SUBMISSION AGAINST THE ETTT – SSI 5132

November 4, 2012

Epping to Thornleigh Third Track- SSI 5132
Director Infrastructure Projects,
NSW Dept. Panning & Infrastructure,
GPO Box 39, Sydney NSW 2001

Objections against the Proposal

Please find attached the group submissions regarding the E.I.S for the Third Freight Track Proposal.

It is not sufficient to have a generalized reply as this would skim the many areas of concern. Considering the impact on residents and businesses individual responses to all points raised are paramount.

It is very disappointing that the E.I.S did not reply adequately to the initial 160 submissions sent in at the preliminary stage.

The residents of Cheltenham & Beecroft are passionate and committed to the protection of their suburbs. Government must take responsibility for ensuing health issues with increased stress & sleep deprivation if this project goes ahead. Residents are affected 24 hours /day unlike public facilities.

If this proposal goes ahead under the current guidelines and approval is not dependent on genuine two way consultation & more detailed design information being provided, then we will know that asking for submissions and spruiking consultation is merely a tick the box exercise. This should be mandatory as the E.I.S is skewed and deficient in many areas.

Yours sincerely,

Gail Simpson

For 'The No Third Track Action Group'

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OBJECTIONS TO ENVIRONMENTAL IMPACT STATEMENT

Epping to Thornleigh Third Track – SSI 5132

ATTACHED FLYER POSTED IN SOME BEECROFT LETTERBOXES ON WEEKEND 3RD-4TH NOVEMBER.

RESIDENTS CHECK MAIL MON-FRI AFTER AUSTRALIA POST IS DUE. SUBMISSIONS CLOSE END OF BUSINESS 5TH NOVEMEBER.

THE LACK OF AVAILABLE TIME TO MAKE SUBMISSIONS AFTER THE FLYER IS RECEIVED CONFIRMS OUR BELIEF THAT THE PROCESS CONSULTATION IS A SHAM AND THEREFOR DOES NOT MEET THE DIRECTOR GENERALS REQUIRMENTS.

NOTE: NO ONE IN OUR AREA OF THE CRESCENT ADJACENT TO THE PROJECT HAS RECEIVED ONE OF THESE FLYERS.

NSW GOVERNMENT | Transport for NSW

Epping to Thornleigh Third Track
Environmental Impact Statement Exhibition ends Monday

The Epping to Thornleigh Third Track (ETTT) proposal involves the construction of approximately six kilometres of new track between Epping and Thornleigh stations on the western side of the existing rail corridor.

The new third track will separate northbound freight from all-stops passenger train movements along the steep incline between Epping and Thornleigh. This will help provide additional capacity for northbound (interstate container) freight trains, particularly during the morning and evening peak passenger periods.

The exhibition of the project's Environmental Impact Statement (EIS) concludes this **Monday 5 November 2012**. The EIS includes a description of the project, an assessment of potential environmental impacts, and recommended measures to mitigate and manage identified environmental impacts. It also responds to feedback received from the community in April.

The EIS is on display at local councils and libraries and is available on the NSW Department of Planning and Infrastructure website at **majorprojects@planning.nsw.gov.au.**

For further information, contact the Project Infoline on 1800 684 490, email projects@transport.nsw.gov.au or visit www.transport.nsw.gov.au/projects.

For urgent enquiries or complaints regarding construction activities, please contact the 24 hour construction response line on 1800 775 465.

TRAFFIC

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 accidently 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.

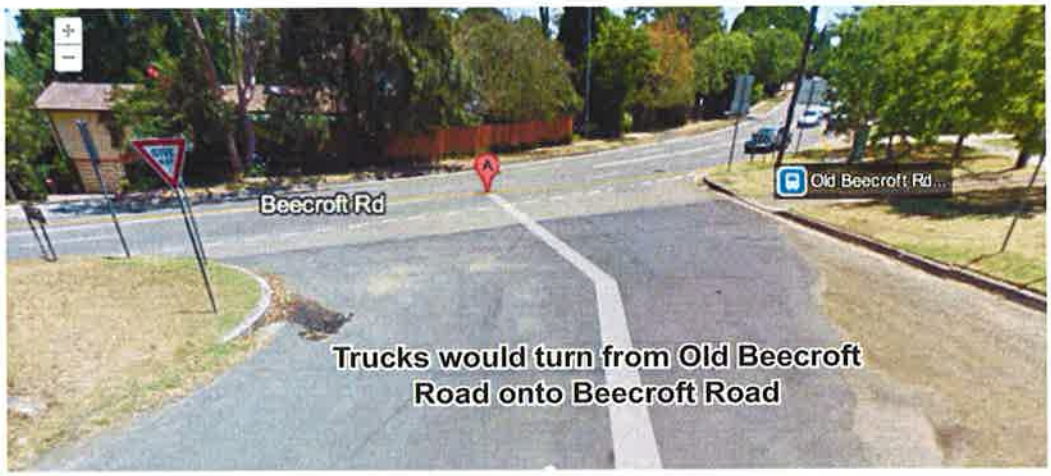
Beecroft iconic 'Train Park' much loved children safety playground.

