

Submission  
No 72

## **THE TRANSPORT NEEDS OF SYDNEY'S NORTH-WEST SECTOR**

**Name:** Mr John Li  
**Date received:** 10/10/2008

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Dear Sir/Madam,

I realise that a parliamentary inquiry to be held on TRANSPORT in Sydney's north-west and your committee is currently welcoming submissions from local residents. I understand there is a heated debate currently focusing on the North-West Metro, a 28km underground high-tech railway system which will cost about 12 billion dollars to build.

There is no doubt that people in north-west Sydney deserve a better transportation system for their daily life. But please do not forget that many people in other areas such as **Carlingford** are also desperately in need of better transportation. As a resident in the area, I understand how inefficient the Carlingford train is. It is far more overdue to upgrade the old, single-track Carlingford line, a railway that is just 7 km long but only run one train every hour. Many years ago, people in suburbs including Carlingford, North Rocks, Epping, Dundas felt excited and hopeful when NSW state government promised the construction of the Epping to Parramatta rail link. The area around Carlingford station was re-zoned and multi-story unit/apartment buildings approved by councils subject to the construction of the railway link. The excitement was quickly disappeared after the state government decided to truncate the Chatswood to Parramatta rail link and only extended the railway from Chatswood to Epping. The station and railway system were not changed but those already approved high-rise buildings were still constructed. The failure of Epping to Parramatta link has caused much worse traffic chaos and inconvenience to people who live, work and study in the region.

Carlingford station is only 2.8Km away from Epping station and would cost much, much less to construct a railway link between the two stations comparing to North West Metro. I hope this parliamentary inquiry could also look into upgrading the Carlingford railway system by either linking it to Epping /Parramatta stations or upgrading the existing Carlingford line.

I have attached several articles by other peoples showing people the railway issue and traffic problems are major concerns in Carlinford.

Yours truly,

John

## CARLINGFORD INFRASTRUCTURE AND URBAN CONSOLIDATION

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**Mr MICHAEL RICHARDSON** (Castle Hill) [6.07 p.m.]: The Hills district is one of the best places in Australia to live and raise a family. My electorate boasts some of the best schools in the State—including the number one school academically, James Ruse Agricultural High—parents who value education; children who want to learn; beautiful, leafy green suburbs; plenty of sports facilities; and a predominance of free-standing homes with gardens. This Government, however, seems hell-bent on destroying what has been built up over more than 200 years. Its decisions regarding infrastructure provision and urban consolidation are changing the face of our suburbs—and not necessarily for the better.

For example, the suburb of Carlingford is unique in Baulkham Hills shire in that it contains a railway station and 200 metres of track. In 1994 the Fahey Government promised to extend the Carlingford line to provide a new link between Parramatta and Epping. When the Carr Government was elected in 1995, this promise was changed to extend the line beyond Epping to Chatswood. At the same time the Government instructed Baulkham Hills Shire Council under State environmental planning policy 53 to develop a housing strategy that met its requirements for increased densities. State environmental planning policy 53 was the planning policy with a loaded gun: If councils did not come up with an acceptable level of consolidation the Government would strip them of their planning powers. So, naturally, Baulkham Hills Shire Council significantly increased densities around Carlingford railway station: it really had no choice. Given the significantly improved level of service the expanded rail line would provide, it made eminently good sense.

Council reckoned without the duplicity of the Labor Government. Having secured the deal to accommodate an extra 10,000 people around the station, Labor welched on its half of the deal. In August 2003 it abandoned its commitment to extend the line to Epping and the 1994 Parramatta to Epping line has become the 2008 Epping to Chatswood line. To add insult to injury, in September 2005 the Government drastically cut services on the Carlingford line as part of its new timetable arrangements. The four direct services a day to the city were slashed to one, terminating at Central, whereas previously trains went on to Town Hall and Wynyard. The evening return services were eliminated altogether. Every other time you catch a train on this line you have to change at Clyde. Carlingford has become a Clayton's station: the station you have when you are not having a station.

