

Mr. Benjamin Reid  
Senior Planning Officer, Planning and Assessment  
Department of Planning, Industry & Environment  
GPO Box 39  
SYDNEY NSW 2001

Dear Mr. Reid,

**Cabramatta Loop Project (SSI-9186)  
Notice of Exhibition**

Thank you for inviting Transport for NSW (TfNSW) to comment on the subject State Significant Infrastructure (SSI) application.

The Proposal seeks approval for the construction and operation of a passing loop on the Southern Sydney Freight Line (SSFL) to enable freight trains, up to 1,300 metres long and travelling in either direction, to pass each other. This would involve provision of a new track, existing track realignment, bridgeworks and roadworks.

The relevant documentation within the exhibited Environmental Impact Statement (EIS) has been reviewed and comments with respect to the Technical Report 2 – Noise and Vibration Impact Assessment (TR2) prepared by GHD (Aug 2019) are provided below.

- The TR2 should be updated to assess brake noise impacts.
- The TR2 should be updated to clarify which properties require noise mitigation. The report should also justify why other floors in that building are not proposed to be treated given the requirements outlined in Technical Note 6 of EPA's *Rail Infrastructure Noise Guideline*.
- Locomotive standing points should be located on a loop, or near a signal away from residences to minimise the noise impacts of idling freight trains.
- The suitability of the use of formulas from a 2018 paper by Basner and McGuire that calculates the percentage of highly sleep disturbed residences based on night-time noise levels should be reviewed, given that significant sleep disturbance is predicted in the project's study area (around 150 properties in 2023, increases to almost 200 in 2033).

These comments have been expanded upon and are provided in **TAB A**.

If you require any further information or wish to discuss, please do not hesitate to contact Ken Ho, Transport Planner, via email at [ken.ho@transport.nsw.gov.au](mailto:ken.ho@transport.nsw.gov.au).

Yours sincerely



27/9/2019

Mark Ozinga  
**Principal Manager, Land Use Planning & Development  
Customer Strategy & Technology**

Objective reference: CD19/06931

## **TAB A – Detailed Comments on SSI-9186**

### **1. General**

#### Comment

The TR2 lacks an assessment of noise impacts from braking freight trains associated with the proposed Cabramatta Loop.

#### Recommendation

The TR2 should be updated to assess brake noise impacts and any further additional mitigation measures.

### **2. Appendix K: Predicted operational noise results (LAeq, Night)**

#### Comment

Based on the proposed slew of the ARTC track and new passing loop, the night-time noise levels at 1 Manning Street Warwick Farm (receiver R1773) appear to exceed the noise triggers in the *Rail Infrastructure Noise Guideline* (State of NSW and Environment Protection Authority, 2013). It is noted that there is no existing noise wall adjacent to this property, and no noise wall is proposed as part of the project.

#### Recommendation

It is recommended that ARTC confirms which properties qualify for noise mitigation.

### **3. Section 5.3, Table 5-7, and Appendix A of TR2**

#### Comment

This section states that one property is eligible for noise mitigation, the second floor of 106 Broomfield Street, Cabramatta - Receiver ID R2289. Appendix A of the TR2 however states that Receiver ID R2289 is 108 Broomfield Street Cabramatta.

#### Recommendation

It is recommended the noise report is updated to clarify which properties require noise mitigation, noting there are two units on the 2<sup>nd</sup> floor of 108 Broomfield Street Cabramatta. The report should also justify why other floors in that building are not treated given technical note 6 of EPA's *Rail Infrastructure Noise Guideline*.

### **4. Section 5.4.2 of TR2**

#### Comment

It is noted that Section 2.1 of the Australian Rail Track Corporation's *Noise Prediction and Mitigation Guideline* recommends locating locomotive standing points on a loop or near a signal away from residences.

#### Recommendation

It is recommended that ARTC locate locomotive standing points on a loop, or near a signal away from residences, to minimise the noise impacts of idling freight trains.

## **5. Section 5.4.2 of TR2**

### Comment

This section refers to formulas from a 2018 paper by Basner and McGuire that calculates the percentage of highly sleep disturbed based on night-time noise levels. The formulas in this section appear to incorrectly apply the LAeq(9hour) noise metric instead of the LAeq(8hour) metric which is in the Basner and McGuire paper.

### Recommendation

It is recommended that ARTC review the suitability of these formulas, given they indicate significant sleep disturbance in the project's study area (around 150 properties in 2023, increasing to almost 200 in 2033).