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.

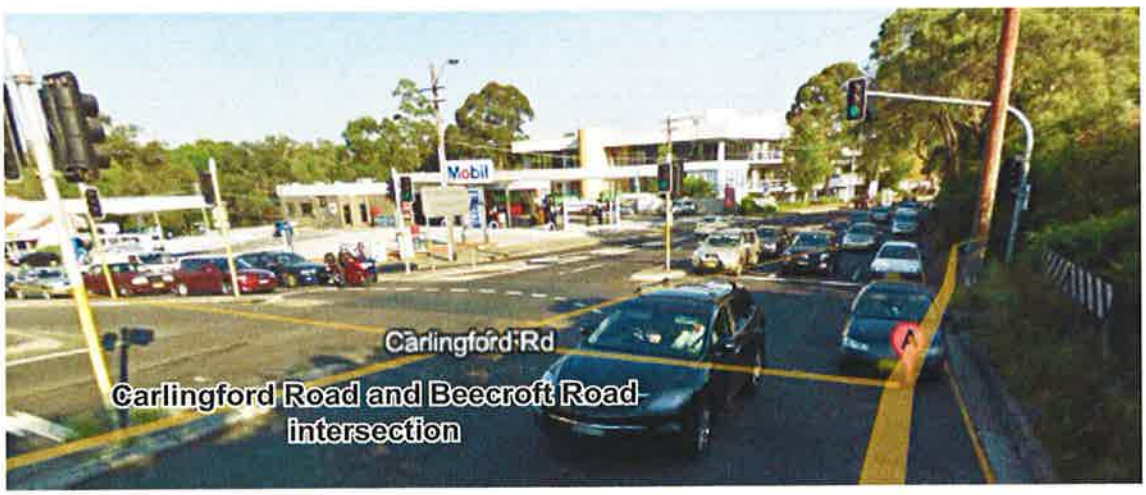
Disruption to M2 Motorway 3.9

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.



CONSTRUCTION

5.7 General construction approach
Epping, Cheltenham and Beecroft associated with Epping to Thornleigh Third Freight Line

5.7.1 This programme appears to only be indicative?

and may change once the contractor is engaged?

Hence you are indicating it could take more than 45 months (i.e. 4 years +) and you believe this is an acceptable time frame to subject a community to excessive noise, excessive traffic, real safety concerns for our kids , loss of community facilities and services, pollution and that is just the construction period.

In our experience with the re-building of the Beecroft Rail Bridge proposed to take 7-8 month took 18 months.

5.7.1 Sections of the Main North Line would need to be closed to undertake some components of the construction works? and you would be taking advantage of routine rail closedowns when buses operate?

These buses currently operate along roads that struggle to safely accommodate them already. There have been a number of situations were buses have caused safety concerns and complaints . You now propose to ADD Heavy vehicles, workers vehicles "along these narrow, steep, uncurbed roads. This does not meet the * Core Drivers to ensure traffic and pedestrian safety

(*ref the first industry briefing for the NSFC program 24.1.2012. Chris Lock Deputy General Transport projects and Scott Lyall Project manager) .

5.7.1. It is understood the following activities /works during rail closedown periods including mid week, night-time and weekend rail.

