omission is no less than an insult to the residents of Cheltenham.

I notice that it is proposed to include a bus stop and taxi rank at Cheltenham and I would ask whatever are you thinking about?

Prior to all the completion of the Epping to Chatswood line, we were advised that Epping was to be a major 'Transport Interchange' and yet, your current idea now would detract from the earlier plan and create another centre that links up with nothing.

Surely it would be better to retain Epping as the main transport interchange and run the busses out from there, particularly to Carlingford where there is at present an appalling transport service. Thus, the bus would serve all three rail services through Epping, i.e. Chatswood, Strathfield and Hornsby lines as well as the various bus services to other destinations,

Besides the heritage concerns, there appears to be **no proposal for noise abatement**, and with the significant increase in freight movements, **this is shameful**. Already, the noise created by the present freight trains, both locos and wagons is disturbing to many residents.

It seems ludicrous that Cheltenham is to be over-capitalised while Beecroft, a much larger commercial centre, and centre around which many schools and homes for the aged are situated, **yet no mention of easier access for anybody**. I would also point out that the height of Beecroft Station does not suit any of your carriages and this matter needs your early attention. Those folk with less mobility have difficulty in boarding most carriages as does those folk with parcels and additionally those with prams and children.

I am appalled that such inappropriate treatment is being given to this project and before any further progress is made, I might suggest that you take a good look at the comments that are being offered by those who know the district and know what the present problems are.

.....Colin K. Barnes,

9 Old Beecroft Road, Cheltenham NSW 2119.

----- Original Message -----

From: [Colin Barnes](#)

To: projects@transport.nsw.gov.au

Cc: [M. Stove](#)

Sent: Wednesday, April 18, 2012 7:19 PM

Subject: Northern Sydney Freight Corridor - Epping to Thornleigh,

Having attended a recent Beecroft-Cheltenham Civic Trust meeting where your representatives outlined the above project in principle, I was left wondering about several aspects:

1) When the Epping-Chatswood line was proposed, we were told that the additional route was necessary in order to relieve the most severe congestion which was on the Main Western Line around the Strathfield & Burwood areas.

Now, we are told that the Epping-Thornleigh, Northern Line, was in need of relief.

What happened to the congestion along the Western Line ?

2) It seems strange that Cheltenham Railway Station is having so many changes made when the larger centre of Beecroft is rather left out, afterall Beecroft is a larger shopping and commercial centre than

Cheltenham which has none ! It should also be taken into account that the Beecroft platforms are only approached by tunnel and steps. Cheltenham, on the other hand, is approached by ramps and overhead road bridge with adjacent footpath, i.e. no steps and presently can be traversed by wheelchair.

3) Platform height of Cheltenham Station was recently modified to roughly suit most models of carriage in order to facilitate reasonably easy boarding. Beecroft, on the other hand is very difficult for the less mobile and elderly folk to hoist themselves from platform level to carriage entry level. This is particularly noticable with the 'Millennium Trains', it requiring a step somewhat in excess of 300 mm or so. This makes it extremely difficult for shoppers to lift their purchases on to the train and also to travellers with heavy luggage. Furthermore, Beecroft has a number of Retirement/Nursing Homes, so train travel for residents can a real problem.

4) Mention is made of three lifts at Cheltenham when the only difficulty at present would be gaining access to the central platform, the two outer platforms would still be approached by ramps.

There is no mention of Beecroft Station having lifts installed at all, yet Beecroft is quite inaccessible to the elderly and quite inaccessible for wheelchair passengers, yet is not scheduled to have lifts.

5) I am reliably advised that the "3M Company " has devised a method of dampening 'Wheel Squeal'. I wonder if this innovation has been considered and fully appraised.

6) Whilst we are reminded that these are only early days, one would imagine that with so many extra freight trains operating per day, residential areas adjacent to the tracks would be shielded by "Noise Walls" to minimise disturbance, at very least.

As your next meetings have been scheduled for as close as next week, I must apologise for non-attendance because I will be away at the time.

I trust that these comments will be of interest to the Project Team and that the points raised will be noted for inclusion during planning stages.

.....Yours faithfully,

Colin K. Barnes
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