

Ref: PN-Noise barrier

10 May 2021

The Planning Secretary
Department of Planning, Industry & Environment
4 Parramatta Square
12 Darcy Street,
PARRAMATTA NSW 2150

Attention: Lee McCourt

Dear Lee,

St Marys Intermodal (SSD-7308) – Compliance with Condition D16 Noise Barrier

I refer to your letter dated 7 April 2021 advising that further consultation with Sydney Trains is required to seek agreement on the design and construction of the noise barrier. We are pleased to advise that a revised proposal for the noise barrier that addresses comments from Sydney Trains on the initial noise barrier concept design submission was submitted to Sydney Trains on 5 May 2021. Importantly, the revised noise barrier consent design meets the specific design standards provided by Sydney Trains.

This letter also provides an update on the progress to fulfill the requirements of Condition D16 and express concern that timeframes to meet the Condition D16 cannot reasonably be satisfied in time to commence operation of the St Marys Freight Hub. A summary of key engagement steps with Sydney Trains provided with an explanation of the concern regarding the timing of the noise barrier.

1. SUMMARY OF KEY ENGAGEMENT STEPS WITH SYDNEY TRAINS

24 November 2020 – Submission of Noise Barrier Proposal to Sydney Trains

Noise barrier concept design was submitted to Sydney Trains on 24 November 2020. The concept design satisfied noise attenuation requirements required in Condition D16.

4 March 2021 – West Region Configuration Control Board

Noise barrier concept design presented to the West Region Configuration Control Board (CCB) on 4 March 2021. The minutes to the CCB meeting issued on 12 March 2021 state the following:

- All comments from regional maintenance and environmental to be addressed in proposing any future option including compliance to Standards.

- *Condition: Consideration to existing isolation panels and electrical boards accessible from outside of boundary fence. Do the options comply with current earthing and bonding standards? Maintain existing fence insulation panel*
- *The proposal has been forwarded to Asset Strategy and Maintenance for review to determine the ownership and the future maintenance of the noise barrier*
- *Check if the proposal complies with the ASA standards for noise barriers. The CCB Board recommends that the project explores more robust type of Noise barriers that comply with Transport Standards and re-present at the next CCB.*

5 March 2021 – Pacific National Letter to Sydney Trains

Pacific National wrote to Sydney Trains on 5 March 2021 seeking confirmation on ownership and maintenance obligations of the noise barrier.

19 March 2021 – Pacific National Letter to Sydney Trains

Pacific National sent a follow up letter on 19 March 2021 to letter dated 5 March 2021.

25 March 2021 – Email from Sydney Trains (Osman Ulubeli)

It is noted that Sydney Trains confirmed the following in the email dated 25 March 2021.

- Sydney Trains does not agree to the ownership and maintenance of the proposed sound barrier by Pacific National at St Marys.
- The comments/conditions provided by the West Region Configuration Control Board meeting held on the 4 March 2021 will need to be considered in the proposed design of the noise barrier and it will need to comply with the appropriate ASA standards.
- Pacific National will also need to enter into a licence agreement with TAHE regarding the proposed work before construction commences.

13 April 2021 – Phone Call to Sydney Trains (Osman Ulubeli)

Pacific National (David Djulbic) contacted Sydney Trains (Osman Ulubeli) seeking clarification on the internal Sydney Trains process for advancing consideration and approvals for the noise barrier. Sydney Trains (Osman Ulubeli) confirmed that a concept design of the proposed noise barrier is required to obtain West Region Configuration Control Board (CCB) before progressing to entering into a Licence Agreement with Sydney Trains.

21 April 2021 – Pacific National Letter to Sydney Trains

Pacific National wrote to Sydney Trains on 21 April 2021 advising a revised noise barrier design was being prepared that meets relevant standards and sought confirmation regarding the process and costs to obtain approval for the noise barrier. The letter also requested that Sydney Trains reconsider their position on the ownership and maintenance of the noise barrier. A copy of this letter is enclosed.

5 May 2021 – Submission of Revised Noise Barrier Proposal to Sydney Trains

A revised noise barrier concept design was submitted to Sydney Trains on 5 May 2021. The revised concept design satisfies the relevant TfNSW and Sydney Trains standards for noise barriers and achieves the noise attenuation requirements required in Condition D16.

