

## Tracy Bellamy - objectoin to Epping to Thornleigh Third Track Project - SSI 5132

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**From:** julienne mch <julienne86839@hotmail.com>  
**To:** NWRL <plan\_comment@planning.nsw.gov.au>  
**Date:** 5/11/2012 5:05 PM  
**Subject:** objectoin to Epping to Thornleigh Third Track Project - SSI 5132

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Dear Sir/Madam,

My name is Julienne Lynch. I live at 24A The Crescent, Cheltenham (2119).

I **object** very strongly to the ETTT Project and wish to state my reasons here.

I am the proud owner of a heritage listed property which is listed with Hornsby Council and is within a heritage conservation area that would be totally destroyed by thie project. I am angered that the faulty and misleading Environmental Impact Statement dismisses my property as being affected in any way, and is therefore not listed among the chosen items. My house is adjacent to the railway line and is subjected to excessive noise and pollution already from the overladen, long freigh trains, that usually have four inefficient diesels hauling goods up the steepest incline.

Already, I am woken every night, throughout the night with associated noise from heavily laden poorly maintained rolling stock. I have to take sleeping tablets to ensure any sleep, albeit broken. I wear earphones to deaden out the noise and to give me some relief. I suffer from hypertension, which started when I moved into my property.

As my house is old, (and very close to the railway line) the windows are made of very fine glass and leadlighting, which rattle and shake with these heavy goods trains. The volume and number of trains has become worse and worse over the years, and the thought of an increase, with the consequent construction noise and loss of amenity and bushland, fills me with anxiety, which could lead to further cardio-vascular problems for me. The EIS made very light of the impact of noise and did not even address the issue of 2mm glass in old heritage houses. There is no mention of retrofitting double glazing to counter the impact of increased noise.

The diesel fumes are noticable as the overladen, poorly maintained trains try to haul excessive loads up the hills. These fumes also enter my house through the leadlight windows. I fear further consequences if this is to increase.

The brickwork and mortar on old houses and there are many in The Crescent, that were totally overlooked in the EIS, even though they are heritage listed. The impact on our houses was downplayed, with a statement that there is screening in the form of hedges or shrubs in the gardens. The small amount of vegetation is our gardens will not protect the fabric of our houses from the pollution. This airborne pollution in the form of carcinogenic diesel, and particulate dust from uncovered coal trucks, cn only cause further damage to our homes and more importantly to our health. The old mortar and brick work on our heritage homes is very fragile and crumbles easily because of the composition. The delicate nature of our heritage houses, will mean untold impact with earth works, blasting and drilling to widen the corridor. My house is adjacent to the cutting which will be reduced in size, and the consequences of blasting and excavation could only be disastrous. There is no mention in the EIS of building reports on properties adjacent to the proposed project. Surely, this costing should have been included, along with any rectification after completion.

Already, there are some rooms in my house in which one can actually feel the vibration as freight trains pass. (This is not the case with passenger trains). In fact the worst room in the house is towards the back, and both doors and windows rattle and the throb of the trains comes up through the floor. This is the room, where my adult child, was living, until recently. He commented regularly on excessive noise and vibration in that bedroom and his lack of sleep. He took his own life, and I believe it to be because of the stress of noise, and lack of sleep from incessant freight trains. There is no mention in EIS of these sorts of consequences.

The proposed new station is so out of character and unsympathetic to a heritage conservation area. It is just

the standard modern, glass and steel structure that we are seeing in new developments. The original Cheltenham station was funded by Mr. Chorley (Mt Pleasant Estate) along with other locals, in the late 1800s. These early planners, had vision, and sought to maintain the distinctive character of Cheltenham by setting covenants on the properties that were sold, to ensure quality buildings and gardens and no commercial activity. The EIS does not even address this issue.

Why commuters would need lifts and 'easy access' at Cheltenham beggars belief. Cheltenham station is already 'easy access' and disable people and elderly people in wheel chairs use this station because the station is level with the carpark. The relocation of the commuter car park, would involve longer walking to the station. The relocated station would also impact heavily on The Cheltenham Recreation Club as the new car park would be outside the premises. This club will be celebrating its centenary next year, at the same time of the devastation planned for Beecroft.

I love Beecroft/Cheltenham and its heritage. It is a unique village and the bushland is part of the overall heritage value. This project aims to destroy that bush and heritage trees. The EIS dismisses, the loss of Bunya Pines at Beecroft Station as insignificant. These are nationally listed heritage items, and the ETTT project would happily destroy them, along with the old Blue Gum forest, which the railways have been gradually removing over the years.

I love my house and I love Beecroft/Cheltenham, but I will have to leave the area, and sell at a loss of course, if this project goes ahead. Otherwise, I might be joining my son in the not too distant future.

Julienne Lynch