INGHAM
PLANNING
Pty Limited

Our Ref: 15131

26 June 2015

John and Jennifer French
Glenfield Farm
88 Leacocks Lane
Casula

By email

Dear John and Jennifer

Re: State Significant Development (SSD 6766) - SIMTA Intermodal Stage 1 at Moorebank

I refer to your request to review the documentation in relation to the above and its potential impacts on your property, Glenfield Farm, an item of State and Local Heritage significance. We have undertaken a review and the main areas of concern are:

1. **Noise impacts**

Table 1-3 indicates sensitive receivers however the nearest noted receiver is All Saints School (S1) which is 260m away from the interchange location. The subject heritage property is much closer and directly adjoins the interchange location. The site is included as part of the NCA3 monitoring but this relates to whole of Casula and it is noted that it is 220m away from the proposed interchange at its closest point. This is not accurate as the subject site is much closer than All Saints. The EIS notes:

The curtilage of the item extends down to the western boundary of the Main Southern Railway Line, and is located approximately 50 m from the south-western extent of the proposed Rail link.

It is not noted where the noise monitoring within the NCA3 area was undertaken.

On Page 16 of the Report it is noted that it is not proposed to use the southern connection to the SSFL for the Stage 1 proposal. This provides the opportunity to reconsider the

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southern connection, which is the more problematic in relation to noise due to its sharp curve. This is acknowledged in the Report which states: "*'Squealing' and 'flanging' noises from wagons negotiating tight curves can significantly increase both LAeq and LAmax noise levels at sensitive receivers."*

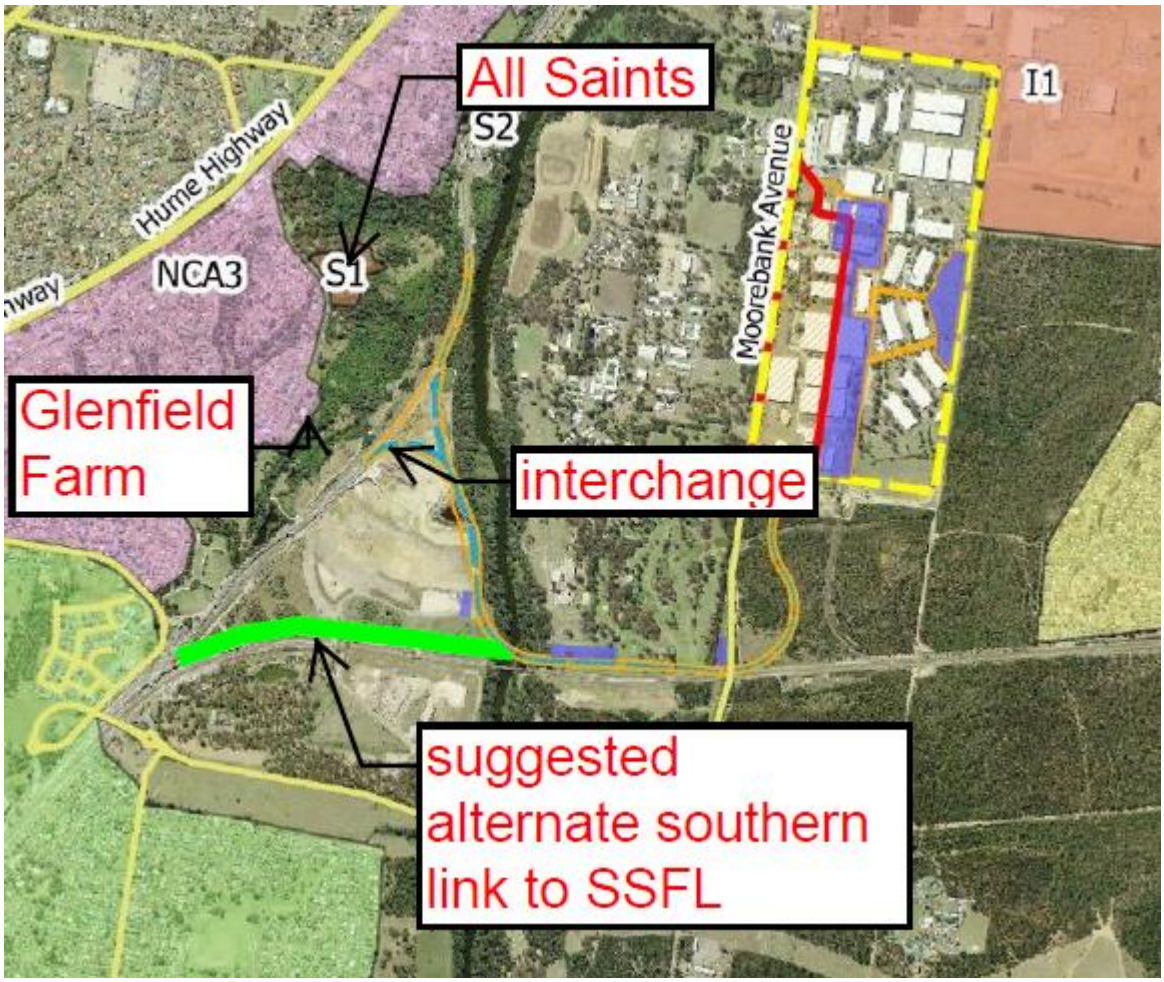

Figure 1 – extract of Table 1-3 from Noise Assessment

There appears to be scope to provide the southern access in a manner that will have far less impact than is currently proposed. In this regard as indicated on **Figure 1**, the access could simply follow the alignment of the existing East Hills Line and join into the northern link. This would remove the sharp curve which will significantly exacerbate already unreasonable noise impacts. It would also have other environmental benefits.