It is anticipated the revised noise barrier concept design will be presented to the June 2021 CCB meeting and a copy of the presentation submitted to Sydney Trains is enclosed.

2. REVISED NOISE BARRIER DESIGN

Following the CCB meeting on 4 March 2021, Pacific National engaged BG&E Consulting in March 2021 to progress a design that satisfied the TfNSW and ASA standards noted by Sydney Trains. In addition, Sydney Trains advised the 'Noise wall design guideline: Design guideline to improve the appearance of noise walls in NSW' (Roads and Maritime Services NSW, March 2016) should be considered for the noise barrier design. This guideline has also been referenced in the revised noise barrier design concept.

A revised noise barrier concept proposal was submitted to Sydney Trains on 5 May 2021 (copy of submission is enclosed). The revised noise barrier design incorporates a solid modular wall and there are two potential providers to supply the noise barrier. Both providers confirm their respective products meet the required Sydney Trains design standards and both providers confirm their products have been used in State rail and road projects in metropolitan Sydney for noise attenuation purposes. This ensures that the revised noise barrier design incorporates and meets the required construction standards required by Sydney Trains and TfNSW to deliver a quality noise barrier solution as required in the Development Consent for the St Marys Intermodal.

Pacific National will continue to work with Sydney Trains to ensure the detailed design of the noise barrier satisfies all requirements, such as earthing, access to infrastructure and external treatments. It is therefore considered that the design and construction requirements for the noise barrier have been satisfied to enable the proposal to obtain preliminary approvals from the Sydney Trains CCB and progress to detailed design and licencing agreements.

3. NOISE BARRIER APPROVAL PROCESS & INSTALLATION/CONSTRUCTION TIMEFRAMES

Sydney Trains has advised that their process to advance the internal approvals for the noise barrier to first submit a concept design to the CCB for preliminary approval. The CCB preliminary approval is required before any discussions with the Transport Asset Holding Entity of New South Wales (TAHE) regarding a licence agreement can commence.

Pacific National wrote to Sydney Trains on 21 April 2021 seeking confirmation on the process for obtaining internal approvals for the noise barrier and any associated costs. No response from Sydney Trains has been received to date.

As part of the delivery of the St Marys Intermodal, Pacific National has also progressed the relocation of the high voltage (HV) transmission line from an overhead line to an underground line. The progression of the relocation of the HV transmission line has followed a process that is essentially the same as the process to obtain Sydney Trains' approvals for the noise barrier. The internal approvals process for the relocation of the HV transmission line is outlined below.

No.	Milestone	Timeframe
1	Submission of HV relocation concept design to Sydney Trains	February 2020
2	Sydney Trains CCB approval HV relocation concept design	June 2020
3	Sydney Trains CCB approval HV relocation detailed design Detailed design was presented to CCB meetings on October 2020 & March 2021 due to RFIs from CCB meeting in October 2020	March 2021
4	Sydney Trains CCB approval for construction / testing & commissioning (approval required before Licence Agreement for construction works & commencement)	May 2021
5	License Agreement (Construction Agreement) – License Agreement issued for review 10 May 2021	May 2021
6	HV transmission line asset handover to Sydney Trains	Estimated August 2021

To date the timing for the HV relocation approvals process has taken 15 months. Construction of the conduits has commenced, and the isolation and completion of construction is expected early June 2021. Overall, the projected timeframe from lodgement of the concept design to Sydney Trains to completion of the relocation is August 2021. This would result in a total timeframe of 18 months.

In regard to the proposed noise barrier, the construction timeframe is 8 to 10 weeks. Prior to construction, the application to obtain approval to enter the Sydney Trains' corridor is 12 to 14 weeks. These two periods, which cannot run concurrently, require 20 to 24 weeks.

Given the timing for obtaining design approvals for the HV location and application timeframes for approval to access the rail corridor and the period for construction, it is apparent that the design approvals from Sydney Trains with finalisation of a Licence Agreement will potentially be between 6 to 12 months. This would therefore result in a timeframe to complete construction of the noise barrier of 11 to 18 months.

With commencement of operation of the St Marys Intermodal scheduled for August 2021, it is evident that it will not be possible to construct and install a noise barrier in accordance with Condition D16 that can reasonably be completed in time for the scheduled operation.

