



DOC18/0482901
SSI 17_8256

Mr Glenn Snow
Director Transport Assessments
Department of Planning and Environment
320 Pitt St
SYDNEY NSW 2001

Attn: Ms Naomi Moss

Dear Glenn,

SSI 8256 – Sydney Metro City & Southwest (Sydenham to Bankstown) – Preferred Infrastructure Report - Request for EPA Comment

I refer to your letter dated 18 June 2018 requesting comment from the NSW Environment Protection Authority (EPA) on the Preferred Infrastructure Report (PIR) for the proposed Sydney Metro City & Southwest (Sydenham to Bankstown) rail project.

The EPA has reviewed the PIR and is satisfied that concerns relating to water quality and contamination have been addressed.

The EPA's comments provided to the Department during the exhibition of the Environmental Impact Statement (EIS) for the project in relation to noise impacts from out-of-hours (OOH) construction works remain still apply.

The EPA is pleased that the amended proposal will result in less OOH works as a result of a significant reduction in proposed station, track and bridge works; however, the proposal will not totally eliminate OOH works. The EPA advises that any works proposed to be undertaken OOHs must be supported by robust justification and mitigation measures. This will be a requirement of any environment protection licence for construction of the project.

With respect to noise impacts from the operational rail line, the EPA notes that the revised "Environmental Mitigation Measures" (NVO1) have been modified to require an "increase in noise" to trigger mitigation. This approach reduces the potential for the project to redress existing noise and vibration issues. The EPA considers that, where reasonable and feasible, the proposal should incorporate mitigation measures that will act to achieve the operational rail objectives in the Rail Noise Policy and reduce impacts to sensitive receivers even in the absence of noise increases.

In relation to assessing mitigation measures for impacted receivers from construction noise, the EPA considers that recommended mitigation measures should be applied as per Interim Construction Noise Guideline (EPA, 2009) rather than the proposed approach in the PIR which relies upon an increase in noise within the rail corridor to trigger mitigation. The latter approach is inconsistent with current policy and with the mitigation measures assessed and proposed in the EIS.

Thank you for the opportunity to comment on the PIR. If you have any questions regarding this letter, please contact Claire Miles, Unit Head Metropolitan Infrastructure on 9995 5167 or at Claire.miles@epa.nsw.gov.au

Yours sincerely,



JACINTA HANEMANN
Manager Regional Operations Metropolitan Infrastructure
Environment Protection Authority