One might think that these dramatic changes to train frequencies would

have caused the Government to soften its requirement for increased densities around Carlingford station, but the requirement has stayed, even though the public transport system is manifestly inadequate to deal with increased densities. Carlingford is not the only part of my electorate to be adversely impacted by a combination of broken promises and failed policies; Castle Hill's central business district is equally affected. In December 1998 the Government promised to build a rail line from Castle Hill to Epping by 2010. Does this have a familiar ring? Almost nine years later work has still not started and, indeed, there is considerable debate over the staging of the line—now proposed to extend to the Rouse Hill regional centre—and indeed over its exact route.

The fact that the Government may never build the railway line has not prevented it from insisting on dramatically increased housing densities yet again—The fact that the Government may never build the railway line has not prevented it from insisting on dramatically increased housing densities yet again—this time around the Castle Hill central business district [CBD]. So streets like Cecil Avenue and Hume Avenue, once predominantly detached houses on quarter-acre blocks, are now lined with blocks of flats, some built to a quality, others most definitely to a price. The major impact this has caused has been to increase traffic congestion in and around the Castle Hill central business district. This would be excusable if the railway line were under way, but it is not. And council is planning the Castle Hill central business district—and the showground precinct a kilometre away—around a rail line that has been dubbed the ghost train.

Council's Castle Hill central business district master plan involves re-routing Old Northern Road along Terminus Street, 150 metres away, causing massive disruption to the more than 100 businesses found there. It also wants to redevelop the 350-space Terminus Street car park with additional levels of parking and commercial and residential space above. What I find truly bizarre about the master plan is that it does not provide for commuter parking. Indeed, to compensate for the loss of 76 on-street car parking spaces in Terminus Street, council wants to eliminate all the 106 all-day parking spaces from the car park. These spaces are predominantly used by commuters, who catch The Hills city express bus service from Old Northern Road. Their loss will inevitably discourage the use of public transport in The Hills and put more cars onto the road. And it does not want commuter parking in Castle Hill in the future! It thinks rail passengers will be happy to drive to The Hills centre or Franklin Road, Cherrybrook stations, which are supposed to have large commuter car parks.

Many people in our area doubt the north-west rail link will ever be built. The Government's best projections have it 10 years away, yet the rail link dominates council's planning decisions. The town centre master plan is

designed around a railway station. It will only make sense when the first train pulls into Castle Hill. Last year the three Labor members of Baulkham Hills Shire Council suggested moving the council chambers, opened in 1982, back to the centre of Castle Hill, as part of the redevelopment of the Terminus Street car park. This, they said, would allow the construction of yet more blocks of flats around The Hills centre train station. They also wanted to convert the showground—the most important public space in Castle Hill—into a football stadium. This reinforces the widespread belief that Labor does not understand our area—and worse, that it does not want to. Labor's idea of Utopia is to shoehorn thousands of people into existing suburbs without providing the infrastructure to support them. Labor seems to think people will be satisfied with a promise. Well, they will not; not after 12 years of broken promises. They want more concrete and steel and fewer lines on maps. Most of all, they want a government that understands them and does not try to force its warped view of the world on their council and their neighbourhood.

#### Carlingford Precinct Plan Needs Rethinking

[print](#)[email](#)

Labor councillors should rethink their support for the Carlingford Precinct plan given that the railway line to Epping had been shelved and the train services from Carlingford had been decimated, Member for Castle Hill Michael Richardson said today.

“How can councillor Tony Hay conceivably ‘welcome’ 18-storey blocks of flats in Carlingford in the absence of good public transport?” Mr Richardson asked.

“When Council first approved the redevelopment of the Carlingford precinct it was on the clear understanding that the railway line would be extended to Epping.

“Now, not only has the Government broken its promise to upgrade the line, in 2005 it slashed the number of direct services to the city to one a day and none return.

“This is a Clayton’s railway line – the railway line you have when you’re not having a railway line. It’s quicker and more convenient to catch the Hills-City Express Bus than it is to take the train from Carlingford.”

Mr Richardson said voters should remember that the 18-storey blocks of units around Carlingford station set a precedent for other parts of the Shire.

“If the Lemma Government ever gets around to building the North-West Metro they’ll want 18-storey apartment blocks around Castle Hill and the Hills Centre stations as well,” he said.

“Without a proper, reliable and frequent train service the proposal to quadruple the population around Carlingford station to 6500 would be a disaster.

“Yet the Carlingford Precinct Draft LEP doesn’t mention the issue,” he said.

“As one local resident said to me: ‘Do Hills residents know just how bad the service is?’

