



2 The Crescent Beecroft NSW 2119    November 2012.

Attention :

Director – Infrastructure Projects Epping to Thornleigh Third Track Project-  
SS15132

Sam Haddad, Director General, Department of Planning and Infrastructure

Les Wielings, Director General Transport for NSW

Rob Mason, Chief Executive, Rail Corporation NSW

Kerry Chant, Deputy Director General, Population Health & NSW Chief Health  
Officer

Chris Lock, Deputy General, Transport Projects, Transport NSW

Richard Wood, General Manager, Rail and Intermodal Branch, National  
Building Program, Department of Infrastructure and Transport.

Mark Gifford, A/Chief Environmental regulator, EPA

For Noting: Her Excellency Professor Marie Bashir, Governor of the State of  
NSW in the Commonwealth of Australia

Her Excellency Ms Quentin Bryce, Governor of the Commonwealth of  
Australia.

CC. Philip Ruddock  
Anthony Albanese

ETTT EIS – Nation Building?

A Community disaster with significant impacts on health and  
wellbeing of residents.

This letter is a formal submission to the NSW Department of Planning.

It is also a formal request for the following:

1. Re-housing of our family within the Beecroft/Cheltenham  
Which can be variously assessed funded and validated by direct copy  
recipients.

**We strongly object to the proposal.**

We declare we do not have reportable political donations, including  
donations of \$1,000 or more, made in the previous two years.



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We would appreciate a considered reply to this letter from all direct copy recipients.

**Attached Documents:**

Heritage  
General construction  
Traffic  
Soil and Water  
Emailed correspondence  
Noise guidelines  
All aboard Quirt Pls  
North Western Rail line.and the problem still not addressed

As a resident that lives directly parallel with the line and on the western side and one of the most impacted/effected residents we have not received any of the following

No direct letter box drops  
No noise measurements outside of our home or internally

The community consultation has been extremely poor and as you can see from the attached correspondence in many cases the questions that we did ask at the community forums could not be answered on the day and we then had to chase answers. We were then in most cases re-directed back to an EIS which NSW Transport will not provide a copy of (too expensive) therefore residents have to print out and then try to understand?

**This is NOT community consultation.**

I have been advised we are NOT entitled to compensation?  
Your EIS advises that the existing vegetation will protect me from noise and pollution during construction and on completion of the line?  
Our property has a clear view of the line and we do not have a buffer, hence we are expected to endure a construction period of 4years, (and we all know this will take longer) plus existing noise and pollution levels. Then have my family exposed to increased noise levels and toxic pollution.

Within our home our main living area and two bedrooms are facing the rail line. The front of our home is mainly glass windows.

We already experience the following:

1. Vibration of the windows and doors
2. Interrupted sleep patterns
3. Residue from dust and diesel



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4. Interrupted leisure activities due to noise
5. **High levels of anxiety and stress with this current proposal.**

As a resident with exceptionally high exposure to not only construction noise but increased train noise (over 100db) similar to that of a plane but for longer period of time and with high pitched squeals from wheels. The EIS advises I will only receive a minor increase in noise (these measures are flawed) I must insist for all residents that are expected to endure noise levels above the WHO evening periods (ref attachments)


Affected Residents must receive the following

1. Independent testing for internal noise levels prior to any approval
2. Independent external testing for noise prior to any approval
3. Structural report on our home prior to construction, after construction, Prior to completion of track and then reporting each year for min. 10 year period. With any repairs to be at the expense of Transport NSW

It appears as community members, tax payers and concerned parents that the Politicians and Public Servants are keen to get this proposal up and running and it's irrelevant what impact it will have on a community. It's about just ticking boxes and instead of protecting a community as leaders and representatives it's about protecting yourselves and supporting "other" interests. This is not about protecting the environment. The recent cuts in health and education is bad enough (we have no money?? The state is broke) and then we are presented with this flawed proposal.  
Where are your priorities?

Regards  
Clinton, Jenny, Vaughan and Celeste Elliott (and Pets)  
2 The Crescent, Beecroft NSW 2119





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## E.I.S EPPING TO THORNLEIGH THIRD TRACK PROPOSAL

### SOIL & WATER OVERVIEW:

#### 14.1 Surface & Groundwater:

Project upstream of the Byles / Zig Zag Creek catchments.

Downstream of Upper Devlin Creek catchment.

West to east discharges to Lane Cove River. East to West discharges to Berowra Creek.

Devlin's Creek is the major watercourse. Creek is 20m below ground level in rail corridor. No works propose in Devlin's Creek.

19 drainage culverts along corridor. Due to ETTT 14 culverts need to be extended.

EXTENTION OF CULVERTS MUST SURELY LEAD TO CONTAMINATION

**14.2 Council monitoring** provides results contained in annual water quality report.

#### 14.1.3 Ground Water

Main aquifer in vicinity of site is Hawkesbury Sandstone with overlying Ashfield Shale. Ashfield Shale has a high probability of salinity.

Ground water flows in a southerly direction and averages 3.3 to 9.8m below ground level. At 2 locations it is 16m below.

1 location well slight hydrogen sulphide smell detected.

10 locations heavy metals exceeded ANZECC trigger levels.

Toluene levels also exceeded. (All require further investigation)

NSW Office of Water identified 13 registered bores within a 2km radius of the site. Nearest is within the Village Green.

Ground Water in the Hawkesbury Sandstone is connected with Devlin's Creek, Byle's, Terry's, Scout and Camp Creeks.

### CONSTRUCTION

**Surface water:** Potential to expose soil & rock with erosion and sedimentation of drainage lines. Where larger cuts are required excavation works have the potential to destabilize landforms on cutting faces.

Earthworks would also require stockpiles of spoil which could result in sedimentation of nearby waterways during high winds and rain.

Many aspects of construction have the potential to cause more sedimentation. Water quality impacts are greatest where construction takes place adjacent to existing drainage or storm water drains.



Water quality outside the proposal site could also be affected by accidental spills during transportation of chemicals, hazardous substances or spoil to and from site.

CONSTRUCTION COMPOUND S4 is WITHIN A DESIGNATED CONSTRUCTION COMPOUND

#### **DRAINAGE**

Could be temporary impacts to local drainage system during construction. Stockpiles should be located away from flow paths and **NOT** adjacent to existing culverts & waterways.

Localized flooding could occur at various culverts during a storm. The contractor not Transport NSW would be responsible for contingency plan in the case of a flooding event.

NO CONSTRUCTION COMPOUND SHOULD BE IN PROXIMITY OF DRAINS

#### **GROUND WATER**

Excavation activities may intercept ground water. These include piling with dewatering reducing ground water to bore users. Compaction of earth inhibiting flow to creeks and bores. Accidental spills could impact water quality.

The two existing bores at Pennant Hills Station and The Village Green may potentially be impacted by construction.

#### **14.2.2 OPERATION**

During operation storm water runoff would be contaminated oils, greases and gross pollutants from third track.

As this impact already occurs, their assumption is 'that it is unlikely to increase'

SURELY 50% MORE TRAINS MEANS 50% MORE CONTAMINATION

#### **DRAINAGE**

ETTT has potential to reduce drainage on western side of track. The Crescent already floods at the northern end occasionally due to culvert not being maintained. No past history of Railcorp regularly maintaining culverts.

#### **GROUND WATER**

No Impact. ?

Contamination of groundwater / aquifer has potential to harm endangered High Blue Gum Forest

Dewatering could have impact on salinity levels of ground water thus effecting surrounding vegetation.

#### **14.3, 14.3.1 MITIGATION & DETAILED DESIGN**

Track drainage, flow, dewatering requirements, water testing of salinity, entitlements and licences will be subject to further detailed design.

