

Tracy Bellamy - Submission Details for Simon Tout (comments)

From: [REDACTED]
To: <tracy.bellamy@planning.nsw.gov.au>
Date: 5/11/2012 9:21 PM
Subject: Submission Details for Simon Tout (comments)
CC: <assessments@planning.nsw.gov.au>
Attachments: Simon Tout and Joy Zhang submission.pdf

☒ Department of Planning

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

[REDACTED]
[REDACTED]
Epping, NSW
2121

Content:

This submission relates to concerns regarding increased frequency of noise arising from proposed increased freight, and impact in areas outside the regions studied in the Environmental Impact Statement

IP Address: 27-32-1-13.static.tpgi.com.au - 27.32.1.13
Submission: Online Submission from Simon Tout (comments)
https://majorprojects.affinitylive.com?action=view_diary&id=43951


Submission for Job: #5132 SSI-5132, Epping to Thornleigh Third Track Project
https://majorprojects.affinitylive.com?action=view_job&id=5132

Site: #2635 Main North Railway Line
https://majorprojects.affinitylive.com?action=view_site&id=2635

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5 November 2012



Director-Infrastructure Projects,
Epping to Thornleigh Third track Project
SSI 5132

Dear Director,

Re: Comments on the Environmental Impact Statement: Northern Sydney Freight
Corridor Program – Epping to Thornleigh Third Track

We refer to the Environmental Impact Statement (EIS) dated September 2012.

Our situation

Our house is located between 80 and 100m from the Northern Line, up line from Epping Station (between Epping and Eastwood Stations). The section of track closest to our house is between the corners of Maida Road/Blaxland Road and Albura Road/Blaxland Road. This section of track is generally elevated above surrounding ground level, with the eastern side facing Blaxland Road largely open and unimpeded to the houses in this area. We have line of sight to trains going in both directions along this section of track.

Although the planned track upgrade is to take place on the north west side of Epping Station, we understand that its purpose is to allow additional freight traffic to pass along the Northern Line, and thus we will be subject to more frequent high level noise which is a consequence of the proposed additional traffic.

The EIS discusses current noise levels in the context of rail traffic between Epping and Thornleigh stations, but of course all sections of the track receive noise to some extent as a result of traffic. It is puzzling that the EIS appears to limit itself to the assessment of noise along those sections of line which will receive the new track, and does not consider track sections on either side of the proposed track work. As the noise levels generated at our closest track section were not assessed by the EIS, we are not able to determine whether the noise levels at our section of track are comparable to the measured sections or whether noise experienced is actually greater than at the measured sections.

We do not express concerns with the current level of noise generated by electric suburban trains and country link train traffic. Some of the current freight traffic, while louder than suburban and intercity traffic, is also tolerable in sound volume.

Current Noise Issues

We are currently subjected to a proportion of freight services which produce a significant and disturbing amount of noise and vibration. Typical noises which we are subjected to include piercing and extended wheel shrieking, which continue for minutes at a time due to the length and speed of the passing trains, extended loud

clanking and low roaring resulting from braking, train horn blasts, noise as trains cross track points, and heavy diesel engine acceleration as the trains accelerate from a halt or accelerate down line.

As this noise does not appear to be an inevitable outcome of freight traffic on the line, it may be the result of one or more of sub-optimal driver actions, or poorly maintained stock, poor timing of signals causing trains to slow and/or stop or overloaded trains. As there does not appear to be a curfew for freight traffic on the line, this noise can appear at any time in the very late evening or very early morning. Again we are unable to comment on the volume of the noise as this was not assessed in the EIS, but our personal experience is that the noise can reach physically painful levels outside, particularly with wheel shrieking.

Planning for Future Traffic

We consider that the present noise levels caused by some freight traffic are potentially hazardous and, accordingly, we wish to express our concerns that an increase in freight traffic will result in an increase in the number of instances of unacceptable freight train noise.

Although the EIS considered a variety of noise reduction methods, a large proportion of these were considered to be not feasible and so only concrete ballasted bridges, track lubrication around curves and building treatments were recommended for the proposed track changes.

As the new track sections are not the only regions which will carry the increased rail traffic, including the predicted increase of from 13 to 21 freight passbys at night, we respectfully request that the active application of noise reduction methods are also considered along those lengths of the Northern Line which are close to concentrations of residences and which will carry the increased freight traffic.

Yours sincerely,

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