TO DIRECTOR – DEPARTMENT OF

Submission Form

- **Epping to Thornleigh Third Track Proposal.** Application number SSI 5132.

Name(s): Gil CONNOR + INGRID CONNOR

Address: 76 MALTON ROAD BEECROFT 2119

I/we object to the Epping to Thornleigh Third Track Proposal and consider that the EIS is inadequate and does no address the full impact of this proposal. It will cause untold damage to the health of residents and to the fabric o the Beecroft Cheltenham Heritage Conservation Area. Do not approve this project, reconsider the alternatives an protect the community.

No Government Regulation of Noise and Pollution from these trains.

- The EIS does not address the impact on noise of 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.
- An independent study has shown current rail noise levels result in some 2 to 3 sleep disturbances a night where 1 is normal for reasons other than noise. Noise frequency will increase with increased traffic and is unacceptable.
- The same study showed that highest noise levels peaks occurred between 10pm and 6am, seven days a week.
- Sleep disturbance is recognised as a significant stress factor which impairs health and wellbeing.
- 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.
- 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.

Heritage

- There has been inadequate assessment of the project's impact on the fabric of the Beecroft Cheltenham Heritage Conservation Area (HCA).
- 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. A fourth track is shown on the eastern side. The plan does not include urgently needed lifts to allow disabled access at Beecroft Station.
- 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.
- The proposed redevelopment of Cheltenham Station shows no regard for the HCA. The visual impact of the proposed 13m high glass and steel concourse is totally unacceptable in this HCA.
- There has been little or inadequate consideration of Aboriginal archaeology in the area.
- No evaluation has been made of the type of engineering structures and aesthetic finishes which are suitable and compatible for a HCA. This includes retaining walls, embankments, revetments and culverts. Shotcrete is not an acceptable finish in a HCA. This matter should be addressed now in the EIS.

Vegetation

- The EIS is relying on vegetation to lessen the impact of the project on heritage houses and the fabric of the HCA whilst depleting and failing to restore and replenish the vegetation in the rail corridor.
- Depletion of the vegetation has an impact on the amenity of residents immediately adjacent to the corridor.
- Existing vegetation will not reduce the noise impact. A thicket 30m deep is needed to reduce noise by 1dB.

Reduction in Road Traffic

- Claims that the project will reduce road freight are not substantiated. As total 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).
- 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.

Signature(s) G Connor Ingrid Connor

Send to: The Director – Infrastructure Projects, Epping to Thornleigh Third Track Project - SSI 5132, NSW Department of Planning and Infrastructure, GPO Box 39, Sydney 2001 or plan_comment@planning.nsw.gov.au or fax 9228 6455 **before Monday 5 November 2012.**