

**Supplementary
Submission**

No 3a

INQUIRY INTO THE UTILISATION OF RAIL CORRIDORS

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Date Received: 15/02/2012

Addendum to Online Submission by Grant Banner- reference IGANRIP

Just a clarifying e-mail for the Inquiry on what IGANRIP noise 'goals' are considered reasonably necessary going forward:

- Volume change 'triggers' that recognise that any new infrastructure projects that result in a 100% or more increase in freight volume down or up a railhead are 'new rail' for the purposes of the IGANRIP definition of that, not a 'redevelopment' as it currently sits.
- That houses 500 metres or less from a 'Third Track' style infrastructure development must be tested as though they were a 'new development' by a developer (so the private developer's standard is applied to the infrastructure development which is mostly done by government or quasi-government instrumentalities) and so the Proponent must noise mitigate existing houses (because it is bringing the 'nuisance' to them) down to the private developer's standard of 35 dB at your bedroom and 45 dB in your main living area. This is so different from the present requirements of 60 dB at night and 65 dB day if the new track is classed as a mere 'redevelopment'. At least a designation of 'new rail' delivers 55dB night and 60 dB day as the noise mitigation test threshold..which would be a help to people affected out further than the deeply impacted 500 metres. I pick 500 metres largely because that is the 'land 'sterility' zone being recognised by the Maitland Council during the Third Track build process, that is you can't touch your land and indeed the new LEPP as promulgated for Maitland by Maitland Council is saying you cannot do anything new on your land going forward at this distance from the Track.
- IGANRIP must be altered so it operates retrospectively on the 'volume' change trigger referred to above so that it catches the Third Track development (Maitland to Minimbah) as the builders (the Hunter 8 Alliance for ARTC as their client) can walk away effective mid-2013 and no ability to change the infrastructure impacts upon residents will exist after that.

Kind Regards

Grant Banner

15/02/12