

Epping to Thornleigh Third Track Proposal. Application number SSI 5132.

Name(s): GRAEME + JULIE ROSS

Address: 7 CHORLEY AVE, CHELTENHAM 2119

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.

Submission form

Epping to Thorleigh Third Track proposal

Name:

GRAEME + JULIE ROSS

Address:

7 CHORLEY AVE, CHELTENHAM 2119

Phone:

9869 2645

Email:

grproperties @ bigpond. com

Your submission

1. The proposed new Cheltenham Station
concourse building is totally out of character
with the heritage streetscape. Cheltenham has a
quiet "village suburb" atmosphere. With no
increase in commuter parking suggests no
growth for rail commuters. Therefore why a
large 13 metre high, 2 storey glass, steel
structure with 3 lifts, looking like something
in modern high-rise Chattrwood? The local
residents in their heritage listed houses
must be mortified! What must your architect
be thinking?
2. Freight train movements are said to increase
from 29 to 44 per day. What hours will these
increases occur, as noise levels are already

Completed submission forms should be mailed to:

DUE 5 NOV 2012

Director - Infrastructure Projects, Epping to Thornleigh Third Track Project - SSI 5132, NSW Department of Planning and Infrastructure, GPO Box 39, Sydney NSW 2001

Submissions can also be submitted by email to plan_comment@planning.nsw.gov.au or faxed to (02) 92286455, or via the entry for the project on the NSW Department of Planning and Infrastructure website majorprojects.planning.nsw.gov.au

unacceptable

3. The replacement commuter car park

(Western side) constructed south of the existing one takes it through an area subject to flooding. Why?

4. Beecroft Scout Hall, community gardens & children's playground at Beecroft

Station will be removed. A tragic outcome for children, our youth, and the community at large. How can this be justified?

As a resident of Chesham for 56 years, (all lived within several hundred metres of the station) my concerns are well founded. I look forward to your response.

Graine Ross
Graine Ross

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.