The whole methodology of the noise assessment is questioned given the following statement from the Report:

"The NORDIC rail prediction method is designed to predict the LAmax noise levels from train

movements. In practice however, under Australian conditions, Wilkinson Murray's experience is that the NORDIC algorithm typically predicts the 50th percentile LAmax levels, rather than the 95th percentile levels which are typically used for assessment purposes. Therefore, a correction of +3dBA is applied to the predicted LAmax levels to better represent the expected 95th percentile levels. The correction has been developed from analysis of measurement data in the Rail Noise Databases."

Based on the above the assessment is not based on an appropriate standard and is based on the opinion of one (the proponent's) consultant. As with the Concept Plan, an independent noise assessment needs to be undertaken to ensure the methodology and accuracy of the proponent's assessment.

Table 3-3 relates to intrusive noise from the intermodal site and indicates a predicted noise level of 38dBA in NCA3 in adverse weather conditions. This is only 1 dBA less than the stated criteria of 39. Given that the subject site is the closest receiver within NCA3, it is likely that the relevant criteria will be exceeded. This is not an acceptable outcome.

Table 3-4 relates to sleep disturbance from the intermodal site and indicates a predicted noise level of 48dBA in NCA3. Again this is only 1 dBA less than the stated criteria of 49. Given that the subject site is the closest receiver within NCA3, it is likely that the relevant criteria will be exceeded. Further it is not clear whether this assessment allows for adverse weather conditions. This is not an acceptable outcome.

Part 3.5 deals with the impacts from the rail interchange. Table 3-7 relates to the northern connection and indicates that the noise levels for NCA3 will exceed the relevant criteria both where rail curve 'squeal' has been factored in and also where it has not. In the worse case the breach is significant – 11dBA. This is likely to be even higher on the subject site. It is noted that noise levels in 3 of the 4 residential areas monitored will exceed the recommended criteria. The only justification for the proposal offered is that the noise levels are already significant and therefore the increase will not be noticeable. However no evidence is provided to compare the existing and proposed scenarios and the criteria set for each location is reflective of the existing noise environment and so this is already factored into the assessment. The exceedances are hugely significant and will result in a very poor quality of life for the affected residents, particular my clients who reside closest to the rail interchange.

The impacts of the southern connection are even worse than those above and in the case of NCA3, the LAmax noise level is also exceeded.

It is also noted that the predicted noise level already factor in alleged 'best practice' by nominating specific equipment such as a particular standard of locomotive. The ability of the proponent to consistently provide 'best practice' is questioned. A more practical

consideration of the impacts would mean that the already excessive noise levels would be even greater.

No 'mitigation measures' are provided in order to address the exceedances with the exception of 'friction modifying agents' which could reduce rail curve squeal. The efficacy of this is not nominated and it is left to monitoring to see 'if it works'. There is no contingency plan in the circumstance where it is not effective. It also does not address the fact that there is exceedance of the criteria even without the rail squeal factored in.

In regard to cumulative impact the Noise Report states:

The cumulative noise impact assessment conducted as part of the Concept Plan indicated that the two intermodal facilities could operate concurrently, catering for the total throughput of 1,000,000 TEU, in compliance with relevant NSW Government noise guidelines and policies.

If this is the case then this demonstrated that the assumptions made were very wrong as the Stage 1 assessment (for only 250,000TEU) does not comply with 'relevant NSW Government noise guidelines and policies'. This is further evidence that the concept plan should not have been approved.

In relation to the Stage 1 cumulative impacts assessment the Noise Report does not even consider the increased rail traffic that would result from the MIC proposal. Given that this is the greatest potential source of noise impact, a full assessment of these impacts need to be provided. In any event it is clear that any further increase in train numbers would result in even greater exceedance of the relevant criteria.

Given the above, the proposal should not proceed in its current form unless it can be demonstrated that the noise criteria can be achieved and that any noise mitigation is a real and workable solution.

2. Inconsistency with Concept Plan

The proposed Stage 1 application is inconsistent with the approved Concept Plan in the following respects:

Condition 2.1 requires that each submitted application:

d) include details of the consultation process and outcomes with relevant stakeholders, including (but not limited to):
i. relevant government authorities, such as OEH, EPA, DPI, TfNSW and DoE, Liverpool Council, Campbelltown Council, Bankstown Council;
ii. service and infrastructure providers; and
iii. special interest groups and the public, including adjoining and affected landowners.

My clients are arguably the most affected landowners and they have not been consulted as required by this condition.

Condition 2.1 also requires that the Noise Impact Assessment include an Operational Noise Management and Monitoring Plan and a 'train noise strategy'. Neither of these documents have been prepared as required.

3. Heritage impacts

As the proposal will result in significant exceedance of the relevant noise criteria, it will make the subject property unliveable which is contrary to its historical use. This is considered to be an unacceptable adverse impact on this State significant heritage item.

Conclusion

The fact that the Stage 1 proposal so badly fails to ensure that a reasonable level of amenity is provided for surrounding residents, indicates that the approved concept plan, which allows for a capacity double that of Stage 1, cannot reasonably be implemented. It clearly shows that this is either the wrong site for such a large intermodal facility, or that at the very least, that the link to the SSFL is in the wrong location.

It is very poor planning that results in a facility with a huge potential for adverse impact on residential amenity to be located in an area that is predominantly residential in nature. There are other locations which are more industrial in character, which are far more suited to, and can take better advantage of, a large intermodal facility.

Accordingly request that the application be refused or failing that, be required to be significantly amended to ensure that the relevant noise criteria are achieved.

Thank you for your attention to this matter.

Yours faithfully

INGHAM PLANNING PTY LTD
Director