Major earthworks, relocation of existing equipment and services, installation of under track crossings, installation of drainage works at stations and that's just five of the 11 listed. Indications for heavy vehicles are 12 movements per hour . This is a significant concern if it's just that number of heavy vehicle on what are quiet suburban streets but then include commuter buses this is just not safe or acceptable.Then add the additional noise and it would well exceed acceptable levels. You then go onto to propose work be carried out for 24hrs per day between Xmas and New Year period in December 2014 for a period of five days. These times include public holidays when people would normally be at home enjoy time with their family and friends. Not all residents have the time and money to be in a position to be away (this is the most expensive time of year to take a holiday break)

5.7.2 Plant and Equipment

List of construction equipment (minor list below) that would need to be "trucked-in all using heavy vechicles again on already congested narrow suburban streets surrounded by public amenities including schools, residents and local community facilities. The safety concerns and noise just in moving this equipment on-site is a concern and that is before it's actually in use.

light include : Cranes, Piling rigs, post drilling rig, Front End loaders Flatbed truck dump truck, semi trailers, concrete truck, concrete pumpt,rock saws, excavation with hammer, air compressors, blasting equipment, vibrator roller, hi rail crane, rail grinder, skid steer crane, rail saw, thermit welding equipment ..and these are just a few on the list it would also be anticipated it's more than just one ?

Full review of traffic and parking is essential. Trucks making deliveries in the evening periods are NOT acceptable.

5.7.3 Workforce and working hours

Anticipated approx 150-200 workers required then during the close down periods up to 400 were will these workers park? the streets are already full of commuter's cars or do the commuters loose out putting cars back on the road as the ability to access public transport is removed.

Working hours.should be 7am-5pm

No work on weekends or public holidays.

If work needs to be carried out outside of these hours then effected residents are provided with equivalent standard housing in close proximity to the area.

5.3 Indicative locations of construction compounds.

S2 As highlighted in the "Traffic response "access and entry using Old Beecroft Road for heavy and slow vehicles is again dangerous and will ensure traffic chaos.

S3 Cheltenham station

Heavy vehicles moving in and out of this area that provides on street parking for commuters , users of the recreation club, plus significant amount of commuters and school kids on a daily basis. Every weekday morning there are traffic issues with pedestrians and cars. This area is already congestion and you plan to ADD up to 400 more cars per day in peak construction periods as well as heavy vehicles for a min. 4 year period.

S4 Within the rail corridor of the south of the Beecroft Scout Hall

This area houses a well used scout hall, has a blind corner, uncurbed road, residences and water culvert. Heritage homes (ref Heritage report & *) along the Crescent, access and parking to the Village Green an intersection that would be one of the busiest and most dangerous along Beecroft Road.

(*ref the first industry briefing for the NSFC program 24.1.2012. Chris Lock Deputy General Transport projects and Scott Lyall Project manager) .

This is again an unacceptable high risk proposal.

The only safe option is to use the "rail corridor '" for all heavy vehicles.

S5 Beecroft Station: ref Traffic report. Again pedestrians, school kids and cars.

Entrances and exists to compounds would be positioned to ensure that adequate levels of public* and rail safety are maintained?

Adequate is not acceptable when it comes to safety.

(*ref the first industry briefing for the NSFC program 24.1.2012. Chris Lock Deputy General Transport projects and Scott Lyall Project manager) .

5.8 Construction management

5.8.1 – Traffic

Its anticipated 150 -200 light vechicles would access the site on a typical working day . Up to 400 during rail closedowns plus 120 light vehicles associated with the project office.

Heavy vehicle estimated to be 12 movements per HOUR eight hours per day and five days per week. With the potential to be 15-20 movements per hour.

Strategy.

Given the low construction vehicles volumes expected relative to movements on the surrounding road network, minimal impacts to the road network are expect?

Please provide source and reference to your conclusion.

5.8.2 Waste

All waste to be covered during transportation.

5.8.3 Erosion and sedimentation

To be made available for public comment.

NOISE #1

EIS Review _ Noise

9.1 Noise Catchment Areas

Item 6:

Comment:

a) The area on the Western side, along Wongala Cres., is referred to as Commercial, whereas, in fact, it comprises a concentrated mix of residential properties, retail shops, medical and business offices, together with Arden primary school and a children's day care centre. Additionally, in there near future, there are approved government plans for developers to build approx. 150 high rise apartments above the shopping centre.

b) As the land and roads connected and linked to this 'Commercial' catchment area **(a)** will used during the construction of the Third Rail Freight Track it will have a huge, unacceptable and disturbing impact on the health, safety and peaceful enjoyment of all those living, working and/or accessing the many facilities in that area.

9.2.2 Summary of unattended noise monitoring results

Tables 9.3 and 9.4.

