

## Submission Form

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

Name(s): Peter K. FLETCHER

Address: 164 Copeland Road East, BEECROFT NSW 2119

I/we object to the Epping to Thornleigh Third Track Proposal and consider that the EIS is inadequate and does not address the full impact of this proposal. It will cause untold 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.

### 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) P. Fletcher

**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](mailto:plan_comment@planning.nsw.gov.au) or fax 9228 6455 before Monday 5 November 2012.



# Submission on Proposed Epping to Thornleigh Third Track Northern Sydney Freight Corridor

The Hon. Gladys Berejiklian, MP  
Office of the Minister for Transport N.S.W  
Level 35, Governor Macquarie Tower  
1 Farrer Place Sydney N.S.W 2000

## Project: Northern Sydney freight corridor / 3<sup>rd</sup> freight line

As resident/s affected by the proposed third freight line, I/we wish to submit our objection to the flawed planning process and imminent construction of the third freight line based on the following considerations:

- Lack of representation by government representatives to protect and serve our community interests.
- Predetermination: that the project will commence in 2013 reveals the approval process is by 'work back'.
- Increased noise and pollution from outdated diesel engines 24 hours a day through **established prime residential areas**. Noise levels already significantly in excess of N.S.W(85dB) and World Health Organization (55dB) safe levels. Health, lifestyle and community issues ensue.
- Particulate matter emissions from non-road diesels are a known causative agent for respiratory problems and asthma in children. U.S.A EPA420-F-04-029 report. Air pollution from carcinogenic coal dust and mining chemical hauled past homes, schools, churches, parks and Village centre.
- Excessive wheel squeal due to steep gradient and bends between Cheltenham and Beecroft.
- The likelihood that the Village Green, our only central community park for activities could be used as a construction depot, resulting in lasting urban degradation.
- Removal of established trees and vegetation along rail corridor.
- Loss of property values. Confirmation that there will be no compensation to home owners for drops of up to 20% which will flow from the project.
- Loss of our Village atmosphere, Scout Hall and popular children's playground.
- Businesses at Beecroft Village will suffer due to loss of trade caused by construction, traffic congestion and lack of parking. Some may close.
- Major disruption to our community over the 3 or more years proposed construction phase.
- Controls apply to diesel trucks but are not enforceable on old rail freight engines which will use this line, thus resulting in operators not willing to upgrade.
- Coal trains from the Hunter Valley using Port Kembla loading facilities are not subject to noise accommodation licences which apply to State run trains. Unlicensed private operators escape regulations while operating on a government owned network.
- Claimed cost benefit analysis unlikely to be correct due to expensive retro fitting and alteration. Quadruplication of the line between Strathfield and Epping would be of more benefit.
- Misdirected use of \$200,000,000 of taxpayer's funds.

NAME (please print): Lisa Maltman SIGNATURE: LDM

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**PLEASE RETURN SIGNED SUBMISSION FORM** to No Third Track Action Group or mail to the Minister Berejiklian at the above address. Thank you for your support.

**COLLECTION BOXES: Beecroft Pharmacy or Ray White Real Estate.**