



DOC17/347319-05
SSI 7400 MOD 4

Ms Lisa Mitchell
Team Leader, Rail
Transport Assessments
Department of Planning and Environment
planning.matters@environment.nsw.gov.au

Attention: Adam O'Connor

Dear Ms Mitchell

**Sydney Metro City and Southwest (Chatswood to Sydenham) Modification 4 - SSI 7400
Request for EPA Comment**

I refer to the request from the Department of Planning and Environment (DPE) to the NSW Environment Protection Authority (EPA) dated 27 June 2017 to undertake a review of the proposed modification to the Sydney Metro City and Southwest (Chatswood to Sydenham) rail project SSI7400 Mod 4.

The EPA has reviewed the modification report and has provided some general comments in relation to construction and operational rail noise in Attachment 1. The EPA considers that the project approval conditions are appropriate for the proposed modification, but recommends that further conditions are included to account for impacts associated with construction and operational noise impacts.

The EPA has also provided some general comment on the impacts methodology, modelling and mitigation measures.

If you have any questions regarding this letter, please contact Claire Miles, Operations Officer, Metropolitan Infrastructure on 9995 5167 or at Claire.miles@epa.nsw.gov.au

Kind regards

A handwritten signature in black ink, appearing to read 'Jacinta Hanemann'.

22/8/2017

JACINTA HANEMANN
Regional Manager, Metropolitan Infrastructure
NSW Environment Protection Authority

Contact officer: CLAIRE MILES
9995 5167

Enclosure

Attachment 1

Noise/vibration impacts, methodology, modelling and mitigation

The noise/vibration impacts methodology and modelling are consistent with those of the approved project and consistent with EPA's experience of similar construction projects, except the adoption of a sleep disturbance NML for construction noise of 55dB(A) internal. A sleep disturbance NML is not supported by any NSW policy. The Interim Construction Noise Guideline does not recommend a Noise Management Level (NML) for sleep disturbance associated with construction noise. The EPA notes, however, that this NML is not used in the report for assessing impacts and the prediction methods and modelling are appropriate and represent those impacts likely to result from the project.

The report includes commitments by the proponent to confirm details of proposed noise barriers during detailed design, and to implement feasible and reasonable procedural mitigation measures to minimise noise emissions from the Train stabling facility. In addition, the proponent commits to offering at-property treatment if proposed measures should these proposed measures not be sufficient to reduce noise to below the relevant criteria. This approach is consistent with the Rail Infrastructure Noise Guideline.

Recommendations

The EPA considers that the conditions applying to the approved project are appropriate and should apply to the modification.

The EPA recommends that consideration be given to the following:

- An additional condition be added to the approval requiring the proponent to maximise as much as practicable, the use of work trains to minimise heavy vehicle movements; and
- An additional condition be added requiring the formation of a Utility Management Coordination Agency and development and implementation of a Utilities Management Strategy.