THERE IS A LACK OF THIS INFORMATION IN THE E.I.S

#### **SOIL & EARTHWORKS 15.1**

**Soil landscapes:** three types of soil identified within proposed area may have high or extremely high erosion potential.

TABLE 15.1 Beecroft to Thornleigh. Soils present a mass movement hazard, are highly erosional,



experience water logging and impermeable subsoils.

ADDITIONAL ENGINEERING MAY OVERCOME THIS BUT AT ADDITIONAL COST. HOW ACCURATE ARE THE FIGURES QUOTED PRIOR TO THE E.I.S INFORMATION BECOMING AVAILABLE?

**Acid sulphate soils** are unlikely to be encountered. I have checked with Dept of Environment mapping of acid sulphate soils in the Sydney region.

#### **Salinity**

ETTT is not considered to have high probability for increased salinity. Further detailed design required.

Further detailed design occurs after the approval which seems inappropriate.

#### **CONTAMINATION**

Historically there has been numerous sources of contamination. Report found 3 samples exceeded Guidelines. 1. Petroleum Hydrocarbon 2. Arsenic 3. Asbestos(also in some service trenches)

#### **LAND STABILITY & GEOLOGICAL INTEGRITY 15.1.2**

Ashfield Shale underlies project area except for between Epping and just south of Beecroft Station which is the more stable Hawkesbury Sandstone.

Residual soils with Ashfield Shale may be reactive and exhibit volume change due to variation in moisture content.

#### **EARTHWORKS MANAGEMENT 15.2**

Approximately 95,000 cubic metres of spoil will be excavated. 65,000 cubic metres of spoil will be removed from site. Spoil may be stockpiled at locations determined by the Contractor. These locations must be kept a minimum of 40m away from water courses. Spoil may be used at various locations during construction subject to 'detailed design' and CEMP.

Erosion and sedimentation control devices will be installed **around** stockpiles.

Uncovered spoil would be subject to erosion from wind and rain.

#### **15.2.2 Land stability & Geological integrity.**

Widening of existing cuttings and work around bridges etc. Would require some structural support and stabilization. Broad-scale measures might include Shotcrete.

AREA BETWEEN BEECROFT & EPPING WITH HAWKESBURY SANDSTONE SHOULD ONLY HAVE NATURAL FACES ON CUTTINGS ETC SHOTCRETE UGLY

#### **CONTAMINATED LAND MANAGEMENT 15.3**

Further geological investigations would determine presence of acid sulphate soils.

All excavated soil has to be pre-tested for levels of contamination before moving off site

## **POTENTIAL IMPACTS 15.4.1**

### **CONSTRUCTION**

#### **Erosion**

Excavation and stockpiling of soils potentially exposes soils to increased risks of wind or water erosion. Solution all depends on works being managed by CEMP efficiently.

#### **Contamination**

The ETTT proposal may potentially result in contamination of soils during construction as a result of spills and leaks from equipment or from construction compound sites. Further 'detailed design'

NOT MUCH CONSIDERATION HAS BEEN GIVEN TO ANY SPILLS BY TRANSPORTING ALONG RESIDENTIAL STREETS.

#### **Land Stability**

Soil landscapes between Beecroft and Thornleigh may present mass movement hazard as well as other undesirable engineering characteristics. 'Further detailed design'

### **OPERATION**

#### **Contamination**

Operation of the proposal is unlikely to result in any significant additional contamination as the operation would not vary significantly to existing operations ( with the exception of a increase in number of trains)

THIS STATEMENT IS AMBIGUOUS. THE PROPOSAL IS FOR AN INCREASE IN TRAINS SO OF COURSE THERE WILL BE UP TO 50% MORE CONTAMINATION

#### **Geology and soils**

Disturbance to soils and landforms during operation would be minimised by adherence to Rail Corp procedures.

### **MANAGEMENT AND MITIGATION**

**DETAILED DESIGN-** further Geotech investigations, soil testing, contamination testing etc so measures can be developed.

THIS TERMINOLOGY HAS BEEN USED THROUGHOUT THE DOCUMENT WHEN INFORMATION IS PROVIDED WITH A LEANING TOWARDS A GOOD RESULT FOR THE PROPONENT AND TESTING HAS BEEN LIMITED. IT IS USED TO DEFLECT CONCERN BY DETERMINING FURTHER WORK IS REQUIRED. HOWEVER THE DETAILED DESIGN TAKES PLACE AFTER APPROVAL PROCESS.

Undertake a health and safety risk assessment prior to construction.

WHICH GUIDELINES ARE USED FOR THIS? WHO IS COVERED BY THE ASSESSMENT?

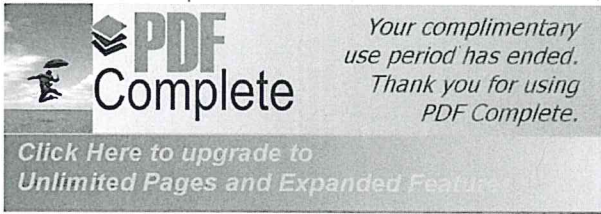
### **CONSTRUCTION**

Disturbed surfaces would be stabilized as quickly as possible.

Material transported from site would be minimised.

Erosion control measures would be inspected regularly and left in place till area stabilized





Works would be managed during rainfall to minimise topsoil disturbance.

Contaminated materials will be handled as per Work cover requirements.

All spoil tested prior to leaving site.

OBVIOUSLY ALL OF THESE ARE BEST CASE SCENARIOS.

#### **OPERATION 15.5.3**

All impacts would be managed through Rail Corp maintenance and environmental procedures.

HAVE NOT BEEN ABLE TO RELY ON RAILCORP IN THE PAST



**Response to the Environmental Impact Statement (EIS) on the Historic Cultural Heritage Assessment carried out by Artefact Heritage which was commissioned by the Northern Sydney Freight Corridor: Epping to Thornleigh Third Track Project (ETT) Section 12.**

This response to the heritage aspects of the EIS, has been written by Julianne Mary Lynch a resident in a heritage listed house at 24A The Crescent Cheltenham/Beecroft, and adjacent to the proposed freight line.

**This objection to the Epping to Thornleigh Third Track Proposal is based on the faulty and deficient information reported in the EIS, and falsely presented to give an impression of minimal or negative impact on the heritage aspects Beecroft/Cheltenham Heritage Conservation Area.(HCA)**

**Introduction**

Residents of Beecroft/Cheltenham are proud to live in a distinctively heritage area with its strong connections to the early days of rail transport. The area was developed and subdivided along the rail corridor in the mid 1860s and as a result there are many heritage listed properties adjacent to the proposed ETT Project. The heritage and associated bushland are inherent qualities that contribute to the unique character of Beecroft/Cheltenham and form part of the community perception as a "village". Loss of any of these vital elements would destroy the local esteem of the residents.

**Approach and Methodology of EIS**

*The EIS states that a study area of 50 metres on either side of the Main Northern Line (MNL) was assessed through documentary and databased research.*

This study area being restricted to such a small confine, does not allow for true assessment of a unique suburb, and leads to an easy dismissal of the negative effects mainly by omission and without further detail.



### **Relevant Legislation and Guidelines:**

*The EIS claims to have followed NSW Heritage Manual (1986).*

As Beecroft/Cheltenham is in a Heritage Conservation Area (HCA), it would seem that to be in accord with the heritage guidelines, some consultation with residents about their perceptions of the heritage value of the area and listed items should be addressed.

No such consultation appears to have been undertaken and the huge negative impacts that such a proposal would inflict on the established heritage elements have been dismissed unilaterally by the EIS.

