Dear Brad,

Re: Draft Leppington Precinct Plan Submission (No. Rossmore and nearby lands)

Introduction

I represent owner of the property known as No Rossmore and more broadly comment on behalf of residents in the McCann Road/Mark Road sub precinct (Figure 1).

Figure 1: Aerial photograph showing the location of (solid outline) and the McCann Road/Mark Road sub precinct (dotted).
Mr. [Redacted], together with many of his neighbours, is a long term resident of the locality. They initially wish to document their extreme disappointment and concern with the north western boundary adopted in the subject draft Precinct Plan. (Refer to Attachment “A”).

Evolving Diminution in Environmental Amenity

My Client, together with the broader neighbourhood has been subject to protracted disturbance with the construction of the nearby train stabling facility and has grave concerns for his future amenity when the subject facility becomes fully operational.

Acoustic and light spillage problems currently abound. The nature of the light spillage is encapsulated in the images forming Attachment “B”. Such spillage severely impacts the sleep patterns of my Client and his neighbours. The evolving adverse acoustic environment is reinforced by the additional noise monitoring recently commissioned by the “Authorities” and their intimation to my Client that the target noise level is likely to be exceeded by 0-7dB at the most affected residential facade and that he may be eligible for assistance with limited noise treatment facilities. (Refer to Attachment “C”).

Precinct Planning Optimism

It is in such context that there was and remains a desire to bring stability to my Client’s life (and that of his neighbours). From prior consultations there was significant optimism that the Leppington Precinct Planning process would bring an anxiously awaited strategic solution, only to have hopes dashed with the exhibited boundaries. (Refer to Attachment “A” and north western proposed Precinct boundary).

Precinct Boundary Review

The recent precinct boundary review exercise commissioned in respect of the western boundary is comprehensively documented and summarised in the Precinct Planning Report at Section 2.4 and is well understood. Notwithstanding the same, an extension of the north western boundary of the Precinct to include the Mark Road/McCann Road area (or my Client’s land and the intervening parcel as a minimum) would appear capable of ready inclusion and integration with the current Precinct Plan, in a geographic/catchment and servicing context, without prejudicial impact. (Refer to Attachment “D”).

It would also appear that a less noise and light sensitive use such as one focussed on employment purposes should form the immediate urban interface land use with the train stabling precinct and should be part of the immediate planning process.

Conclusion

In such context you are urgently requested to review the subject boundary and provide a reasonable inherent market opportunity for my Client (and potentially his immediate
neighbours) to relocate away from the impending adverse operational impacts of the “train stabling” facility and facilitate the introduction of an appropriate buffer and land use activities.

Should you require clarification of any aspect of this correspondence please do not hesitate to contact me.

Yours sincerely,

Graham G. Pascoe JP
MPIA, CPP, FIAG

18 January, 2015
ATTACHMENT “A”

Draft indicative layout plan as exhibited
ATTACHMENT “B”

Images showing light spill experienced from the recently competed train stabling yards
ATTACHMENT “C”

Letter from John Holland
Ref: ONVR_025

9 September 2014

Dear Resident,

This letter contains important information about the operation of the South West Rail Link project and your property. We hope to be able to speak to you very soon about our offer to investigate, and then if needed, provide you with architectural treatments to help reduce predicted operational noise from the train services on the new rail line.

To find out more please contact our Community Manager, Matthew Inkster on (m) 0407 238 452 as soon as possible.

As you may be aware, John Holland (JH) has constructed the Glenfield to Leppington rail line component of the South West Rail Link (the Project) for Transport for NSW (TfNSW). As part of this work, JH is required to assess noise impacts associated with the operation of the project and implement mitigation measures where required. These measures include the installation of noise walls and noise mounds along the corridor wall and surrounding the stabling facility.

However, for a few properties, these treatments will not be sufficient by themselves. In these cases and at no cost to the property owner, JH will assess noise impacts and, where eligible, offer architectural treatments to reduce noise generated as a result of the Project.

Based on a study of predicted rail noise levels, your residence at 208 McCann Rd, Rossmore is expected to exceed the target noise levels by 0-7dB at the most affected façade, and therefore may be eligible for Level B noise treatment. Only habitable rooms on the affected facade, such as bedrooms and living rooms, which have not already been appropriately architecturally treated, are eligible for treatment. Further information regarding the operational noise modelling process and the property treatment options can be found in the attached Fact Sheet.

In order to confirm your property’s eligibility and to identify the specific noise mitigation treatment appropriate for each habitable room, JH would like to arrange an inspection of the internal layout of your property. This would be undertaken by JH’s Nominated Contact and Renzo Tonin. This building information will be treated confidentially by JH and its Contractor and will only be used for operational noise assessment purposes.
Following the site inspection, and if your property is deemed eligible for treatment, JH will prepare a specific scope of works for you to consider. You will be asked to confirm if you would like to:

1. Arrange for the works to be undertaken by your preferred contractor. JH will provide you with a cash sum to facilitate this; or

2. Authorise JH to proceed with the installation of the proposed treatment.

This offer is specific to your property and is not applicable to any other property. You are under no obligation to accept this offer.

If you would like to proceed with a property inspection, please indicate your agreement (or otherwise) by signing the bottom of this letter. To assist JH, we also ask that you provide a list of the preferred available times during the week to which you may be available for JH to carry out the inspection. If you have any questions please phone Matthew Inkster on 0407 238 452 by 26 September 2014. If we do not hear from you within two weeks of the date of this letter, we will be in further contact.