Pacific National therefore seeks to work with the Planning Secretary to agree on an approach to determine the timing for installation of the noise barrier. At this point in time, it is not possible to

commit to a revised timeframe as the Sydney Trains internal approvals process is not clear. However, we are waiting on a response from Sydney Trains that confirms the internal approvals process, timing and costs. We would welcome the opportunity to discuss the details in this letter in more detail with representatives of DPIE.

4. CONCLUSION

The scheduled operation of the St Marys Freight Hub is to commence in August 2021 and Pacific National seeks to agree on an arrangement with the Planning Secretary to enable the timely operation of the St Marys Freight Hub that allows flexibility in the timing of installation of the noise barrier under Condition D16. Pacific National is committed to the design and construction of the noise barrier and has submitted a revised concept design to Sydney Trains on 5 May 2021. Pacific National is now confident the design and construction aspects of the noise wall can be supported by Sydney Trains and our project team is available to work with Sydney Trains to fulfil the obligations of Condition D16.

If you have any questions or wish to discuss this further, please contact David Djulbic on 0424 161 641.

Yours faithfully

A handwritten signature in black ink that reads 'Leigh D Cook'.

Leigh Cook

Pacific National Project Director

Ref: PN-Noise barrier

21 April 2021

Sydney Trains (West Interface Team)
Transport for NSW
PO Box K659
HAYMARKET NSW 1240

Attention: Osman Ulubeli

Dear Osman,

St Marys Intermodal (State Significant Development No.7308) – Proposed Noise Barrier

I refer to your email dated 25 March 2021 to David Djulbic responding to our letters dated 5 March 2021 and 19 March 2021, which sought confirmation that Sydney Trains would take ownership and maintenance obligations of the noise barrier required as a condition in the Development Consent for the St Marys Intermodal (SSD-7308).

This letter provides an update on Pacific National's progress of the noise barrier following the West Region Configuration Control Board (CCB) on 4 March 2021 and subsequent email from Sydney Trains dated 25 March 2021. In addition, further clarification is sought on the Sydney Train's process to advance the approval and installation of the noise barrier and a response to ownership and maintenance issues is provided.

BACKGROUND

West Region Configuration Control Board on 4 March 2021

A concept design for the noise barrier was submitted to Sydney Trains on 24 November 2020 and presented to the West Region Configuration Control Board (CCB) on 4 March 2021. The minutes to the CCB meeting issued on 12 March 2021 state the following:

- *All comments from regional maintenance and environmental to be addressed in proposing any future option including compliance to Standards.*
- *Condition: Consideration to existing isolation panels and electrical boards accessible from outside of boundary fence. Do the options comply with current earthing and bonding standards? Maintain existing fence insulation panel*
- *The proposal has been forwarded to Asset Strategy and Maintenance for review to determine the ownership and the future maintenance of the noise barrier*
- *Check if the proposal complies with the ASA standards for noise barriers. The CCB Board recommends that the project explores more robust type of Noise barriers that comply with Transport Standards and re-present at the next CCB.*

Email from Sydney Trains (Osman Ulubeli) 25 March 2021

It is noted that Sydney Trains confirmed the following in the email dated 25 March.

- Sydney Trains does not agree to the ownership and maintenance of the proposed sound barrier by Pacific National at St Marys.
- The comments/conditions provided by the West Region Configuration Control Board meeting held on the 4 March 2021 will need to be considered in the proposed design of the noise barrier and it will need to comply with the appropriate ASA standards.
- Pacific National will also need to enter into a licence agreement with TAHE regarding the proposed work before construction commences.

REVISED NOISE BARRIER DESIGN

In response to the outcomes of the CCB meeting, Pacific National engaged BG&E Consulting in March 2021 to progress a design that meets TfNSW standards. Following the CCB meeting, Sydney Trains advised the 'Noise wall design guideline: Design guideline to improve the appearance of noise walls in NSW' (Roads and Maritime Services NSW, March 2016) is the appropriate standard for the noise barrier design. Accordingly, this guideline is being referenced in developing the revised noise barrier design concept.

