

Submission form

Epping to Thornleigh Third Track proposal - SSI 5132

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4th November 2012

Any person is welcome to make a written submission on the proposal during the exhibition period. Your submission must be received by the NSW Department of Planning and Infrastructure by Monday 5 November 2012.

Please note the following application requirements:

1. Anonymous comments will not be accepted as submissions, subject to the *Environmental Planning and Assessment Act 1979*; please state your name, email address and physical address accurately. You may request that your name be withheld by making a clear statement to this effect, however, all submissions are uploaded automatically to our website.
2. Your submission must include:
 - your name, your postal address and your email address
 - the name of the application (Epping to Thornleigh Third Track) and the application number (SSI 5132)
 - a statement on whether you support or object the proposal
 - the reasons why you support or object the proposal
 - a declaration of reportable political donations, including donations of \$1,000 or more, made in the previous two years. For more details, and a disclosure form, go to planning.nsw.gov.au/donations.
3. If your submission is lodged electronically:
 - only PDF files will be accepted as attachments for security reasons; all other attachment formats will be rejected automatically
 - your IP address will be logged; offensive and threatening language will not be tolerated.
4. Completed submission forms should be marked 'Attention: Director, Infrastructure Projects' and sent to the NSW Department of Planning and Infrastructure using the following means of delivery:
 - fax: (02) 9228 6455
 - post: Major Projects Assessment, Department of Planning and Infrastructure, GPO Box 39, SYDNEY NSW 2001
 - email: plan_comment@planning.nsw.gov.au
 - website: via the entry for the project on the Department's website majorprojects.planning.gov.au.

*Under clause 115Z(5) of the *Environmental Planning and Assessment Act 1979*, the Director-General may provide copies of submissions received during the exhibition period, or a summary of the submissions, to the Proponent. Further, it is Departmental policy to place a copy of your submission on the Department's website. If you do not want your name to be made available to the Proponent, or on the Department's website, please clearly state this in your submission.

Your submission

Name: Dennis HALE

Address: 33 Wongala Crescent BEECROFT NSW 2119

Phone: mobile 0421 855 303 Fixed 9484 1435

Email: dkhale@aapt.net.au (Please note that my computer has crashed as at 04/11/2012 so may be better to phone)

I object to the Epping to Thornleigh Third Track proposal (SSI 5132) on the grounds of:

- (1) No Government Regulation of Noise and Pollution from these trains
- (2) Heritage
- (3) Vegetation
- (4) Reduction in Road Traffic

Please turn over

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The reasons for my objection are contained in an earlier signed submission of 20/10/2012 (see blank copy attached - ^{→ page 6} I did not keep a copy of my signed submission with completed details).

In this second submission, I would like to comment on the Third Track proposal with a view to reducing construction costs and improving service/accessibility to rail commuters. My comments concern Cheltenham and Beecroft stations.

Cheltenham Station

I believe the proposed changes to Cheltenham Station are unnecessarily costly due to the proposed new concourse building with its three new lifts. Substantial savings could be achieved by implementing the same model at Cheltenham as presently exists at Beecroft Station. There is a single between-tracks platform at Beecroft (the eastern side forms the platform to the city and the western side forms the platform to Hornsby). The between-tracks platform is accessed

What happens to my submission?

A submissions report will be prepared to respond to issues raised during the exhibition period.

The NSW Department of Planning and Infrastructure will review the submissions report and the Environmental Impact Statement prior to making a recommendation for determination to the NSW Minister for Planning and Infrastructure.

The submissions report will be made publicly available once a determination on the proposal is made. At this time, you will receive a letter to direct you to where your issues have been responded to in the report.

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From the preceding two factors would more than offset the cost of ~~constructing~~ ^{constructing} a pedestrian underpass. An additional advantage would be that justifiable concerns about the visual impact of the concourse building would be overcome.

Beecroft Station

There has been a long-standing need for a lift from Beecroft's pedestrian underpass to the central platform. The matter has become an acute access problem with for the disabled, the elderly, mothers with children in prams, and those temporarily recovering from injury, etc.