Yours faithfully,
JOHN HOLLAND PTY LTD

\[Signature\]

MALACHY BRESLIN
PROJECT DIRECTOR
Architectural Treatment Fact Sheet

Background

The Project forms part of the NSW Government's response to issues of reliability and passenger growth on the metropolitan network. The Glenfield to Leppington rail line is part of the South West Rail Link (SWRL).

The Project incorporates a new twin track passenger rail line approximately 11 km in length from Glenfield to Leppington and associated infrastructure, including construction of two new stations at Edmondson Park and Leppington, construction of a train stabling facility and construction of ancillary facilities including power supply, substations, sectioning huts, signalling structures, access roads and other infrastructure.

The Project is classed as a new rail line development. The new track will be used exclusively for electric passenger train rolling stock. No freight operations are planned for the new line. Passenger services will commence on the South West Rail Link in 2015.

Project Planning Approval Requirements

Condition of Approval 2.15 of the Project Planning Approval requires that an Operational Noise and Vibration Review Report (ONVR) is prepared and identified noise and vibration control measures are implemented.

Renzo Tonin, a specialist noise consultant, was engaged by JH to prepare the ONVR, undertake Government agency consultation in late 2012 and conduct three community forums in March 2013. The ONVR was updated to include relevant comments received and was approved by the Director General of the Department of Planning and Infrastructure in July 2013.

The ONVR identifies a number of methods to mitigate operational noise impacts associated with the Project including:

- Noise walls and mounds adjacent to the railway line and stabling yard
- Identifying properties potentially eligible for architectural at-property treatment

Eligibility for Treatment

Once a list of potentially eligible properties has been determined from the ONVR, a site inspection of the affected properties is required to confirm their eligibility. In order to be eligible for treatment, the following must be examined:
1. Property surpasses the NSW Interim Guideline for the Assessment of Noise from Rail Infrastructure Projects (IGANRIP) noise trigger levels
   - A property is considered affected when the noise level increases beyond 60L\text{Aeq}(15\text{h}) (7\text{am}-10\text{pm}), 55L\text{Aeq}(9\text{g}) (10\text{pm}-7\text{am}) or when the maximum increases beyond 80L\text{Amax}.

2. Location of Habitable Rooms
   - Only rooms on affected facades defined as habitable such as bedrooms, living rooms and dining rooms will be applicable for treatment

3. Construction of the house
   - Only properties that are of masonry construction (e.g. brick, block work, etc) will be eligible for treatment

4. Existing Noise Control Measures
   - Only identified dwellings which do not already have noise control measures, such as fresh air mechanical ventilation or double-glazing, are eligible for treatment
What sort of treatment can be expected?

The predicted noise levels outside the facades of habitable rooms (determined through noise modelling, outlined in the ONVR prepared by JH noise consultant Renzo Tonin) will set the range of possible types of architectural treatment for eligible houses:

<table>
<thead>
<tr>
<th>Treatment level – Exceedance of Noise Goals</th>
<th>Type of Architectural Treatment</th>
<th>Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Level A – 0-5dB (A)</td>
<td>Boundary Fencing</td>
<td>Provision or upgrading of boundary fencing may reduce noise</td>
</tr>
<tr>
<td>Level B – 5-10 dB(A)</td>
<td>All of the above</td>
<td>Fresh air ventilation allows for windows to be closed whilst still maintaining fresh air flow. Seals minimize noise on the property</td>
</tr>
<tr>
<td></td>
<td>Fresh Air Ventilation</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Replacement of window/door seals and window seals</td>
<td></td>
</tr>
<tr>
<td>Level C – 10-15 dB(A)</td>
<td>All of the above</td>
<td>All benefits outlined above; and Double glazed windows reduce the transfer of noise through the window</td>
</tr>
<tr>
<td></td>
<td>Double glazing of windows</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Upgrading Doors</td>
<td></td>
</tr>
</tbody>
</table>

How is my property assessed?

JH noise consultant has already undertaken extensive noise modelling to predict the impact of the Project upon potentially eligible houses. This information can be found in the ONVR which contains all potentially eligible houses for treatment.

In order to confirm whether your property is eligible for treatment, JH will organise a site inspection of your property to be undertaken. This will be used to record the internal layout and the rooms eligible for treatment. This information will be treated confidentially by JH.

What sort of input can Property Owners provide?

If, following the property inspection, the property is identified as eligible; property owners will be given the option of either:

1. Arranging for their own contractors to undertake the works. JH will provide a one off cash payment to cover the reasonable cost of the works (as estimated by JH); or
2. JH arranging for its contractors to undertake the treatment works.

The level of treatment that is offered will be determined by considering noise volume predictions and the mitigation level required.

Am I responsible for maintenance?

JH is offering two options for the architectural treatment:

- If option 1 is chosen, the one off cash payment will include the reasonable cost of the works and the estimated maintenance costs associated with treatment; or

- If option 2 is chosen, a warranty will be provided by the contractor undertaking the treatment works and any supplier of the treatments work.

Any maintenance required that falls outside of the warranty conditions will be the property owner’s responsibility

What happens if the noise levels are higher than predicted after opening the project?

While extensive noise modelling has been undertaken by Renzo Tonin, once the Project is completed further monitoring programs will be conducted to determine the actual level of noise produced by the Project.

If noise levels are higher than predicted and your property falls into a higher range than initially expected, it may be necessary to undertake additional noise mitigation treatment. Following this noise monitoring, you will be contacted if additional treatment is required.

Who do I contact if I have any further questions?

If you have any queries or further questions, please call Matthew Inkster on 0407 238 452
ATTACHMENT “D”

Recommended amendment to the dILP plan to include the subject lands