“All Council’s plan will do is to massively increase the numbers of cars on the road in and around Carlingford – yet the Draft LEP makes no mention of the problem.”

Mr Richardson urged all concerned residents to put in a submission to the LEP.

September 1, 2008

Mr Dave Walker,  
General Manager,  
Baulkham Hills Shire Council,  
PO Box 75,  
CASTLE HILL NSW 1765

Dear Mr Walker,

I am writing to make a submission on the Draft Carlingford Precinct Development Control Plan on behalf of my constituents affected by the proposal.

My submission is consistent with speeches I have given in Parliament and press releases I have issued over the years: the development should not go ahead until the Carlingford rail line is extended to Epping.

When the idea of increasing densities around Carlingford railway station was first mooted I supported it, as at that time the Carr Government had committed to the Fahey Government's promise to extend the Carlingford line to Epping and indeed had gone one better by saying they would extend the line to Chatswood.

It makes good planning sense to build medium- and high-density housing around transport nodes – indeed this was a strategy I championed in my 2001 paper, *Community Ties*, and which has since been adopted by the current government.

However, I also said that these densities should be consistent with the neighbourhood character of an area. What is proposed most certainly is not. Eighteen-storey blocks of flats will be a massive intrusion into a comparatively low-rise environment. One of these is slated for development at the corner of Jenkins Road and Pennant Hills Road. "Landmark" is certainly an apposite word to describe the impact – it will be visible from much of Sydney. Carlingford will become almost as prominent a feature on the city skyline as Chatswood – without the regular train service.

The plan also envisages a range of medium- and high-density housing ranging in height from two- to eight- storeys, sufficient to accommodate 6500 people – 5000 more than at present.

One of the objectives of the plan is "to ensure that the bulk and scale and development does not reduce the amenity of adjacent residential or other land use." It is not clear how this can be achieved, given that the scale of what is proposed is quite unlike anything else in Baulkham Hills Shire. Council would no doubt argue that this is because Carlingford Railway Station is the only railway station in the Shire, but the service provided is so sub-standard the M2 buses are capable of carrying many more people.

Not only did the Government scrap the Parramatta-Epping rail link in 2003, in 2005 it decimated Carlingford services, reducing them to an almost tokenistic level. I describe Carlingford station now as a Clayton's station – the station you have when you're not having a station. There is only one direct train a day now to the City, and it terminates at Central so those wanting to travel to Town Hall and Wynyard have to change. Passengers on every other service (including all return services) have to change at Clyde. Things are so bad the four-car shuttle train has recently been replaced with a three-car train.

Exactly how a second-rate service like this would be able to cope with an influx of 5000 additional residents has not been explained. Indeed, it seems likely most of these residents will use their cars, massively increasing traffic congestion on Pennant Hills Road and Carlingford Road. Many Carlingford residents currently drive to Epping and Eastwood stations to catch the train. Unfortunately, the State Government has not provided sufficient parking spaces at either of these stations, a situation that will be worsened if the Carlingford precinct proposal goes ahead.

Other facilities are also lacking. Around 1700 of those 5000 extra people are likely to be children. I don't see anything in Council's plan about childcare facilities. And I wonder where these children will go to school. There will be enough students to fill a new primary school and a new high school. It is most unlikely existing schools in the area could cope with this number of additional students. Has Council received a guarantee from the State Government that sufficient places will be provided within a reasonable radius of the proposed precinct?

There is also too little open space being provided for 5000 new residents. The lack of new playing fields is going to create an enormous amount of additional pressure on Harold West Reserve and Kingsdene Oval.

Council has provided the sort of car parking for this precinct one would expect to find in an inner city development. One bedroom units will get 0.8 spaces; two bedroom units, one space; and three bedroom units, 1.3 spaces. Where will the new residents park? Does Council really imagine that people are going to abandon their cars on the basis of a train service that runs every half-hour during peak and every hour out of peak – leaving aside the necessity of changing at Clyde?

Council's proposal for this precinct was roundly condemned at a public transport meeting for Carlingford residents I organised on August 25<sup>th</sup>. People are not opposed to the idea of increased densities around public transport hubs. But the public transport services being provided have to be of sufficient quality to provide a real and viable alternative to the motor car. You wouldn't, for example, zone for increased densities around a bus stop. While the Carlingford rail service is obviously more significant than a bus stop, it is the worst train service (by far) in Sydney.