### **Existing Conditions:**

*The EIS identified 45 local heritage listed items, but no state heritage items. Of these 45 items, the EIS selected **only 13 heritage items** that were considered to be potentially impacted, and then dismissed that impact as **minimal and acceptable**.*

*These items are limited to:*

*Heritage Bushland Beecroft to Pennant Hills*

*Beecroft Railway Station*

*Gardens 44, 46, 48 The Crescent Cheltenham*

*House and Gardens, 50, 52, 54, 56, The Crescent, Cheltenham*

*Cheltenham Recreation Club Grounds*

*Bushland at Beecroft Road between Carlingford Road and Kandy Ave*

*Stone Causeway at Devlin's Creek (Epping)*

*Bushland at Wongala Crescent Pennant Hills*

The EIS isolates a few heritage items without fully addressing the total heritage aspect or village atmosphere of the local amenities or the significance of bushland to the area, or the importance of the heritage properties that contribute to the unique character of the locality.





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Beecroft/Cheltenham early planners paid great attention to the area's natural features, and it was shaped by prominent people who were very aware of community and amenity and the aesthetics of the area. Many regulations on building styles and land sizes were enforced to maintain an overall appearance, and covenants were established to ensure that the suburb was of high quality standard.

The EIS fails to adequately address the unique heritage links in the community, and the significance of the characteristics of the area that would be permanently lost by this destructive proposal, and disregards community sentiment to this historic link. This is totally unacceptable.

*The EIS acknowledges the aesthetic significance of the bushland from Beecroft to Pennant Hills, but does not address the negative impact that the reduction of vegetation would have on the character of the area and suggests that by saving a thin line of trees, the aesthetics would not be lost. This is unacceptable.*

*The EIS acknowledges the historical architectural and aesthetic significance of Beecroft Railway station but dismisses the damage and negative impact of removing the heritage platform by suggesting that photographic archiving will ameliorate its removal. This is a disrespectful suggestion to a community that treasures its heritage.*

*The EIS has described the gardens of 44, 46 and 48 The Crescent, Cheltenham, as typical 1940/50s gardens and fences. The is totally wrong, as these properties were part of the Mt. Pleasant Estate which belonged to William Chorley, who paid for and built the original Cheltenham Station with his own funds/ The gardens and fences were established at the turn of the century. In fact, the fences are made of sandstone quarried locally. They have tuckpointing, which was a decorative feature of federation era construction style.*

*If the EIS had investigated properly as claimed, and had researched with the owners of these properties, as required in the guidelines, it might not have got its dates wrong.*

Even if the research was documentary as claimed in the EIS, photographs of these properties, taken in 1912 are illustrated in the Beecroft/Cheltenham History (Page 138).

*The EIS also dismisses the negative impact on many of these items, by suggesting that shrubbery and vegetation in the gardens would reduce any visual impact.*

Vegetation is a living thing and liable to die at any time

**It is not the responsibility of heritage property owners to provide screening from a visually unacceptable construction.**

A number of other heritage listed properties along The Crescent, were identified but not considered in the EIS, to be potentially impacted because they were slightly outside the **narrow study area**. There are also a number of heritage listed houses in Sutherland Road but not assessed either.

“Ashby” 96 The Crescent Cheltenham

24 A The Crescent, Cheltenham,

“Red East” 1 Murray Road/The Crescent

“Carmel” on the corner of Beecroft Road and The Crescent,

No consideration is given to the impact of drilling, excavation, vibration, construction trucks etc during the works, on the fragile brickwork, and mortar of these heritage items, in spite of very close proximity (20 metres beyond the study area).

No consideration is given to the increased vibration from heavily loaded freight trains, after completion of work

Antique fine glassed leadlight windows, approximately (1mm-2mm) already suffer from considerable shaking and loosening of the panes when heavily loaded freight trains pass. The thin glass also allows considerable noise and fumes to enter the houses.

It is totally unacceptable for a heritage conservation area to suffer from the vibration that is inevitable during construction,

Old heritage houses, many of which are made of fragile bricks, also have poor foundations and delicate mortar, which can easily be dislodged, thereby leading to collapse of the buildings. Already, vibration can be felt throughout these houses, from the heavily loaded freight trains.

No amount of vegetation or garden shrubbery can protect these houses from such impact.

No mention is made in the EIS about the effect of pollution on the fabric of heritage items from construction work, and later on, the additional freight movements.

The pollution from diesel and coal dust, could easily break down the fabric of the buildings with acid chemicals eating away at the fragile mortar and old bricks. Lintels on these old houses were made of ash and cement, and are extremely vulnerable to vibration with resultant cracking and crumbling.

No mention is made in the EIS on building reports before and after construction, to protect owners from this inevitable damage.



*The EIS recognises the rarity and significance of the Stone Causeway over Devlin's Creek, but does not adequately address the issue of damage to it during construction.*

**The EIS dismisses any impact on Cheltenham Recreation Club Grounds as minimal and acceptable.**

**It is totally unacceptable that a heritage item such as the Recreation Club, which will be celebrating its centenary in 2013, was not assessed for its unique community value. Cheltenham Recreation Club was gifted by the Harris (Tea) family who owned the adjoining land, and its links with the history of the area are strong and noteworthy.**

The impact of having a carpark relocated to the area opposite the club, and the impact of losing a view across greenery to cars and trains is not minor, as suggested by the EIS.

#### **Overall heritage impact on the study area**

*The EIS claims that although the proposed work and rail passes through heritage conservation areas, the site is confined almost entirely to the rail corridor and therefore would not have a significant impact on the heritage values and it therefore acceptable.*

It is totally unacceptable that the EIS conveniently leaves many heritage houses in the area well out of their study area, by confining any impact to the existing corridor and limiting the study to only 13 items. The impact would go well beyond such a limited area and would be permanent and momentous.

#### **Potential detrimental impact on heritage significance.**

*Vibration at locations in close proximity to items*

*Loss of trees would be remedied by replanting where possible*

*Impact on views would not affect heritage or aesthetics of houses, landmarks or streetscapes*

*Loss of three elements of Beecroft Station would have minor impact*

*Devlin's Creek convict built causeway to be protected during construction work*

*Construction of new station at Cheltenham and removal of street trees would have only a minor impact on properties 44-56 The Crescent*



It is totally unacceptable to allow any vibration to heritage properties.

Loss of trees could never be remedied as the trees are rare, old forest remnants and historically significant.

Impacts on views would be devastating to the heritage and aesthetics of houses and landmarks and streetscapes, as this is a Heritage Conservation Area, with a long history of respecting visual appearance.

Loss of three elements of Beecroft Station would have immeasurable impact on the overall heritage value and amenity to the community. This is totally unacceptable, especially the removal of the historic platform and the Beecroft Railway Gardens.

Protecting Devlin's Creek convict built causeway would still leave the archeological item vulnerable to damage, because of the activity associated with construction.

Construction of a standard glass and steel, high rise modern building at Cheltenham Station would be a totally out of character building in a heritage conservation area.

'Easy Access' is not necessary at Cheltenham Station as it is already easy access and is frequently used by disabled passengers because the platform is at street level already.

Removal of trees at Cheltenham Station would have a devastating impact on the overall look of the station and for heritage properties opposite, and for the community in general. The shrubs in their gardens is not sufficient to screen out the incongruous architecture of the proposed new station building.

### **Management and Mitigation measures**

Archival recording of items to be removed is totally unacceptable in a Heritage Conservation Area. The Community wants to maintain and keep original artefacts, not photos of what was.