The revised design is going to adopt a "more robust" noise barrier concept and is expected to be ready to present to Sydney Trains in late April or early May 2021. If there are any ASA standards that should be considered in the revised noise barrier design, it is requested that the relevant standards be forwarded as a priority to enable consideration in the new noise barrier design, as our search did not result in finding specific ASA standards for noise barriers.

CLARIFICATION ON PROCESS FOR APPROVING NOISE BARRIER DESIGN

It is understood the initial step in progressing the noise barrier design is to obtain approval from the CCB. However, the Sydney Train's process to advance the approvals following the initial CCB endorsement and to installation of the noise barrier is not clear. It is therefore requested that a detail on Sydney Train's approvals process, indicative timing of steps in the process and any fees and charges be provided. This will then give clarity on the requirements, timing and costs associated with designing and installing the noise barrier.

OWNERSHIP & MAINTENANCE OF THE NOISE BARRIER

Advice in the email dated 25 March 2021 from Sydney Trains confirming they will not own and/or maintain the noise barrier is noted. However, we request Sydney Trains reconsider this position for reasons detailed below.

The EIS proposed a noise barrier within the St Marys Intermodal site. During the review of draft conditions issued by the Department of Planning Industry & Environment, Pacific National was requested to model a noise barrier on the southern side of the Main Western Line rail corridor, as it was considered there would be improved benefits to the public with attenuation of rail noise generated by other rail noise emissions not related to the St Marys Intermodal.

With the improved mitigation of noise emissions from the rail activity, in particular the significant reduction of noise emissions from rail noise emissions not related to the St Marys Intermodal, a condition of consent was imposed requiring installation of a 3 metre high noise barrier in the rail corridor along the southern edge of the Main Western Line reserve.

Condition D16 in the Development Consent for the St Marys Intermodal reads:

Noise Barrier

- D16. *Prior to the commencement of operation of any part of the development, or by a time otherwise agreed by the Planning Secretary, the Applicant must build and implement a 3.0 m high noise barrier in the rail corridor along the southern edge of the Main Western Line reserve (north of Camira Street) as outlined in the St Marys Freight Hub – Updated Noise and Vibration Impact Assessment – Noise Barrier Locations prepared by AECOM, dated 9 April 2020, and shown in Appendix B of this consent.*

Prior to construction of the noise barrier required above, the Applicant must consult with and obtain the agreement of RailCorp (as landowner of the rail corridor) to the design, construction, and maintenance requirements, of the noise barrier. To obtain RailCorp endorsement the Applicant shall obtain this approval via Sydney Trains by contacting their West Interface team at West_Interface@transport.nsw.gov.au.

The Applicant must make best endeavours to obtain agreement with RailCorp for design and construction of the noise barrier at the location set out above, including complying with all reasonable requests from RailCorp as part of the consultation process. If the Applicant and RailCorp cannot agree on the terms of the agreement, then either party may refer the matter to the Planning Secretary for resolution, and/or the determination of alternative noise mitigation measures to be implemented to the satisfaction of the Planning Secretary and with the agreement of any relevant landowner.

For the purposes of this condition, the Planning Secretary may require any alternative noise mitigation measures that are feasible and reasonable, which may include but not limited to construction of a noise barrier on or adjacent to the proposal site, or at-receiver dwelling treatment such as double glazing, secondary glazing of 'weak' areas or insulation.

Appendix B



Condition D16 requires the noise barrier to be located “*in the rail corridor*” and requires Pacific National to seek agreement with Sydney Trains for the “*design and construction of the noise barrier at the location set out above.*” In addition, Condition D16 requires Pacific National to “*consult with and obtain the agreement of RailCorp (as landowner of the rail corridor) to the design, construction, and maintenance requirements, of the noise barrier.*”

It is evident that the condition requires Pacific National to obtain agreement from Sydney Trains on the design, construction and maintenance of the noise barrier. However, the condition does not require Pacific National to seek agreement on the ownership as it implies that Sydney Trains will be the owner of the asset.

The noise assessment titled ‘St Marys Freight Hub – Updated Noise and Vibration Impact Assessment – Noise Barrier Locations’ (9 April 2020) prepared by AECOM assessed the performance of the noise barrier on the southern side of the rail corridor in relation to rail and operational noise impacts from the St Marys Intermodal, which projected a reduction in noise impacts from operational site noise from the Intermodal for nearby residential receivers of between 0-4dB. Reductions in noise impacts for the residential receivers from operational rail noise relating to the Intermodal was marginal and, in most cases, insignificant. A copy of the AECOM assessment is enclosed.

