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To: <plan_comment@planning.nsw.gov.au>
Date: 4/11/2012 8:12 am
Subject: Comments on Third Track Proposal -SSI 5132

My name: John Hay
 My address: 1125a Pacific Hwy, Cowan NSW 2081
 The proposal name: Epping to Thornleigh Third Track Proposal
 Application No: (SSI 5132)
 I object to the Epping to Thornleigh Third Track Proposal.

Reason:-

Until such time as every freight wagon using the NSW rail tracks is made to comply with noise emission standards, like those proposed below:-

1. Absolutely no wheel squeal.
2. No other (wheel, axle, bogey or coupling) noise emission exceeding 55DbIs.

Also because:-

- no consideration has been given for COWAN residents to have a by-pass freight line built IN CONJUNCTION WITH THIS PROGRAM to stop the noise of freight trains on the curves, just south of Cowan station. (See submission to NSFC program from Cowan Rail Noise Steering Committee dated 31 Aug 2011),
- no consideration is being given to the "upstream" & "downstream" affects of rail noise on the lives of residents who don't happen to live between Epping & Thornleigh,
- freight trains should not run within the metropolitan rail network, thereby inhibiting the development of better 24 hr /day passenger services,
- until such time as a dedicated freight line can circle Sydney with only one inward/outward UNDERGROUND rail corridor to Port Botany, rather than a spider web network of freight lines all over the place,
- until such time as the freight line mentioned above is built and the overhead wiring can cater to ONLY electric locomotives,
- the incidence of wheel squeal from freight wagons currently impacts on the peace and quiet and quality of life of those who live near rail lines used by freight trains,
- the incidence of wheel squeal from freight wagons will lower the value of property owned by those who live near rail lines used by freight trains,
- rental prices for properties located near freight rail lines will drop markedly with a knock-on socio economic affect on the Community,
- construction costs for new houses located near freight rail lines will rise markedly due to the need to have built in soundproofing,
- until such time as residents in houses already suffering from freight train noise are able to have their houses double glassed and sound-proofed paid for by the Govt/Rail Freight industry,
- freight train operators are not being held accountable for the noise created by faulty wagons (angle of attack). Until such time that the rail freight industry has to comply with standards set in an Environment Protection Licences then no work should commence and not one more freight train be allowed onto the existing tracks,
- until such time as RailCorp bans faulty wagons from using the track when they have been detected with faulty axle alignments at RailCorp's "sophisticated axle alignment monitoring facility" at Beecroft. Infrastructure should not be provided only to suffer willful damage,
- until such time as the NSW Government has explained what cost sharing exists for the construction, given that freight operators will financially benefit from the increased freight-line capacity,
- until such time as the NSW Government has explained why coal trains from north of Newcastle need to travel through Sydney, rather than be taken directly to an expanded port facility at Newcastle,
- until such time as the NSW Government has explained why the dust from coal trains needs to be hauled into densely populated areas,
- until such time as the NSW Government can provide data showing that container freight is not JUST being unloaded at Port Botany to be hauled to (say) Queensland because it happens to be more convenient and cheaper to trans-ship it by rail, than to divert a ship to unload a part-load in Brisbane. "Freight Corridor" is a great description,
- until such time as the NSW Government can show that other major cities in the world

have successfully integrated freight and passenger services,

- until such time as the NSW Government can show that while it is initially more costly, that tunneling for the third rail is not a better option,
- until such time as the NSW Government stops kidding that this line will lower the number of trucks on the road. Further that those who profess such nonsense can show a freight train in the loading dock at a Woolworth's and Coles store, or Bunnings, or K-Mart, or Westfield, or a building site, or a post office, or at Sydney Markets or is capable of doing a door-to-door delivery or delivering petrol to a service station or etc etc etc!
- until the NSW Government realizes that the number of truck movements will naturally increase in proportion to increased city/suburban population growth.
- it appears that while the projected increase in the number of freight trains might be (88 per day?) trains are now being operated with double the number of wagons of those of 10 years ago. In turn the occurrence of noise is already increasing at a rate equal to 166 trains per day.
- because this proposal has no merit even over the worst alternative option.

Thank you for the opportunity to comment.

John Hay