Clearing trees in the area is totally unacceptable and *replanting where appropriate* is misleading and inexcusable. Where is an appropriate site? The last time Rail Infrastructure removed fifty trees or so from The Crescent, they were replaced at a site in Castle Howard Drive, a long way away. The replacement vegetation in The Crescent (She Oaks and Gynea lilies), is not local to the area.



***Screening vegetation retained or replanted where possible at Cheltenham station is not believable or acceptable.***

***Any discovery of relics notified to NSW Heritage Council, is not acceptable after the damage and devastation has occurred.***

### **Operation**

***No management and mitigation measure proposed during operation. WHY NOT?***

**The residents demand an accurate environmental impact assessment, not a skewed and faulty excuse to carry out a project.**

**The residents demand that all the houses, and especially the heritage listed properties, within 150 metres of the proposed construction work be assessed for building reports before and after any work is undertaken.**

**The residents adjacent to the rail line, especially The Crescent, demand secondary retrospective double glazing to counter the increased noise levels.**

**The residents demand sympathetic consideration to the impact on our unique heritage conservation area.**

# Traffic and Road Issues for Epping, Cheltenham and Beecroft associated with Epping to Thornleigh Third Freight Line

Our residential area is full of community activities and facilities, including many preschools, schools, sporting facilities, community centres, parks and recreational areas. These areas are all connected by a network of quiet, small suburban roads which are heavily utilized by pedestrians including children and the elderly.

Beecroft has recently seen a tragic loss of life when a mother was accidentally killed by a bus while crossing Hannah Street with her toddler to collect her daughter from Beecroft school. This tragedy has had a devastating effect on our community and has highlighted the need for careful consideration of the use of roads in our community.

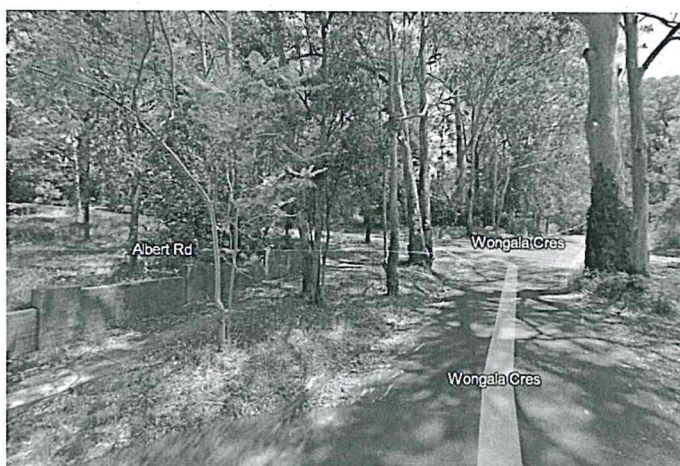
**Beecroft Village streets can not safely cope with the burden of construction and haulage required for this project without putting people in danger.**

## **Construction impact on the road network. 3.3**

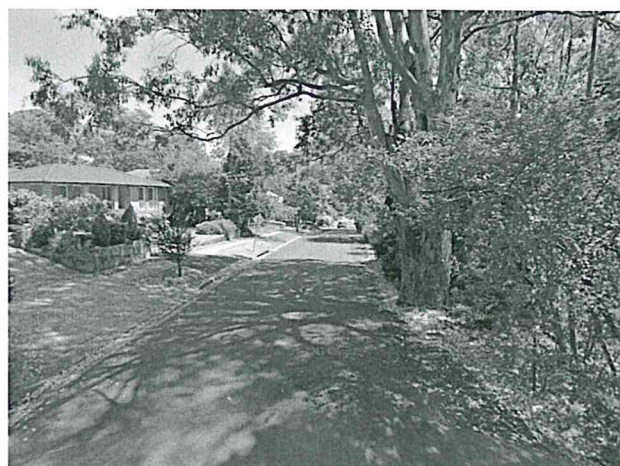
**Wongala Crescent** - the main characteristic of this road north of Chapman Avenue bridge is its tree-lined, narrow, winding, almost track-like aspect.

**Arden School located in Wongala Crescent** and is utilized by many parents whose children attend the school. Traffic issues and congestion are common problems Monday to Friday.

**A new access gate has been proposed on Wongala Cres just south of Albert Road.** This means heavy haulage trucks and construction traffic utilizing this narrow road endangering children and pedestrians and adding congestion to an already over-burdened traffic area.



**Cnr Albert and Wongala Cres.**



**Wongala Cres.**





### **Intersection Beecroft Road and The Crescent Beecroft:**

This intersection **has no traffic lights** and has already been the subject of much concern regarding traffic issues, including the safe crossing of children who attend Beecroft Primary School.

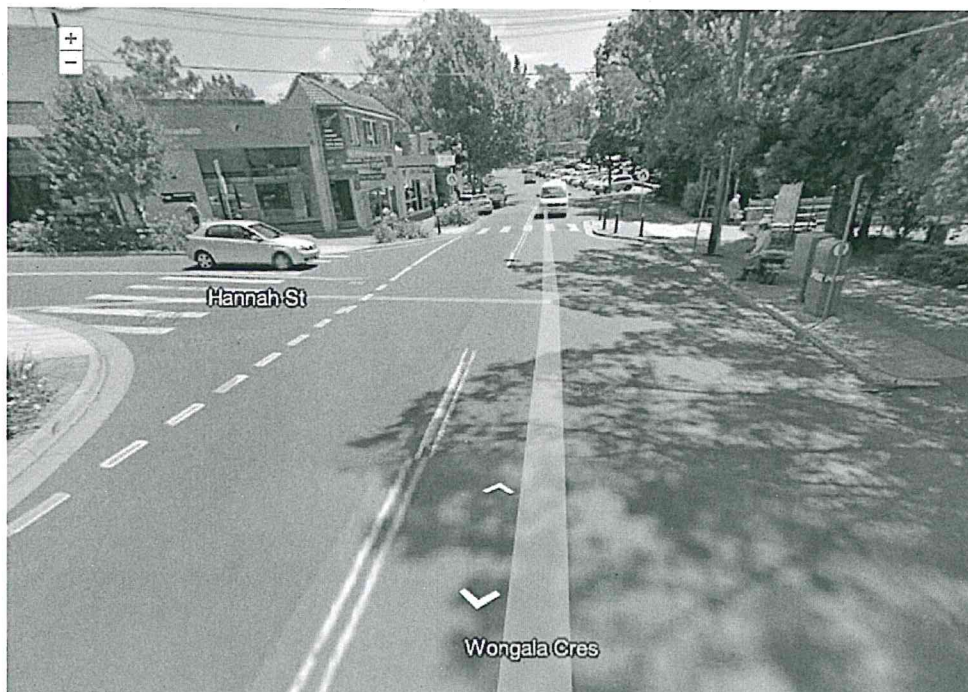
With a Compound and two access gates in close proximity and directly opposite this intersection this area will be a major hub of construction putting children and patrons attending the tennis courts, Scout hall and Beecroft school, in danger.

The proposed NWRL usage of Cheltenham Netball courts for the Cheltenham Service Facility means trucks and construction traffic will also utilize this intersection adding to the congestion and danger to road users and community.



## Loss of parking for shop owners and patrons in Wongala Crescent.

Wongala Crescent is the main access road to the Village shopping area, train station, school and safety playground area and park. A Compound is proposed in Wongala Crescent adding trucks, construction traffic and loss of parking with potential closure or loss of earnings for shop owners.



## Beecroft iconic 'Train Park' much loved children safety playground.

The playground area is a very popular meeting place for parents with young children during the day and a gathering point for parents after school. The playground is a narrow area which is **adjacent** to the proposed freight line.

