

# 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- Increased noise and pollution from outdated diesel engines 24 hours a day through **established prime residential areas**.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.

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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.