One of the recommendations I made in Community Ties was that the transport should go in ahead of the housing, thereby relieving pressure on the incoming residents to buy another car. The Government has certainly taken this recommendation on board for its planned new development in Bringelly. The same principle should apply in Carlingford.



I would have reservations about 18-storey tower blocks with limited open space even if the railway line were extended to Epping. But in the absence of any concrete plan to start digging, or even to restore the previous level of services to the line, the plan should be rejected.

Council should stand up to the State Government on this issue and say: we will not zone for any additional densities in the Carlingford precinct unless and until the Government actually starts building the line to Epping. Promises mean nothing – witness the North-West Rail Link.

There should also be provision made for other facilities – sports fields, schools and pre-schools and a community centre or hall – there is nowhere at this end of Carlingford to hold a meeting.

I am certain this would be the view of the majority of my constituents living in Carlingford.

Yours sincerely,

Michael Richardson MP  
Member for Castle Hill

## Campus crusaders

28May08



Year 11 students from James Ruse Agricultural High School, at Carlingford station, are petitioning the State Government for improved services. From left are Joseph Wang, Mawson Wang, David Tian, James Zhang and Andrew Li.

- [For a Chinese translation of this article, click here.](#)
- [For a Korean translation of this article, click here.](#)

SENIOR students at one of Sydney's top schools have joined the fight for improved public transport in the northern district.

The dark green blazers of James Ruse Agricultural High School students have become part of the scene out of school hours, as a group of Year 11 boys gather signatures for a petition.

The petition will be sent to the State Government.

The students have set themselves a minimum target of 1000 signatures and have set up a website to promote their cause.

Copies of the petition can be downloaded from the website at [www.buildtheline.com](http://www.buildtheline.com).

The main focus of the campaign is an improved rail service on the Carlingford line.

But after an on-site meeting at Carlingford railway station with veteran rail campaigner and Castle Hill State Liberal MP Michael Richardson this week, the students decided to expand their campaign to include better bus services for the area.

Student leader David Tian, of Carlingford, said he was concerned about the state of the Carlingford line.

"The State Government promised to extend the line and now they want to scrap it and only build a link from Epping to Chatswood," he said.

"Residents living on the existing line have long had to put up with hourly trains and changes at Clyde to get to anywhere within Sydney. It's a nightmare."

Many of the school's students live outside the area and face long journeys between home and school.

One member of the activist group commutes daily by bus from Menai in the Sutherland Shire. The journey takes about two hours each way.

"He uses the bus because trains are unreliable," David said.

A frequent, well-connected train service would be more convenient, with Carlingford station just a few minutes' walk from the James Ruse campus. "If the line was extended to Epping as promised it would cut commuting times and also increase business opportunities and investment in this area," David said.

"Now, after talking to Mr Richardson, we realise a new or extended railway will not happen overnight so we should have better public bus services in the interim." Mr Richardson, who has long campaigned on behalf of Carlingford line commuters, said the students' dedication to the cause was "commendable".

"They have clearly done their homework and are determined to deliver a petition this State Government cannot ignore," Mr Richardson said.

The students' involvement grew from a leadership project at the end of last year.

"With the government trying to sell off the power grid, they will have money to spend extending this 3.5km of track," David said.

"Our biggest problem is time and trying to fit in campaigning before and after classes.

"It will help if people visit [www.buildtheline.com](http://www.buildtheline.com) to download petitions and send them to us."

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## Switzerland-UK

### Engineering Consultancy Wins BTS Award for Swiss Tunnelling Project

Engineering consultancy Scott Wilson in Derby was presented with the Tunnelling Industry Award 2003 for Excellence in Tunnel Design by the British Tunnelling Society at an awards dinner in London. The winning project was carried out in Switzerland on behalf of CERN, the European Organisation for Nuclear Research. It involved the team working on huge underground structures for the Large Hadron Collider in Geneva, which form part of the European Laboratory, which is used for particle physics research. Scott Wilson, who acquired Knight Piésold last year, is based in Heritage Gate, and has expertise in tunnelling, ground engineering and power projects.