Comment:

a) The value of this data is questionably biased as it details/reports the combined noise of both passenger and freight trains. In terms of generated noise pollution passenger trains create far less dBA noise than what the passing freight/coal trains do. Therefore any acoustic data measurement in the latter regard should be undertaken separately for both passenger and freight/coal trains so as to better understand and manage those environmental noise pollution issues. Also, the produced data should indicate whether the noise is generated by those trains when either travelling up or down the gradient of the railway track.

b) Acoustic measurement should also be undertaken by professional acoustic engineers who are independent of those who work for the Third Rail Freight Track project management to ensure the broader community, who also rely on such data, that it's unbiased and accurate. For instance, acoustic measurement has previously been undertaken and recorded along the northern rail line in recent years (e.g Cowan and Point. Clair) and there were many instances where the recorded dBA freight train noise levels were above 110 dBA. Hence, by comparison, the accuracy of Table data now presented in this document seems highly questionable.

The document should also state what level of stated dBA is an acceptable limit in the relation to impacting on the health and peaceful enjoyment entitlement of nearby resident families and community facilities. Such acceptable limit levels that are regulated and enforced by the NSW State Environment Protection Authority, Police and Councils should also include and be applied to NSW State Rail Transport. [Ref: **9.3.2 Construction Vibrations 2(a) and (b)** as below]

9.3 Potential Impacts

Construction noise management levels

Comment:

a) These stated construction noise levels are only estimates and therefore could be much worse, especially when they will add to the current, unacceptable, instances and levels of the freight/coal train noise then passing-by during the period of construction.

b) There is no mention or estimated of the air and dust pollution that will be created when the construction work is undertaken.

9.3.2 Construction Vibrations

Operational noise souces and modelling senarios

(1) 'Prior to opening (year 2016)' : 'A marginal decrease in the day time equivalent continuous noise levels is predicted as a result of replacement of older passenger trains and use of new quieter ones'

Comments:

a) As the prime cause of unacceptable noise is generated by the freight diesel train engines and wagons then why is there no mention of them having to be replaced as well, not just the quieter, electric powered, passenger trains. Especially when considering the fact that the majority of current diesel train engines are between twenty and forty years old and, therefore, are of obsolete technology compared to similar diesel engines that are now available.

(2) 'After opening (Year 2016)' and 'Ten years after opening (2016)'

Comments:

a) Stated predictions of estimated noise levels, (whether they will be acceptable or not, under the acoustic standards of the World Health Organization) should be professionally and independently assessed. This, amongst other concerns, is because the rail freight and passenger train traffic will more than double to today's stated numbers and, therefore, the

9.4 Management and mitigation measuress

Comments:

a) No mention is made in regards to the impact on the Beecroft shopping village area car parking area and traffic access, nor the air pollution generated by the diesel train engine fumes, dust from their brakes and uncovered coal loaded wagons. .

9.17 Additional mitigation measures for construction noise

a) In addition to the other facilities (i.e. schools etc) mentioned the Uniting Church retirement home at Copeland Rd., East, and the Beecroft Tennis and Cheltenham Recreational clubs should also be included.

9.4.3 Operation

Comments:

a) The NSW Government's EPA regulations required to responsibly manage and monitor noise and other environmental pollution related to this project (e.g. train dust, diesel engine exhaust fumes and ground vibration) should be in passed into law before the Third Rail Freight project is commenced. This is to ensure that the latter mentioned pollution generated by the predicted increase numbers of freight and coal trains travelling along the Sydney northern rail corridor will have no greater noise and pollution impacts on the community and environment than occurred when only one diesel train engine was used to pull the freight wagons, not as currently where three to four diesel engines are engaged for each train and it's wagons. [Ref. **9.13 (b)** above].

If the aforementioned EPA regulations are not in place before the project commences then all the current diesel engine freight trains should be replaced with electric powered train engines, which are much quieter in operation compared to diesel train engines - as evidenced by the current, quieter, electric powered passenger trains.

b) Continuous noise monitoring during the construction period and for at least three months after its completion to ensure and validate that the stated EIS predicted, acceptable, EPA noise impact levels are not exceeded. .

c) If it is proven that property owners and/or residents in the community area surrounding the rail construction site are negatively impacted by related noise, vibration or air pollution during, or after, its completion then the EIS should include a statement regarding payment of financial compensation by the NSW State Government to those owners and/or residents for any such impacts on their personal health and/or their property and assets values.

NOISE #2

Northern Sydney Freight Corridor

Epping to Thornleigh Third Track.

Part 2. Noise from Rail infrastructure.

3. Assessment of noise and vibration impacts

3.4 Train Pass by Noise measurements.

21st September 2011 at **ONLY** four representative locations in the study area for only a four hour period covering both passenger and freight trains (day light period)

This is NOT an adequate representation /sample of assessing noise measurements.

