

Tracy Bellamy - Fwd: Epping to Thornleigh Third Track Project - Reference SSI 5132 - submission and feedback

From: plan_comment
To: Tracy Bellamy
Date: 5/11/2012 9:02 AM
Subject: Fwd: Epping to Thornleigh Third Track Project - Reference SSI 5132 - submission and feedback
Attachments: Epping to Thornleigh Third Track Project - Reference SSI 5132 - submission and feedback; SUBMISSION ON PROPOSED EPPING TO THORNLEIGH THIRD RAIL TRACK PROPOSAL; Re: SUBMISSION ON PROPOSED EPPING TO THORNLEIGH THIRD RAIL TRACK PROPOSAL; Re: SUBMISSION ON PROPOSED EPPING TO THORNLEIGH THIRD RAIL TRACK PROPOSAL; Epping to Thornleigh 3rd track proposal SSI 5132 submission; Third Rail attachment this time!; Epping to Thornleigh Third Track Project-SSI 5132; Third Rail; 3rd Track Objection; SUBMISSION Epping to Thornleigh Third Track Environmental Impact Statement; Epping to Thornleigh Third Track Project - Application Number SSI 5132; Epping to Thornleigh 3RD Track SSI 5132; Objection to Epping to Thornleigh third track; Epping- Thornleigh Third Track; Response to the EIS for the ETTT; Comments on Third Track Proposal -SSI 5132

Dear Director – Infrastructure Projects
 Epping to Thornleigh Third Track Project – SSI 5132
 NSW Department of Planning and Infrastructure

As a resident at 44 B Day Road Cheltenham I submit that this proposed “third track” project including the refurbishment of the Cheltenham and Beecroft stations is not sensitive to the impact on these residential communities along this rail corridor. The insensitivities of the project is the failure to take into account that the third track is impacting on heavily populated residential areas and changing two low profile suburban train stations at Cheltenham and Beecroft (low ground level station platforms) into 13m high multi storey stations both of which are 2kms of each other and 2kms from the extensively renovated Epping train station which is in a commercial area.

My concerns fall into 5 categories:

1. Noise Pollution: the area is a heavily populated residential area which will be impacted by an increase of rail traffic from 29 to 41 movements a day. Have adequate assessments been carried out to determine the noise pollution impact on the communities?
2. Cost to state taxpayer: the changes to the two very close by stations at Cheltenham and Beecroft; a mere 2.2 km from Epping seems to be a waste and over capitalization of resources. As a resident of over 10 years to the area and rail user I cannot see any benefit in changing these suburban stations in heavily populated residential areas i.e. they are not in commercial zones.
3. The area is part of a Heritage Conservation Area: the impact of this project will wipe out all the key features of the heritage area and impact historic sites dating back to the 1800s. It seems no consideration has been given to impact on the amenities of residents surrounding this proposed development and the impact on the value of their homes which if the project proceeds will significantly devalue their homes both financially and aesthetically. The proposed construction of the two Cheltenham and Beecroft stations is completely insensitive to the surrounding suburbs and will be giant eyesores and a blight on the landscape with glass and concrete structures next to heritage homes.
4. Cost benefit analysis: Do freight trains need to operate through suburbia? Have alternate routes with better less invasive access and impact on the population been explored? Have alternate options

such a tunnel or passage through a less populated rail line area been explored?

5. Local traffic: There are only two bridges over the rail lines at Cheltenham and at Beecroft stations allowing residents from the eastern side (along Sutherland Road) of the suburbs to get out. Otherwise they would be trapped without any access whatsoever. No consideration has been given to the overwhelming impact on local traffic movement by these proposed developments. How will residents get to work or leave their street on the eastern side of the suburbs if the bridges are out of action for extended periods of time?

Overall the impact outweighs the limited benefits (if any) of this project.

Warm Regards

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