

Tracy Bellamy - Epping to Thornleigh Third Track Proposal. Application number SS1 5132

From: "Kay Martyn" <ksmartyn@bigpond.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 2/11/2012 8:40 AM
Subject: Epping to Thornleigh Third Track Proposal. Application number SS1 5132
CC: <office@hazzard.minister.nsw.gov.au>, <philip.ruddock@aph.gov.au>, <office@smith.minister.nsw.gov.au>

Dear Sir,

I object to the Epping to Thornleigh Third Track Proposal and consider that the EIS does not address the full impact of this proposal. It will cause damage to the health of residents and to the fabric of the Beecroft Cheltenham heritage Conservation Area. Do not approve this project, reconsider the alternatives and protect the community.

1. There will be no government regulation of the noise and pollution from these trains.

- a. The EIS does not address the impact of noise on the real potential increase in rail freight traffic beyond the current projected increase from 29 to 41 movements a day, thereby avoiding the legislated need for a reassessment of noise levels.
- b. An independent study has shown that current rail noise levels result in 2 -3 sleep disturbances a night where 1 is normal for reasons other than noise. Noise frequency will increase with increased traffic and this is unacceptable. Sleep disturbance is recognised as a significant stress factors which impairs health and wellbeing.
- c. The EIS does not address the known health issues in the community resulting from increased rail freight, namely coal dust from uncovered wagons and diesel particulate matter, a known carcinogen.
- d. 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 third track.

2. There has been inadequate assessment of the project's impact on the fabric of the Beecroft Cheltenham Heritage Conservation Area.

- a. The plan given for Beecroft Railway Station Precinct is vague. The relationship to the trees, playground and original 1895 platform located south of the present station is not shown. Beecroft Station Gardens have a heritage listing with Hornsby Council but the impact on them has not been adequately addressed. No arborist's report is given for the trees which will be removed.
- b. The proposed redevelopment of Cheltenham Station shows no regard for the heritage conservation area. The visual impact of the proposed 13 metre high glass and steel concourse is totally unacceptable in this heritage conservation area.
- c. No evaluation has been made of the type of engineering structures and aesthetic finishes which are suitable and compatible with a heritage conservation area. This includes retaining walls, embankments and culverts. Shotcrete is a totally unacceptable finish in a heritage conservation area. This matter should be addressed immediately in the EIS.

3. Vegetation

- a. The EIS is relying on vegetation to lessen the impact of the project on heritage houses and the fabric of the heritage conservation area, whilst depleting and failing to restore and replenish the vegetation in the rail

corridor.

b. Depletion of the vegetation has an impact on the amenity of residents immediately adjacent to the corridor.

c. Existing vegetation will not reduce the noise impact. A thicket 30 metres deep is needed to reduce noise by 1dB.

4. Claims that the project will reduce road freight are not substantiated.

a. As total rail freight increases, road freight will also increase. A study published to support another piece of public infrastructure states 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).

b. Rail freight is for long distance transport of goods. Road freight is for local transport and perishable goods.

Do not approve this project. Protect the community from these impacts. Impose restrictions on private rail operators.

Kay Martyn
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2nd November, 2012