Scott Wilson initially intended to excavate all shafts and caverns, install primary excavation support to make the excavations safe and then construct the structural linings upwards from the cavern floors. However, as the client wished to continue experimentation and also take over one of the smaller caverns some 18 months before the other structures, the tunnelling team had to review its entire method of working and find alternative solutions. Visit [www.scottwilson.com](http://www.scottwilson.com), [www.britishtunnelling.org](http://www.britishtunnelling.org) and <http://lhc-new-homepage.web.cern.ch/lhc-new-homepage>

## World Digest of Tunnels Under Planning

**Australia.** The Parramatta rail link to Chatswood may be shelved, with the line set to end at Clyde or Granville stations under new options unveiled. Escalating costs forced a rethink of the second and final stage of the project. The 28 km line was originally to be finished by 2006 and cost A\$1.4 billion. But Stage 1 alone, from Epping to Chatswood, would cost up to A\$1.7 billion and not be open until mid-2008. This prompted the transport ministry of New South Wales, Michael Costa, to seek alternatives for Stage 2 - Epping to Parramatta - based on costs and expected patronage levels. The five options released all start with a tunnel from Epping to Carlingford. But different combinations of tunnels, surface rail lines and bus routes, were suggested for the rest of the link at costs ranging from A\$250 million to more than A\$1 billion. The five options are:

- **Modified EIS Option** with a tunnel from Epping to Carlingford, twin surface rail track Carlingford to new Rosehill/Camellia Station, tunnel from Rosehill/Camellia to Westmead, with underground platforms at Parramatta Station. Cost estimate: A\$1.05 billion.
- **Clyde Link** with a tunnel from Epping to Carlingford, single line surface rail service with passing loops from Carlingford to Clyde Station. Grade separated rail bridge over Parramatta Road. Cost estimate: A\$400 million.
- **Granville Link** is a tunnel from Epping to Carlingford, single line surface rail service with passing loops from Carlingford to Granville Station. Grade separated rail bridge over Parramatta Road. Cost estimate: A\$450 million.
- **Harris Park Option** includes a tunnel from Epping to Carlingford, twin surface rail service with passing loops from Carlingford to south of Rosehill Station, rail tunnel under Parramatta Road, connection into surface Main Western Line west of Harris Park Station. Cost estimate: A\$800 million.

## tunnelbuilder

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- **Carlingford Line Transitway** encompasses a tunnel from Epping to Carlingford, bus Transitway from Carlingford Station to Parramatta via Camellia and Hassell Street. Cost estimate: A\$250 million.

All estimates include cost of tunnelling and rail systems fitout for underground Epping to Carlingford connection. Visit [www.raillink.nsw.gov.au](http://www.raillink.nsw.gov.au) and [www.tunnelbuilder.com](http://www.tunnelbuilder.com), au/11. Read E-News Weekly 41/2002 & 49/2002.

**Canada-United States.** The Canadian federal and Ontario governments announced plans to address the city's truck traffic crisis and improve the Windsor-Detroit trade corridor with targeted infrastructure investments and a commitment to work with the Detroit River Tunnel Partnership to increase truck and rail capacity as soon as possible by building a new border crossing for trucks plus a new rail tunnel. The Detroit River Tunnel Partnership Jobs Tunnel project includes building a new, high-capacity rail tunnel under the Detroit River, converting the existing twin-tube rail tunnel to truck tunnels, constructing a truckway within the existing rail corridor from Windsor to Detroit, and building a US/Canada Customs plaza on the Canadian side. Over 80% of the total project will be privately funded and it will be up and running in just five years. The project will be privately run and no operating and maintenance costs will be passed along to the City.

Moreover, a coalition of US and Canadian officials is also stepping up its efforts to establish a third crossing between Ontario and Michigan. The Canada-US-Ontario-Michigan Border Transportation Partnership is eyeing three possibilities for a tunnel or bridge, each costing between US\$400 million to US\$600 million. The proposals under consideration by the coalition are to twin the Ambassador Bridge with another span, build another bridge near Zug Island or convert a train tunnel in southwest Detroit to a twin train and truck tunnel.

A recent study shows Michigan and Ontario could lose US\$6.9 billion in jobs and trade by 2030. The Detroit-Windsor border currently handles US\$92 billion in trade per year, or roughly 25% of the total US-Canadian trade. The state's other major crossings points are bridges in Port Huron and Sault Ste. Marie.

