

Tracy Bellamy - Epping to Thornleigh Third Track

From: Maggie Benson <maggiembenson@gmail.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 5/11/2012 11:04 PM
Subject: Epping to Thornleigh Third Track
CC: Terry Moody <tmoody@mkpfinance.com.au>

The Director - Infrastructure Projects
Epping to Thornleigh SSI5132
NSW Department of Planning and Infrastructure
GPO Box 39
Sydney NSW 2001

5/11/2012

Dear Sir/Madam,

Thank you for the opportunity to make this submission.

I have been resident at 1 Narena Close Beecroft on the corner of Sutherland Road for over a decade.

Noise from commuter trains is part of living in a built up urban environment and expected when living in such proximity to the rail track.

The section of rail between Epping and Thornleigh is very steep and winding and freight trains labour up the grade and are under brakes down the grade.

Wheel squeal, rail squeal or flanging, call it what you will, has been independently recorded at 110 dB. (the report is available on request) in Beecroft.

In a letter to Mr Mark Gifford, the Acting Chief Environmental Regulator of the NSW Environment Protection Authority of 26 March 2012, Dr Kerry Chant, Deputy Director General Population Health and Chief Health Officer took the view that noise from these trains constituted a health risk to residents living near the railway.

I am one of those residents.

Further a Pollution Reduction Program was put into Rail Corp's licence in 2007 to address this issue.

As a personal example to the comments of Dr. Chant I was woken from sleep last night at 3.39am and 4.00am by the squeal of freight train wheels.

By day the tone and level of sound of the squeal is at times painful.

An increase in the number of freight trains is unthinkable without a proper noise mitigation scheme.

I would seek your assurance as the works on the proposed project would not proceed without;

1 Rail Corp adhering to the Pollution Reduction Scheme

2 Sound mitigation barriers (with appropriate landscaping) be installed to ensure that wheel squeal bB is reduced to 85dB.

Independent advice sought from PKA Acoustic Consulting confirms the sound mitigation barriers will be effective.

PKA Acoustic Consulting has been in practice since 1968 under the direction of Peter. R. Knowland and has been involved entirely in the field of acoustics and vibration over this period.

The firm has extensive experience in the measurement, analysis and control of sound and vibration, with clientele including the Queensland Cultural Centre; the Aotea Centre in Auckland and the Sydney Opera House.

Infrastructure development should not be undertaken at the cost of residents health.

Reasonable people accept that urban development will continue but wont accept it if health is risked.

I trust that this consultation will result in a good outcome for residents and the rail freight users.

I look forward to your response.

Yours faithfully

TJ Moody
1 Narena Close
Beecroft NSW 2119