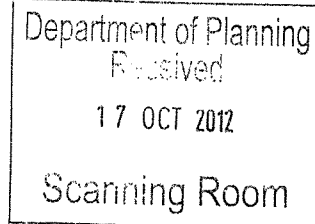


PCU038877

92 The Crescent
Cheltenham, NSW, 2119

15th October 2012

Director - Infrastructure Projects
Epping to Thornleigh Third Track Project - SSI 5132
NSW Department of Planning and Infrastructure
GPO Box 39
Sydney NSW 2001



Dear Sirs,

We strongly object to the above project -

1. Noise of old diesel trains with wheel squeal in a built up residential area for 24 hours - day and night!
2. At times the existing goods trains make a noise like a detonator is going off. On Sunday morning we had the trains hooting at 7am and again about 7.25 am!
3. Its major expenditure and distrupction to a heritage residential area for a distance of only 6 klms!
- 4.It does not solve the problem - ie more trains only acts as a parking area whilst suburban trains go through.
5. Because of the steep gradient the trains will generate intolerable noise and pollution in a . built up residential area.
6. Its a bandaid solution.
7. Its a very short sighted solution and a complete waste of our tax payers money.
8. Ruin existing Cheletenham and Beecroft Stations which are in a heritage precinct and ruin the character of the area.
9. Cheltenham Station is the only station that has disabled and pram friendly access on both sides of the station. As in driving a car almost to the entrance of the platform and not having to negotiate lifts that can break down. .
10. In fact Beecroft and Cheltenham Stations are a land mark in themselves.
11. To have the entrance of the proposed car park right opposite Lyne Rd is a danger in itself, for if a car is coming from the no through road section as they get to the intersection at Lyne Rd they have to be aware of cars coming in and out of the car park, plus cars coming down The Crescent in the opposite direction towards Lyne Rd. There is a crest there (blind spot)
at times cars race down there to turn right into Lyne Rd and do not alway give way or

expect a car to be coming out of the no through road section. Its an accident waiting to happen!

12. It will ruin the Streetscape forever in a heritage precinct.
- 13\ . Huge outlay of taxpayers money, for an inappropriate developement, for very little effect.
14. Trains do not have to comply with any noise restrictions and will run 24 hours a day.
NOTE . Planes can't land at Sydney Airport after curfew and have to comply with noise levels.
15. The residents will have both noise and pollution to contend with 24 hrs a day!
16. The pollution and noise from trucks is not being eliminated only transferred to a leafy residential area.
17. It will not solve the problem, and will have a huge impact on existing residents and their properties.
18. Will devalue homes in the area by 20% or more and make them harder to sell. There are 5 properties on the market in The Crescent at the moment and in some cases may be because of this inappropriate development.
19. There needs to be a long term solution to this problem as in a dedicated track with a new crossing over the Hawkesbury River, bypassing residential Sydney. OR
- 20 A designated freight train tunnel. For the short distance, 6 klms, the engine can be air conditioned for the driver, a much cheaper option than the exercise proposed. We as passengers on normal trains have to travel from Epping to Chatswood through a tunnel a much longer distance.
21. With this new option if we want to go to the City or Chatswood we now have to change trains at Epping. So not only are we going to be bombarded with noise and pollution 24 hrs a day our conveniences are also going to be taken from us.
22. We seem to be placating private enterprise, with our tax payers money, at our expense and detriment. Surely as the private contractors are the ones most to gain from this financially, they should also have some imput financially for a more satisfactory solution and not leave it only to the government and we pay the price for their benefit.

Yours faithfully,

Anthony Darby



Gail Darby