A site could be named by March and construction could begin as early as late 2005. A number of state, local and provincial approvals, including one from the president of the United States, will have to be secured before the idea becomes a reality. Read E-News Weekly 33/2002 & 40/2002.

**Russia.** The first tunnel in the world to combine road traffic and metro transit will be built in Moscow. The project is developed by specialists of Metrogiprotrans and Avtometrotonel. Building is intended to begin at the end of 2003. The tunnel stretches under Serebryany Bor. Cars will enter the tunnel from Novorizhsky Highway to Marshal Zhukov Prospect, and metro trains will travel from Kriilatskoye metro station to Strogino station. In reality, three tunnel levels will be dug as part of the project. Metro trains will travel along the lower level, and motorists will travel along the upper levels. Metrostroy will construct the tunnel. The tunnel will be approximately 1.5 km in length. Construction will be completed in four years. Visit [www.metrostroy.ru/lat/today1.htm](http://www.metrostroy.ru/lat/today1.htm)

**Spain.** The Calderona and Los Alforines tunnels, the longest tunnels planned for the Ebro river diversion, will be located in the Valencia region, where 62.6 km (12 tunnels) out of 92 km of tunnels will be necessary for this water infrastructure. The Los Alforines tunnel, 12.4 km in length, will be built in La Font de la Figuera while the Calderona tunnel will be 11.7 km in length. Other noteworthy tunnels in the Valencia region are Benlloch (4.2 km), Costur (3.6 km), La Cazuela (1,470 m), La Vall d'Uixó (5,965 m) through Espadán mountains, and Enguera (5,230 m). Visit [www.tunnelbuilder.com](http://www.tunnelbuilder.com), es/85.

**United States.** The city of South Pasadena should take part in a study by the (on the feasibility of closing the Long Beach (710) Freeway gap with a tunnel, rather than a mostly above-ground highway. The MTA, in a list of priorities for the next six years, committed to an investigation of the cost and logistics of constructing twin tunnels, one northbound and one southbound along the 7.25 km unbuilt portion of the 710 Freeway. The feasibility study also would examine the impact that tunnelling construction could have on South Pasadena, El Sereno and Pasadena. Read E-News Weekly 7/2003. Visit [www.mta.net](http://www.mta.net)



## World Digest of Bids

**Austria.** Open call for bids, deadline 22<sup>nd</sup> July, 2003 for construction of the 678 m-long Mixnitz tunnel, of which 47 m in cut-and-cover on the north side and 106 m on the south side. Visit <http://ted.publications.eu.int/udl?request=Seek-Deliver&language=en&docid=098519-2003>, OJ S 110, or contact ÖSAG, Vienna, fax +43 1 5313414020. E-mail [office.wien@osag.at](mailto:office.wien@osag.at)

**France.** Restricted call for bids, deadline 27<sup>th</sup> June, 2003 for low voltage equipment, fire hydrants and water supply for metro Line B in Toulouse. Visit <http://ted.publications.eu.int/udl?request=Seek-Deliver&language=en&docid=093970-2003>, OJ S 105, or contact SMAT, Toulouse, fax +33 561144851.

**Spain.** Open call for bids, deadline 7<sup>th</sup> July, 2003 for construction of the Padrón-Osebe section of the high speed train line in La Coruña province further to approval by the government. The 3.8 km section includes a 865 m 90 sq m double-track tunnel under Mount Areal. Budget for construction amounts to €26.2 million and construction will last 30 months. The designers are Intecsa-Inarsa. Visit <http://ted.publications.eu.int/udl?request=Seek-Deliver&language=en&docid=096563-2003>, OJ S 108, or contact Ministry of Development, Madrid, fax +34 91 5979342 and 5978470. E-mail [vrpascual@mfom.es](mailto:vrpascual@mfom.es) or [cpublic@mfom.es](mailto:cpublic@mfom.es)

**Spain.** Open call for bids, deadline 4<sup>th</sup> July, 2003 for audit of the quality insurance plans, quality management, architectural control, engineering services during construction, in particular tunnels, on the high speed line Madrid-Castilla La Mancha-Valencia region-Murcia region. Visit <http://ted.publications.eu.int/udl?request=Seek-Deliver&language=en&docid=096962-2003> and <http://ted.publications.eu.int/udl?request=Seek-Deliver&language=en&docid=096961-2003>, OJ S 108, or contact GIF, Madrid, fax +34 91 3198535.

