

Tracy Bellamy - Epping to Thornleigh Third track project - SSI 5132

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To: <plan_comment@planning.nsw.gov.au>
Date: 5/11/2012 4:32 PM
Subject: Epping to Thornleigh Third track project - SSI 5132
CC: Janet Ellis <janetellis2006@yahoo.com>, <secretary@2119.org.au>

Dear Sir

We would like to make the following comments/suggestions regarding this project.

Impact on the trees and local flora and fauna

It is hard to establish from the EIS the exact impact on trees and flora and fauna however our experience when the new station and additional lines were built at Epping is that little effort was made to minimize the impact and a large number of mature trees were removed unnecessarily. At the time we were reassured that there would be remediation in the form of new trees and bush regeneration. However the efforts actually made have fallen well short of any reasonable expectation. The shrubs that have been planted have failed to prosper due to a complete failure to water and maintain them. We would ask that a much more cautious and caring approach be taken to the removal of especially mature trees and that consideration be given to returning the track to its current bush look after the work is completed.

Cheltenham station

The station design in the EIS looks very much like an off the plan standard station much like those on the Macquarie line. Whilst in themselves they are nice looking in the Cheltenham environment they are completely out of character. We would strongly suggest that a new design more in keeping with the area and perhaps similar to the Pennant Hills Station be considered.

Investment in modern trains and wagons

If our area is to be subjected to significant increases in freight volumes then the least we can expect is that these volumes be restricted to modern engines and wagons. We would ask that the government introduce legislation to restrict the use of the track to modern rail infrastructure that limits pollution and noise.

Noise pollution

We understand that the EIS does not consider impacts beyond 50m from the track. There is already considerable noise pollution from rail freight trains especially the wheel squealing caused by the tight turns between Cheltenham and Pennant Hills. The noise can be heard well beyond the 50m threshold in the EIS. There needs to be further investigation to see what can be done to reduce or eliminate the excessive noise. This will become a major factor for residents once the increased traffic volumes come into effect.

We look forward to the governments response to what we expect will be many submissions on this project.

Jon and jab ells
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