Further, if a lift was installed at Beecroft Station during work on the Third Track project, there would be a clear cost advantage — work on the lift could be coordinated with similar work at adjacent stations (Cheltenham and Pennant Hills).

Two years back concern about the lack of a Beecroft lift led to the submission

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to the Legislative Council of NSW of a petition calling for a lift. The petition was signed by over 2,000 concerned residents. The present access of two flights of 16 steps each is frankly a disgrace.

Beecroft is a much busier station than Cheltenham which, unlike Beecroft, has no commercial precinct and no connecting bus services. It is virtually incredible that it could be proposed that Cheltenham should have three new lifts and Beecroft none.

Limited financial resources should be used optimally, not squandered on arguably unnecessary matters.

D. Hale

04/11/12.

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Name(s): _____

Address: _____

I/we object to the Epping to Thornleigh Third Track Proposal and consider that the EIS is inadequate and does not address the full impact of this proposal. It will cause untold damage to the health of residents and to the fabric of the Beecroft Cheltenham Heritage Conservation Area. Stop this project, reconsider the alternatives and protect the community.

No Government Regulation of Noise and Pollution from these trains.

- The EIS does not address the impact on noise of the real potential increase in rail freight traffic beyond the current projected increase from 29 to 41 movements a day thereby avoiding the legislated need for a reassessment of noise levels.
- An independent study has shown current noise levels result in some 2 to 3 sleep disturbances a night where 1 is the accepted level. This will increase with increased traffic.
- The same study showed that highest noise levels occurred between 10pm and 6am, seven days a week.
- Sleep disturbance is recognised as a significant stress factor which impairs health and wellbeing.
- The EIS does not address the known health issues in the community resulting from increased rail freight namely coal dust from uncovered wagons and diesel particulate matter, a known carcinogen.
- These private freight operators should be subjected to legislative controls which protect the community and be forced to upgrade to modern high powered trains which would avoid the need for this third track.

Heritage

- There has been inadequate assessment of the project's impact on the fabric of the Beecroft Cheltenham Heritage Conservation Area (HCA).
- The plan given for Beecroft Railway station Precinct is vague. The relationship to the trees, playground and original 1895 platform located south of the present station is not shown. A fourth track is shown on the eastern side. The plan does not include urgently needed lifts to allow disabled access at Beecroft Station.
- Beecroft Station Gardens have a heritage listing with Hornsby Council but the impact on them has not been adequately addressed. No arborist's report is given for the trees which will be removed.
- The proposed redevelopment of Cheltenham Station shows no regard for the HCA. The visual impact of the proposed 13m high glass and steel concourse is totally unacceptable in this HCA.
- There has been little or inadequate consideration of Aboriginal archaeology in the area.
- No evaluation has been made of the type of engineering structures and aesthetic finishes which are suitable and compatible for a HCA. This includes retaining walls, embankments, revetments and culverts. Shotcrete is not an acceptable finish in a HCA. This should be addressed now in the EIS.

Vegetation

- The EIS is relying on vegetation to lessen the impact of the project on heritage houses and the fabric of the HCA whilst depleting and failing to restore and replenish the vegetation in the rail corridor.
- Depletion of the vegetation has an impact on the amenity of residents immediately adjacent to the corridor.
- Existing vegetation will not reduce the noise impact. A thicket 30m deep is needed to reduce noise by 1dB.

Reduction in Road Traffic

- Claims that the project will reduce road freight are not substantiated. As total freight increases, road freight will also increase. A study published to support another piece of public infrastructure states that 'rail is unlikely to meet the future inter-regional transport task even if major rail infrastructure upgrades occur'. (SKM report *F3 to Sydney Orbital Link Study*, April (2004).
- Rail freight is for long distance transport of goods. Road freight is for local transport and perishable goods.

Stop this project and protect the Community.

Signature(s) _____

Send to: The Director – Infrastructure Projects, Epping to Thornleigh Third Track Project - SSI 5132, NSW Department of Planning and Infrastructure, GPO Box 39, Sydney 2001 or plan_comment@planning.nsw.gov.au or fax 9228 6455 before Monday 5 November 2012.