The AECOM noise assessment also modelled performance of the noise barrier in mitigating noise emissions from existing rail operations within the Main Western Line (not related to the St Marys Intermodal), including passenger services. The results of assessing the proposed noise barrier from existing rail activity predicted a reduction in noise impacts by 10-11dB for ten of the twelve residential receivers included in the assessment. The other two residential receivers were predicted to receive noise emissions reductions of 6-7dB.

The proposed noise barrier clearly has a public benefit in mitigating noise emissions from existing rail activity that is significantly greater than the benefits directly relating to the St Marys Intermodal.

Pacific National is committed to designing and constructing the noise barrier required in Condition D16 and engaging with Sydney Trains throughout this process. However, given that Condition D16 requires the noise barrier to be located within the rail corridor and implies that Sydney Trains will own the noise barrier, and the significant public benefit of mitigating rail noise generated by rail activity not associated with the St Marys Intermodal, it is considered the ownership and maintenance requirements be adopted by Sydney Trains.

CONCLUSION

The scheduled operation of the St Marys Freight Hub is to commence in August 2021 and Pacific National reiterates the urgency to resolve the ownership and maintenance requirements. Pacific National is committed to the design and construction of the noise barrier and will be submitting a revised design in late April / early May 2021. Once the revised design concept has been submitted, representatives of St Marys Intermodal project will be available to work with Sydney Trains to fulfil the obligations of Condition D16.

In light of the above, we respectfully request that Sydney Trains provide clarification on the approval process for the noise barrier, including any application and licencing fees and charges, and confirm their position on ownership and maintenance of the proposed noise barrier.

If you have any questions or wish to discuss this further, please contact

David Djulbic on 0424 161 641.

Yours faithfully

A handwritten signature in black ink that reads 'Leigh D Cook'.