This amenity will be untenable, if not lost, for the children if this proposal proceeds and is a major concern to the community.



### **Access from Old Beecroft Road onto Beecroft Road from Compound S2.**

A Compound is proposed at the end of Old Beecroft Road. The only exit is via the intersection on Beecroft Road. Right hand entry into Beecroft Road without lights is difficult and dangerous - trucks pulling out into fast flowing traffic poses serious hazards for traffic and interruption to traffic flow.



### **Construction workers parking 3.5**

The proposal anticipates 200 construction personnel during weekdays. It is anticipated in the report that they would travel by vehicle to the worksite. It is difficult to comprehend where within the narrow and rocky rail corridor they would find parking for 200 cars each day, travelling in and out of our locality.

The report goes on to state these extra vehicles are considered 'a minor increase'. Two hundred vehicles a day travelling quiet heritage streets will be a significant impact to the life of the residents, as well as the haulage trucks.

### **On-street Parking 3.8.2**

Cheltenham station has been identified as having 833 car spaces and Beecroft Station 810 spaces in the surrounding streets. What this report does not point out is that the terrain of the streets around these stations is often of very steep inclines and declines making walking to and from the station of utmost difficulty.



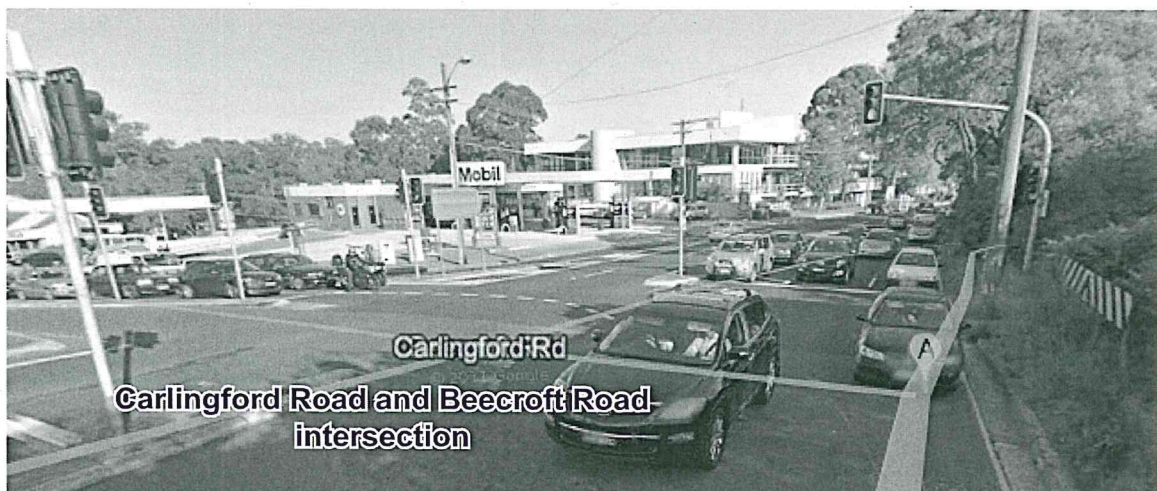
### **Disruption to M2 Motorway 3.9**

The report identifies the construction of a bridge over the M2 Motorway. This will necessitate the closure of lanes and diversion of traffic on the M2. With the M2 only just completing its program of widening, a backlash of commuter fury at these closures and disruptions can be expected from the general public.

### **Overlapping of NWRL and ETTT construction sites at Epping 3.10**

The intersection at Beecroft and Carlingford Roads has recently been identified as one of the worst intersection black spots.

This proposal supports two NWRL construction sites and site accesses which would be located in close proximity of the ETTT vehicle access routes and construction site accesses on Beecroft Road at Epping. Beecroft Road is identified as a bottleneck and the placing of these sites adjacent to each other will cause enormous disruption to traffic and commuters along Beecroft Road.



## All aboard and quiet please

Minister for Transport Gladys Berejiklian today announced a three-month trial of quiet carriages on CityRail trains, commencing Monday 13 February 2012.

Minister for Transport Gladys Berejiklian today announced a three-month trial of quiet carriages on CityRail trains, commencing Monday 13 February 2012.

Ms Berejiklian said this initiative will be trialled on trains on the Newcastle and Central Coast Line, in response to feedback from customers wanting a more peaceful journey.

"Many customers are telling us they want a noise-free environment on their train trip," Ms Berejiklian said.

"In a recent CityRail customer survey, 70 per cent of passengers said they found loud talking on trains annoying and 67 per cent found loud music disruptive."

The first and last carriages of all six and eight carriage trains and the last carriage of four carriage trains on the line will be designated 'quiet carriages', giving customers the option to choose a quieter journey between Newcastle, Gosford and the City.

"Those who wish to use the designated quiet carriages will be asked to refrain from loud talking, playing loud music and using mobile phones," Ms Berejiklian said.

Member for Gosford Chris Holstein said feedback from Newcastle and Central Coast commuters will be sought over the three-month trial to judge its success.

"The success of this trial will rely on the goodwill of those in the quiet carriages and the respect they show their fellow passengers by keeping noise to a minimum," Mr Holstein said.

"The views of passengers will be sought on the effectiveness of the trial and what works and what doesn't."

Ms Berejiklian said the popularity of quiet carriages on other rail networks including in Queensland, the UK and the US, has been based on customer courtesy and cooperation.

"Customers here in NSW have told us they want quiet carriages, so we hope they will support it. If it is a success, we will consider extending the initiative to other intercity lines."

"Passengers will be reminded of this trial through the display of station posters and announcements" Ms Berejiklian said.

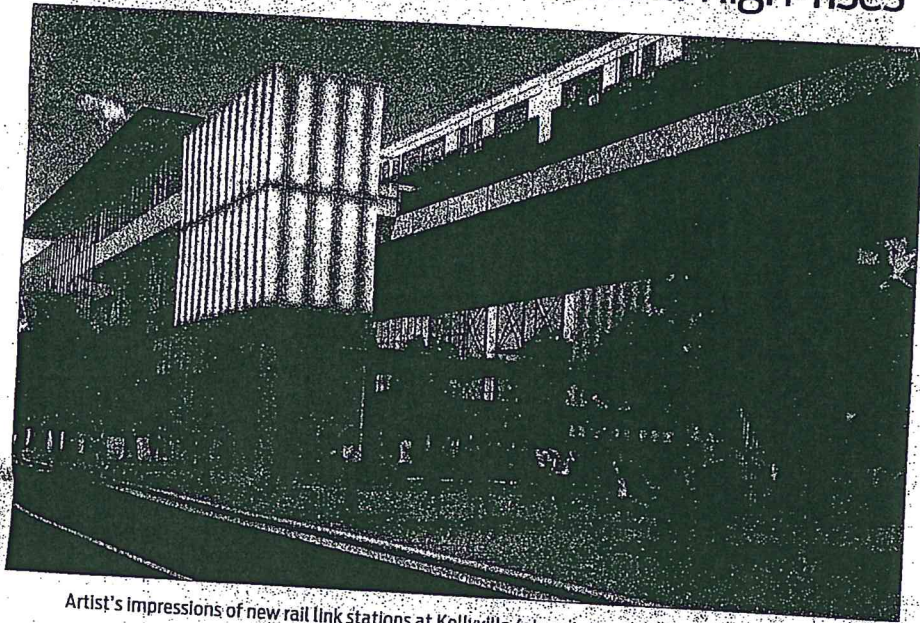
Customers will be encouraged to give feedback via on-train surveys, online at [www.131500.com.au](http://www.131500.com.au) or by calling 131500.

