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Director-Infrastructure Projects

Epping to Thornleigh Third Track – SSI 5132

NSW Department of Planning & Infrastructure

GPO Box 39, Sydney NSW 2001



Submission regarding E.I.S Third Track Epping to Thornleigh.

The lack of decisive information in the E.I.S is of great concern. More consideration has been given to flora & fauna than to the general public and residents.

Points are:

- Lack of consultation with affected landowners – mainly residents along rail corridor. Consultation is a two way process not an information session.
- Extremely poor feedback if any from initial submissions.
- Lack of defined residential sites that are affected by construction and operation. No delineation of residential blocks shown.
- Too much depending on modeling and “further detailed design” which occurs after approval.
- Safety issues of freight trains passing through and close to residences. Note the proximity to Beecroft Scout Hall in particular used for numerous children’s activities.
- Construction site S4 is not only within 50 meters from residences it is also in a drain culvert area.
- Little consideration given to visual impact of construction area with security fencing & shade cloth screening. Itself an eyesore.
- Building surveys need to be carried out on all properties including residences within 100-150m from track. Followed by dilapidation reports.
- Possibility of contamination of ground water / aquifer and subsequent affect on endangered High Blue Gum Forest.
- High Blue Gum Forest destruction. Ridiculous suggestion that trees removed in this corridor can be offset with Biodiversity credits for trees out of area.
- Complete lack of sympathy in design of Cheltenham station to Heritage Area.
- Lift required at Beecroft station shopping area **not** Cheltenham
- Use of residential streets for a large numbers of parked cars along with movements of heavy vehicles through the same areas.
- In the event of the resident’s concerns being ignored and the project going ahead, double glazing should be offered to all properties immediately beside the rail corridor as was done with those under the flight paths.
- NOISE ISSUES DAY & NIGHT- ON GOING BOTH DURING CONSTRUCTION IN ADDITION TO CURRENT TRAINS AND THEN OPERATIONAL NOISE WHEN FINISHED. NOTHING HAS BEEN DONE IN THE PAST AND UNLIKELY THAT THIS ISSUE WHICH AFFECTS HEALTH AND WELLBEING WILL BE RECTIFIED IN THE FUTURE BY PAST RECORD. NO CHECKS, NO REGULATION. REPETITIVE LAMAX NOISE EVENTS ARE PROVEN TO CAUSE HEATH ISSUES, PARTICULARLY WHEN OCCURRING AT NIGHT.

Gail & Ross Simpson