

Tracy Bellamy - EIS - Epping to Thornleigh Third Track Project – SSI 5132 Submission

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Subject: EIS - Epping to Thornleigh Third Track Project – SSI 5132 Submission
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TO: Director – Infrastructure Projects
 Epping to Thornleigh Third Track Project – SSI 5132
 NSW Department of Planning and Infrastructure
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I would like to identify a range of critical problems and omissions from the EIS. The Omissions concern the failure to conform to the NSW Government EIS Guidelines. It is clearly stated that an EIS should include "Community issues including noise and visual impact". Whilst this EIS includes some noise considerations aligned to an invalid IGANRIP guideline, it totally fails to consider common sense noise levels, and instead conform to this ill conceived interim guideline. Furthermore, the Community issues such as severe social and environmental impacts are totally ignored. In addition, it also fails to address the visual impacts caused by this monstrosity. To erect a modern station over the top of a heritage station in a heritage area is a social and architectural crime designed to cut costs. If the project was to go ahead then it should include a more expensive expansion to the station in keeping with the heritage nature of the current station.

A further point is that there is no planned noise abatement, with false statement being made by transport NSW employees regarding the fact that the train noise would not be abated by barriers being erected such as those on the freeways. It appears that these false statements are linked to the engine noise only, as the other serious noise elements are abated by just such barriers. For example when a train passes through the communities of some 500,000 people along the line from Croydon to Hornsby, the engines have passed in around 30 seconds, however the 70+ carriages may take a further 5 minutes to pass, with serious noise from the braking between Thornleigh and Epping. This means that of the 5 minutes it takes a large train to pass a particular point 4.5 minutes of that noise could be abated.

I would hope that these criticisms were addressed such that the following could occur;

1. Review of the ridiculous IGANRIP guideline on noise.
2. New EIS study to consider all omitted concerns and address the NSW public service guidelines infractions
3. If the project goes ahead to consideration noise abatement barriers.
4. Preferably the total cancellation of the project and the money used for the M3 (previously F3) to M3 underground truck link tunnel, Epping to Rouse Hill train line.

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