<http://www.transport.nsw.gov.au/media-releases/all-aboard-and-quiet-please>

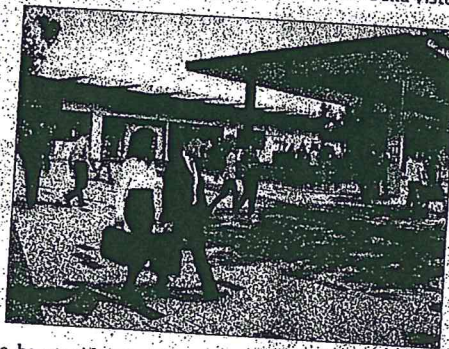
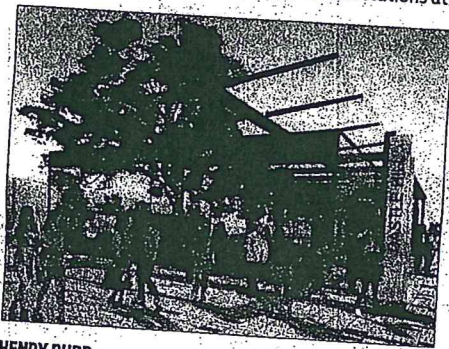


# 92 decibels on Noisy West Rail

Trains to roar past residential high-rises



Artist's Impressions of new rail link stations at Kellyville (above), Castle Hill (below left) and Bella Vista.



**HENRY BUDD**  
COMMUTER REPORTER

NEW developments overlooking the North West Rail Link will be exposed to the same level of noise as an excavator hammer when trains rocket past, a report warns.

A second environmental impact statement on the line cautions that any new multi-storey developments built 40m from the tracks between Bella Vista and Kellyville stations will be exposed to up to 92 decibels — the same as the pneumatic hammer on an excavator or a jet plane coming in to land.

A proposal for five residential towers up to 25 storeys high at 301 Samantha Riley Drive, Kellyville, including some units overlooking the rail line. These could be buffeted by 85dB from the sound of trains going past at up to 100km/h. Guidelines require noise miti-

gation measures to be considered as peak levels reach 80dB.

All above-ground sections, including the 4.2km skytrain, will be fitted with 1m-high noise barriers, with a 2m section to protect the OK Caravan Park at Rouse Hill.

Rail dampers will also be used.

Even with these measures, at least 30 dwellings will be affected by noise, including 19 homes on Farrier Way and Miller Way in Kellyville Ridge.

A Transport for NSW spokeswoman said the challenges with noise mitigation were consistent with any major rail project. "Both the North West Rail Link and developers would work to mitigate any noise impacts," she said.

The second EIS unveiled by Transport Minister Gladys Berejiklian yesterday contained the first detailed designs of eight new stations and precincts.

Among the changes from the

first EIS are 1000 more commuter car spaces and new locations for Norwest station and Castle Hill station — now renamed Showground station.

The 2600-page report also revealed trains were expected to run at on some sections. Travel from the Cudgegong Rd, the outermost station, to Wynyard, would take about 57 minutes, trains running every five minutes in peak periods.

"The key message I'm getting is just to get on and build it and now they are starting to believe it's happening," Ms Berejiklian said.

Opposition transport spokeswoman Penny Sharpe said the metro trains would mean more people had to stand for longer. "It is now a shuttle service from the Hills to Chatswood where the majority of passengers will be forced to stand for at least an hour."

The report is open for comment until December 3.



## Jenny Houlihan

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**From:** Jenny Houlihan <jennyhoulihan@tpg.com.au>  
**Sent:** Wednesday, 7 November 2012 7:46 PM  
**To:** Jenny Houlihan  
**Subject:** Fw: 3rd Track proposal - questions still unanswered.

----- Original Message -----

**From:** Jacinta Hanemann  
**To:** 'Jenny Houlihan'  
**Sent:** Monday, November 05, 2012 11:48 AM  
**Subject:** RE: 3rd Track proposal - questions still unanswered.

Dear Jenny,

Thank you for your email of 30 October 2012 regarding air quality and the Epping to Thornleigh Third Track (ETTT) Project.

The Environment Protection Authority (EPA) has reviewed the Environmental Impact Statement (EIS) for the ETTT project, and prepared a submission to the Department of Planning and Infrastructure. The EPA's review of the Air Quality Impact Assessment Technical Paper included in the EIS concluded that the paper was prepared in accordance with EPA requirements. The EPA review also found that the project is predicted to comply with relevant EPA criteria, and that impacts on air quality as a result of the project would be minimal.

If the project is approved by the Department of Planning and Infrastructure, the ETTT will require an Environment Protection Licence for construction and operation under the *Protection of the Environment Operations Act 1997*. The EPA will be responsible for issuing and monitoring the EPL for the project.

Please see below for specific responses to your first two questions:

### **1. Why are pollution guidelines different for private freight train operators compared to private truck operators on the road?**

The primary reason for the difference in regulation of air emissions from private freight train operators and vehicles operated on the road network is that on-road vehicles contribute a significant proportion of emissions within the state. This is in contrast to emissions from the rail network, which are much less, due to the smaller number of trains operating as well as the high proportion of electrified trains within the total rail fleet. While the air emissions from the Sydney railway network are significantly less than those from industrial and vehicular sources, the EPA notes that air emissions from locomotives can be visible and may have localised impacts. ~~that~~

*what about Diesel*

The primary way vehicle emissions are regulated in Australia is through the Australian Design Rules, which are set by the Commonwealth Government and contain emission standards for new vehicles. The existing vehicle registration system also means that regulation of on-road vehicles is relatively straightforward to implement. The EPA also has a number of complimentary programs to assist in improving air quality from vehicles (e.g. the smoky vehicles program).

In contrast, there are currently no air emission limits or fuel standards for locomotives at the national level and the existing operational rail licences in NSW reflect this (i.e. they do not contain limits). The EPA recognises that air emissions from locomotives are an emerging community concern; however, to date environmental regulation of the rail industry in NSW has focussed primarily on noise issues which are the dominant community concern.

### **2. What is being done to control/ regulate emissions for existing diesel locomotives?**

*WHY NOT*



??  
The EPA understands that the Rail Industry Safety and Standards Board are in the process of developing national environmental standards for locomotives including noise and air emission limits. The EPA is encouraging the development of these standards, which could be used to regulate locomotives across the NSW rail network.

TIME LINE - ?? ENCOURAGING ??

preve  
The EPA has however taken some steps to improve knowledge around air pollution from the rail network in order to inform possible regulatory reforms. For example, a Pollution Reduction Program was previously included on RailCorp's licence requiring RailCorp to investigate the impacts of their diesel passenger locomotives on air quality. The findings of this program, however, were not conclusive. The EPA also recently commissioned Environ to undertake a project investigating the potential measures to reduce emissions from new and in-service locomotives. It is intended that this report will provide some guidance as to what could practically be done to reduce emissions at a state level. The EPA is currently considering the findings of the report.

What is the current licence req ?? NOT CONCLUSIVE ?? COPY 1977  
In addition, it is noted that some of the measures being implemented to address noise concerns will also have local air quality benefits (for example, idling management programs).

The EPA in conjunction with Transport for NSW, RailCorp and the Australian Rail Track Corporation, is currently carrying out a systemic review of the regulatory framework for the NSW rail network. This review is aimed at determining the most effective overarching system for regulating the NSW network and freight carriers in order to resolve the ongoing environmental issues associated with the network, including air emissions.