Leigh Cook

Pacific National Project Director



WSTStMarys2ForresterRdSBarPacNat

Proposed Revised Noise Barrier by Pacific National

CCR No: 16200

Gate 2 Submission

CCR Classification: Minor

CCM: Osman Ulubeli

3rd June 2021

David Djulbic.....Pacific National

Guy Evans.....Urbanco

Trevor Woodward.....BG&E

Commercial in Confidence

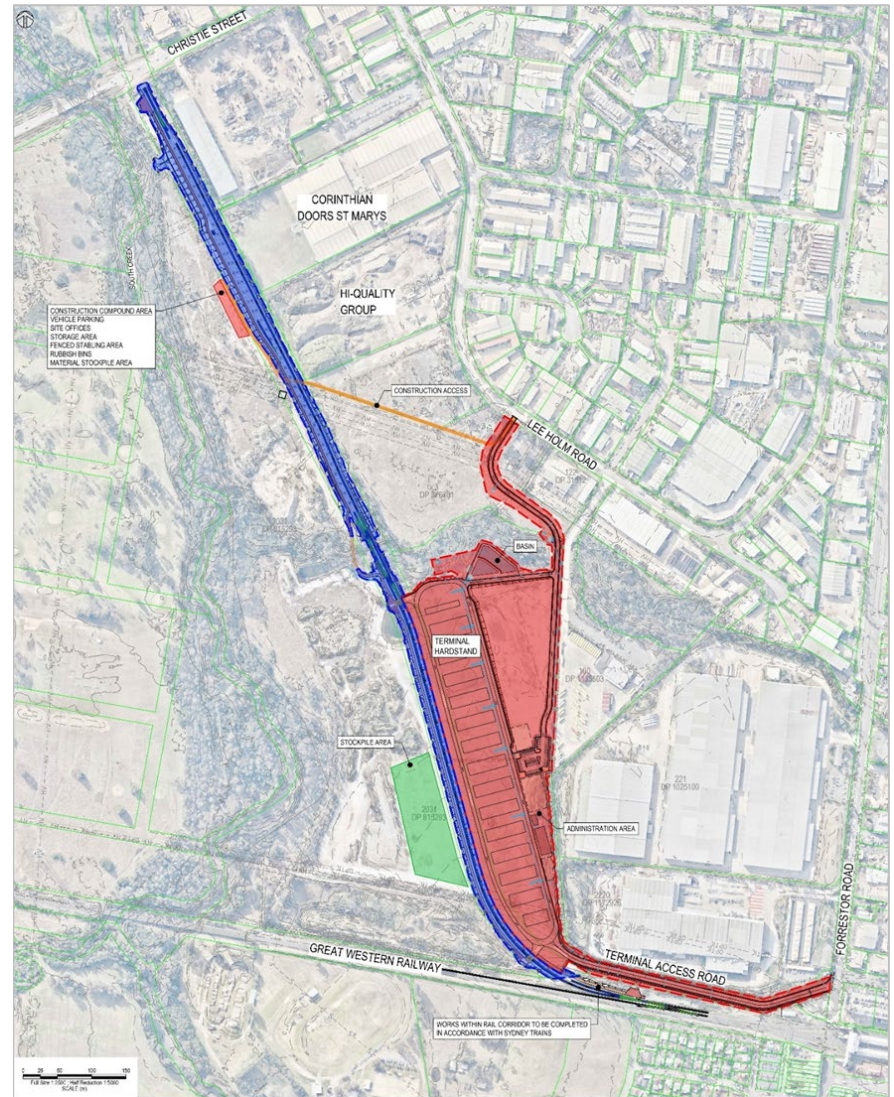
St Marys Intermodal Location



St Marys Intermodal Layout

- St Marys Intermodal (SSD-7308) approved 7 May 2020
- DPIE imposed a condition requiring a noise barrier on southern side of Main Western Line
- Condition D16 (in part) of the consent is noted below:

*“Prior to the commencement of operation of any part of the development, or by a time otherwise agreed by the Planning Secretary, the Applicant must build and implement a **3.0 m high noise barrier in the rail corridor along the southern edge of the Main Western Line reserve (north of Camira Street)** as outlined in the St Marys Freight Hub – Updated Noise and Vibration Impact Assessment – Noise Barrier Locations prepared by AECOM, dated 9 April 2020.”*



Noise Barrier Location (determined by DPIE)



The Site



Background

- Noise barrier proposal presented to CCB on 4 March 2021 (CCR16200)
- Proposed to reinforce existing security fence & clad with Colorbond panels
- Proposed noise barrier fulfilled noise attenuation requirements
- Minutes from CCB 4 March 2021:
 - *All comments from regional maintenance and environmental to be addressed in proposing any future option including compliance to Standards.*
 - *Condition: Consideration to existing isolation panels and electrical boards accessible from outside of boundary fence. Do the options comply with current earthing and bonding standards? Maintain existing fence insulation panel*
 - *The proposal has been forwarded to Asset Strategy and Maintenance for review to determine the ownership and the future maintenance of the noise barrier*
 - *Check if the proposal complies with the ASA standards for noise barriers. The CCB Board recommends that the project explores more robust type of Noise barriers that comply with Transport Standards and re-present at the next CCB.*

Revised Noise Barrier Proposal

Option 1 - EnduroMax by Modular Walls

- Install EnduroMax product by Modular Walls
- Barrier complies with TfNSW standards:
 - ASA Standards (T-HR-CI-12070-st-v2.0 “Miscellaneous Structures”)
 - Noise Wall - TfNSW QA Specification R271 “Design and Construction of noise walls”

HIGH-IMPACT PANEL

BENEFITS:

- ✓ Roadway compliant
- ✓ Ultra-high impact resistance
- ✓ Vandal resistant
- ✓ Superior acoustic performance
- ✓ Panel spans up to 4.2 metres

ENDUROMAX®

Impact resistant panels



EnduroMax meets or exceeds all national road noise barrier specifications, including:

- NSW RMS R271 (Design & Construction of Noise Walls)
- QLD TMR MRTS15 (Noise Fences) — Pre-approved Product
- QLD Rail: Civil SR-014
- WA MRWA Spec 904 (Noise Walls)
- VICRoads Bridge Technical Note: BTN 007/2018
- Main Roads Western Australia: Specification 904

