

Diane Sarkies - SUBMISSION - North West Rail Link Environmental Impact Statement - Application Number (SSI-5414)

From: "Richard & Lorraine Talbot" <lrtalbot@bigpond.net.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 7/11/2012 11:52 AM
Subject: SUBMISSION - North West Rail Link Environmental Impact Statement - Application Number (SSI-5414)
CC: <lrtalbot@bigpond.net.au>, "Greg Smith" <Greg.Smith@parliament.nsw.gov.au>, "Deegan Michael" <Michael.Deegan@infrastructure.gov.au>, "Albanese, Anthony (MP)" <A.Albanese.MP@aph.gov.au>

SUBMISSION

Attention: Director, Infrastructure Projects

I live at Cheltenham NSW and today received a flyer in my calling for submissions to the Environmental Impact Statement 2 of the NWRL. I hereby make the following submission:

1. Train Capacity - the NWRL should be built to carry double decker trains compatible with the rest of the Sydney rail network. The proposed single decker trains do not have the passenger capacity of the current double decker trains. More single decker trains running more frequently & with less seating capacity will therefore be required under the current proposal. How can this be good for the environment & power use? Commuters will also be forced to change trains more often, have a less comfortable ride with fewer seats & not be afforded a direct straight through ride to the CBD. The argument advanced by some transport planners that single deckers need less 'dwell time' at stations does not stack up as many more single deckers (with less seating capacity) are required
2. Tunnel Boring Tenders - page 2 of the NWRL EIS2 flyer reads: "...the project team has started the tender process for: 1. Tunnels and Stations Civil Works". These tenders are for single decker trains & should be changed to double decker trains. They are for a 6m diameter tunnel & should be changed to a 7.2m tunnel to accommodate double decker trains. Boring a 6m tunnel for a single decker train will prevent the ability to ever run double decker trains on this line & will lock-in the mistake
3. Tunnel Spoil - the enormous quantity good quality cut sandstone tunnel spoil should be used as road base for a major project such as the M7 Blacktown to Kariang Extension

Yours sincerely

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