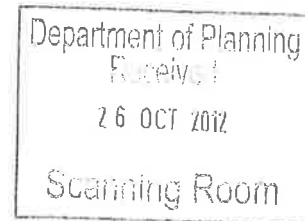


Ms Susan Steele-Smith  
81 Cheltenham Road  
Cheltenham NSW 2119



23.10.12

The Director  
Infrastructure Projects  
Epping to Thornleigh Third Track Project  
NSW Department of Planning and Infrastructure



Dear Sir / Madam

I would like to record my personal concern and objection concerning the Epping to Thornleigh Third Track Proposal. I consider that the EIS is inadequate and does not address the full impact of this proposal. It is quite clear that it has potential to cause much damage for the health of residents and particularly to the fabric of the Beecroft Cheltenham Heritage Conservation Area.

In particular, I would like to point out that the EIS has not addressed the real potential increase in noise due to rail freight traffic. This is anticipated to increase from the current 29 daily movements to 41/ day. This avoids the legislated need for a reassessment of noise levels. The health impacts due to noise and train contaminants would be quite significant, and it does not seem reasonable that the community should shoulder these detriments at the benefit of the private freight operators. Instead, these private freight operators should be subjected to legislative controls which protect the community and be forced to upgrade to modern high powered trains which would avoid the need for this 3<sup>rd</sup> track.

Further, claims that the project will reduce road freight *are not substantiated*. A relatively recent study published to support another piece of public infrastructure stated that 'rail is unlikely to meet the future inter-regional transport task even if major rail infrastructure upgrades occur.' (SKM report F3 to Sydney Orbital Link Study, April 2004). Have you seen the traffic on Pennant Hills Road and even Beecroft Road in both peak and non-peak hours? Even the M2 has not assisted this concern but added to it.

Finally, I would like to state my personal antipathy regarding the design of the anticipated new Cheltenham Railway Station. Surely the architects cannot have taken any consideration for their surrounding landscapes, which I would assume is one of their basic considerations? A glass and steel concourse as proposed might be acceptable at a big interchange such as Epping or West Ryde, but Cheltenham is a *totally residential* suburb. I do not mean to sound class-ist or suggest there is one acceptable way for those in Cheltenham, and another for those in other suburbs. It is not a case of sticking one's head in the sand, either, and ignoring the essential forward march of progress, if this proposed 3<sup>rd</sup> railway must be seen as such. We are incredibly fortunate in Cheltenham (and even in wider Sydney) to still have some such lovely leafy areas, and it seems a great pity to lose them unnecessarily not only for our benefit, but also for our children, future residents, and even others who use our station and resources. Instead, I *am* asking that your architects would re-consider their design, appropriately in accord with the surrounding environment, to sustain what we have been privileged to enjoy, for the benefit of others as well.

Thank you for your consideration

Sincerely

*Susan Steele Smith*