3.4.2

Minor wheel flats were observed on several passenger and freight trains. Only minor wheel squeal and flanging events were observed.

1. This is straight section of the track
2. Measured for only a four hour period
3. Measured during day light period
4. Only 2 freight trains in the study at this location?
5. Average LAE 89 dBA, Average LAmax 84 dBA, Maximum LAmax dBA 85.
6. Comments that freight train speeds were found to be highly variable even at the same location but the analysis is based on only 2 freight trains in that location?

3.4.5.

Freight Pass by Noise

18 hours (the period could not be found in the report ie.day, evening, night) 14 The Crescent Beecroft (straight part of the track with heavy vegetation)

It is noted that the technique used does not guarantee that every freight train event will be captured (either in full or part)

12 trains (they think) with the following results;

Average Loco LAE (dBA)2 : 94

Average Wagon "" : 94

Average Loco LAmax (dBA) : 86

Average Wagon LAmax(dBA) : 88

Max Loco LAmax (dBA) : 89

4.8 Noise Model Validation

Table 18

L2 : pls explain how a measured daytime noise level can be reported as : 57? and a night time of 57 and a 24 hour as 75?

It appears a 24 hour period was not measured? plus the sample was very small and highly likely inaccurate as not all events could be guaranteed to be captured.

4.10. Discussion of predicted noise levels for residential receivers.

1.2.3

The existing noise levels already exceed the noise trigger levels at some receivers in all residential catchment areas. The controlling criteria are the night time LAeq noise levels and the Lamax noise levels.

What commitment has the NSW government made to implement a comprehensive approach to managing the environmental impacts of noise and vibration from the NSW rail system as a whole? ?

This report highlights that a commitment from freight operators, track owners, regulators and the community is needed. Where is the time line for this to happen? and where are the funds for this project?

There is an existing noise problem which has been going on for years and we now have a commitment that the noise will only increase and that's with a much floored EIS prediction.

4.10.6 Subjective noise impacts

The project is anticipated to results in the average number of night time freight passbys increasing from 13 events/night to 21 events per night.

According to the WHO a guideline is a noise level below which no adverse environmental; impact occurs. However the DPO-DECC guidelines of 85dB for peak noise at night for existing buildings and 80dB for new buildings is set so high that sleep disturbance is almost certain in the exposed population of residents in the third track corridor. A level of 85 decibels at a house facade corresponds to about 70 decibels at the head of a sleeper if the person is in a room near an open window. (Ref Dr. John Louis Goldberg university of Sydney)

With the proposed increase / events in freight movements

Professor Barbara Griefahan of the University of Dortmund, Germany showed that this disturbance is caused not only by level of noise itself but also the number of repetitions. These would be caused by multiple movements of freight trains. For examples, to avoid awakening reactions for 5 peak noise events the noise level of each event should not exceed 55 dB at the sleepers head. For 10 peaks the level of each event should not exceed 47 dB.

It should also be noted requirements for a recent mining company the DECCW residential amenity Criteria guidelines for assessing noise from industrial facilities in its industrial noise policy (ind (EPA 2000). The INP has two components: the assessment of intrusive noise impacts and the assessment of noise amenity

The Leq noise term is described as the average noise levels over the specified time period day, evening and night.

DECCW Residential Amenity Criteria

Suburban	Acceptable	maximum
Day	55	60
Evening	45	50
Night	40	45

It seems very obvious that the guidelines you are using and what is acceptable are well above what is acceptable for residents and sensitive land users effected by the third track proposal, according to the WHO and also criteria's set for other "industrial business developments.

To-date we have had NO internal testing in homes along the Third Track and its effected residents.

The health and well- being affects on not only adults but young children, young mothers (who are already sleep deprived) older children and study let alone pets must be considered before any approval process takes place.

4.12 Noise impacts of trains stopping at signals

4.12.1 Braking and bunching noise.

Maybe up to 100dBA at 15m in some instances plus its unpredictable and the likelihood increases in the vicinity of track leading up to signals where trains come to a stop. This may include distances up to 1km leading up to signals.

Similar situation bunching noise. Like brake squeal the likelihood of wagon bunching/stretching increases on the approach to signals and changing in grade.

There are a number of signals along the rail corridor along with significant changes in grade.

The EIS only indicated that any relocation in signals will be confirmed during the detailed design phase? and the changing in grade? This highlights again the madness in adding another track.

