

Diane Sarkies - NWRL EIS2 objection Impact on Northern Line Services

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Date: 20/11/2012 8:34 AM
Subject: NWRL EIS2 objection Impact on Northern Line Services

Major Projects Assessment
Department of Planning and Infrastructure

Attention: Director, Infrastructure Projects

Re: North West Rail Link EIS2
Application number: SSI-5414

Dear Sir/Madam

I wish to register an objection to elements of the current North West Rail Link (NWRL) proposal detailed in EIS2. EIS2 indicates a frequency of service on the NWRL lines that would have a detrimental impact to the current service on the Northern Line.

EIS2 does not appear to directly mention impacts on the Northern Line service. If this service is affected in any way then the Impact Statement is deficient should be amended to reflect any impact.

The Northern Line currently has a direct city service stopping at Normanhurst, Thornleigh, Pennant Hills, Beecroft and Cheltenham and travelling via the Macquarie Park link onto the North Shore line. Indication in the EIS2 and other advice suggests that trains will no longer run directly to the City via Chatswood but will, instead terminate at Epping. Passengers from these northern line suburbs will be forced to change, not only at Epping but again at Chatswood in order to complete their commute to the City.

Commuters from these northern suburbs have enjoyed a direct rail connection to the City for many years. Indeed many of us bought our homes in these suburbs and paid premium prices for our properties *because* of the direct rail connection available. Will the State Government compensate us for the inevitable drop in property values that will accompany the removal of that connection? To summarily remove our service without consultation displays a complete disregard for our interests and our reasonable expectations that existing services in our area would be maintained alongside the NWRL development.

Any replacement of our single train rail service to the City with one requiring passengers to catch three trains is completely unacceptable. The added travel time in making two changes, and the inability to board (let alone sit down on) already crowded trains at Epping and Chatswood will make rail travel to the City an untenable arrangement, forcing many commuters back onto the roads in private cars. The many elderly residents of our suburbs, who are currently able to enjoy regular city trips on the direct service, will simply not manage the multiple train changes required and will have their liberty to visit their city effectively removed by such a change.

A public transport "solution" that provides services for one region by removing them from another is not a solution at all. There is no net gain in such a proposal. The NWRL project must not take away the public transport services to the northern suburbs in order to provide services elsewhere. This impact needs proper assessment and inclusion in the Statement. An alternative must be found.

Yours sincerely

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