## World Digest of Ongoing Tunnelling

**Ecuador.** The Baños-Puyo highway includes several tunnels. The Puertas del Cielo tunnel is already completed. Two tunnels are under way in Río Verde, tunnel A and tunnel B. Río Verde A is 480 m-long and 250 m are still to go to break through. Cut-and-cover construction of the entrance portal at Río Verde B (650 m) is finished and tunnelling began on 11<sup>th</sup> June. The Machay tunnel (859 m) is completed with surfacing of the carriageway just missing. This will start in two weeks and take two and a half months. The builder is Argentinian contractor José Cartellone. Visit [www.mop.gov.ec](http://www.mop.gov.ec) and [www.cartellone.com.ar](http://www.cartellone.com.ar)

**Spain.** Minister of development Francisco Álvarez Cascos officially launched on 10<sup>th</sup> June the preparatory works for the 3.5 km cross-city tunnel in Gijón. These works consist in preparing the TBM access near the former Industrial Engineering School, building two stations and boring ten core drills prior to the construction of the Begoña station. The dimensions of the 20 m-deep Universidad station structure under Justo del Castillo Avenue are delineated by diaphragm walls, which will form an concrete box of 165 m-long, with a width of 19 m. The second station box, with similar size, will be located in El Bibio. Begoña station will be mined from two drives in La Reconquista Street and Rendueles Llanos Street. A rescue tunnel will also be dug from El Humedal to Fernández Vallín Street to allow cement grouting in one of the trickiest area of the project. The Herrenknecht TBM ordered by Necso is due to arrive in the city in February 2004. The machine is expected to advance at a daily rate of 12 to 15 m. The 9.6 m-diameter tunnel will be lined with 14,000 concrete segments. Visit [www.tunnelbuilder.com](http://www.tunnelbuilder.com), es/73.

**United States.** Two Herrenknecht TBMs (machines S-231 & S-232) will arrive next month in Portland, Oregon to build an underground and underwater path for Portland's wastewater. This is a major step in the city's 20-year effort to control sewer overflows (CSOs) into the Willamette River that occur when





rainstorms fill pipes handling sewage and storm water runoff to capacity. The two machines will be lowered into a shaft at Northwest Nicolai Street, one boring south to Southwest Clay Street, the other north to Swan Island as they cut a tunnel 4.27 m in diameter. The tunnel will run about 5.7 km on the west side of the Willamette River at depths up to 36.6 m before crossing under the river to a pump station 45.7 m below the surface at Swan Island. The contracting JV comprises Impregilo and S.A. Healy. Parsons Brinckerhoff (PB) and Jacobs Associates are the consultants responsible for the project. The client is the Environmental Services Bureau of the City of Portland. The JV is currently building four large shafts along the west side tunnel route for sewage from existing pipes (see map). Construction is under way at Northwest Nicolai and Upshur streets and Southwest Clay Street. Construction will begin next month on a fourth shaft at Tom McCall Waterfront Park at Southwest Ankeny Street. Construction of the shafts, pump station and tunnel will be completed in 2006, setting the stage for similar work on the river's east side in 2007. Machines S-231 will bore 4,350 m and S-232 1,350 m through sand, gravel, alluvium and boulders. All excavated material will be removed at Nicolai shaft. The tunnel will pass under Broadway Bridge, Steel Bridge, and Burnside Bridge and this will require to stabilise the soil under the bridges before tunnelling to avoid ground settlement that could affect the bridge structures.

Read E-News Weekly 38/2002 & 29/2002. Visit [www.ci.portland.or.us](http://www.ci.portland.or.us), [www.cleanriverworks.com](http://www.cleanriverworks.com), [www.herrenknecht.com](http://www.herrenknecht.com) and [www.impregilo.it](http://www.impregilo.it)

**Vietnam.** The Vietnam Import-Export Construction Corporation (Vinaconex) began on 5<sup>th</sup> May the construction of the Ngoi Phat hydroelectricity project in the mountainous province of Lao Cai. The project has a designed generation capacity of 54 MW and requires total investment capital of VND950 billion (US\$62 million). Two kilometres of tunnel will be necessary. Construction is scheduled for completion in early 2006. Visit [www.vinaconex.com.vn](http://www.vinaconex.com.vn)