5. Airborne Noise Mitigation.

The noise modelling results (which we believe are flawed and well below actual) identify several locations throughout the ETTT project area where the IGANRIP triggers levels (which are set too high ref WHO) are exceeding at sensitive receivers. The majority of the residents are located on The Crescent (one property had outside noise testing done for 4 hrs and another for 18 hrs no internal testing completed) but also include residential receivers in close vicinity to the tracks.

The predicted change in noise levels will extend beyond the project area considered in this assessment??

So why they were not included? Have residents been advise? Where are the maps?

All residents along the ETTT corridor must be specifically listed in the EIS with external and internal noise measures completed.

Table 26...Summary of operational noise control options considered.

17 listed.

Use quieter locomotives: not feasible or reasonable to undertake this measure for the ETTT project area in isolation

Again no commitment to regulate and control train operators for the benefit of the wider community however residents effected by ETTT have to bear the brunt of what is false information advising this track will bring benefits to the wider community .

Who are the Government really looking after?

It appears that the EIS has only recommended one of the 17 listed. ? (Rail lubricators)

It appears there will be NO operation noise control implemented?

The EIS also mentions seeking feedback from directly affected receivers on the final mitigation measures proposed in the review. ONE, rail lubricators which we believe have been tested previously without a high level of success

This is an exceptionally poor effort in "protecting "an established community with a high Heritage significance to Sydney

DESIGN & VISUAL AMENITY

Chapter 10, E.I.S EPPING TO THORNLEIGH THIRD FREIGHT TRACK

Design & Visual Amenity. 10.3

Viewing locations 4 & 5:

They do not denote the visual impact for individual properties but give a general overview of properties in that area only. Depending on location of viewing area, track can be partly obscured when located below ground level. Many properties are level with the track at the northern end of The Crescent.

E.I.S Photo 3.7 And Photo 3.8 Page 43 (Parsons Brinkerhoff Traffic & Transport Assessment) falsely shows only gate E12 entry to S4 construction site, ignoring the exposed E13 area.

See attached photos of E13 area.

10.3.4

Skims the resulting impact on residences along The Crescent as "views would still be available " Over estimates the screening benefits of shrubs and some trees. See current photographs attached from property 2 and 4A The Crescent, Beecroft.

Denoted by E.I.S as HIGH IMPORTANCE during construction and moderate during operation

Underestimates the impact of the new station at Cheltenham which in no way fits with a heritage area. Indicates lack of thought and design resulting in a structure which is quite inappropriate for the area.

Denote by E.I.S as minor importance

How this can be the conclusion when views will be direct and unscreened cannot be fathomed.

Viewing location 6 & 7

E.I.S denotes a massive impact on the Village Green due to large amounts of vegetation being removed. This would occur both during construction and operation.

Denoted by E.I.S as HIGH IMPORTANCE during construction and moderate during operation

E.I.S describes activities around Beecroft Station and Wongala Crescent as consistent with the existing landscape and that some screening would occur at the southern but views to the north would be readily available due to removal of vegetation.

HOW CAN THIS ALONG WITH A CONSTRUCTION ZONE BE CONSISTENT WITH THE EXISTING LANDSCAPE. THIS AREA WILL BE CHANGED FOREVER WITH REMOVAL OF TREES FROM THE BLUE GUM HIGH FOREST

Denoted by E.I.S as moderate importance during construction and minor during operation.

This is a false assumption.

The E.I.S continues to use the term ' further detailed design' which avoids The Proponent having to give definitive answers to problems before approval.

The Impact summary in the E.I.S for Visual Impacts clearly states there will be a permanent change with loss of screening and rail infrastructure being so much close to schools, residences, day care centres and businesses.

Detailed Design 10.4

Replanting in the rail corridor may not be possible due to ?safety issues. A landscape plan to be developed with Hornsby council. Rehabilitation replanting.

Only residents in close proximity of Cheltenham station will be engaged directly in the detailed design phase.

Light spillage to be avoided.

Hoardings to be removed ASAP.

Worksite compounds to be screened with shade cloth

New embankments landscaped to complement existing visual character.

Any new planting requires years of growth to replace any removed, It also entails provision of water and regular attention. From past record Railcorp does not adequately address these issues. What will change?

Why won't residents at the northern end of The Crescent also be involved with detailed design. They look directly at the track. See attached photos.