EnduroMax Features & Specifications



RMS chooses EnduroMax for Alford's Point Rd

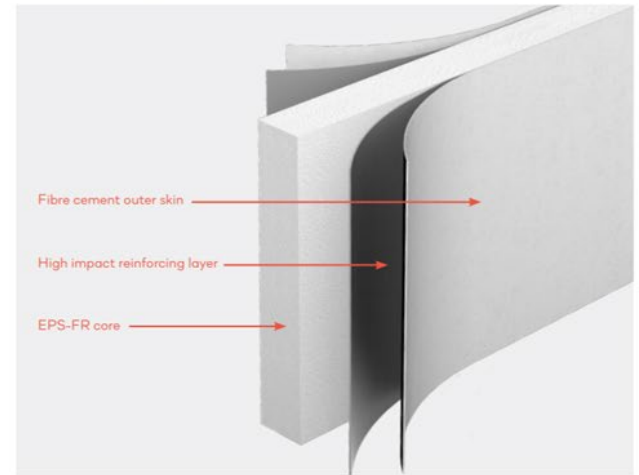
ModularWalls was engaged by The Roads and Maritime Services (RMS) to remove and replace a 30m section of collapsed concrete road noise barrier along Alford's Point Rd, NSW, constructed 20 years ago.

FEATURES

- Ultra high impact resistance
- Vandal resistant
- Superior acoustic performance
- Roadway authority approved
- Panel spans up to 4.2m



Our proprietary EnduroMax composite panel is built and engineered for extreme and demanding environments. Typically used for road ways, rail corridors, high traffic areas, car parks, or whenever superior impact protection or noise attenuation is required.



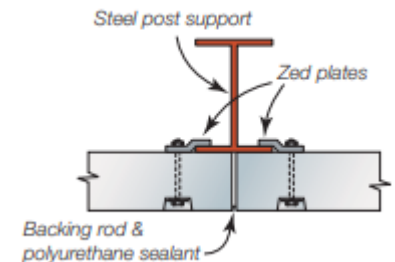
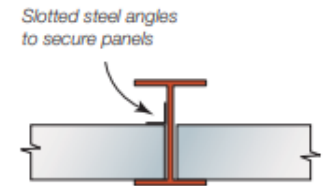
Factor	Value
Outer skin	Cementitious / impact layer
Panel core	EPS
Available lengths	2400mm, 3000mm or 4200mm
Available heights	12000mm +
Thickness	75mm to 150mm (wind region dependant)
Density	30.50 kg/m ²
Soil retention	on request
Rw	33 (average)

Revised Noise Barrier Proposal

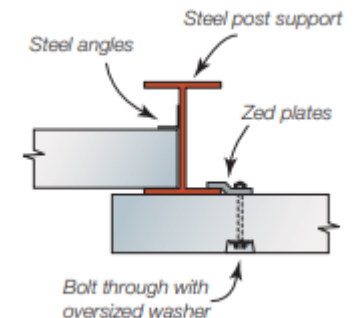
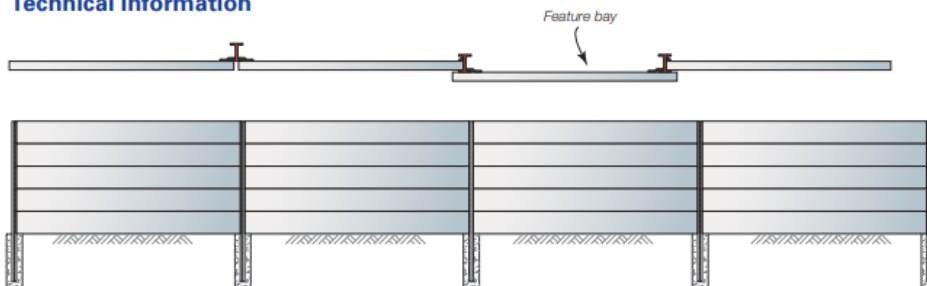
Option 2 – CSR AAC Hebel Panel



- Install CSR Hebel Panel between galvanised steel post
- Post and Pier using 125 mm thick tongue and grooved Hebel Panels
- Barrier complies with TfNSW standards:
 - ASA Standards (T-HR-CI-12070-st-v2.0 “Miscellaneous Structures”)
 - Noise Wall - TfNSW QA Specification R271 “Design and Construction of noise walls”



Technical Information



CSR AAC Hebel Panel Features & Specifications



Specifications & Warranties for Materials & Installation of Noise Wall:

- AS 1170.2 – Wind Code
- AS 4100 – Steel Structures
- AS 4680 – Hot Dip Galvanizing of Steel
- AS 3600 – Concrete Structure
- AS 2159 - Piling Code
- CSR AAC Hebel Panel Specifications – Refer to Hebel AAC attached data.

