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Tracy Bellamy - Fraudulent EIS??

From: [REDACTED]
To: <information@planning.nsw.gov.au>
Date: 10/24/2012 9:48 AM
Subject: Fraudulent EIS??
Attachments: Rail noise 2.doc

Please treat the attached letter as a personal letter to your department.

Sincere thanks
[REDACTED]

Information from ESET NOD32 Antivirus, version of virus signature database 7619
(20121023) _____

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

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



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Dear Director,

Fraudulent EIS for NSFC?

Yesterday I went to the display of the EIS for the above project at the Beecroft Community Center. As a person who, generally, supports more freight onto railways and off roads, I was appalled to find that the EIS had failed to measure the impact of the proposed line on the residents. It had also failed to proposed effective measure for noise mitigation. Saying that we have to put up with existing noise (greatly increased in the nine years we have lived here) as well as the additional noise, is NOT satisfactory. It is in fact an attempt at hoodwinking the residents of this area into accepting a *possible* public good at great cost to their ammenity.

In our case the noise of existing freight trains regularly wakes us; our staying guests do not return for a second visit; our grandson covers his ears when a freight train is passing; our conversations pause when some freight trains pass. I am not talking about 'wheel squeal'; I am talking about ROAR. These concerns were raised by us in April when earlier 'public relations' about the proposed changes were being promulgated. They have been ignored in this EIS. AND we are being told about the limited responsibility of the group that promotes the NSFC. We have to live with the TOTAL, so existing problems HAVE to be solved before they are added to.

Why do I suggest 'fraudulent'? This is because it seems that the surveys were done in areas that are not greatly impacted by the noise, and areas, like ours, which are, are conveniently left off the study. For instance I was told that the existing noise monitoring was measured within about 100m of the line. Anyone who visits the area can see that many homes within 100m of the line will have little or no problem with the noise. Why? Because they are below the line, or have an earth barrier between them and the line. However, people like us and our neighbours are more than 100m from the line, more or less level with the line, and, possibly because of some geographical contour phenomenon, seem to receive maximum impact from the noise of the freight trains. (Our home is directly behind Booth Park.)

I went to the EIS display to check that noise barriers had been planned for those parts of the line between Beecroft and Cheltenham that did not have existing earth barriers.

[REDACTED]
[REDACTED] I'm sorry, [REDACTED], and cannot support a plan which costs us ammenity and value in our homes.

I am circulating a copy of this letter. Kindly add it to the pile that requires attention, not the pile that can be ignored.

Yours sincerely,



Date received 24/10/12