Unless hoardings, security fencing , shade cloth coverings are of a high standard and maintained they are in fact an EYESORE THEMSELVES. Looking at the state of current rail track surroundings and the substation at Cheltenham which still had graffiti on it when last I passed it, offers no assurances that anything different will occur in the future.

The E.I.S states that embankments will be in sympathy with existing character.

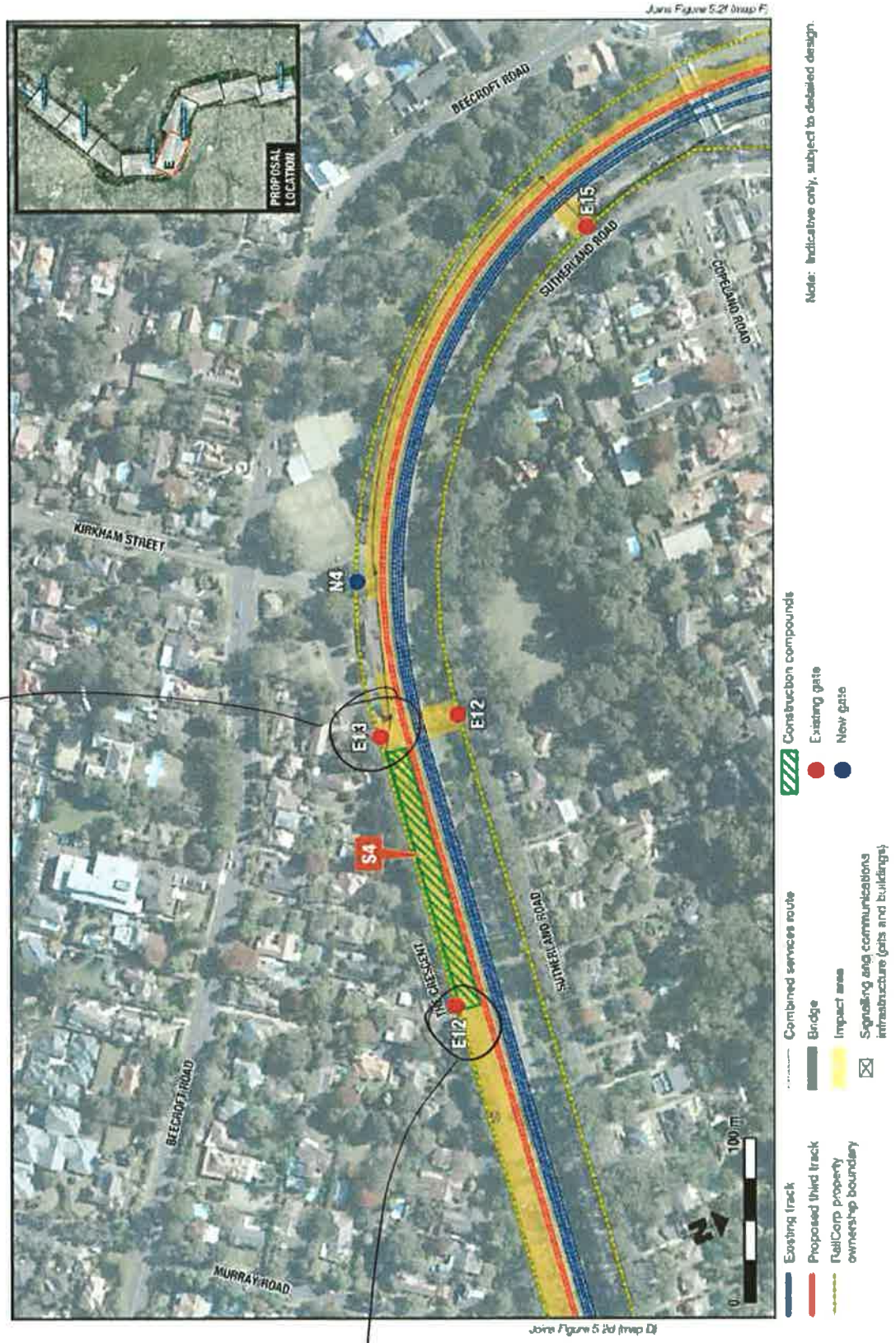
THIS WOULD APPEAR TO BE ONLY THING BEING CONSIDERED IN KEEPING WITH EXISTING CHARACTER OF THE AREA.


View from No2 The Crescent @ gate E13
02/11/2012

View from No 4A The Crescent

02/11/2012

Figure 7e The proposal (Cheltenham to Beecroft)



No photos in E.I.S. here!