Hebel panels are an approved panel for TfNSW with a design life of 40 years (Reference QA Specification R271 – Design and Construction of Noise Walls).

CSR Building Products Limited (CSR) guarantees that for a period of 7 years from the date of purchase of the Hebel Wall, Floor or Fence Systems.

All steel posts and fixings will be hot dipped galvanised with a design life of 50 years (Reference QA Specification R271 – Design and Construction of Noise Walls).

Hebel SoundBarrier Technical Detail		
R _w - thickness	100mm	35db
	125mm	37db
	150mm	40db
	200mm	40db
Fire Rating	125mm	-/240/240
Panel dimension		600mm in width and up to 6000mm in length
Universal beam		180ub to 250ub depending on height of barrier
Equal angle		150x150 to a height of 2m
Weight (kg/m)	100mm	36kg/m
	150mm	54kg/m
Compressive Strength		4.0MPa

Key benefits:

- Proven**
Sucessfully used by road authorities, councils and developers
- Effective noise control**
Minimum sound transmission loss of 37dB
- Design flexibility**
Easy to create impressive decorative designs, excellent for curves, corners and slopes
- Strong and durable**
Steel reinforced, resists high wind loads, vandals, fire and termites
- Easy to install**
Rapid installation with minimal site impact



Response to CCB Minutes 4 March 2021

CCB Minute Note	Response
<p><i>All comments from regional maintenance and environmental to be addressed in proposing any future option including compliance to Standards.</i></p>	<ul style="list-style-type: none"> • Both revised proposals (EnduroMax and CSR Hebel Panel) product meets ASA and TfNSW standards for noise barriers.
<p><i>Condition - Consideration to existing isolation panels and electrical boards accessible from outside of boundary fence.</i></p> <p><i>Do the options comply with current earthing and bonding standards?</i></p> <p><i>Maintain existing fence insulation panel</i></p>	<ul style="list-style-type: none"> • A like-for-like access panel can be provided (as required) • Note existing metal fence is conductive. • Both EnduroMax and CSR Hebel Panel are understood to be non-conductive, and hence earthing and bonding would not be required • Earthing solutions are available & to be provided at detailed design (if required)
<p><i>The proposal has been forwarded to Asset Strategy and Maintenance for review to determine the ownership and the future maintenance of the noise barrier</i></p>	<ul style="list-style-type: none"> • Noise barrier also attenuates passenger rail noise & rail noise not associated with St Marys Freight Hub (generally 10-11dB noise reduction) • Condition of Consent is explicit that the barrier is to be located in the Sydney Trains Corridor land & Sydney Trains to be the owner of the asset • Owner of the asset to maintain the asset
<p><i>Check if the proposal complies with the ASA standards for noise barriers. The CCB Board recommends that the project explores more robust type of Noise barriers that comply with Transport Standards and re-present at the next CCB.</i></p>	<ul style="list-style-type: none"> • Both EnduroMax Wall and CSR Hebel Panel are compliant with T-HR-CI-12070-st-v2.0 Miscellaneous Structures (TfNSW R271 - Design and construction of noise walls)

Construction Methodology

- Install ATF security fencing on the corridor side of the rail drain (no excavation) – requires access to the corridor
- All future work to be done from public road (except removal of ATF)
- Remove existing security fence and replace with new EnduroMax or CSR Hebel Panel fence in stages manageable in one day. All gaps to be closed with ATF fencing
- All existing utilities will be physically potholed prior to excavation
- Proposed footings near existing utilities to be hydro-excavated. All footings are proposed to be augured.
- Traffic control and Council approval to temporarily suspend on-street parking on Camira Street for the duration of the works
- Temporary Camira Street one-way system proposed for duration of works – (Left-In Left-Out for residents)
- Construction programme approximately 3-4 weeks.



Thank You
Questions?

