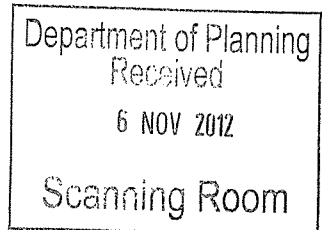


107 Wongala Cr
Pennant Hills 2120
1st November, 2012



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



Dear Sir,

We would like to submit the following after attending two of the three Public Information Sessions and examining the EIS and Construction documents in the library.

Construction Impacts

- Noise levels could be up to 122dB, but more importantly, the equipment to be used will have vibratory effect on the dwellings within 60 m of the rail construction. DAs for new homes within this radius have to be stabilised to bedrock.. The Soil Characteristics report (p267 EIS) state these *“present a mass movement hazard, and “are highly erosional”*
There is even mention of the possibility of the need for rock blasting. **Homes within this radius should be inspected prior to commencement of construction as were dwellings above and adjacent to the construction of the Epping to Chatswood tunnel.** We ask that this be carried out for our home. The front of our house is 10m from our boundary, which is 20m from the railway fence.

Added operational impacts

- Noise. As there is no legislation in NSW, or we understand in Australia, to limit rail freight noise, the increase in freight traffic will exacerbate an already heavy impact on homes, pre-schools, schools and businesses along the rail corridor. This problem is not just for this part of the line, but for all of Australia. The stop-gap applications, such as the TORFMA trials, are only putting off the inevitable need for legislation to make the 18 freight companies involved comply. As stated above, the front of our house is only 30m from the rail property. We consider that the impact of noise and sleep disturbance from the exponential increase of freight traffic, which is not regulated for noise emission, should qualify us for the remedial measure of double-glazing. This was granted to households affected by the third runway at Sydney Airport, which has a curfew.
- Diesel Emissions. We have been informed that engines are only checked when coming into service. They are up to 60 years old. Again this needs legislation in place to protect the population around Australia from emissions which the WHO in June, declared to be *“the cause of lung cancer and an increase in bladder cancer”*, putting them *“in the same potentially deadly category as asbestos, arsenic and mustard gas.”*

Environmental Impact

- Loss of Wildlife Corridors. This will inevitably have a detrimental effect on the diversity of the local flora and fauna. In particular the loss of all the vegetation on the western side of Pennant Hills Station will be devastating. Some of this is made up of rare and endangered plants. The loss of amenity for the shops opposite will be enormous, both visually and noise-wise.
- Loss of 6% of HSC’s Endangered High Blue-Gum Forest. This is a rapidly diminishing element of a critically endangered species in the Sydney basin, protected under both Federal and State laws. The off-set planting should be within the Hornsby Shire, not as suggested in areas in the Cumberland Plain.

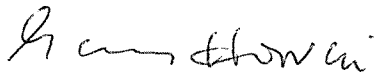
Comments on the reports.

- The area between Boundary Rd., Pennant Hills across to Hull Rd is part of the Beecroft-Cheltenham Conservation Area, and the Wongala Cr. end is the **head of Byle's Creek, not Devlin's Creek**, which starts to the west of Beecroft Rd.
- Pennant Hills is stated to have 80 designated commuter parking spaces. **In fact there are none, despite the fact that it is the only station between Epping and Hornsby to have disabled access.**
- The fauna report only mentions a gang-gang cockatoo in Beecroft, as well as naming only one or two parrot species. We have visits from pairs of gang-gangs at regular intervals and many different parrots, some of which I can't identify in a book of Australian birds. Mention is made of noisy miners, but we only see the native ones. We have kookaburras, sulphur-crested cockatoos, pink and grey galahs, magpies and currawongs. We also hear a number of frogs at night and have brush turkeys visiting. There are echidnas in the properties on the western side of the line and across the road in the bushland strip.
There would need to be a more comprehensive study of the fauna to be accurate.
We could not get definitive answers at the information sessions as to how much of the Heritage listed bushland strip along Wongala Cr could be removed, and exactly where the access points for construction will be.
- The statement on lowering volumes of road transport. As the trains carry mainly containers and are **limited in their access to freight destinations**, truck freight will still be the only option for a lot of destinations. Many country lines have deteriorated and are out of service. Very few trucks carry containers, but have specific goods for specific destinations.

In July this year we requested a review of Unimproved Capital Value from the Valuer General's Dept. After an onsite valuation it was dropped by \$79,000. This was directly in relation to our proximity to the proposed third track and the impact of the rail noise already existing.

Finally, we query the main reason given for this hugely expensive use of public money. **The freight trains going downhill have to go just as slowly** or risk loss of containers or, worst-case scenario, derailment caused by the grade and the sharp bends through Beecroft and Cheltenham. This line was built in the late 1800s for shorter trains and much shorter individual rolling-stock.

Yours Faithfully



Marcia and Garry Horvai

cc The Hon. Philip Ruddock, Member for Berowra
 The Hon. Greg Smith MP, Member for Epping
 The Hon. Brad Hazzard, Minister for Planning and Infrastructure
 The Hon. Gladys Berejiklian, Minister for Transport
 The Hon. Robyn Parker, Minister for Environment and Heritage
 The Hon. Cate Faehrmann MLC.
 Ms Kirsty Ruddock. Principal Solicitor, Environmental Defenders Office