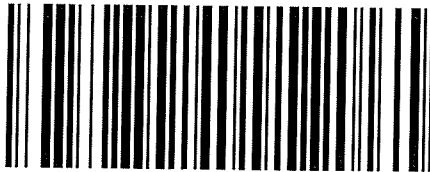


Keith and Barbara Evans



PCU039872

84 Linden Way

Bella Vista NSW 2135 14th November 2012.

APPLICATION SSI-5414.

NORTHWEST RAIL LINK TRAIN TUNNEL NOISE AND VIBRATION SUBMISSION REQUESTING NOISE REDUCTION TO BE HIGH ATTENUATION OR VERY HIGH ATTENUATION TRACK INSTALLED ON THE LONG RESIDENTIAL CURVE UNDER SWALLOW RIDGE AND LINDENWOOD ESTATES.

ATTENTION, DIRECTOR, INFRASTRUCTURE PROJECTS, MAJOR PROJECTS ASSESSMENT

DEPARTMENT OF PLANNING AND INFRASTRUCTURE, GPO BOX 39, SYDNEY, NSW 2001.

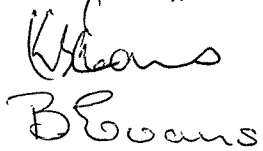
Dear Sir or Madam,

We are residents in Lindenwood Estate, Bella Vista, and have actively followed the progress of the proposed Northwest Rail Link since moving here in 2004. We fervently support the construction of the Northwest Rail Link and have previously made submissions to the TIDC, the BHSC, newspapers, State and Federal members of Parliament and local Councillors. We want our train service!

However, along with other residents of this estate we wish to voice our concerns regarding the possibility of train noise or vibration from the rail tunnels proposed beneath Norwest Boulevard next to our estate. We feel any noise or vibration would considerably reduce our standard of living and most adversely affect our property values. We see from the Environmental Impact Statement No 2 pages 92, 93, 94, 95 and 96 that the NSW government currently proposes construction of only standard attenuation track (using hard resilient base plates) on this radius curve, despite the main cause of noise and vibration being known to be from train movements causing friction between the wheels and the rails themselves, which we presume you refer to as dynamic forces. We feel most strongly that this residential section of track should be upgraded to a higher level of attenuation before the initial construction, as proposed in several other almost straight sections between Epping and Bella Vista stations. As far as we can see the curved section of track on this bend is the longest in the whole proposed line. There is a high possibility that in years to come other train types and higher operating speeds will exceed any computer modelling of noise and vibration levels you have performed. We feel residential areas should have a higher standard of mitigation than commercial or other non residential areas. These important noise and vibration attenuation prevention measures should be upgraded before construction commences.

We strongly urge you to upgrade your construction specifications on this section before commencing any work, to avoid future expense and inconvenience as has happened with road upgrades such as the M2 and M5 and many others around Sydney. We are firm believers in the "do it right the first time" school of planning and construction, and would appreciate your attention to this matter as a small investment in abatement now will save millions of dollars in the future.

Yours sincerely,


KEITH AND BARBARA EVANS

Keith and Barbara Evans.