Page 43
Photos taken here only.

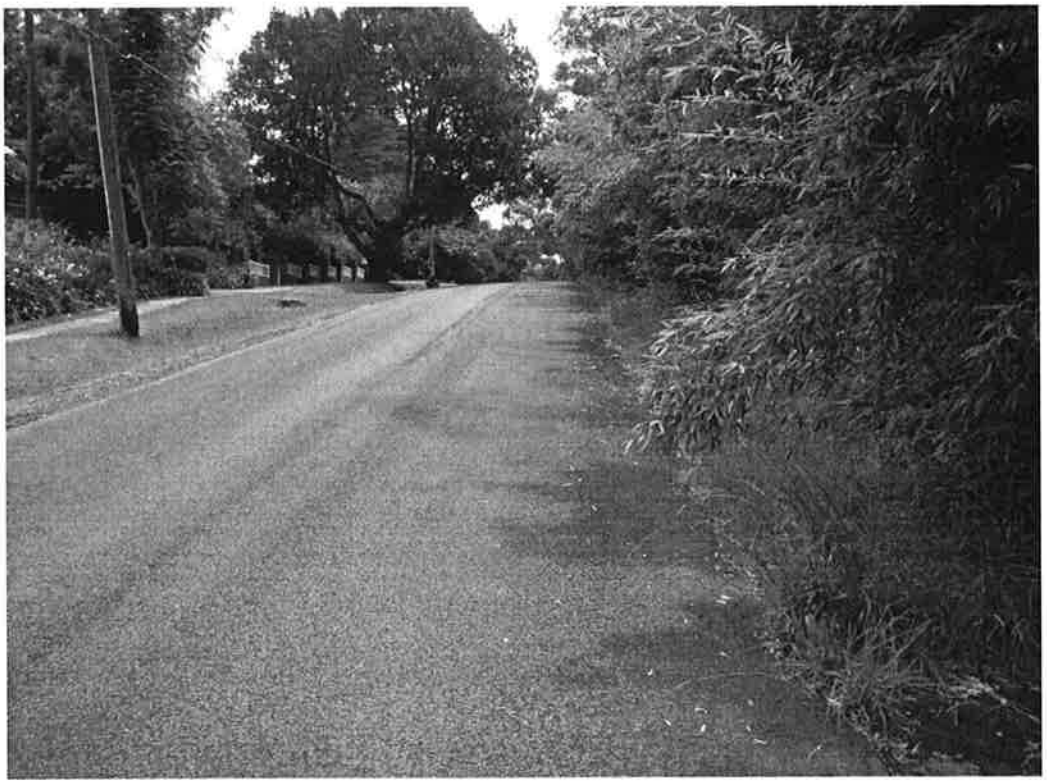


Photo 3.7 **Construction compound S4 to the right of the photo - The Crescent looking west from construction site access**

E12

Photo 3.8 **Construction compound S4 to the left of the photo - The Crescent looking east from construction site access**

E12

HERITAGE

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 Julienne 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.

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 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 Gymea 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.

SOIL & WATER

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 AMBIGUOS. 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 GUIDLINES 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

CORRESPONDENCE
QUESTIONS NOT ANSWERED

Jenny Houlihan

From: "Peta Gamon" <Peta.Gamon@projects.transport.nsw.gov.au>
To: "Jenny Houlihan" <jennyhoulihan@tpg.com.au>
Sent: Friday, 2 November 2012 11:50 AM
Attach: Submission-Form_NSFC_ETTT_Oct-2012.pdf; Poster_ETTT_FINAL_Submission_A1_FILM.PDF
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.

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. — ref back to EIS not addressed really.

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. - AS ABOVE

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? NO ANSWER,

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

Australia does not have electric freight trains. - FURTHER QUESTION WHY NOT??

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. AGAIN ref back to EIS.

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.

FULL QUESTION NOT ANSWERED..

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. 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

Jenny Houlihan

From: "Jacinta Hanemann" <Jacinta.Hanemann@epa.nsw.gov.au>
To: "Jenny Houlihan" <jennyhoulihan@tpg.com.au>
Sent: Thursday, 1 November 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 | 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
Please note I do not work WEDNESDAYS

From: Jenny Houlihan [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
Cc: jennyhoulihan@tpg.com.au
Sent: Tuesday, October 30, 2012 1:42 PM
Subject: 3rd Track proposal - questions still unanswered.

Dear Jacinta

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

- 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

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