## World Digest of Inaugurations

**Pakistan.** President General Pervez Musharraf officially inaugurated the Kohat tunnel on 10<sup>th</sup> June. The 1,885 m tunnel is between Peshawar and Karachi and was completed at a cost of Rs6.62 billion with the financial and technical assistance of Japan. It is equipped with all the sophisticated and modern equipment, including modern ventilation system, lighting system, standby power supply system, supervision and control system, fire fighting system and CCTV system. It is expected to generate revenue of Rs94 million in form of toll tax during the first year of operation alone. Construction started in August 1999 and was completed three months before schedule. Visit [www.tunnelbuilder.com](http://www.tunnelbuilder.com), pk/16.

## EPHING TO PARRAMATTA RAIL LINK AND CARLINGFORD DEVELOPMENT

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**Mr ANDREW TINK** (Epping) [5.04 p.m.]: I express concerns about the cancellation of the construction of the Epping to Parramatta section of the rail link and about local development proposals for the area around Carlingford railway station. On 23 March 2004 a development proposal was advertised in the *Hills News*, development application No. 2461/2004/HB, for 110 two-bedroom units, 126 one-bedroom units and underground parking for 441 cars. The proposed development site is bounded by Shirley Street, which, when traffic is parked on each side of the street, in effect becomes a one-way road. The proposal involves the closure of Janell Crescent, which currently provides egress from the proposed development site onto Pennant Hills Road. This is the third of three major developments in the immediate vicinity of Carlingford railway station. On behalf of the Carlingford Uniting Church, Neil Menger has expressed grave concern about road and traffic safety issues in the area as a result of the development going ahead. He has written at length to Baulkham Hills Shire Council, and I made supporting representations to council on his behalf on 29 April.

The wider issue, however, is the fate of the Epping to Parramatta rail link. Carlingford railway station was supposed to become a massive station; indeed, much was said about that in the lead-up to the last election. There was supposed to be space for 800 cars. However, as we all now know, the entire plan has been put in the shredder. In my view Baulkham Hills Shire Council was seriously misled at the time. Baulkham Hills Shire Council local environmental plan 1991 shows that on 2 November 2001, under Gazette No. 171, the plan covering the relevant area was regazetted. Since 1964 the area had been zoned residential 2 (a). In 2001 the council proposed rezoning the area 2 (a2), which is for townhouses but not apartments. However, the Government told the council Government that in order to get a State environmental planning policy No. 53 exemption the State Government would not issue a section 65 certificate unless the council was prepared to change the zoning to 2 (a1), which is for apartments.

Councillor Larry Bolitho advises me that at that time the briefing was provided by the transport department and the planning department, representing the State Government, to the effect that as the Epping to Parramatta rail link was going ahead there would be no problems at all with this zoning because the massive transit system would adequately provide for the dramatic increase in density. As we all know, construction of the rail link has now been cancelled. We now find that the transport links and infrastructure are simply not meeting the promise held out to council when the zoning was set up to provide for the development applications that have increasingly come forward.

In light of the Government's failure to construct the Epping to Parramatta rail



link—the vital infrastructure that the Government promised the council would be put in place to allow these sorts of developments to proceed—I believe that Baulkham Hills Shire Council should seek to amend its local environmental plan by rezoning the area residential 2 (a2). I am more than willing to assist the council by making representations to the Government on its behalf to allow the rezoning to 2 (a2) because of the Government's breach of faith in not going ahead with the construction of the Epping to Parramatta section of the rail link. It is a substantial breach of faith.

From 1995 onwards the Government made a series of promises, right up to the eve of the election in 2003, and only after the election was the proposal cancelled. I note that the honourable member for Blacktown as early as 2001 was furious and accused the Premier of betraying Western Sydney. This was at the time when the matter was being delayed. In the *Daily Telegraph* on 6 April that year the honourable member for Blacktown said, "He's got a fax machine, he's got a telephone, why doesn't Bob ring him?" A lot of us would like to know about that broken promise. The point is it has left the Carlingford community in a complete mess with a lack of infrastructure and they should be allowed to re-zone to reflect the fact that a rail line will not be built, and lower the density. [*Time expired.*]

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