The EPA is unable to provide a response to the additional eight questions in your email as these are not matters within the EPA's jurisdiction. These matters would be better referred to (and addressed by) the proponent, Department of Planning and Infrastructure or NSW Health. I would encourage you to include these points in your submission to the Department of Planning and Infrastructure regarding the ETTT EIS.

Regards, Jacinta

Jacinta Hanemann | Unit Head (Transport) | Metropolitan Infrastructure | Environment Protection Authority | ☎ ph 02 9995 6867 |  
0409 783 481 | ✉ fx 02 9995 6902 | ✉ [jacinta.hanemann@epa.nsw.gov.au](mailto:jacinta.hanemann@epa.nsw.gov.au)  
Please note I do not work WEDNESDAYS

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**From:** Jenny Houlihan [<mailto:jennyhoulihan@tpg.com.au>]  
**Sent:** Friday, 2 November 2012 8:29 PM  
**To:** Hanemann Jacinta  
**Cc:** alex Sell; gail Simpson  
**Subject:** Re: 3rd Track proposal - questions still unanswered.  
**Importance:** High

Dear Jacinta

The close date for the submission is Monday 5th November 2012.

I will be noting in my submission that after community consultation meeting ? my questions could NOT be answered and then approx 3 weeks the EPA and "projects" transport were still unable to answer my questions.

Note : I still do require an answer.. and pls DO NOT direct me to the EIS document.

Regards  
Jenny

----- Original Message -----

**From:** Jacinta Hanemann  
**To:** Jenny Houlihan  
**Sent:** Thursday, November 01, 2012 1:05 PM  
**Subject:** RE: 3rd Track proposal - questions still unanswered.

Dear Jenny,

Thank you for your email. My officers are currently working on a response to your questions as well as the EPA's submission to the proposal. We will have a response back to you as soon as possible and prior to closure of the submission date.

Kind regards Jacinta

Jacinta Hanemann | 0409 783 481 | fax 02 9995 6902 | [jacinta.hanemann@epa.nsw.gov.au](mailto:jacinta.hanemann@epa.nsw.gov.au) | ph 02 9995 6867 |  
Please note I do not work WEDNESDAYS

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**From:** Jenny Houlihan [mailto:[jennyhoulihan@tpg.com.au](mailto:jennyhoulihan@tpg.com.au)]  
**Sent:** Wednesday, 31 October 2012 8:23 PM  
**To:** Hanemann Jacinta  
**Cc:** Jennifer Houlihan  
**Subject:** Fw: 3rd Track proposal - questions still unanswered.  
**Importance:** High

Dear Jacinta

pls confirm I will have a response no later than Thursday of this week (tomorrow by 5pm) as I need to prepare my submission for 5th November 2012.

regards

jenny

----- Original Message -----

**From:** Jenny Houlihan  
**To:** [jacinta.hanemann@epa.nsw.gov.au](mailto:jacinta.hanemann@epa.nsw.gov.au)  
**Cc:** [jennyhoulihan@tpg.com.au](mailto:jennyhoulihan@tpg.com.au)  
**Sent:** Tuesday, October 30, 2012 1:42 PM  
**Subject:** 3rd Track proposal - questions still unanswered.

Dear Jacinta

*10th Oct 2012*

After attending the recent meeting regarding the 3<sup>rd</sup> Track proposal in Beecroft the following questions could not be answered by any staff present. I need to have my submission in on/by 5<sup>th</sup> November hence would appreciate the answers to the following questions before 5<sup>th</sup> November 2012.

( your contact details were given to me by Peta Gamon -one of representative on the day)

"Your questions regarding environmental policy (listed below) can be directed to Jacinta Hanemann from the Environment Protection Authority. Jacinta can be contacted on 9995 6867 or via email on [jacinta.hanemann@epa.nsw.gov.au](mailto:jacinta.hanemann@epa.nsw.gov.au)."

- Why are pollution guidelines different for private freight train operators compared to private truck operators on the road?
- What is being done to control/regulate emissions for all existing diesel locomotives.

I also would appreciate a response on the following questions :



1. What compensation would be provided to residents who will be significantly impacted on with noise (i.e. double glazing ) ?
2. Are there any health impacts to residents from the increase in noise, diesel particulates and vibration? What are they ? what will you be doing about protecting the community ?
3. What compulsory acquisition of properties is contemplated ?
4. How much would a tunnel cost ?
5. Why can't electric freight trains be used on this track ?
6. What are the traffic projections over the next few years ?
7. Pls confirm the total cost equates to 86.67 million per KM.
8. Will the heavy vehicles be using locals streets to truck in equipment etc in and out ? and what guidelines do you have in place to ensure protection for our kids and residents. The streets that are parallel to the train line are narrow, some without curb and guttering very steep within very close proximity to schools and local community facilities. Is the use of the land parallel to the train line been proposed as a "traffic " lane for heavy vehicles.

Kind Regards  
Jenny Houlihan

0448 209 039  
[jennyhoulihan@tpg.com.au](mailto:jennyhoulihan@tpg.com.au)

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This email is intended for the addressee(s) named and may contain confidential and/or privileged information.

## Jenny Houlihan

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**From:** Jenny Houlihan <jennyhoulihan@tpg.com.au>  
**Sent:** Wednesday, 7 November 2012 7:46 PM  
**To:** Jenny Houlihan  
**Subject:** Fw: Response to your enquiries regarding Epping to Thornleigh Third Track Proposal

----- Original Message -----

**From:** Peta Gamon  
**To:** Jenny Houlihan  
**Sent:** Monday, November 05, 2012 4:02 PM  
**Subject:** RE: Response to your enquiries regarding Epping to Thornleigh Third Track Proposal

Hi Jenny,

I am sorry you are unsatisfied with the responses to your questions. The reason we refer people back to the EIS is because the report has been prepared by subject matter experts and gives the best, most comprehensive response to questions raised. We are interested in making sure everyone receives accurate consistent information to assist them to understand the project and make considered submissions.

If there is a particular issue that you are struggling to find a response to in the document, I would be happy to help direct you to a page number. Or I could cut and paste the part of the document into an email for you.

I have spoken with the Department of Planning and Infrastructure on your behalf regarding acceptance of late submissions. They have advised that while they will not be extending the exhibition period for the project, they will however consider submissions received after this period in their assessment of the project. Any queries relating to the lodgement of submissions should be directed to the Department. The current planning officer managing this project at the Department is Tracy Bellamy (9228-6106/tracy.bellamy@planning.nsw.gov.au).

In relation to your questions regarding the DL flyer that was distributed to the community in the last week, I can confirm that the delivery started on Thursday 1 November and was complete on Saturday 3 November. The flyers were issued as a reminder to residents that submissions were closing. While this is not a legislative requirement of the planning approval process, we thought as a gesture of good will and in response to so many people expressing an interest in the project, a reminder would be appreciated.

The delivery was supposed to be completed on the Friday afternoon, but the walkers rang late afternoon to say they had not been able to finish and sought permission to complete on the Saturday. The distribution area was 500 metres on either side of the rail corridor between Epping and Thornleigh. It is the same distribution area we sent the previous flyers to in April and October. Our distributor spoke to the deliverer who did that section of the letterbox drop this afternoon. He confirmed that he is very familiar with the area and did deliver to all houses in the street and even the recreation club on the Saturday. I am not sure as to why you did not receive the flyer.

I can not comment as to why your enquiry to the EPA has not been responded to. Would you like me to forward your email to them?

