

PCU039335

The Director
Infrastructure Projects
GPO Box 39
SYDNEY 2001

58 Cardinal Ave.
BEECROFT, 2119
30th October 2012

re: Epping to Thornleigh Third Track Proposal - Application number SSI 5132

I accept the provision of the proposed third track between Epping and Thornleigh is a reasonable short term proposal to increase freight transportation by rail. I do however have concerns about some aspects of the proposal and can understand why residents near the railway line are very concerned.

The following are my comments and concerns regarding this project.

Description of the proposal

The description of the proposal for a third track is not specific regarding the provision of electrification of the new track.

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Scanning Room

Section 5.1 does state that "The ETTT would also provide the opportunity for separation of 'through-running' or non-stop passenger services from all stops services when not in use by freight trains" and "The proposal also includes associated works, such as station modifications and additional structures such as overhead wiring and signalling" and Section 1.3 states will "Allows interurban passenger services using the proposed third track to overtake slower passenger services". These quotations suggest full electrification but I didn't see this specifically stated but assumed to be the case. Full electrification of the line is essential.

Noise & Pollution

A major reduction in locomotive noise and pollution levels could be achieved by using electric locomotives, rather than diesel-electric ones in the Newcastle-Sydney-South Coast region. The changing to diesel units outside this region is a simple procedure, involving little time. The only real issue to this would appear to relate to locomotive ownership and haulage payments not operational matters. Surely such an arrangement is not beyond the abilities of Government and the various freight companies.

The other major noise issue relates to wheel squeal which is not easily resolved. Every effort should be made to minimise this and hopefully progress can be made in this regard.

Vegetation and Heritage

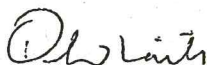
I'm worried about the depletion of vegetation that will result from this development. I believe a substantial over replacement of trees and shrubs with mature specimens and their continue upkeep must be undertaken to maintain the local environment. I don't feel confident that this will be done properly.

The plan for Cheltenham Station is totally out of character with the area and provision of a lift at Beecroft is not proposed but should be.

The interference with the original Beecroft platform is a concern as is the intrusion into the gardens and playground. I didn't get a understanding of what is proposed around Beecroft station. I am also concerned about how close the third line will be next to Yarrara Road at Pennant Hills Station.

Details of the engineering structures, their finishes and how they are compatible with the Beecroft Cheltenham Heritage Conservation Area need to be defined.

Yours faithfully,

A handwritten signature in dark ink, appearing to read 'Philip Whaite', written in a cursive style.

Philip Whaite