Kind regards,

Peta Gamon

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**From:** Jenny Houlihan [mailto:jennyhoulihan@tpg.com.au]  
**Sent:** Monday, 5 November 2012 11:26 AM  
**To:** Peta Gamon  
**Cc:** alex Sell; Gail Simpson  
**Subject:** Fw: Response to your enquiries regarding Epping to Thornleigh Third Track Proposal  
**Importance:** High

Good Morning Peta



I still have not received a reply from Jacinta and working to get thru ALL of the EIS you have directed me to.  
Pls confirm extension for my submission additional 5 days needed.  
Pls also confirm address for late submissions.

Another question..

I was advised and have seen notification from NSW transport thru flyers in mail boxes advising people of the due date for the submissions ..dropped in mail boxes Sat or Sunday and the submission is due to-day ?? . Seemed abit odd that I did not receive one nor any of my neighbours (and we are the ones most affected)  
Could you pls investigate and comment on this ..

Regards  
Jenny

----- Original Message -----

**From:** Jenny Houlihan

**To:** Peta Gamon

**Cc:** Alex Sell ; gail Simpson

**Sent:** Friday, November 02, 2012 8:22 PM

**Subject:** Re: Response to your enquiries regarding Epping to Thornleigh Third Track Proposal

Dear Peta

Thank-you for getting back to me ..

1. After I had to chase up a response
2. Without answering all my questions
3. Only re-directing me to a document you advised at the meeting was too expensive to print for the community and you also found difficult to find information in. Its now expected that I would be familiar with and have an understanding of the document and in just 2 days prior to the closure date of the submission.?

Ref : Nth Syd Freight Corridor Program

...

**A list of the CORE Drivers.**

**Includes:**

**Great community engagement**

I believe you have failed in this CORE Area..and I must insist on an extension.  
I still have not received a reply from Jacinta from the EPA.

Regards  
Jenny Houlihan

----- Original Message -----

**From:** Peta Gamon

**To:** Jenny Houlihan

**Sent:** Friday, November 02, 2012 11:50 AM

**Subject:** RE: Response to your enquiries regarding Epping to Thornleigh Third Track Proposal

Hi Jenny,

I have directed you to the appropriate sections in our EIS that respond to your questions raised. Where your questions seek information outside the scope of the EIS, I encourage you to seek clarification through the submission process.

The EIS is available on the Department of Planning and Infrastructure's website at  
[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=5132](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=5132).

I have attached a submission form for your convenience and some information on how to make a submission. I hope this helps.



If you think you may have trouble meeting the submission deadline, please let me know.

Kind regards,

Peta Gamon

### **Response to questions**

1. What compensation would be provided to residents who will be significantly impacted on with noise (i.e. double glazing)?

Details on the management and mitigation measures for noise associated with the proposal is detailed in Chapter 9 of the EIS and technical paper 2.

2. Are there any health impacts to residents from the increase in noise, diesel particulates and vibration? What are they? What will you be doing about protecting the community?

The EIS has undertaken air quality and noise assessments for operational trains' inline with EPA guidelines. Per my previous email, you have the contact details for the EPA if you wish to discuss how health considerations are covered in these guidelines.

3. What compulsory acquisition of properties is contemplated?

Chapter 16 details property impacts. No privately-owned land would need to be acquired in order to construct and operate the ETTT proposal.

4. How much would a tunnel cost?

This information is not available in the EIS. As stated above, this is a question that would be best raised/responded to through the submission process. Please be specific as to the type/location of tunnel you are referring to. I assumed your question is in reference to the tunnel mentioned on page 45 of the EIS?

5. Why can't electric freight trains be used on this track?

Australia does not have electric freight trains.

6. What are the traffic projections over the next few years?

Not clear if your question seeks information on rail or road traffic projects. Road projections are covered in technical paper 4 in the EIS. Rail is covered in chapter 5 of the EIS, page 106.

7. Please confirm the total cost equates to 86.67 million per KM.

Costs are not divided equally across the project length as construction required across project varies substantially i.e. bridges, cuttings, stations, commuter car parking. I can confirm that the project cost is \$520 million.

8. Will the heavy vehicles be using locals streets to truck in equipment etc in and out? and what guidelines do you have in place to ensure protection for our kids and residents. The streets that are parallel to the train line are narrow, some without curb and guttering very steep within very close proximity to schools and local community facilities. Is the use of the land parallel to the train line been proposed as a "traffic" lane for heavy vehicles

Indicative construction routes have been identified in chapter 11 of the EIS. Detailed construction management plans would be developed by the constructor once on board. Every effort would be made to reduce impacts on local residents.

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**From:** Jenny Houlihan [mailto:jennyhoulihan@tpg.com.au]

**Sent:** Wednesday, 31 October 2012 8:18 PM

**To:** Peta Gamon

**Subject:** Fw: Response to your enquiries regarding Epping to Thornleigh Third Track Proposal

Hi Peta

pls confirm you can respond by tomorrow 5pm as I need to have my submission ready by the 5th ?

Thanks

jenny

----- Original Message -----

**From:** Jenny Houlihan

**To:** Peta Gamon

**Sent:** Tuesday, October 30, 2012 7:23 PM

**Subject:** Re: Response to your enquiries regarding Epping to Thornleigh Third Track Proposal

Hi Peta

Thank-you for your response. I have forwarded the questions (for the EPA) to Jacinta..

would you mind answering the following questions for me on/by Friday. I did send these to Jacinta also but think its more your area.

1. 1. What compensation would be provided to residents who will be significantly impacted on with noise (i.e. double glazing ) ?
2. 2. Are there any health impacts to residents from the increase in noise, diesel particulates and vibration? What are they ? what will you be doing about protecting the community ?
3. 3. What compulsory acquisition of properties is contemplated ?
4. 4. How much would a tunnel cost ?
5. 5. Why can't electric freight trains be used on this track ?
6. 6. What are the traffic projections over the next few years ?
7. 7. Pls confirm the total cost equates to 86.67 million per KM.
8. 8. Will the heavy vehicles be using locals streets to truck in equipment etc in and out ? and what guidelines do you have in place to ensure protection for our kids and residents. The streets that are parallel to the train line are narrow, some without curb and guttering very steep within very close proximity to schools and local community facilities. Is the use of the land parallel to the train line been proposed as a "traffic " lane for heavy vehicles

Thanks

Jenny

----- Original Message -----

**From:** Peta Gamon

**To:** jennyhoulihan@tpg.com.au

**Sent:** Monday, October 29, 2012 5:11 PM

**Subject:** Response to your enquiries regarding Epping to Thornleigh Third Track Proposal

Hi Jenny,



Please see below responses to your questions asked at the Beecroft community information session 20 October 2012, as promised.

- Will property condition surveys be done?

Subject to landowner agreement, property condition surveys are intended to be completed where activities such as tunnelling, blasting, piling, excavation or bulk fill or vibratory impact works including jack hammering and compaction may have an impact on surroundings structures, buildings or roads. Generally, the surveys would be completed where the aforementioned activities are undertaken within 50 metres from a building, structure or road. However, a risk assessment would be undertaken by an appropriately qualified geotechnical engineer to confirm the impacts and likely need for surveys of properties.

- What is the cost of the project?

\$520 million

Your questions regarding environmental policy (listed below) can be directed to Jacinta Hanemann from the Environment Protection Authority. Jacinta can be contacted on 9995 6867 or via email on [jacinta.hanemann@epa.nsw.gov.au](mailto:jacinta.hanemann@epa.nsw.gov.au).

- Why are pollution guidelines different for private freight train operators compared to private truck operators on the road?
- What is being done to control/regulate emissions for all existing diesel locomotives.

As discussed, submissions on the Epping to Thornleigh Third Track project are due Monday 5 November. Let me know if you have trouble meeting this deadline or if you have any other questions I can help you with.

Kind regards,

Peta Gamon

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